

Supporting Planning Statement – 8 Stephen Street South, Bury BL8 2NT

Site and Surrounding Area

This site is located at 8 Stephen Street South in Bury and contains an existing two storey end-of-terrace property (including existing basement and loft conversion) which was recently converted to a 6-bedroom House in Multiple Occupation (HMO) under Permitted Development Rights. The conversion works were completed in September 2025 and the property is currently being let up for occupation, with 4 out of the 6 bedrooms already rented out. On this basis, the existing lawful use is a House in Multiple Occupation (Use Class C4).

The site includes a rear garden which contains cycle parking and bin storage area with access onto Back Hulbert Street, which is an existing shared service road to the rear.

Stephen Street South is accessed off Bolton Road, which is a busy artery road (A58) into Bury Town Centre characterised by a mix of residential and business / commercial uses. The property is located in a sustainable location from both public transport and local amenities perspectives; in close proximity to Bury Town Centre (20 minutes walking distance) as well as Bury Tram and Bus Interchange.



Figure 1 The application site

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Proposed Development

Planning permission is sought for the intensification of existing 6-bedroom HMO to a 6-bedroom, 8-occupants HMO (use class C4) to allow the flexibility of two of the larger double rooms to be occupied by either a single tenant or couples.

The property had already been converted to a 6-bedroom HMO and refurbished to high quality standards. It includes a communal kitchen / dining space (20.7sqm) and 6 bedrooms (varying between 10.3sqm to 24.7 sqm) with a designated en-suite bathroom.

Due to the large size of Bedroom 5 (15.1 sqm) and Bedroom 6 (24.7 sqm), these bedrooms are proposed to be offered to either single tenants or couples.



The existing HMO includes a secure and covered cycle parking facility with a capacity to accommodate 6 bikes in the rear garden and a designated bin storage area to accommodate the required capacity of waste storage (general and recycling).

Planning Assessment

Principle of Development – Intensification of Existing HMO Use from 6 to 8 Occupants

The NPPF advocates a presumption in favour of sustainable development. It is the role of the planning system to support strong, vibrant and healthy communities by providing the supply of housing needed to meet the needs of present and future generations and by creating a high quality built environment with accessible local services that reflect the community's needs and support its health, social and cultural wellbeing.

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The site is located in an urban area within a residential setting in a sustainable location within 20 minutes walking distance to Bury Town Centre. The proposed development would continue to provide residential accommodation and as such the use would not conflict with the character of the surrounding area in principle.

HMOs can make an important contribution to the availability of a diverse housing stock that serves the needs of a large segment of society including graduates, young professionals, key workers, young entrepreneurs, single-households saving for a deposit or unable to get on the housing ladder.

Saved UDP Policy H2/4 however recognises that it is necessary to ensure that HMO conversions do not adversely impact the general character of the area or the amenity of neighbouring properties in terms of noise, visual intrusion, or car parking.

Paragraph 3.12 of Bury's SPD 13 states that HMOs are often best located in vibrant areas that are near a relatively busy highway, well served by public transport, cycle routes and a range of services including shopping and leisure. The application site is situated in close proximity to the services and amenities available within Bury Town Centre, located off Bolton Road which is a main arterial route into the town centre, and is well served by non-car modes of transport. The application site is therefore considered to be appropriate for a HMO use.

The site is already occupied by an existing 6-bedroom HMO and therefore the principle of use is already established on site. The proposals seek approval to increase the number of occupants from 6 persons to 8 persons, with two of the large bedrooms (bedroom 5 & 6) having the flexibility of being rented out to couples.

Given the above context, the proposed intensification of use on site is considered to be acceptable and the proposals are in accordance with Saved UDP Policy H2/4, the HMO guidance within SPD 13 and the NPPF.

Residential Amenity

Amenity of future occupiers

The proposals include 6 x generous en-suite bedrooms with double beds and a large shared communal area including kitchen / dining room (20.7 sqm). All habitable rooms will be served by an appropriately sited and sized window which will provide an adequate amount of daylight and outlook for future occupants. The proposed scheme will be of a high standard of design in terms of living accommodation, natural lighting and ventilation.

The proposed accommodation meets and exceeds the required HMO licensing standards with bedrooms varying in size between 10.3sqm and 24.7 sqm (plus a separate en-suite bathroom) in order to cater for a diverse range of product and price points. It is recognised that a HMO license will be required for the property.

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Future occupants will also have access to outdoor external space in the rear yard which also includes secure cycle parking space and bin storage area.

The Applicant has a proven track record of delivering high-quality HMOs, designed for long-term occupation by working professionals in Bury, Salford and Stockport.

Appendix 1 includes photographs of the existing HMO property, demonstrating the high-quality fit-out and finishes. The target market is working professionals, ensuring a stable, long-term tenant profile and contributing to the local community. A professional property management company will oversee tenant selection, ensuring responsible occupation and maintenance.

It is therefore considered that future occupants of the HMO would be provided with satisfactory living conditions and the proposals are deemed acceptable in terms of residential amenity.

Neighbouring Occupiers

The application site is located on an end of terrace and neighbours one residential dwelling at No. 6 Stephen Street South (to the west). The rest of the surrounding area on Stephen Street South is also residential in nature.

The property's existing lawful use is a 6-bedroom HMO and this application seeks consent for an additional 2 occupiers.

It is recognised that the proposals would increase occupancy at the property and therefore the levels of activity associated with the site. However, it is not considered that the uplift in activity at the site or the comings and goings associated with a HMO of this size would result in neighbouring residents experiencing an unacceptable loss of amenity in terms of noise and disturbance.

Overall, the proposed intensification of the existing HMO use from 6 occupants to 8 occupants is not considered to have a detrimental impact on the amenity of existing residents or future occupants of the scheme, and as such complies with Saved UDP Policy H2/4 part a and part c, and the HMO guidance within SPD 13.

Impact on Transport and Highways Safety

The site is located in a sustainable and accessible location within 400m from Bury Town Centre with access to commercial businesses, amenities and services within the surrounding area. The site also benefits from good public transport links, including frequent bus services and close proximity to Bury Metrolink and Bury Interchange. This is confirmed by the site's allocation within Zone 2 as shown on Appendix 1 of SPD 11.

The site can therefore be considered to be located in a sustainable location, thereby reducing reliance upon private car use.

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Bury Council's parking standards within Zone 2 requires 0.25 unallocated spaces per bedroom for HMOs. The existing 6 bedroom HMO (converted under Permitted Development Rights) therefore has an existing shortfall of 1.5 spaces. This would be the same for the proposed 6-bedroom, 8 occupants HMO following the intensification of use.

Bury Council's SPD 11 (June 2025) acknowledges that *"HMOs and shared housing tend to attract occupiers with lower than average levels of car ownership compared to the general population"* (para 4.34)

Due to the site's high level of sustainability and accessibility, it is not considered necessary for future residents to own a car. The nature of the accommodation also means that it will be less likely that future residents will own a car as HMO uses tend to have a lower level of car usage than a single residential dwelling and it is generally expected that town centre living would not necessarily or automatically provide parking. It is also noted that the property can be lawfully occupied as a HMO with up to 6 occupiers under Permitted Development Rights (the site's existing use) and this application seeks consent for an additional 2 occupiers.

The proposals will seek to promote sustainable modes of transport and will include a secure and covered cycle store (with a capacity of 6 spaces) within the rear garden. This will promote cycling as a viable and attractive means of travel. The level of provision proposed within the scheme will also help to support a reduction in reliance upon the private car and help to encourage use of more environmentally friendly and sustainable modes of transport amongst future residents.

In terms of assessing highways matters paragraph 116 of the NPPF is relevant which advises *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*. This is a high policy test and it is not considered that the development for an additional 2 occupants would be associated with severe adverse highway impacts which would warrant a refusal.

Overall, the proposed development is considered to accord with the transport requirements of the NPPF; Saved Policy HT2/4, and would be acceptable when assessed against part e) of Saved Policy H2/4 and the relevant guidance within SPD 11.

Energy and Sustainability

In compliance with local and national policy, the existing HMO was refurbished to prioritise the minimisation of energy demand and maximisation of energy efficiency through the following measures:

- High Insulation Standards:

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- The development features highly insulated walls and ceiling cavities to reduce heat loss and enhance thermal efficiency.
- Double glazing to improve insulation and reduce energy consumption. This ensures compliance with Part L Building Regulations.
- Passive performance has been enhanced through improving the fabric efficiency with double glazing and insulation as well as the efficiency of the existing internal layout.
- **Renewable Energy Sources:**
 - Due to the building orientation and lack of solar gain on the roof, the installation of solar PV panels is not feasible.
 - The building will use a conventional boiler with water tank system due to the high demand for hot water from six separate hot water stations. ASHP is not viable under the current design.
 - We commit to opting for renewable energy sources when selecting gas and electricity suppliers for the building, ensuring a greener energy supply.
- **Smart Thermostats:**
 - Smart thermostats to enable precise control over heating and cooling, enhancing energy efficiency and user comfort. This improves thermal regulation and supports sustainability goals.
- **Energy Performance Certificate (EPC) Rating:**
 - Targeting EPC rating of C or above, demonstrating our commitment to energy efficiency and environmental sustainability.
- **Regular Maintenance:**
 - The property will undergo regular maintenance, with bi-annual reviews to ensure all energy-saving measures are functioning optimally and to identify opportunities for further improvements.

These measures align with the 2022 Part L Building Regulations and underscore our dedication to creating a sustainable and energy-efficient development. The proposals therefore comply with Places for Everyone Policy JP-S2.

Digital Connectivity

In compliance with local Places for Everyone policy JP-C2, the proposed development will support high-quality digital infrastructure through the following measures:

- **Full Fibre Connections:**
 - Fibre optic cables, ensuring superfast internet connections with a minimum speed of 500 Mbps.
- **Mesh Wi-Fi System:**
 - A mesh Wi-Fi system guaranteeing consistent high-quality internet coverage in every corner and on every floor.
- **Cat 6 Network Points:**
 - Cat 6 network points on each floor, providing robust and reliable wired internet connections for high-speed data transfer.

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The proposed development complies with Policy JP-C2, delivering superior digital connectivity that meets the demands of modern living and enhances the overall functionality of the property.

Conclusion

The proposed development to increase the number of occupants within the existing HMO from 6 to 8 persons is considered to comply with local and national planning policy as demonstrated in the above planning assessment and should therefore be granted planning permission.

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Appendix 1 - Images of the existing 6-bedroom HMO at the Application Site

