



PLANNING, DESIGN AND ACCESS STATEMENT

PROPOSED DEMOLITION OF EXISTING BUNGALOW AND CONSTRUCTION OF DOUBLE STOREY REPLACEMENT DWELLING

22 COCKEY MOOR ROAD
BURY
BL8 2HB

Introduction

This statement has been prepared to accompany the Planning Application for the proposed residential development at 22 Cockey Moor Road, Bury. This application seeks for the demolition of the existing bungalow and a replacement dwelling erected, albeit, consisting of two storey's and wider footprint.

This document sets out the design principles behind the planning application in relation to the site and its wider context, including:-

- A description of the purpose of the development.
- A description of the design's relationship to the site, area.
- How the design meets the council's design objectives.
- An explanation of the design principles and concepts.
- A description of the accommodation proposed.
- A description of the proposed site strategy.

This Statement should be read in conjunction with the submitted drawings.

Consultations

During the outline feasibility stage of this project consultation was not sought from the Planning Dept but rather, open dialogue once the application has been submitted.

Historical and Architectural Context

The government places strong emphasis on the importance of good design in new developments in its Planning Policy Guidance and the Planning Policy Statement Series, notably section 6 of the NPPF. Such policies currently insist that residential developments make more use of Brownfield sites, achieve significantly higher densities and create higher quality, more sustainable living environments in which people choose to make their homes.

The contribution that high quality design can make to urban regeneration is widely recognised. Good design to suit the surrounding area can bring economic, social and environmental benefits (including greater environmental sustainability), add to quality of life, reinforce civic pride and should be the aim of all those involved in the design and generally benefit the whole area.

Local and National Policy Guidance states that 'to ensure a better quality of life in the region it will be necessary to embrace the notion of sustainable development', ensuring that new development is of the highest design quality and that it enhances the environment.

Site Prognosis and Surrounding Area

The proposals highlighted in this Planning Application has been designed to address the issues and to maximise the site to its full potential which harmonise the local built environment, to the maximum benefit of the occupants.

The council's Unitary Development Plan (UDP) covering visual appearance will be very important in this development as this application seeks to demonstrate most areas of design including form, mass and density to materials, views and landscaping. The UDP also states that proposals for new developments will be permitted provided that they meet all of the criteria mentioned in the policy.

The application site comprises a rectangular plot fronting on to the north side of Cockey Moor Road approximately 100m to the west of the junction with Starling Rd and Lowercroft Road; the site has a dilapidated bungalow which was vacant for a considerable time with a separate garage to the rear. The applicant feels that by demolishing the current dwelling and a replacement dwelling erected in its place will look more attractive and enhance the street scene.

The land and properties around the vicinity is primarily residential with Cockey Moor Road being characterised by various large detached dwellings of various styles and materials. Most of the properties are mature and many display evidence of having been altered or extended with a handful of newer properties, the land generally rises to the west.

The area surrounding the site houses some of the mature semi-detached properties consisting of large bay windows built in red brick and render with large windows and steep roof lines, also larger detached houses are evident and this new dwelling will complement the overall street scene. However, our design for this new development will provide a smooth transition from large to small.

The property to the west (22) of the application site sits above the land gradient and is dominating the street scene and the current bungalow, the height difference is approx. 450mm. The proposed development will orientate the primary habitable spaces towards the north to maximise the advantage of unobstructed views, passive heat gains and enhanced daylight levels in the living spaces. The new dwelling's ridge height will be consistent with the roof lines at No 18.

The design intent is to site the new dwelling away from the front boundary wall in order to allow for a streetscape to develop that is more related to the 'enclosure' of the surrounding dwellings. The siting thus aims to respect the enclosure of the street.

Treated carefully, the site offers an exciting opportunity to create a quality development that will enhance the built environment and offer visual interest that Cockey Moor Road already possesses.

The proposed dwelling will be privately used by the owner and the materials proposed will harmonise the surrounding streetscape. It is intended in conjunction with the plans that the proposed facades of the dwellings will be in keeping with the other properties in the vicinity, the bricks proposed will be matching and the render applied to the walls will be K-render textured finish, colour to be Ivory.

The composition of windows and openings is appropriate and respectful to each elevation individually. Windows to be UPVC finish applying traditional proportioning that will compliment and reinforce the crisp overall appearance of the development. The implementation of traditional detailing to all openings aims to achieve a robust, hard-

wearing but subtle look to give the feel of late Victorian Housing. All windows and doors to have a stone surround with the inclusion of bays to the front to act as a legible reference to the surrounding dwellings.

The roof finish to be Marley Birkdale fibre cement slate which is sustainable and compliant to the Borough's Design Guide and is traditionally typical in vernacular development.

The layouts of the dwellings are spatial, the main habitable areas being towards the rear to enjoy the vistas beyond the rear garden area. The first floor will accommodate 4 no. bedrooms with a study/office and snug area to enjoy the views from the first floor. The loft will be utilised as a bedroom with possibly a play/office area combined.

Car Parking and Vehicular Access

Car parking will be provided on site by incorporating 3 no. off street parking spaces on the driveway plus an additional vehicle parked in the garage.

The main entrance to the site will be by utilising the existing opening. The site is also well served by public transport, and vehicular access is safe in this 30mph zone which is regulated by a nearby speed camera.

Energy Statement

Government planning policy NPPF encourages local planning authorities to adopt policies which 'promote the energy efficiency of new housing where possible'. With this in mind the development has been designed to optimise its energy efficiency in respect of its layout, choice of material, fenestration and landscaping. Suitably sized open able lights and trickle vents in windows will provide effective rapid and background ventilation to ensure comfortable passive environmental living conditions. Masonry cavity wall construction with a high grade of thermal insulation will provide protection from overheating and allow a suitable amount of thermal mass to prevent temperature swings during extreme temperature conditions.

Means of Access to and into Dwellings - Doc M Building Regs

Objective: The objective is to make reasonable provision within the boundary of the plot of the dwelling for a disabled person to approach and gain access into the dwelling from the point of alighting from a vehicle which may be within or outside the plot. In most circumstances it should be possible to provide a level or ramped approach.

On plots which are reasonably level, wheelchair users should normally be able to approach the principal entrance. Exceptionally, for more steeply sloping sites, it is considered reasonable to provide for stick or crutch users.

On plots where wheelchair users have approached the entrance, they should be able to gain access into the dwelling house.

Design Considerations

Requirement M1 will be satisfied, if, within the plot of the dwelling, a suitable approach is provided from the point of access to the entrance. The point of access should be reasonably level and the approach should not have cross-falls greater than 1 in 40.

A 'level' approach will satisfy Requirement M1 if its gradient is not steeper than 1 in 20, its surface is firm and even and its width is not less than 900mm.

Where a driveway provides a means of approach towards the entrance, it will satisfy Requirement M1 if the driveway provides an approach past any parked cars.

Bat Statement

Please find confirmation that no species of bats or any other protected species are habitual in the existing dwelling or the garden areas. We have inspected the roof space and this is confirmed of its non existence.

Green Belt Considerations

The site sits within the Green Belt and it is therefore necessary to consider potential impacts in this regard. The property is not however located in open countryside and is situated in row of properties that are best described as ribbon development.

The National Planning Policy Framework advises at paragraph 89 that the construction of new buildings is inappropriate in the Green Belt save for a few exceptions. One of these exceptions relates to *"the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces"*. The NPPF does not define the term materially larger although the Council's Supplementary Planning Document "New Buildings and Associated Development in the Green Belt" does indicate that an increase by around one third is generally appropriate. The SPD recognises that this is not an absolute figure and that site specific circumstances need to be considered.

Although the volume increase is larger than this general rule, it is significant to note that the site is located within a row of existing residential properties that are effectively a continuous part of the urban area to the east. Many of the properties on this stretch are already two storey, some much larger than the appeal proposal and exist without causing any detriment to the Green Belt (see the following images).



Figures 1 and 2: Examples of large detached properties on same

On a more detailed level, the SPD requires the replacement dwelling to respect the existing dwelling in terms of siting, footprint and area. The proposal is sited broadly on the same footprint, respecting the existing building line to the front but extends further to the rear than the existing given its large footprint. The footprint increase is within the parameters set out by the SPD as the current detached garage is also to be removed as part of the proposal.

In respect of openness, the property will undoubtedly reduce this as the proposal is a two storey dwelling whereas the current property is a bungalow. However, the impact is considered to be marginal given the built up context of the appeal site.

Given the above, it is therefore considered that the replacement of the dwelling in the Green Belt is acceptable in principle and although the volume increase is larger than that indicated by the SPD, it is not considered to be materially larger than the existing building. The proposal is therefore acceptable in respect of Green Belt policy.