

Bury Council
Planning Department
April 2020

Design and Access Statement



**Proposal: Conversion of roof space to create 5no 2bed 3person self-contained units with front and rear dormers and new enclosed external stairwells.
Associated refuse and bike storage.**

Singleton Court, Bury Old Road, Manchester M25 0FW

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Introduction

This Design and Access statement is intended to support an application for the conversion of the roof space at the blocks of flats known as Singleton Court to create 5 no 2 bedroom 2 person additional flats.

This application site is in a central residential location ideal for a higher density of dwellings. The proposal also presents an ideal opportunity for the modernisation and improvement of the flatted development.

The proposed additional floor at each of the existing buildings will closely reflect the architecture, design and character of the existing buildings and will complement the existing mixed-use environment and street scene. The site's location is ideal for the increased density of dwellings which is presented by the proposal. The existing buildings are well spaced and have a spacious and airy feel about them. The site also benefits from a large private car parking area to the rear of the flats as well as small front garden spaces to the front of the flat buildings along Bury Old Road. The front garden areas set the buildings back from Bury Old Road and create a pleasant aesthetic which help the buildings to blend into the street scene.

The proposed works comprise the conversion of the roof area in each of the buildings to create an additional 5 no 2 bedroom flats with associated cycle storage and bin storage facilities. New stairwells will be installed in the available space between the existing buildings to enable access to the proposed additional floor without detracting from the layout or floor areas of the existing flats.

This document contains photographs and a description of the proposed works. It should be read in conjunction with the accompanying drawings.

Site and Surrounding Area

The application site is located close on the corner of Bury Old Rd and Singleton Road, in close walking distance of Kings Road and Cheetham Hill Road both of which are home to a large range of shops, local amenities and key bus routes. The site is not in a conservation area and there are no listed buildings on or adjacent to the site.

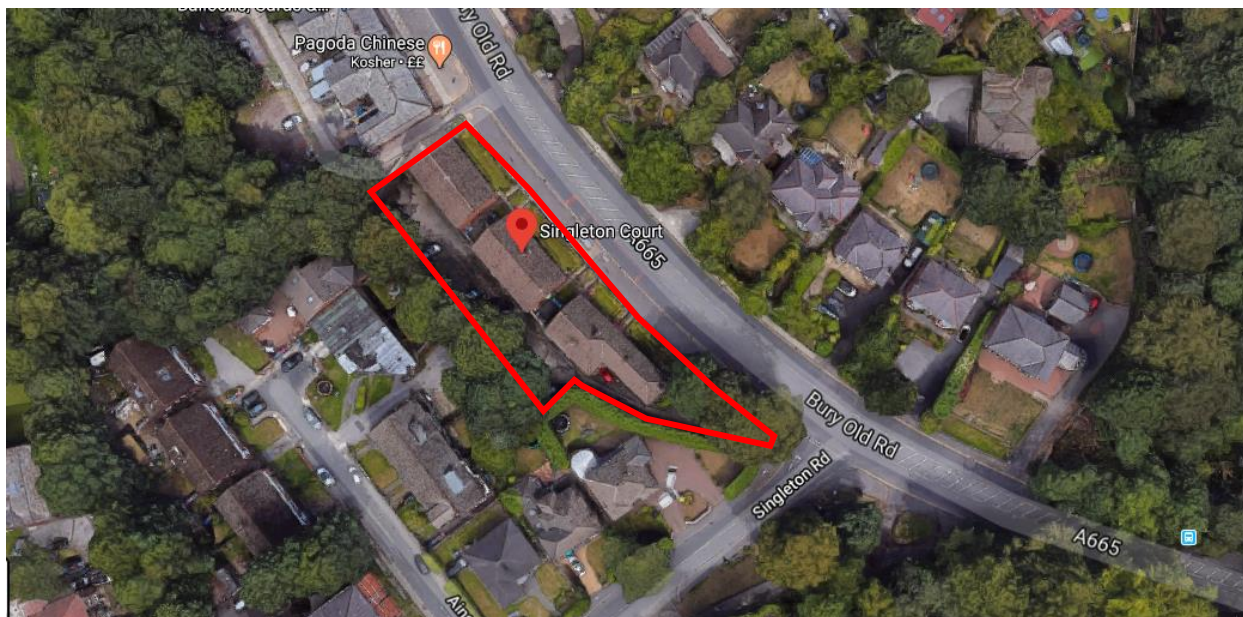


Fig. 1 Small scale Aerial view showing the site and surrounding properties

Heaton Park is a short ten-minute walk from the site. The site also benefits from its close proximity to Bury New Road, the M60 Ring Road and the M62 which links to the National Motorway System. In terms of public transport and accessibility, the site is centrally located with convenient public transport, road links and cycling routes which connect the property to Manchester City Centre, Bury Town Centre and all local amenities. The site is shown edged in red on the aerial map above.

The existing site comprises 3no two/three storey buildings which are connected at lower ground floor level. There is a large rear yard area which provides ample parking spaces to support the flats (see images below). The lower ground floor of the building to the far left of the site (as shown in the picture below) is residential flats which are accessed via the car parking area to the rear of the building and will be unaffected by the proposal.



Fig 3. Aerial view showing the existing buildings which make up the development site



Fig 4. Picture showing location of flats at lower ground floor level

The site is adjacent to the Parkhill commercial parade which has residential accommodation above the shop units and the surrounding area is predominantly residential in character. Housing in the immediate area comprises a mix of large detached and semi-detached houses with a number of flatted developments along Bury Old Road. There are several synagogues, community centres and a mosque within a short walking distance of the site.



Fig 5. Large detached houses set back from Bury Old Road, directly across the road from the site.

Along the south eastern boundary of the site, there is a large two storey dwelling house (123 Singleton Rd) on a large open plot with a small rear garden area and large front garden area and hardstanding. The plot is well screened from the existing flats by matured tall and thick hedges all around the perimeter of the site's curtilage and there are no issues of overlooking or loss of privacy from the flats.



Fig 6. No 123 Singleton Rd, a two-storey dwelling on the south eastern boundary of the site

The rear southern elevation of the site faces on to the rear of the two storey residential dwellings along Ainsdale Avenue, a short cul-de-sac just off Singleton Road. Ainsdale Avenue comprises a number of similar style two storey buildings which have been split into flats. The rear garden boundaries of these properties back directly on to the southern boundary of the application site (See Fig 6 below). The flats are sufficiently distanced from the houses along Ainsdale Avenue and it is not considered that the proposed additional flats will create any increased issues of overlooking or loss of privacy.



Fig 7. Aerial picture showing the proximity of the application site to the properties along Ainsdale Avenue

The site currently comprises 16 flats, comprising a mixture of one and two bedroom flats across three levels.

Vehicle access to Singleton Court is via an open entrance at the corner of Bury Old Road and Singleton Road. Vehicle access is not restricted and it is not envisaged that the proposed redevelopment on the site will have an adverse impact on the existing highway network.

Planning History

- Application Reference: 86/18359 – A historical application for the *Change of use: garages to flats* in relation to Garages 1 & 2 Singleton Court, Bury Old Road, Prestwich was submitted to the council in May 1986 and was subsequently approved by the Council on 26-June-1986.

Principle of Development

The proposal includes the creation of an additional 5 no 2 bedroom flats to be located within the converted existing roof space of the three buildings. The proposal includes the creation of well-

proportioned front dormers with pitched roofs on the front elevation. Flat roofed dormers are proposed in the rear roof slope.

The existing buildings have aged and are tired looking and the proposal includes provisions for updating and improving the appearance of the buildings. For instance, the new roof dormers will incorporate the replacement of the existing roofing and old roof tiles of the buildings and create a more distinct residential character within the area. The increased density within this location is appropriate. The proposed development will enhance the appearance of the buildings and their contribution towards the built environment and the character of the area.



Fig 8. Proposed front Elevation

The proposal also includes the creation of new partially enclosed stairwells in between the flat buildings and an additional smaller stairwell to the far-right hand side of the site as shown in the proposed elevation plans above and below.



Fig 9. Proposed Rear Elevation

These stairwells will provide access to the newly proposed flats without detracting from the existing floor space of the existing flats on the lower floors or requiring additional internal alterations to enable access to the proposed flats. The stairwells will be partially cladded in composite panelling to the north and south elevations. This will ensure maximum privacy for the future occupants as well as the concealment of the comings and goings from the street scene whilst maintaining the sense of space between the buildings.

The proposal includes outdoor sheltered bike storage and the provision of ample car parking spaces to accommodate the new flats.

The proposal includes a novel and convenient solution for the refuse and recycling storage areas which is to be provided in the space of two of the former garages at lower ground floor level.

The proposal will contribute to the location by producing a high-quality residential development in keeping with the residential character and appearance of the surrounding area.

The development of the additional flats within the converted roof space of the buildings will incorporate a high standard of design and will utilise recommended building methods and high-quality materials to ensure energy efficiency and sustainable design.

Character and Appearance

The proposed flats will all be located within the converted roof space of the existing flattened buildings. One flat is to be located in the building to the far left of the site, two flats will be located above the middle building and an additional two flats will be located above the building to the right of the site. The conversion of the roof space will incorporate the removal of the chimneys.

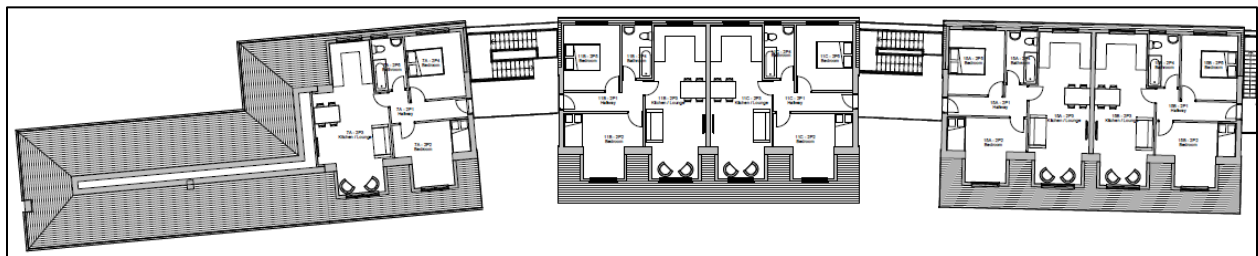


Fig 10. Proposed second floor plans

The size and layout of the proposed residential flats has primarily been determined by the available roof space within in each of the buildings. The proposed design of the flats seeks to blend in with the pattern of development of the flats below with limited visual impact on the street scene along Bury New Road and the surrounding built environment.

The proposal seeks to limit the alterations to the external façade facing Bury New Road. And comprises several proportionate dormers within the roof pitch of the buildings, see image below. The creation of the dormers will ensure that the scale, massing and height of the development remains largely the same as the existing buildings with a majority of the alterations and living accommodation to be provided within the converted roof space and to the rear of the second floor buildings away from the street.



Fig 11. CGI showing the proposed front elevation of the flat buildings with partially enclosed stairwells in between the buildings

The proposed design of the front dormers is based on red brick structure with brown clay tiles to match the existing. The rear dormers will be of timber structure with red/brown roof tiles on the external facades to match the existing roof tiles with flat roofs above and large windows looking out to the rear of the site.



Fig 12. Example of red tile finish on rear roof dormer to match roof tiles

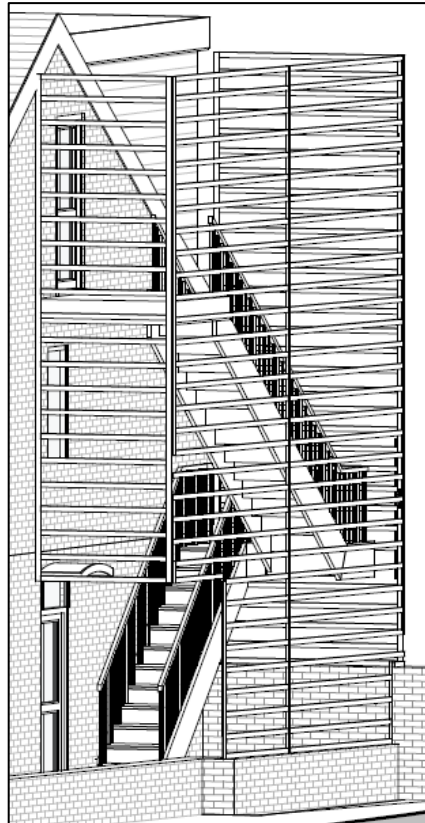
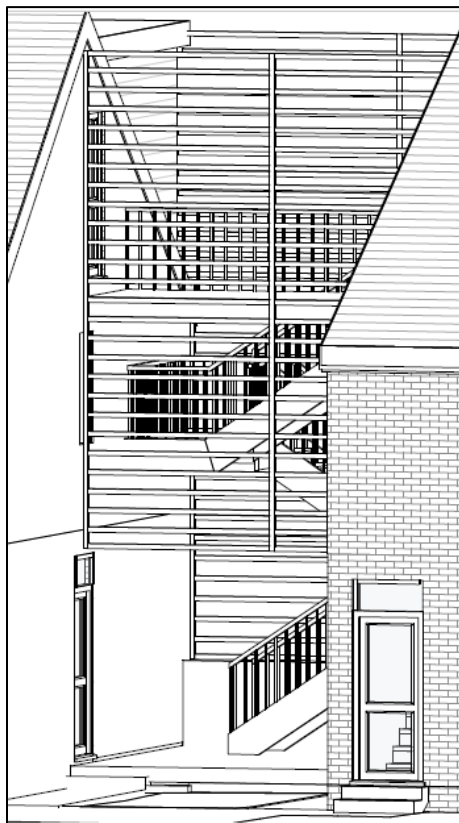
The proposal includes the creation of new partially enclosed external staircases in between the flat buildings, however as previously detailed, these will only be partially cladded to the front and rear to create a widely spaced permeable screen which will allow for the continued flow of light and line of vision through the proposed stairwell structures whilst providing an element of privacy to future occupiers. The stairwell structures and associated screening have been designed to maintain the open and spacious aesthetic which currently exists at the site.



Fig 13. CGI showing the proposed front elevation of the site with front dormers on the middle flat building



Fig's 14 and 15 Examples of similar style permeable cladding with flow of natural light and visual flow through cladding



Fig's 16 and 17 Proposed stairwells in between the flat buildings

There are no other alterations to the front elevation of the buildings and the existing buildings will continue to blend comfortably into the surrounding built environment.

Scale of Development

The total floor area of the proposed five studios is 293m².

Flat 7A (2 bedroom, 3 person flat) – 61m²

Flat 11B (2 bedroom, 3 person flat) – 61m²

Flat 11C (2 bedroom, 3 person flat) - 61m²

Flat 15A (2 bedroom, 3 person flat) - 61m²

Flat 15B (2 bedroom, 3 person flat) - 61m²

Each of the proposed flats comply with the minimum floor areas for 2bed 3person flats, as required by nationally prescribed space standards.

Outlook and Privacy

The flat buildings are well distanced from the residential properties across Bury Old Road. They are also separated from the adjacent parade of commercial units at Park Hill and it is not considered that the proposed flats will create any issues of overlooking or reduced outlook in relation to these properties.

The residential plot at 123 Singleton Road is entirely surrounded by tall thick hedges which entirely screen the property and its garden space from the flat buildings. Due to the structural limitations of the existing buildings, the proposal only includes the conversion of one section of the roof space above the southernmost building further away from the plot. The conversion of the roof space will not therefore create any issues of lack of privacy or amenity space for the residents of this property.



Fig 18. Tall hedging along the perimeter of 123 Singleton Rd which screens the property from the flats.



Fig 19. Section of roof space to be converted into a residential flat in southernmost building

The rear (western) elevation of the flat buildings face the rear of a number of two storey residential dwellings located along Ainsdale Avenue, a short cul-de-sac just off Singleton Road. The flat buildings along Ainsdale Avenue are of a similar scale and architectural design as the subject property which are also occupied as flats. The buildings along Ainsdale Avenue also benefit from small garden areas to the rear of the buildings which back onto the car parking area to the rear of Singleton Court. The existing flat buildings are separated from the properties along Ainsdale Avenue by a distance of approximately 24.5m across the car parking area to the rear of the site in accordance with Section 3.12 (Aspect Standards to

Protect Privacy and Residential Amenity) of the SPD6 Supplementary Planning Document 6: Alterations & Extensions to Residential Properties. The proposed flats will retain the same distancing and is compliant with the planning guidance.



Fig 20. Rear of Singleton Court (outlined in red) faces out on to rear of properties along Ainsdale Avenue (outlined in orange)

Based on the existing arrangement of the flat buildings in relation to the properties along Ainsdale Avenue and the existing line of overlooking from the existing flats at ground and first floor level, it is not considered that the proposed flats will have any more of an impact on the privacy and amenity of neighbouring properties along Ainsdale Avenue. Moreover, the privacy and amenity of the residents of the proposed flats will also be protected.

Access and Parking

The site is easily accessible by vehicle, on foot or cycling from Bury Old Road.

Access to the new flats will be via the new stairwells to be created between the existing buildings which will provide private access to each of the proposed flats on the third floor, as indicated on the plans (see Fig. 13 below).

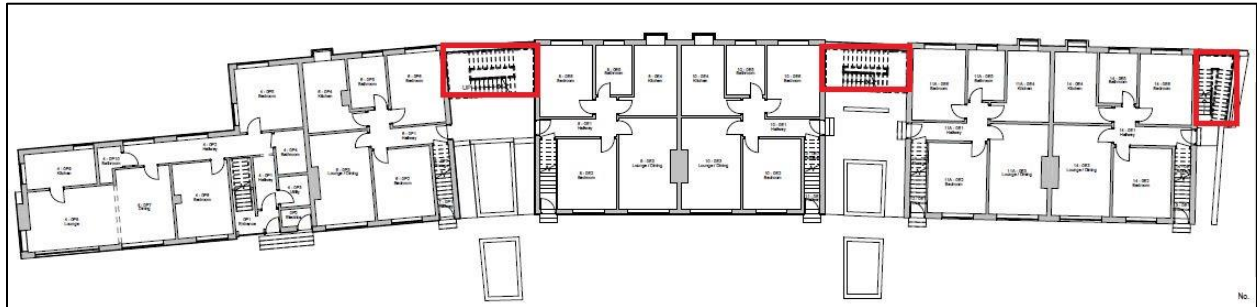


Fig 21. Location of new stairwells to be created between the existing buildings

The development site is located in a highly accessible location and close proximity to key public transport links and local amenities. The site is located along Bury Old Road, a primary arterial route into Manchester City Centre along which the 135 Bus route travels from Bury to Manchester at frequent intervals of not more than 10 minutes during peak traffic hours and every 20 minutes outside of peak traffic times. There is a bus stop conveniently located directly outside the development site on Bury Old Road (as shown in the Fig 22 below)



Fig 22. Bus stop located directly outside the development site on Bury Old Road

The site benefits from large rear car parking area has 22 car parking spaces aside from the 14 garages at lower ground floor level. The existing car parking spaces provide more than sufficient car parking for the existing residents. The car parking area is accessible by vehicle and on foot from an open ungated entrance located at the corner of Singleton Road and Bury Old Rd.



Fig 33. Entrance to rear car parking area at the corner of Singleton Rd and Bury Old Rd

There is an additional stairwell which leads down to the car parking area providing pedestrian access to the car parking area from the northern edge of the site. The stairwell is accessed from the unadopted street which separated between the northernmost building at Singleton Court and the parade of commercial units at Park Hill.

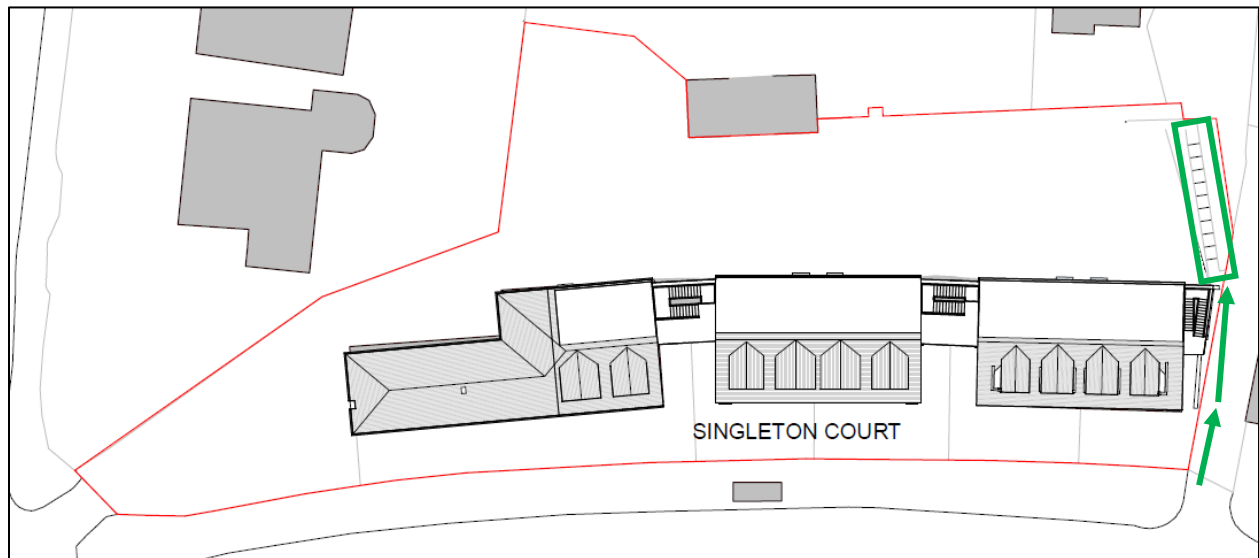


Fig 34. Additional stairwell at northern edge of the site which leads down to the car parking area providing pedestrian access to the car parking area

Given the large car parking area and oversupply of parking spaces for the existing residents, it is considered that the car parking area will be able to comfortably accommodate the additional parking spaces required by the new flats. A total of 5 car parking spaces will be allocated for the new flats in accordance with the SPD 6, Development Control Policy Guidance Note 11 - Parking Standards in Bury

which states that the maximum standards for car parking in residential dwelling houses in High Access Areas 1.5 spaces for a 2 bedroom dwelling. A total of 17 spaces will be retained for the existing residents. 5 spaces for the 5 x 1 bedroom flats and 12 spaces for the 11 x 2 bedroom flats.



Fig 35. Aerial picture showing location and access to car parking area at the rear of the site

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration	Car Parking for all types of dwellings: Visitor parking spaces should be shared.
1 bed	Low Access Area				
2 bed					
3 bed					
4 bed and above					

Table 1. Excerpt from Development Control Policy Guidance Note 1, Section 5 Table 2 (Required Parking Standards).

Amenity Space

Due to the sites unique limitations, it is not possible to incorporate private garden amenity space for each of the proposed flats, however gives the sites close proximity to the local Broughton Park and nearby Heaton Park, the lack of provision of private garden amenity space is not disadvantageous to the proposal.

The flats have been designed to comply with the internal space standards as set out in the Local Plan.

Bicycle Storage

The provision of bicycle storage for the flats will be on the northern end of the car parking area as shown on the block plan below. The car parking area is a large open area which has sufficient space to accommodate the provision of a large bicycle storage shed to accommodate the new flats. The car parking area is overlooked by the flats which provide natural surveillance of the rear car parking area. The proposed bicycle shed will provide storage for at least 1 bike per flat in accordance with SPD 6, Development Control Policy Guidance Note 11 - Parking Standards in Bury which states that the minimum standards for bicycle parking in flats and apartments in High Access Areas 1 space per 5 dwellings. Minimum of 4 spaces.

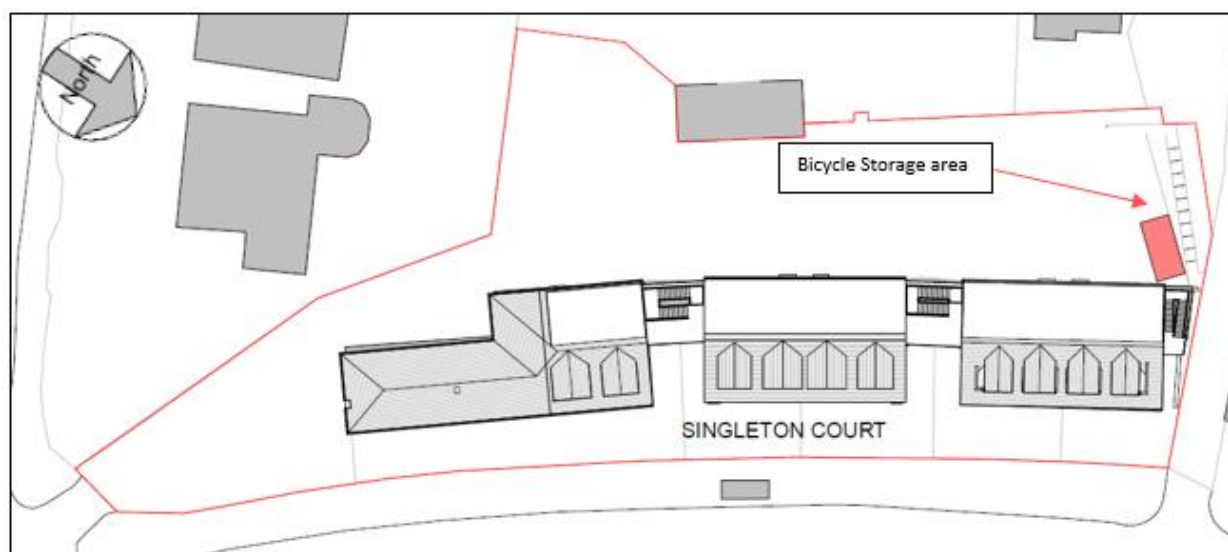


Fig 36. Block plan showing the location of the proposed bike storage

The combined provision of 8no car parking spaces for the new proposed and bicycle storage facilities will ensure that the proposed scheme would not have a negative impact on road users and conditions of highway safety in nearby streets.

Bin Storage and Handling of Waste

The existing bin storage for the flats is currently located in the in the terraced open spaces in between the three flat buildings and the bins are brought forward to Bury Old Road for collection. The proposed bin collection for the flats will also be from along Bury Old Road.

The lower ground floor of the flats are currently used as storage garages for the flats above. The proposal includes the conversion of two of these garages (garages 7 and 8) in to waste and recycling storage areas to accommodate the new flats. (see Fig. 14 below). The converted garages have the advantage of being completely enclosed and new doors will be installed in place of the existing pull up garage doors.

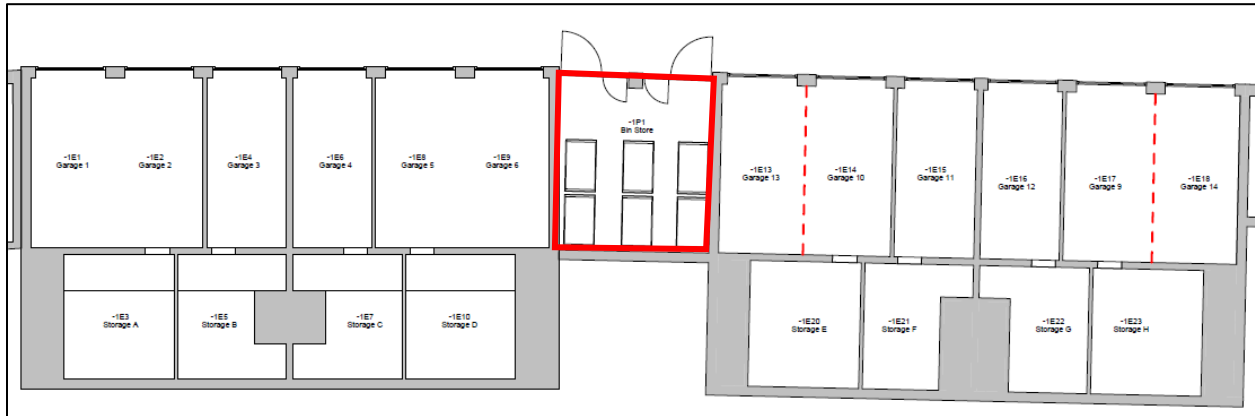


Fig 37. Lower ground floor plans showing the location of the proposed bin storage area within the converted garages



Fig 38. Proposed Rear Elevation showing the location of the converted storage garages at lower ground floor level

The proposal includes the creation of a rubbish chute directly above the waste storage area which will extend from the ground floor terraced area between the northern most building and the middle flat building as indicated on the plans below. This will allow for easy and convenient access to the refuse storage area without the need for residents to walk all the way around the buildings to empty their rubbish.

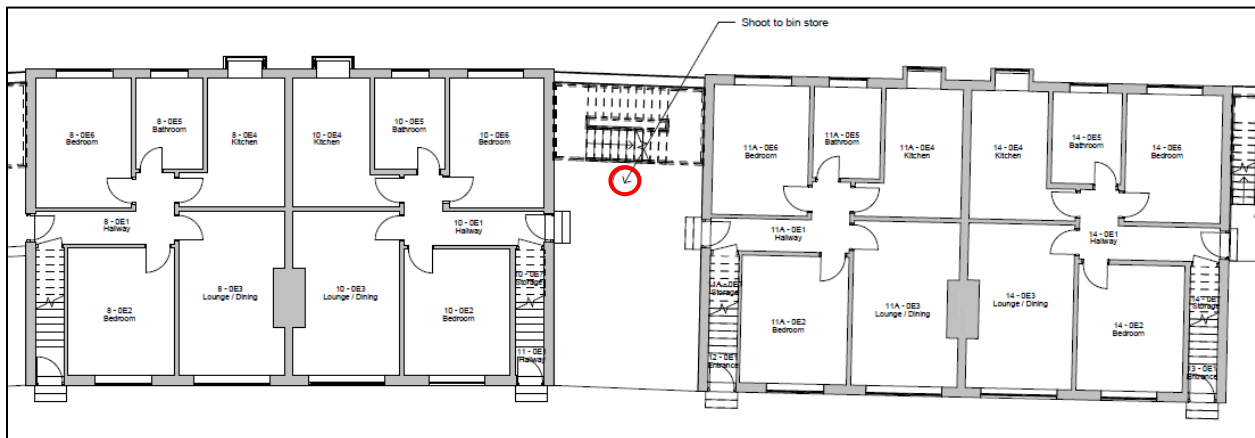


Fig 39. Ground floor plan showing location of the proposed rubbish shoot between the flat buildings



Fig 40. Front elevation plan showing location of the proposed rubbish shoot between the flat buildings

The conversion of the garages into bin storage area will ensure that the bins are kept neat and tidy, away from the street and do not block circulation or manoeuvrability in the car parking area. The garages to be converted into waste storage will be located below the space in between the middle and far right buildings directly below the proposed stairwells (as indicated on the plans below) and will not be in close proximity to the windows of any habitable rooms.

The bin storage areas will provide sufficient waste and recycling storage space in accordance with the council's guidelines.

Noise

The property is located along Bury Old Road, one of the primary arterial routes leading into Manchester City Centre. The proposal includes the installation of appropriate acoustic insulations within the walls of the proposed flats as well as double glazed windows and doors to limit the noise disturbance from the Road below.

With regards to the passage of noise between the proposed flats and the existing flats below, this is governed by strict building regulations performance standards. These will be achieved with the appropriate acoustic insulations to comply with those standards. As part of building control requirements, sound tests are carried out.

Sustainability

The proposed flats have been designed in accordance with the Department for Communities and Local Government, Technical Housing Standards to ensure the living conditions are suitable and in accordance with the council recommendations.

The construction will incorporate a high standard of design and will utilise recommended building methods and high-quality materials to ensure energy efficiency and sustainable design.

Modern insulation techniques will be adopted as part of the project to ensure energy efficiency and reduce carbon emissions.

The proposed design of the flats has been well planned and strategically organised to ensure that residents will have the maximum usability and amenity of the internal space with ample room for furnishings, storage and various activities.

Policy Considerations

This proposal has been designed in accordance with the relevant national, regional and local planning policies as detailed below:

NPPF – (Revised) National Planning Policy Framework (19 February 2019)

The proposed development project is in accordance with several policies mentioned in the NPPF (2018)

Chapter 2 *Achieving sustainable development.* -

This policy states that the purpose of the planning system is to contribute to the achievement of sustainable development and that at the heart of the framework is presumption in favour of sustainable development which should be adopted by plans and decisions. The NPPF as a whole constitutes the Government's view of what sustainable development means in practice for the planning system. It is considered that the proposed development is in in accordance with the view of sustainable development as a whole and will help in promoting the aims of the NPPF and the Local Plan in relation to sustainable development in the town.

Chapter 5 – Delivering a sufficient supply of homes.

Paragraph 59 - To support the Governments objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The proposed development to create 5 residential flats will support this objective.

Paragraph 63 states that 'in determining applications, great weight should be given to outstanding or innovative designs which help raise the standard of design more generally in the area'.

Chapter 8 Promoting healthy and safe communities

Paragraph 91

Planning policies and decisions should aim to achieve healthy, inclusive and safe places.

Paragraph 93.

Planning policies and decisions should consider the social, economic and environmental benefits of estate regeneration. Local planning authorities should use their planning powers to help deliver estate regeneration to a high standard.

Chapter 11 Making effective use of land

Paragraph 117. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating

objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

Paragraph 122. Achieving appropriate densities

Planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

Adopted Bury Unitary Development Plan Policies

H1/2 Further Housing Development

The Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:

- the need to direct development towards the urban area;
- the availability of infrastructure;
- the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
- the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
- other policies and proposals of the Plan.

H2 - Housing Environment and Design

The Council will encourage good design in all residential development

H2/1 The Form of New Residential Development

All new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:

- the height and roof type of adjacent buildings;
- the impact of developments on residential amenity;
- the density and character of the surrounding area;
- the position and proximity of neighbouring properties;
- the materials to be used in proposed developments, especially their colour and texture.

H2/2 The Layout of New Residential Development

New residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- car parking provision;
- access for both vehicles and pedestrians, and provision for public transport;
- the possible need for traffic calming measures;
- density;
- space about and between dwellings;
- landscaping and screening;
- protection/provision of trees and hedgerows;
- open space/children's play areas;
- design for safety and security;
- access/facilities for the disabled;
- the existence of any public rights of way

H2/3 Extensions and Alterations

Applications for house extensions and alterations will be considered with regard to the following factors:

- the size, shape, design and external appearance of the proposal;
- the character of the property in question and the surrounding area;
- the amenity of adjacent properties;
- visibility for pedestrians, cyclists and drivers of motor vehicles.

EN1 - Built Environment

The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.

EN1/2 Townscape and Built Design

The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.

Factors to be considered when assessing proposals will include:

- the external appearance and design of the proposal in relation to its height, scale, density and layout;
- the relationship of the proposal to the surrounding area;
- the choice and use of materials;
- access and other design features for the mobility impaired;
- the design and appearance of access, parking and service provision;
- landscaping, including the use of natural landscape features, and open space provision;
- the use of lighting.

EN1/3 Landscaping Provision

Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.

EN1/5 - Crime Prevention

The Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime. In assessing development proposals particular attention will be paid to the:

- use and creation of defensible space;
- creation of opportunities for natural surveillance;
- location and design of street lighting;
- location of footpaths and access points;
- location and design of parking facilities;
- design of landscaping

EN1/7 - Through routes and Gateways

The Council is concerned to improve the quality of development along through routes and at gateways, and will require new proposals fronting major through routes and at the identified gateways to display a high standard of design and landscaping. The A665 Bury Old Road is listed as on the Boroughs main through routes and the proposal has been designed to a high standard of design and landscaping with limited alterations to the front elevation of the buildings facing on to Bury Old Rd.

EN6 Conservation of the Natural Environment

The Council will retain, protect and enhance the natural environment of the Borough, particularly in relation to areas of ecological, wildlife and geological importance.

EN6/3 Features of Ecological Value

The effect of land use changes on existing features of ecological or wildlife value will be taken into account when assessing development proposals. Any proposal should seek to retain such features and incorporate them into the development.

EN7/2 - Noise Pollution

In seeking to limit noise pollution the Council will not permit:

- development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;
- development close to a permanent source of noise.

HT2 - Highway Network

The present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. In particular, preference will be given to improvement schemes which seek to:

- improve road safety;
- improve the operation and therefore the attractiveness of the public transport network;
- improve or protect the economic viability of the Borough or local area;
- improve the flow of traffic;

- improve or protect the environment.

HT2/4 Car Parking and New Development

The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

HT6 - Pedestrians and Cyclists

The Council will seek to provide new and improved facilities for pedestrians and cyclists.

HT6/1 - Pedestrian and Cyclist Movement

The Council will seek to ensure that pedestrians and cyclists are able to move safely and conveniently.

HT6/2 Pedestrian/Vehicular Conflict

The Council will take action, as appropriate, to reduce pedestrian/vehicular conflict through measures which include:

- pavement widening/realignment.
- pedestrianisation schemes;
- improved pedestrian crossing facilities;
- proposals designed to reduce traffic speed;
- provision of clearly signed pedestrian routes.

Other Relevant Planning Documents

SPD6 Supplementary Planning Document 6: Alterations & Extensions to Residential Properties (January 2020)

Section 3 General Guidance for all domestic extensions

Domestic extensions will be required to achieve a high standard of design and complement the original building by reflecting its design, massing, scale and finishing materials. Specific features, such as doors, windows and roof style and eaves, should particularly reflect the dwellings original shape, size, alignment and architectural integrity;

Section 3.12 Aspect Standards to Protect Privacy and Residential Amenity

The separation between aspects of dwellings and new dwellings is an important consideration in maintaining adequate privacy distances and avoiding overbearing relationships. The council will seek to ensure that extensions maintain adequate privacy standards by minimising overlooking into adjacent neighbouring properties from new windows, balconies and areas of raised decking. As such there should be a minimum distance of 7m between first floor habitable room windows of any extension and a directly facing boundary with a neighbouring property; and

Section 6 Dormer and Roof Extensions

The Council will seek to ensure that proposals for dormer/roof extensions preserve the character of the street scene, especially where dormers on existing neighbouring properties are absent.

Section 7 Garages, Parking and Access

Extensions and alterations should not result in the loss of existing off-street parking provision unless it can be demonstrated that alternative provision can be made elsewhere within the domestic curtilage, without causing detriment to amenity or highway safety.

SPD11 Parking Standards in Bury (May 2007)

This SPD was used to guide the proposal in terms of design safety, layout and amenity principles including considerations towards appropriate security and lighting, highway safety, amenity of occupiers of surrounding properties, cycle Parking and pedestrian access and permeability.

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
10a. Dwelling Houses (C3)	High Access Area	Low Access Area			
1 bed	1.0	2.0 per unit	Where parking is located centrally for flat and apartment developments, at least 5% of parking should be for disabled persons.	Flats and apartments – 1 space per 5 dwellings. Minimum of 4 spaces. Must be provided in a secure long stay secure compound or locker.	Individual consideration
2 bed	1.5	2.5 per unit			
3 bed	2.0	3.0 per unit			
4 bed and above	3.0 per unit				

Table 2. Excerpt from Development Control Policy Guidance Note 1, Section 5 Table 2 (Required Parking Standards).

Conclusion

This proposal for the conversion of the roof space at the three buildings which make up Singleton Court to create 5no. 2bedroom flats is a good example of positively increasing development capacity of already developed land within the borough. The site is in a highly sustainable location which supports an optimised housing density in a well-connected location. The site's unique characteristics make it the ideal opportunity for an increased amount of dwellings.

The proposal will contribute towards the improvement and modernisation of the now dated flat buildings. The new development does not increase the buildings' footprint and has been designed to be subservient to the host properties. The proposal includes (minor) aesthetically pleasing alterations to the front of the flat buildings facing onto Bury New Road. The resultant design will retain the existing architectural appearance and will continue to positively reflect the mixed character and appearance of the surrounding area.

The proposed development adheres to national and local policies and will make a positive contribution to the Borough of Bury through the provision of additional dwellings and housing choice. The proposed development will enhance the street scene within this location

We trust that you will find this proposal acceptable and grant approval accordingly. Should you require any further information, please do not hesitate to contact me at office@eatownplanning.co.uk or 0330 221 0449.

Zalman Hanovitch MSc

Assistant Planner

EA Town Planning LTD