

Supporting Statement for an outline application for the erection of a dwelling at 45 Ajax Drive, Bury BL9 8EF.

Site and Surroundings

The site is located between Sunnybanks and Blackridge to the south of Bury. The site comprises an area of land to the rear of a row of semi-detached properties fronting onto Ajax Drive and close to the junction with Fairway Road.

Ajax Drive is located to the south east of the site and there is a wooded area to the north and west of the site. The site consists of a green field site, which has been cleared of trees sometime ago. The photographs below show a view of No 45 Ajax Drive from the road and the extent of the site.



Proposed Development

The proposed development seeks outline planning permission for a dwelling to be located on the site and with an access along the existing driveway of No 45. The outline application seeks the means of access to be approved at this stage with all other matters to be approved at the reserved matters stage. The proposal also includes a parking area for two spaces in front of the host dwelling, which will serve No 45. The proposed access to the new dwelling will be the existing driveway of No 45 and will run along the south west boundary of No 45 and enter the field to the rear. Although approval of the siting of the dwelling is not sought at this stage, the dwelling would be located to the rear of No's 43/45, which is the widest part of the site.

Policy Considerations

The Council's development plan comprises the current Bury UDP, which was adopted by the Council on 29th August 1997. The Council is working to replace the adopted UDP with a new document called the Bury Local Plan, however the UDP is the current adopted development plan, which is used to make planning decisions.

The plan below shows an extract of the proposals map of the site and its surrounds. To the west of the site is Green Belt, although the site is located within a development boundary. To

the north of the site is a footpath which runs along the boundary of No 47 and runs in a north westerly direction. The proposal would not affect the route of the footpath

Policy H1/2 of the UDP refers to Further Housing Development. The policy states the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:

Policy H2/1 refers to the Form of New Residential Development. The policy states that 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.

Policy H2/6 refers to Garden and Backland Development. The policy states the Council will not permit proposals which will result in the loss of private gardens and backland for infill development unless such proposals can be shown not to adversely affect the character and amenity of the area. When assessing proposals, special regard will be given to:

- the concentration of such development in the surrounding area;
- the relative density of the proposal to that of the surrounding area;
- the impact on neighbouring properties and the local environment;
- access arrangements.

Assessment

The proposal is in outline to establish the principle of a dwelling on land to the rear of No 45, with the access to the site being approved at the outline stage. Policy H1/2 of the UDP refers to further housing development, which is not identified as allocated within the proposals map. The site is located within the urban development area. Green belt land is located to the west of the site and the boundary forms the north western boundary of the site. Therefore, it is considered the proposal for a residential dwelling is directing development towards an urban area.

The proposal is for one dwelling and therefore the demand on nearby infrastructure would be limited. There are existing services within Ajax Drive, which serve the existing dwellings along the road. The services could be extended from the host dwelling into the site.

The site is located on the edge of the urban area but as the proposals map shows it is clearly within the development boundary and its development would not be harmful to the character of the area as the proposal would represent an extension to the urban form and would reinforce the boundary between the urban area and the adjacent green belt. The proposal is therefore considered to comply with the provisions of Policy H1/2 and the principle of development is acceptable.

Policy H2/1 refers to the form of new residential development. The policy states that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. The height and roof type of the proposed dwelling is not known yet and would be dealt with at the reserved matters stage. However, it is noted that the dwellings on Ajax Drive are two storey in height and have hipped roof structures. The proposed dwelling is unlikely to have any impact on neighbouring residential amenity. The dwelling would be set in spacious grounds well away from the neighbouring properties on Ajax Drive. The access arrangement is discussed in the next policy.

The proposed dwelling would be set within a spacious plot and is of a lesser density than the semi-detached properties located along Ajax Drive. However, it is not considered the proposal would be harmful to the character of the area. Furthermore, the proposal would not be particularly visible from any public vantage point. When viewed from the footpath located to the north of the site the viewer would not appreciate that the proposed dwelling would be out of character with the surrounding area and it would read with the existing built form.

The proposed dwelling would be located some distance from the neighbouring properties and would not be harmful to the living conditions of the neighbouring residents. The materials would be determined at the reserved matters stage and therefore the proposed dwelling is considered to be an acceptable form of development and accords with Policy H2/1.

Policy H2/6 refers to garden and backland development. The policy states the Council will not permit proposals which will result in the loss of private gardens and backland for infill development unless such proposals can be shown not to adversely affect the character and amenity of the area. The proposal will not result in the loss of a private garden as the site is to the rear of the garden of No 45. The proposal would represent backland development; however, the site is a spacious plot with defined boundaries. The proposed dwelling would be sited well away from neighbouring dwellings and would have no impact on their living conditions. The current density of development along Ajax Drive consists of semi-detached properties located in relatively long rear gardens. The dwelling would be sited in a larger plot compared to the neighbouring dwellings and therefore the density would be lower, however this would not be to such an extent to be harmful to the character of the area.

With regard to the access arrangements, the proposal includes the utilisation of the driveway of No 45 and part of the rear garden to form an access road. The existing front garden of No 45 would be converted into a parking area to be used by the residents of the host dwelling. No 45 has no windows serving habitable windows on the side elevation, therefore any vehicles using the proposed access to the proposed dwelling will not disturb the residents of No 45 by the movement of vehicles. No 43 has a driveway to the side of its property with a large fence on the boundary. Therefore, it is considered that vehicles using the proposed access road would not disturb the residents of this neighbouring property. Furthermore, the proposal is for only one dwelling and therefore the traffic generated by the proposal is limited.

The proposal is considered to accord Policy H2/6 and would not represent harmful backland development.

Conclusion

The principle of a dwelling is considered acceptable as the site is located within the development boundary. The proposed form of development would be acceptable in that it would not be harmful to the character of the area and the backland development would not be harmful to the living conditions of neighbouring residents.

The proposal accords with the Councils Local Plan policies and is considered acceptable and therefore the Council is requested to approve the application.