

Design & Access and Supporting Planning Statement – 12 Monmouth Avenue, Bury BL9 5DU

Site and Surrounding Area

This site is located at no. 12 Monmouth Avenue in Bury and contains an existing two storey mid-terrace residential property. The site also contains a rear garden which is covered by hardstanding and backs onto Back Monmouth Avenue, which is a shared service alley between the row of terraces on Birley Street and Monmouth Avenue.

Monmouth Avenue is a residential street located off Walmersley Road, which is a busy artery road (A56) 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 (15 minutes walking distance) as well as Bury Tram and Bus Interchange (within 20 minutes walking distance).



Figure 1 The application site

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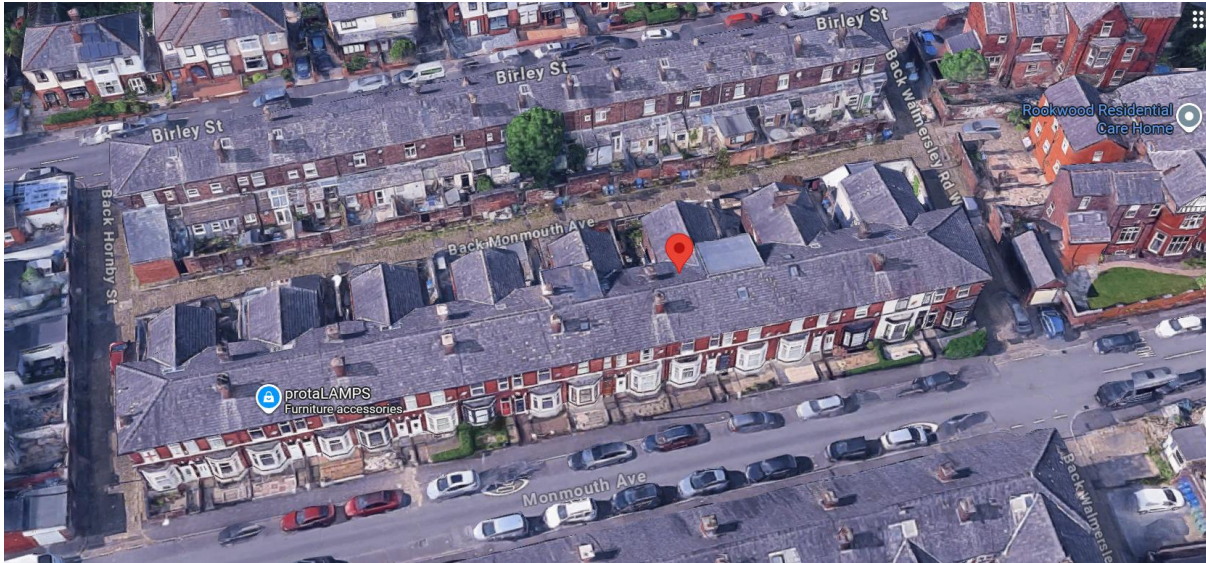


Figure 2 The application site within wider context

Proposed Development

Planning permission is sought for the change of use of the existing residential dwellinghouse (use class C3) to an 8-bedroom, 9-person HMO (Sui Generis) and associated external works including rear dormer extension and new roof and dormer windows.

The dormer extension could be undertaken via Permitted Development Rights, however included in this application for completeness.

The proposals seek to internally refurbish the property to high quality standards to create 8-bedrooms with designated en-suites and a generous communal kitchen and dining area.

The proposals will also include a new secure and covered cycle parking facility in the rear garden and a bin storage area to accommodate the required capacity of waste storage (general and recycling).

Planning Assessment

Principle of Development

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.

The site is located in an urban area within a residential setting in a sustainable location within 15 minutes walking distance to Bury Town Centre. The proposed development

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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.

Whilst Bury Council does not have a ‘threshold limit’ on the number of HMO within a given area, upon review of ‘Bury Council’s Register of Licensed HMOs’, there is currently 1 existing 6-bedroom HMO on Monmouth Avenue which is located at No. 2.

It is also worth noting that the property can be lawfully occupied as a HMO with up to 6 occupiers under Permitted Development Rights and this application seeks consent for an additional 3 occupiers (i.e. 8-bedroom, 9-person HMO)

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 Walmersley 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.

Overall, the principle of the development is considered to be acceptable, and the proposals are in accordance with considerations for Saved UDP Policy H2/4, the guidance within SPD 13 and the NPPF.

Residential Amenity

Amenity of future occupiers

The proposals include 8 x generous en-suite bedrooms with double beds and a large shared communal area including kitchen / dining room. 7 bedrooms will be single occupancy and one of the bedrooms will be double occupancy to allow couples to rent it. All bedrooms and communal 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 10.3 sqm and 16.7sqm (plus a

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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.

Future occupants will also have access to a small garden space to the rear of the property and a secured cycle storage (with capacity for 8 bikes).

The developer has a proven track record of delivering high-quality HMOs, designed for long-term occupation by working professionals. **Appendix 1** includes photographs of similar projects, 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 bounded on both sides by residential dwellings. The proposed 8-bed HMO is considered to be compatible with the neighbouring uses given the dwelling will also remain in residential use.

The property can lawfully be occupied as a HMO with up to 6 occupiers under Permitted Development Rights and this application seeks consent for an additional 3 occupiers.

It is recognised that the proposed 8-bed HMO would increase occupancy of 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 be so significant to create harm, considering the property could accommodate a 6-bedroom HMO without the need for planning permission.

For these reasons it is not considered that the proposal to use the property as an 8-bedroom HMO would result in neighbouring residents experiencing an unacceptable loss of amenity in terms of noise and disturbance.

Overall, the proposed conversion to an 8-bed HMO 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 guidance within SPD 6 and SPD 13.

Impact on Transport and Highways Safety

The application is accompanied by a supporting Traffic Highways Note prepared by AXIS.

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The site is located in a sustainable and accessible location close to 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.

BMBC's Supplementary Planning Document 11 (SPD 11): Parking Standards in Bury dated June 2025 states: *"All types of development proposals will be required to consider providing levels of parking in line with the standards set out within Chapter 4 of this SPD. The provision of adequate parking facilities will also be required to meet appropriate design standards as set out in Chapter Six of this SPD. The provision of adequate parking facilities and their design should be appropriate to the scale, nature, location and users of a proposal."*

The need for 'adequate' levels of car parking is also advocated at Policy HT2/4 of the Bury Unitary Development Plan (UDP) (Saved in 2007).

The Proposed Development is located on the edges of 'Zone 3 / Zone 4' as defined in Supplementary Planning Document 11 (SPD11). SPD11 advises that in such instances, the parking standard for the zone with the lowest parking standard (i.e. Zone 3) should be considered – albeit the prescribed standards for the use types proposed in this instance are the same for both of these zones.

The relevant car parking standards for 4-bedroom houses and HMOs within Zone 3 and Zone 4 are as follows:

- i) **Houses in Multiple Occupancy (HMO) (C4) and Sui Generis HMOs:** 0.5 unallocated spaces per bedroom - Alternative provision levels to be considered on a case-by-case basis; and
- ii) **General Residential (C3):** 3 spaces per 4-bed dwelling and greater.

Under the adopted standards, the Proposed Development would ordinarily require 4 parking spaces, although alternative provision may be considered on a site-specific basis depending on location and circumstances. The existing 4-bedroom dwelling generates a requirement for 3 car parking spaces.

Accordingly, based on application of the parking standards without any adjustment, the Proposed Development results in an additional one car parking space demand against that of the existing house. This is not a significant increase and should not give rise to any car parking concerns.

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)

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Due to the site's good level of 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 HMOs would not necessarily or automatically provide car parking.

It is also noted that the property can be lawfully occupied as a HMO with up to 6 occupiers under Permitted Development Rights and this application seeks consent for an additional 3 occupiers.

The proposals will seek to promote sustainable modes of transport and will include a secure and covered cycle store (with a capacity of 8 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.

SPD 13 ('Conversion of Buildings to Houses in Multiple Occupation') discusses matters of car parking at HMO sites and states that: *"the Council recognises that it is difficult to set actual car parking standards for HMO as this will often depend on the end user and the location of the property. Accordingly, the level of parking provision will be considered depending on the specific circumstances involved and location of the proposal."*

SPD 13 further states in this regard: *"Any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted."*

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 bedrooms (3 occupants) would be associated with severe adverse highway impacts which would warrant a refusal.

The application is also accompanied by a Highways Technical Note prepared by AXIS which confirms that the proposed car-free arrangement is entirely appropriate for the scale, use, mix, location and projected parking demands of the Site and is fully reflective of relevant local and national policy guidance on this matter, including 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 and SPD 13.

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Energy and Sustainability

In compliance with local and national policy, the proposed development prioritises the minimisation of energy demand and maximisation of energy efficiency through the following measures:

- **High Insulation Standards:**
 - The development will feature highly insulated walls and ceiling cavities to reduce heat loss and enhance thermal efficiency.
 - Double glazing will be installed throughout the property to further improve insulation and reduce energy consumption. This ensures compliance with Part L Building Regulations.
 - Passive performance will be 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 will be installed throughout the property 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:**
 - We aim to achieve a high 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 will therefore comply with Places for Everyone Policy JP-S2.

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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 will be installed to the property, ensuring superfast internet connections with a minimum speed of 500 Mbps.
- Mesh Wi-Fi System:
 - A mesh Wi-Fi system will be deployed throughout the property, guaranteeing consistent high-quality internet coverage in every corner and on every floor.
- Cat 6 Network Points:
 - Cat 6 network points will be installed on each floor, providing robust and reliable wired internet connections for high-speed data transfer.

By implementing these measures, the proposed development will ensure compliance 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 convert the existing residential dwellinghouse to an 8-bedroom, 9-person HMO 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 other HMOs managed by the Applicant

