PLANNING STATEMENT

Former Ramsbottom Ambulance Station

Cemetery Road, Ramsbottom, Bury, BL0 9PU

Prepared for: Home Park Avenue Ltd
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This statement supports a revised residential redevelopment scheme and explains how the proposal responds to the previous refusal of application 72695.

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1. Introduction

This Planning Statement has been prepared in support of a full planning application for the redevelopment of the former Ramsbottom Ambulance Station site at Cemetery Road, Ramsbottom, Bury, BL0 9PU.

The application seeks permission for the redevelopment of the former ambulance station site to provide three residential dwellings, together with associated access, parking, private gardens, refuse storage, cycle storage, landscaping, drainage, electric vehicle charging, photovoltaic panels, air source heat pumps and domestic-scale external lighting.

The application follows the refusal of application 72695. The revised scheme has been prepared in direct response to the matters raised through the previous determination. It represents a materially evolved design approach rather than a simple resubmission of the refused scheme.

The site remains a sustainable brownfield redevelopment opportunity within the urban area and outside the Green Belt. The principle of residential redevelopment has previously been accepted, with the key issues relating to the detailed form of development, including scale, density, highways, parking dominance, tree impact and contextual design response.

This statement explains how the revised proposal responds to those matters and why planning permission should now be granted.

2. Site and Surrounding Context

The application site comprises the former Ramsbottom Ambulance Station at Cemetery Road, Ramsbottom. The site is located within an established residential area and is previously developed land.

The surrounding area is residential in character, but varied in its built form. It includes terraced properties, semi-detached and detached dwellings, bungalows, apartment development and the nearby cemetery lodge. The immediate context therefore does not display one single uniform architectural style, but it does have a clear domestic and residential character.

The existing former ambulance station building is a redundant, utilitarian structure which does not make a positive contribution to the character or appearance of the area. Its redevelopment provides an opportunity to deliver a more attractive, permanent and contextually appropriate residential frontage.

The site is also affected by a number of physical and planning constraints, including tree relationships and root protection areas, neighbouring residential relationships, highway and parking considerations, site geometry and frontage constraints, and the established character and grain of surrounding development.

3. Description of the Proposed Development

The revised proposal seeks permission for three residential dwellings with associated external works.

The development includes:

- Three family dwellings;
- Off-street parking;
- Electric vehicle charging;
- Cycle storage;
- Refuse storage;
- Private gardens;
- Frontage landscaping and soft landscaping;
- Permeable paving;
- Air source heat pump locations;

- Photovoltaic panels;
- Domestic-scale external lighting;
- Drainage and sustainability measures.

The proposed site layout identifies the three plots, parking, EV charging, cycle storage, bin storage, ASHP locations, permeable paving, soft landscaping and footpath reinstatement/extension works.

The proposal has been designed to create a calmer, more contextual and landscape-led residential development than the previously refused scheme.

4. Response to Previous Refusal

The revised proposal has been prepared specifically to address the concerns identified in the previous refusal. The design evolution is summarised below.

Previous refusal concern	Revised design response
Excessive scale and visual prominence	The massing has been revised with simpler forms and reduced visual bulk.
Poor contextual response to surrounding street scene	The design now takes stronger reference from the surrounding residential rhythm, proportions and vertical emphasis.
Parking dominance and loss of on-street parking	The scheme includes reduced hardstanding and a more landscape-led frontage strategy.
Tree impact and landscape concerns	The layout and landscaping strategy have been revised to better respond to site constraints and tree relationships.
Density concerns	The revised arrangement provides a more balanced and efficient site layout while maintaining an appropriate contextual form of development.
Insufficient sustainability detail	ASHP and photovoltaic provision are now coordinated and shown within the scheme.

The proposal has therefore been approached as a full redesign exercise, not as a minor amendment. The revised design seeks to deliver a calmer and more contextual form of development that responds more positively to the physical and visual characteristics of Cemetery Road.

5. Design Evolution

The revised proposal represents a fundamental evolution of the previous scheme.

The key design changes include:

- Simplified architectural forms;
- Reduced visual massing;
- Improved frontage landscaping;
- Reduced parking dominance;
- Stronger relationship to surrounding built form;
- Improved roofscape composition;
- Greater emphasis on vertical proportions and street scene rhythm.

These changes respond directly to the issues raised through the previous determination and create a more restrained, domestic and contextually appropriate form of development.

The revised scheme now places greater emphasis on the surrounding residential rhythm, including ridge relationships, eaves lines, vertical proportions and the overall visual balance of the street scene.

6. Principle of Development

The principle of residential redevelopment is acceptable.

The site is previously developed land within the urban area and outside the Green Belt. The proposed use is compatible with the surrounding residential character of Cemetery Road.

The development would replace a redundant former ambulance station with three family dwellings, making effective use of brownfield land in a sustainable urban location. The scheme would contribute to local housing delivery and improve the visual and functional quality of the site.

The proposal is therefore acceptable in principle, subject to the detailed design, highways, landscape, tree, drainage, biodiversity and amenity considerations being acceptable.

7. Scale, Massing and Street Scene

The previous refusal raised concern regarding the scale and visual prominence of the development.

The revised scheme addresses this through a calmer and more simplified architectural form. The elevations have been rationalised, the roofscape has been improved and the perceived bulk of the dwellings has been reduced.

The revised design has been informed by the surrounding street scene and local urban grain. Particular attention has been given to the established rhythm of nearby terraced and semi-detached properties, including ridge relationships, eaves lines, vertical emphasis and overall visual balance.

The development would now sit more comfortably within Cemetery Road and would create a more proportionate relationship with neighbouring development.

8. Density and Site Constraints

The revised proposal seeks to balance the efficient use of a constrained brownfield site with the need to deliver a high-quality contextual form of development.

The scheme provides three dwellings on a sustainable urban site. This is considered an appropriate level of development having regard to the site’s constraints, including tree relationships, neighbouring properties, parking requirements, frontage limitations and the established character of the surrounding area.

The proposal avoids both underdevelopment and overdevelopment. It makes effective use of the site while maintaining an appropriate residential scale and layout.

The revised strategy achieves an appropriate planning balance between density, design quality and contextual response.

9. Highways, Parking and Frontage Strategy

The previous refusal identified concerns relating to parking dominance and the impact of parking/access arrangements.

The revised scheme has been developed with a stronger emphasis on reducing parking dominance and improving the visual quality of the frontage. The revised approach includes reduced hardstanding, increased soft landscaping, more efficient parking arrangements, improved manoeuvring, better integration of frontage planting and parking provision aligned more closely with policy requirements.

The proposed layout provides off-street parking, EV charging and cycle storage. Refuse storage is also integrated into the site layout.

The frontage has been treated as part of the design composition rather than simply as a parking area. The use of permeable paving and soft landscaping helps reduce the car-dominated appearance previously identified.

The proposal is modest in scale and is not considered to result in an unacceptable highways impact.

10. Landscape, Trees and Biodiversity

Landscape and tree considerations have informed the revised layout from the outset.

The revised landscape approach seeks to create a greener and more visually integrated development that better responds to the surrounding tree context and public realm. The approach includes stronger frontage planting, softer site boundaries, biodiversity enhancements, improved visual integration and a greater emphasis on landscape structure as part of the overall design concept.

The application is supported by separate arboricultural, landscape and biodiversity information. These documents should be read alongside this Planning Statement.

The revised proposal seeks to better respond to tree relationships and root protection areas while delivering new planting and biodiversity improvements. The landscape strategy will soften the development, improve the street scene and provide a more appropriate long-term setting for the dwellings.

11. Sustainability, Energy and Drainage

The revised proposal incorporates a coordinated sustainability strategy in response to the issues raised previously.

The scheme includes:

- Integrated photovoltaic panels;
- Air source heat pump locations;
- Consideration of acoustic impacts;
- Electric vehicle charging;
- Sustainable drainage principles;
- Improved technical coordination of sustainability measures within the architectural design.

The development would replace a redundant former operational building with modern energy-efficient homes. The use of ASHP, PV, EV charging and permeable surfacing supports the delivery of a more sustainable residential development.

The external lighting strategy has also been designed to minimise impact. The lighting proposals include warm white LED lighting, low luminance, downward-facing fittings, no upward light spill, no column or street-style lighting and cowled/shielded fittings to prevent glare.

12. Residential Amenity

The revised scheme has been designed to provide a good standard of amenity for future occupiers while protecting neighbouring residential amenity.

The scale, layout and massing have been reconsidered to reduce perceived dominance and improve the relationship with surrounding properties. The arrangement of windows, private gardens, parking and servicing has been considered to avoid unacceptable overlooking, loss of privacy, overbearing impact or loss of outlook.

The use of domestic-scale external lighting further assists in protecting neighbouring amenity by reducing glare and unnecessary light spill.

The proposal is therefore considered acceptable in residential amenity terms.

13. Planning Policy Context

Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan includes relevant saved policies of the Bury Unitary Development Plan and the Places for Everyone Joint Development Plan, together with relevant supplementary planning guidance and national planning policy.

The relevant considerations include:

- The principle of residential development within the urban area;
- The form and layout of new residential development;
- Townscape and built design;
- Parking, access and highway safety;
- Tree protection, replacement planting and landscape quality;
- Sustainable development and carbon reduction;
- Housing density and efficient use of land;
- Walking, cycling and sustainable travel;
- Biodiversity enhancement;
- Flood risk, drainage and surface water management.

The revised proposal is considered to accord with the development plan when read as a whole. It delivers residential development on previously developed land, provides an appropriate layout, responds to the surrounding character, incorporates parking and sustainable travel measures, addresses tree and landscape issues, and includes coordinated sustainability and drainage measures.

The National Planning Policy Framework and National Design Guide are also material considerations. The proposal supports the effective use of previously developed land, good design, sustainable transport choices, tree and landscape enhancement, biodiversity improvements and lower-carbon development.

14. Planning Balance

The revised proposal delivers a number of clear planning benefits.

These include:

- Redevelopment of a redundant brownfield site;
- Delivery of three family dwellings;
- Effective use of land within the urban area;
- Removal of a former utilitarian building;
- A calmer and more contextual design response;
- Reduced visual massing;
- Improved relationship with the street scene;
- Reduced parking dominance;
- Stronger frontage landscaping;
- Better response to tree and landscape constraints;
- Integrated ASHP, PV and EV charging;
- Permeable surfacing and sustainable drainage principles;
- Domestic-scale, low-impact external lighting;
- Biodiversity and landscape enhancements.

The previous refusal issues have been directly addressed through the revised design and supporting technical information. The current proposal is more restrained, more landscape-led and better coordinated than the refused scheme.

Any residual impacts are limited and are outweighed by the benefits of redeveloping a previously developed site in a sustainable residential location.

15. Conclusion

The application proposes the residential redevelopment of the former Ramsbottom Ambulance Station site at Cemetery Road.

The principle of residential development is acceptable. The site is previously developed land within the urban area, outside the Green Belt, and sits within an established residential context.

The revised proposal has been prepared in direct response to the previous refusal of application 72695. It now provides a simpler architectural form, reduced visual massing, improved street scene relationship, reduced parking dominance, stronger landscape integration and coordinated sustainability measures.

The proposal represents a more balanced and contextually appropriate form of development that makes effective use of a brownfield site and would improve the appearance and long-term use of the land.

For the reasons set out in this statement and the accompanying application documents, planning permission should be granted.

16. Supporting Documents

This Planning Statement should be read alongside the full application pack, including:

- Application forms and ownership certificates;
- Existing site plan, elevations and plans;
- Proposed site plan;
- Proposed floor plans;
- Proposed elevations;
- Proposed sections;
- Proposed street elevations;
- Proposed 3D views;
- Arboricultural Impact Assessment / Tree Protection Plan;
- Landscape and biodiversity information;
- Highways, parking and refuse information;
- Sustainability / ASHP / PV information;
- External lighting plan;
- Drainage / permeable surfacing information;
- Any other technical reports submitted with the application.