

NOTICE OF PLANNING PERMISSION IN PRINCIPLE

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

To:

Mr Steven Hartley
Hartley Planning & Development Associates
Ltd
Swallow Barn, Lower Chapel Hill
Hurst Lane
Rawtenstall
Rossendale
BB4 8TB

On Behalf Of:

Mr J Brown
Higher Golinrod Farm
Manchester Road
Walmersley
bury
BL9 5NA

PART 1 - Particulars of Application

Application Number: 73435

Date of Registration: 24/07/2026

Proposal:

Application for permission in principle for 5 - 8
no. dwellings

Location:

Land North of 329 Whalley Road,
Shuttleworth, Ramsbottom, Bury, BL0 0ER

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted.

The Principle of Permission hereby granted is for a period of 3 years from the date of this decision. This is the prescribed period as set out in the Town & Country Planning Act 1990, Town and Country Planning (Permission in Principle) Order 2017 as amended. The "Notes to Applicant" below provides guidance on what the detailed proposals should include at the Technical Details Stage.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

- | | |
|-------|---|
| H1/2 | H1/2 - Further Housing Development |
| H2/1 | H2/1 - The Form of New Residential Development |
| H2/2 | H2/2 - The Layout of New Residential Development |
| EN1/2 | EN1/2 - Townscape and Built Design |
| EN6/3 | EN6/3 - Features of Ecological Value |
| OL5/2 | OL5/2 - Development in River Valleys |
| HT2/4 | HT2/4 - Car Parking and New Development |
| SPD6 | Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties. |
| SPD11 | Development Control Policy Guidance Note 11 - Parking Standards in Bury |

JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-G1	Landscape Character
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-G9	The Green Belt
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-P1	Sustainable Places
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S1	Sustainable Development
NPPF	National Planning Policy Framework

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

Location plan (amended 28-08-26) ref JB.170726.B.2

NOTES TO APPLICANT

1. Transport for Greater Manchester (TfGM)
The quantum of development falls below TfGM's threshold for a highway impact review.
There are no details provided in terms of the layout of the dwellings.
As such, there are no comments from a TfGM perspective.
2. Ecology
GMEU have no objection to this Permission in Principle application. However, the site is likely to have some ecological value and may support protected species.
Therefore, GMEU would expect that the necessary assessments and surveys to be undertaken should detailed 'Technical Details Consent' be sought, in line with current planning policy and relevant legislation and to ensure that protected species have been fully considered.

In addition, the proposals may be subject to mandatory biodiversity net gain, depending on the findings of any ecological surveys and the final size of the application site.

3. United Utilities
Should this proposal be approved, and an application submitted for Technical Detail Consent, it is important to note that our response to a subsequent application will be based upon the information that is available at the time of response, and therefore, our position and advice may vary.

All options for the sustainable management of surface water must be thoroughly investigated before we will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, we will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

In the event of a Technical Details Consent a condition would be recommended as follows -

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- (v) Details of points of discharge for foul and surface water; and
- (vi) Foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

4. Greater Manchester Minerals and Waste

The Greater Manchester Minerals Plan (adopted 2013) forms part of Bury's Development Plan and sets out policies relating to minerals, including the safeguarding of mineral resources.

The proposed development is located within a Mineral Safeguarding Area for sandstone. Greater Manchester Minerals Plan Policy 8 - Prior Extraction of Mineral Resources Within Mineral Safeguarding Areas is relevant here. This policy seeks to protect mineral resources from sterilisation by other forms of development.

Policy 8 requires that non-mineral development proposals within the mineral safeguarding area should extract any viable mineral resources present in advance of construction, provided it is acceptable to do so. Proposals for non-mineral development within the Mineral Safeguarding Areas that do not allow for the prior extraction of minerals will only be permitted in certain circumstances (criteria 1 - 4).

The applicant does not appear to have submitted any information in relation to the Greater Manchester Minerals Plan. However, given the close proximity of the proposed site to existing dwellings it is unlikely that mineral extraction in this location would be environmentally acceptable and therefore would meet Criterion 2 of Policy 8.

5. Local Lead Flood Authority response
Would recommend a condition as follows -

Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall thereafter be implemented.

6. **Contaminated Land and Air Quality**

Contaminated Land

The site is currently in agricultural use as such there is the potential for contamination to be present. Furthermore, a sensitive end use is proposed. As such, to avoid pre-commencement conditions sufficient information must be submitted at Stage 2, Technical Details Consent stage, to demonstrate that no remedial measures are required or to agree such measures. Further information regarding Land Contamination and the planning process can be found in Bury Council's Developers Guide and on the Planning Portal.

Air Quality

For this type of development, it would be expected that parking would be included. The site is not located within an Air Quality Management Area. Due to the scale of the proposed development, it is considered very unlikely that the proposed development could create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), as part of the Stage 2, Technical Details Consent stage, the developer should provide information regarding Electric Vehicle Infrastructure to the following specification:

" 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points will be required to be submitted to Local Planning Authority for

approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

Signed:

A handwritten signature in black ink, appearing to read "Joe Kahan", written in a cursive style.

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On behalf of the Council

Date of Decision: 02/09/2026