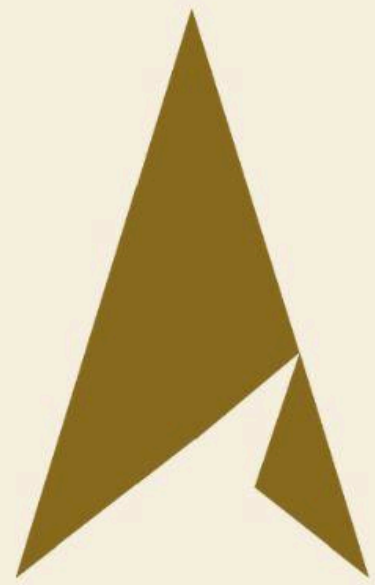




GOLDEN TRIANGLE ARCHITECTS

241111 - 167 and 169 Rochdale Road, Bury, BL9 7BB

Design And Access Statement

17/03/2026



01 - Introduction

01.1 Site Identification

This Design and Access Statement has been prepared by Golden Triangle Architects to support the planning application for 167 and 169 Rochdale Road, Bury, BL9 7BB.

01.2 Proposal Summary

This statement accompanies a formal Planning Application seeking permission for the change of use and restoration of the subject site from commercial premises back to two family dwellinghouses. The document details how the design process has been driven by a desire to "heal" the fragmented streetscape, removing dilapidated shopfronts to reinstate the historic Victorian residential character.

The scheme enhances the site by optimising existing built fabric, returning under-utilised structures to viable use while respecting the tight urban grain of the surrounding area. By prioritising adaptive reuse over demolition, the proposal delivers a sustainable contribution to the local housing supply.

The resulting design offers a balanced solution that secures high-quality family accommodation and improves visual amenity, without compromising the privacy of neighbouring properties

02 - Site Analysis And Context

02.1 Property Analysis

The application site comprises a mid-terrace property currently occupied as mixed-use commercial premises. The existing operational use includes a retail shop falling under Use Class E and a hot food takeaway classified as Sui Generis, supported by ancillary storage facilities located on the above stories and to the rear.

The building forms part of a continuous streetscape typical of the local urban grain, sitting on a plot with generally level topography. Historically, the structure dates from the late 19th or early 20th century, exhibiting the fundamental massing of the Victorian or Edwardian vernacular. Constructed using traditional masonry techniques, the building features solid brick main walls beneath a pitched roof finished in natural slate. Historic chimneys, which used to break up the monotony of the roofline have been removed.

Despite these traditional origins, the external envelope has undergone significant modification over time, particularly at the ground floor level where the insertion of modern commercial shopfronts has disrupted the original architectural rhythm. The front elevation presents a utilitarian appearance, with the upper storey brickwork rendered and painted in a cream/beige hue that obscures the original masonry fabric. Distinctive architectural features are notably absent; there is no visible decorative brickwork or detailing remaining on the façade.

Given the heavily altered nature of the existing fabric and the absence of significant heritage features, the properties represent a robust candidate for adaptation, offering an opportunity to unify the elevation, reintroduce some historic detailing, break the monotony of the roofline, and enhance the visual amenity of the immediate street scene.

02.2 Wider Context

The application site is situated within a high-density urban block along the A58, a primary arterial route that significantly defines the local atmosphere and acoustic environment. The prevailing urban grain is tight, characterised by high plot coverage and a continuous terraced frontage that sits strictly at the back-of-pavement line. This arrangement creates a strong sense of enclosure and defines the street edge as the primary public interface.

Architecturally, the immediate surroundings are defined by their eclectic and mixed character rather than a singular, cohesive style. The street scene lacks a uniform rhythm, presenting instead a robust variety of building heights, roof forms, and material palettes ranging from traditional brick and stone to modern faux timber cladding systems (directly opposite from the plot). This lack of uniformity indicates an evolving streetscape that has historically adapted to changing functional requirements.

A distinct contrast exists between the opposing sides of the thoroughfare. The development side consists largely of traditional late-19th-century modest brick terraces which have undergone significant historic alteration, eroding their original uniformity and character. Conversely, the opposite streetscape is dominated by a mix of large-scale non-residential structures, including the functional 'box' architecture of the Iceland store and the conversion of Nawaab Palace, which exhibits a hybrid aesthetic of historic Gothic revival merged with modern faux timber slat commercial cladding.

Land use in the vicinity is predominantly 'High-Activity Commercial', as well as dispersed residential, resulting in active ground-floor frontages that contribute to a vibrant, busy street level.

Given the absence of a rigid architectural vernacular and the presence of substantial commercial massing nearby, the context supports a design approach that responds to the established high-density footprint while utilising the area's eclectic character to justify a robust architectural evolution and reintegration of these historic dwellings back into modern use.

2.3 Planning History

A review of the Local Planning Authority's online register confirms no relevant planning history, refusals, or enforcement notices. The site benefits from a long-established commercial use, providing a clear baseline without legacy complications. Consequently, this proposal for a change of use relies on existing built fabric and should be determined principally on its architectural merit and contribution to local housing supply.

2.4 Existing Deficiencies

The existing commercial frontages currently exert a visually detrimental impact on the local street scene, appearing dilapidated and significantly detracting from the character and quality of the area.

The facade is defined by visible signs of disrepair and incoherence; the left-hand unit features a damaged fascia with exposed lighting tubes and missing signage, while the adjacent unit presents a blank, weathered fascia board and fading ad-hoc signage that reinforces an impression of abandonment. External cabling and alarm boxes cluttered on the upper facade further disrupt the visual order of the elevation.

This lack of visual quality is compounded by the inactive and hostile nature of the frontage at street level. The left-hand unit relies on a full-height, solid black roller shutter that creates a harsh, fortress-like barrier. Simultaneously, the right-hand unit creates a 'dead' frontage through the use of a residential-style door and a shop window entirely obscured by a large internal poster. Consequently, the building offers zero visual permeability or passive surveillance, effectively severing the connection between the interior and the public realm and contributing to a sterile street environment.

In terms of physical performance, the existing fabric appears thermally inefficient and ill-suited for modern commercial use. The frontage suffers dated fenestration. These elements contribute to significant heat loss, resulting in a building that falls well below modern standards for energy efficiency and sustainability.

Furthermore, the site is significantly under-utilised given the density of the surrounding context. The rear of the property is occupied by ancillary storage spaces housed in substandard structures that are suffering from water ingress. These inefficient outbuildings represent a wasteful use of land, confirming that the current site condition is physically and visually obsolete, thereby justifying a comprehensive intervention to restore architectural quality and functional efficiency.

03 - Planning Policy

The proposal is fully compliant with Places for Everyone Policy JP-S2 and Bury UDP Policy EN1/2 regarding climate change mitigation. By adopting a 'Fabric First' retrofit strategy and integrating low-carbon technologies, the development ensures a significant reduction in operational carbon emissions. The scheme delivers highly efficient homes with predicted SAP Ratings of 82 B (Plot 1) and 81 B (Plot 2).

3.1 Policy Compliance

The proposal is founded on a strong presumption in favour of sustainable development, aligning with the strategic housing objectives of Places for Everyone Policy JP-H1 and Bury UDP Policy H1/2. By intensifying the use of an existing site, the scheme responds positively to Policy H2/2 regarding the efficient use of land. It delivers necessary housing stock within a sustainable location, ensuring that the scale and distribution of the new accommodation fit comfortably within the established residential hierarchy of the area.

The proposal is fully compliant with Policy H2/4, building upon the established precedent of the site where the lower floors have previously been converted. This scheme represents a logical rationalisation of the building's internal arrangement, extending the residential use into the underutilised upper levels. The design demonstrates that the property physically accommodates this further subdivision without 'cramming' or compromising internal standards. By optimising the envelope of this older housing stock, the development enhances the efficiency of the building while reinstating the external domestic character and appearance that once defined the street scene, and can still be seen in parts.

Great care has been taken to ensure the built form respects the area's local and historic character, fully satisfying the townscape requirements of Bury UDP Policy EN1/2. To maintain visual continuity, the architectural approach mirrors the materials and proportions of the immediate context.

Regarding roof alterations, the design adheres to SPD 6 guidance. The dormers are pitched and tiled in slate to match the existing roof. They are positioned and scaled to remain subservient to the principal elevation, creating practical habitable space without dominating the building's appearance from the street. Furthermore, these elements help break the monotony of the roofline; they restore the visual relief once provided by the original chimneys (long since removed), correcting what had become an unnaturally flat silhouette. The main ridge remains at its current level.

Residential amenity for both current and future occupants has been a primary design driver, in accordance with UDP Policy H2/1. The layout provides high-quality living environments with sufficient natural light and privacy. Furthermore, the proposal addresses Policies S2/6 and EN7/2, which govern the relationship between residential units and potential noise sources, such as nearby food and drink establishments.

Through careful internal planning and specification, the design mitigates acoustic impact, ensuring a peaceful living environment is maintained despite the mixed-use context. In terms of transport, the development complies with Bury UDP Policy HT2/4 concerning highways and access. The parking provision is commensurate with the scale of the dwellings, ensuring that the proposal functions safely without detrimental impact on the local highway network or on-street parking availability.

Collectively, these measures demonstrate that the scheme is compliant with the relevant statutory planning framework, delivering a sensitive and sustainable addition to the borough's housing stock.

04 - Heritage Assessment

4.1 Heritage Impact

A review of the local authority's planning register and Historic England's National Heritage List confirms that the property is not a Listed Building and does not lie within a designated Conservation Area. Consequently, the application site is not subject to the statutory duties imposed by the Planning (Listed Buildings and Conservation Areas) Act 1990, nor does it require a formal Heritage Impact Assessment. The absence of these statutory designations indicates that the existing building does not possess significant architectural or historic interest warranting strict preservation. This context has allowed the design process to prioritise the optimisation of the site and the enhancement of residential amenity, unencumbered by the limitations often associated with historic fabric.

4.2 Local Heritage

Although the site is free from specific heritage constraints, the design approach remains sensitive to the established local vernacular. The proposal has been developed to respect the scale, materiality, and rhythm of the surrounding streetscape, ensuring that the new elements integrate harmoniously with the wider context while delivering a high standard of architectural quality. The scheme is therefore brought forward on the basis that it causes no harm to designated heritage assets, representing a logical and appropriate evolution of the site that accords with national and local planning policies regarding the historic environment.

05 - The Proposal In Detail

5.1 Key Objectives

The primary goal of the development is the sustainable repurposing of two under-utilised and dilapidated commercial properties into two high-quality family dwellinghouses (Class C3). By prioritising the adaptive reuse of existing building stock, the scheme addresses the immediate demand for family housing while securing the long-term structural viability of the site. Central to the design ethos is the aspiration to restore the historic Victorian character of the terrace. The proposal seeks to 'heal' the currently fragmented elevation by removing the existing discordance caused by dilapidated commercial shopfronts, external roller shutters, and obtrusive signage.

These interventions allow the building to re-establish a positive and coherent relationship with the Rochdale Road street scene. Consequently, a key secondary objective is the significant enhancement of visual amenity. The removal of commercial elements facilitates a return to a cohesive historic residential vernacular that respects the original architectural rhythm. This restorative approach ensures the development contributes positively to the local context, offering a tangible improvement to the public realm through sensitive regeneration.

5.2 Scope of Proposed Works

The primary objective of this application is the restoration of the property to residential use as two independent family dwellings. This change facilitates the reinstatement of the building's historic domestic character, reversing previous subdivisions or non-residential uses that may have compromised its internal logic and fabric. By returning the site to family housing, the proposal aligns with the established residential grain of the immediate area.

To adapt the dwellings for contemporary living standards, the scope includes a single-storey rear extension in place of an existing larger structure. These additions are designed to provide generous open-plan living areas that strengthen the visual and physical connection between the interior and the private terraces to the rear.

At roof level, proposed dormer extensions increase the habitable volume, allowing for necessary accommodation without expanding the building's footprint. The subservient pitched dormers at the front have been designed to sit comfortably with a property of this period, and are set down from the ridge and back from the eaves, to avoid disrupting the principal street elevation - which is already varied. These contribute to reduce the monotony of the roofline now that the large majority of the historic chimneys have been removed.

Comprehensive internal alterations are proposed to rationalise the floor plans, ensuring all habitable rooms benefit from adequate natural light and ventilation. Externally, the scope encompasses essential remedial works to the existing fabric.

5.3 Design Development

The proposed scheme represents the culmination of an iterative design process, where various configurations were tested against the site's physical constraints. The evolution of the design was driven primarily by the need to balance efficient site utilisation with the provision of adequate amenity and robust community safety.

Early feasibility studies explored the retention of the existing covered structure at the rear of the site. However, upon detailed assessment, this approach was discounted as it resulted in the over-development of the plot. Retaining this fabric would have severely compromised the provision of external amenity space. Consequently, the final design strategy incorporates the demolition of these rear structures to unlock valuable square footage for private outdoor amenity space.

Alongside the internal layout, the access strategy was rigorously reviewed to prioritise community safety and create defensible space. An initial concept explored subdividing the property using 'Back Rochdale Road' for secondary access, but this was firmly rejected due to the inherent safety risks of rear alleyways.

Relying on a secondary frontage with poor natural surveillance would have directly contradicted 'Secured by Design' principles. Instead, the resolution establishes a single, primary entrance for each dwelling directly from the main Rochdale Road frontage. This ensures legible, safe access in a well-lit environment and reinforces the active frontage along the primary streetscape.

5.4 Design Justification

The overarching design strategy adopts a 'Traditional Match' approach, seeking to restore the site's original residential character. A key benefit of the scheme is the removal of the extensive, ad-hoc external structures currently cluttering the rear of No. 169. By demolishing these dilapidated commercial units, the proposal significantly reduces disorganised built massing, allowing for a coherent restoration of the site layout.

Regarding vertical scale, the development respects the established building envelope. The principal ridge line and eaves heights remain entirely unaltered, ensuring the silhouette of the main building sits comfortably within the streetscape. Roof additions are designed as subordinate features; front pitched dormers have been reduced in height by 100mm to ensure that the integrated solar panels do not sit higher than the principal roof ridge. They remain modest in scale, set back from the eaves to minimise visual prominence. The roof layout has been further optimised to maximise on-site renewable energy generation. This includes a South-facing Solar PV array. To keep the profile as low as possible, below the ridge line, a mini-rail system supported by structural solar posts is employed. The layout strictly complies with the '1m edge rule,' requiring panels to be set back from the dormer edges. Similarly, rear box dormers are contained strictly within the roof slope, maintaining a hierarchy of form aligned with volumes allowable under Permitted Development rights on properties of this type (had they

never been converted to commercial). Where new massing is introduced via rear extension, a low-profile flat roof design is employed to minimise impact on the boundary and preserve the amenity of neighbouring properties. Crucially, the volume of this new massing is significantly less than the historic structures proposed for removal.

5.5 Materials & Features

The primary design intent centres on the restoration of the principal frontage, albeit rendered. New external walls are constructed from rendered masonry with reinstated historic detailing (arched door way aperture, window head and sill details). To the rear, the external walls will be of brick selected to complement the existing masonry. Beyond aesthetic integration, this facilitates a significant thermal upgrade through the use of insulated cavity brickwork.

Fenestration is updated with high-specification black UPVC units featuring double-glazed, Hard Low-E coating. The units achieve a targeted U-value of 1.40 W/m²K, addressing both thermal retention and the requirement for internal acoustic comfort. Furthermore, the building envelope has been upgraded to achieve high-performance U-values, including 0.15 W/m²K for roofs and 0.30 W/m²K for existing external walls.

The new flat roof covering over the rear extension employs EPDM, chosen for its durability and clean profile, ensuring that these modern interventions remain unobtrusive and technically robust.

To enhance residential amenity, existing rear outbuilding is demolished. This clearance allows for the creation of functional private yards, relieving the site of historic over-development. The selected palette of materials ensures the development respects the building's origins while delivering a sustainable, high-quality living environment.

5.6 Sustainability

The proposal prioritises the sustainable reuse of the existing building stock. By retaining the core structure, the scheme minimises the embodied carbon associated with the extraction, processing, and transportation of new materials required for a complete rebuild. A 'Fabric First' approach underpins the energy strategy, focusing on reducing the demand for energy before considering mechanical interventions. The design incorporates a comprehensive thermal upgrade of the building envelope, addressing heat loss through the walls, roof, and floors.

The development is 100% fossil fuel free. The primary heating and hot water demand is met by Air Source Heat Pumps (ASHP), specified to achieve a Seasonal Coefficient of Performance (SCOP) of > 3.5. To supplement this, the scheme incorporates a Solar PV array for on-site renewable electricity. While the relatively small roof space and strict adherence to the '1m edge rule' mean the standard 40% coverage target cannot be met, renewable generation has been maximised within these technical constraints. Panels have been omitted from the lower roof sections where shading would render them inefficient.

Water conservation is addressed by limiting consumption to 125 litres per person per day through the use of flow-restricted fittings and low-flow showerheads with a maximum rate of 7.0 l/min.

Beyond the physical building, the property benefits from close proximity to established public transport networks, facilitating sustainable commuting options and reducing reliance on private car ownership.

5.7 Connectivity

In compliance with Policy JP-C2, the development will be served by a full-fibre broadband connection (FTTP), ensuring high-speed digital connectivity is available to future occupants from the point of occupation.

06 - Amenity And Access

ownership aligns with the core principles of the National Planning Policy Framework (NPPF) and Policy JP-C8 of the Places for Everyone Plan (Greater Manchester).

6.1 Neighbouring Amenity

The proposal has been developed to preserve the residential amenity of adjoining properties. The new dormer fenestration is oriented solely towards the front (street) and rear (yard). This replicates the established pattern of overlooking typical of mid-terrace properties. No windows are proposed on the side elevations, ensuring no new issues regarding inter-visibility or loss of privacy for the immediate neighbours.

6.2 Occupant Amenity

The design strategy places significant emphasis on the quality of the living environment for future residents, specifically regarding access to private outdoor space. Through a careful reconfiguration of the site layout, the proposal successfully increases the total area of private amenity space.

Practical refuse and recycling needs are accommodated discreetly within the rear yards. The designated storage areas provide ample capacity for the segregation of general waste and recyclable materials, adhering to sustainable waste management principles. By utilising the rear access for collection, the scheme avoids the necessity of placing bins on the public highway until collection, thereby improving the visual quality of the street scene on Back Rochdale Road. This arrangement allows for efficient servicing while maintaining a clear distinction between the service strategy and the main residential entrances.

6.3 Vehicular Site Access

The vehicular access strategy utilises the established infrastructure surrounding the site.

6.4 Parking Provision and Sustainable Transport

Parking requirements for the property will continue to be met by the existing capacity along Back Rochdale Road and the immediate street network. No new off-street parking is proposed or required; the scheme relies on the established on-street arrangements which are sufficient to absorb the modest increase in habitable space without impacting highway safety.

6.4.1 Site Sustainability and Connectivity

The application site is situated in a highly sustainable location, benefiting from excellent proximity to local amenities and high-frequency public transport corridors within Bury. Essential services, including grocery stores, primary schools, and medical facilities, are located within a 10-minute walking radius. This reduced reliance on private vehicle

6.4.2 Net Change in Demand

The properties are currently categorised under Use Class E (Commercial). Under their lawful use, these units have the potential to generate significant high-frequency parking demand from staff, deliveries, and customers throughout the working day. By reverting the properties to Class C3 (Dwellinghouses), the proposal represents a significant net reduction in vehicle trip generation and parking 'turnover' on the surrounding highway compared to a functioning commercial enterprise.

6.4.3 On-Street Capacity and Highway Safety

Parking requirements will continue to be met by the existing capacity along Back Rochdale Road and the immediate street network. A qualitative assessment confirms ample residual capacity to accommodate the modest increase in habitable space. Observations indicate that the surrounding highway is not subject to critical parking stress; therefore, the proposal will not result in a 'severe' impact on the road network, the threshold for refusal set out in Paragraph 115 of the NPPF.

6.5 Pedestrian Site Access

Pedestrian movement around the site has been carefully considered to ensure connectivity is preserved. Crucially, the design maintains direct pedestrian access to the rear of the property. This retention is vital for the practical functioning of the dwellings, allowing for the convenient movement of refuse bins to collection points without necessitating transit through the main living accommodation.

6.6 Emergency Access

Regarding safety, the scheme preserves full emergency access to both the principal elevation and the rear of the site, ensuring evacuation routes remain clear and unobstructed.

6.7 Inclusive Access

The proposal places a strong emphasis on inclusive design, ensuring the dwellings remain accessible to occupants and visitors with varying levels of mobility. While the project involves the conversion of existing Victorian fabric, the design seeks to adopt the principles of Approved Document M (Volume 1) where structurally feasible, aiming to secure long-term utility and comfort for current and future residents.

Crucially, the design strives to maintain level access from the public footpath to the principal entrance. This seamless transition from the public realm to the private interior facilitates

unhindered entry for wheelchair users and those with limited mobility. The approach is integrated naturally into the site context, avoiding the visual clutter often associated with retrofitted accessibility solutions.

Internally, the ground floor spatial arrangement prioritises generous circulation zones. The adoption of an open-plan living layout minimises the number of internal doors and corridors, thereby reducing physical barriers and improving manoeuvrability throughout the primary living spaces.

To further support the principles of a 'visitable dwelling' (Category M4(1)), a WC is located on the ground floor. This facility ensures that essential amenities are available on the entry level without the need to negotiate vertical circulation, accommodating the needs of visiting guests with mobility impairments. By integrating these features, the proposal demonstrates a robust commitment to creating a flexible living environment that improves upon the existing building's accessibility.

6.8 Cycle Storage

To promote active travel and offset the lack of off-street car parking, the design incorporates secure, covered cycle storage. By utilising dedicated lockers, the scheme provides one storage for at least two bicycles per dwelling. This approach ensures sustainable transport options while protecting the functional space and visual amenity of the rear gardens.

07 - Pre Application Advice

From an environmental perspective, the site is confirmed to qualify for a de-minimis exemption regarding Biodiversity Net Gain (BNG) due to the existing hardstanding, and a drainage strategy based on the SuDS hierarchy has been adopted.

By proactively addressing the pre-application feedback through these design revisions and technical justifications, the proposal now delivers a high-quality residential scheme that is fully compliant with local planning policy.

7.1 Pre-Application History

Formal pre-application advice was engaged to establish the parameters for redevelopment, ensuring the proposal aligns with the Local Planning Authority's expectations. The feedback received was constructive, highlighting specific concerns regarding the principle of losing retail space, the quality of the proposed residential amenity, and the potential impact of external noise sources. The submitted design represents a direct evolution of the scheme, incorporating targeted amendments to resolve these issues comprehensively.

7.2 Principle of Development & Policy

A primary consideration raised by officers was the justification for the loss of retail use under Policy S1/5. In response, the application provides evidence of the significant duration of vacancy, demonstrating that the commercial unit is no longer viable. Furthermore, the proposal relies on a strong 'fallback' argument. As confirmed in the pre-application advice, the site benefits from the 'Tilted Balance' (NPPF Paragraph 11(d)) due to the borough's Housing Delivery Test results falling below 75%. This material consideration, combined with the Permitted Development fallback, weighs heavily in favour of granting permission for a high-quality, planned scheme rather than leaving the site to unregulated conversion.

7.3 Amenity & Layout Responses

Regarding the physical layout, officers initially identified the amenity space as 'cramped' and raised concerns over the outlook from dining areas. The design has been materially altered to address this; specifically, the rear extension at No. 169 has replaced the historic structure here that filled the site. This has been reduced to a projection in line with the existing outrigger in 167. This adjustment creates a functional rear yard that replicates the spatial characteristics of a traditional terrace. To compensate for this reduction in footprint while strictly adhering to Nationally Described Space Standards (NDSS), the habitable volume has been redistributed to the roof space. This strategy ensures the development delivers high-quality family housing without compromising the external amenity of neighbours.

7.4 Technical Constraints

Technical constraints regarding the site context have also been resolved. Given the proximity to the A58 and local takeaways, a Noise Impact Assessment has been conducted, and the scheme now incorporates high-specification acoustic glazing.

Access arrangements utilise the front door, ensuring active frontage and compliance with Policy JP-C8.

08 - Landscaping

8.1 Landscaping Proposal

The landscaping strategy focuses on the restoration of a functional, traditional rear yard. Following the strategic reduction of the rear extension depth, the design establishes a coherent transition between the internal living spaces and the external amenity spaces. By extending the domestic footprint into a dedicated hard-landscaped courtyard, the proposal creates a usable outdoor living space that mirrors the established typology of the Victorian terrace.

Selected surface treatments are specified to be durable and visually compatible with the existing architectural fabric.

Overall, the landscaping scheme represents a functional improvement to the dwelling's amenity value, utilising high-quality materials to create a durable external environment that complements the character of the property.

09 - Conclusion

This Design and Access Statement has demonstrated that the proposed development represents a sensitive and sustainable regeneration of a dilapidated site. By converting two under-utilised commercial units into two family dwellinghouses, the scheme directly addresses the borough's housing needs.

The proposal has been shaped by positive engagement with the Local Planning Authority. Targeted amendments, specifically the reduction of the rear extension to 3 metres, have successfully resolved initial concerns regarding external amenity.

To facilitate this reduction while maintaining high-quality internal living standards compatible with NDSS requirements, the design utilises the roof space for accommodation.

Crucially, this application should be assessed in the context of the 'Tilted Balance'. As confirmed in the pre-application advice, Bury's Housing Delivery Test result falls below 75%. Consequently, under Paragraph 11(d) of the NPPF, there is a presumption in favour of sustainable development. The benefits of this scheme are substantial: it delivers deliverable housing stock and provides a design quality significantly superior to the confirmed 'fallback' position of a Permitted Development conversion.

There are no adverse impacts that would significantly or demonstrably outweigh these benefits. We therefore respectfully request that the Local Planning Authority supports this application and grants planning permission.

The development achieves an Environmental Impact (CO₂) Rating of 96 (Grade A) for both plots. By combining a Fabric First retrofit with Air Source Heat Pumps and a maximised Solar PV array, the scheme directly supports Bury's transition to Net Zero. While site-specific roof constraints limit the total solar coverage area, the design ensures the highest possible efficiency and carbon reduction for this building type while preserving the embodied carbon of the existing structure.



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