



CJ1-let-03A

12th June 2026

Bury MBC
Development Control
3 Knowsley Place
Duke Street
Bury, BL9 0EJ

Dear Sir,

Design and Access Statement

**Construction of 1 no. new detached house on land adjacent 12 Bradley Fold Cottages.
Radcliffe, Bolton, BL2 6RN.**

1 Use :

Currently an unused open parcel of land, roughly grassed and generally flat. There is no history of any previous development.

The access track is designated public footpath reference 23CC, which is used regularly by walkers.



View along the track towards the vacant land

2 Amount of Development :

One new detached dwelling is proposed, 2 storey in height. It is to be built, and occupied by the applicant for several years.

3 Layout :

A traditional layout is anticipated, with the sitting room, dining room and kitchen at ground floor level, and 3 bedrooms and a family bathroom at first floor. The Master Bedroom will also feature an en-suite.

4 Scale :

Domestic in scale, similar to the houses on the adjacent estate, with pitched gable roof.

5 Landscaping :

As the site has been previously cleared by others, the amount of landscaping will be as informed by our Biodiversity Net Gain (BNG) calculations.

Native trees will be provided in the private garden, reaching a maximum height in maturity to be suitable for the size of the proposal.

As two trees are required to replace any removed single tree, it is anticipated that our BNG statement will show a net loss. This may be off-set by the applicant being the builder and occupier.

Our ecologist will advise.

6 Appearance :

This small infill development would add to the residential nature of the adjacent housing estate.

7 Access :

Entry to the site will be from Bradley Lane. This will be shared by customers of the Queen's Hotel who use the Public House car park, with a capacity of 26 car parking spaces.

A give way sign will be fixed to remind drivers to slow their cars emerging from our proposal, giving priority to vehicles leaving the car park, who have limited visibility from the car park exit to see along the track.

The track is also used by pedestrians for a stroll into the countryside.

So in addition, a sign will be provided to remind drivers to slow their cars due to the strong possibility of encountering pedestrians along the route which is also designated as public footpath 23CC.

The whole width of the track will remain unsurfaced to maintain the feeling of a rural footpath.

Works have already been seen to be necessary along the side of the Queens Hotel, which include bollards to guide exiting vehicles to a position where visibility splays provide good sight lines along Bradley Lane in each direction.



Bollards across the side of The Queens Hotel

As indicated on drawing CJ2-02A, visibility splays are indicated in both directions allowing space to see on-coming traffic travelling within the speed limits.

Referring to the Manual for Streets (2007 edition), issued by the Department of Transport, table 7.1 indicates an stopping sight distance (SSD) of 36 metres looking to the left (north) when joining Bradley Lane, and in excess of 36 metres looking to the right (south).

Safe exit distances assume the vehicles to be travelling at 28 mph, the SSD increasing on exit to reveal any vehicles traveling at higher speeds.



Visibility along Bradley Lane to the left.....and to the right

Access into the new house itself will be from a gently sloping driveway fronting the property, the entrance door will be provided with a generally level threshold sloping away from the door and incorporating an ACO type drain.

WC facilities will be provided to be suitable for use by the disabled and will have outward opening doors reached from within the entrance hall.

Any additional requirements by the Local Authority will be incorporated.

Policy JP-S2: Carbon and Energy Statement :

The aim of the Places for Everyone Development Plan Document is to develop a carbon neutral Greater Manchester by 2038, which in order of importance seeks to:

- Minimise energy demand.
- Maximise energy efficiency.
- Use renewable energy.
- Use low carbon energy.
- Utilise other energy sources.

Stated within this plan, as an interim measure, development should be consistent with the 2022 Part L Building Regulations, with which our proposal will be fully compliant.

Nationally Designated Space Standards :

Accommodating three bedrooms, one double with an area exceeding the required 11.5 square metres, and at least 2.75 metres wide is illustrated.

Having an overall floor space of 115 square metres, our proposal exceeds the gross internal area required for a two storey dwelling of 102 square metres.

Built in storage areas total 2.5 square metres, as required.

See the accompanying National Space Standards Table.

Policy JP-C2: Digital Connectivity:

This planning policy requires all new development to have full fibre premises connections unless unviable, such that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties.

This policy will be fully embraced, with all ducting installed, along with pull chords, such that no builders work will be required to enable connection.

We consider that a connection hub will be available in the near future to enable full connectivity to all new properties in the area.

Drainage Strategy:

As stated in the National Planning Practice Guidance, surface water run off should be discharged in the following hierarchy, in order of preference:

1. Into the ground (infiltration).
2. To a surface water body.
3. To a surface water sewer, highway drain or other drainage system.
4. To a combined sewer.

Once the site has been cleared, and the trial holes dug, infiltration tests may be carried out to determine whether infiltration of surface water into the ground is a possibility.

Drainage calculations to ameliorate the rate of discharge will be provided by a drainage consultant for agreement with the Local Authority, if applicable.

There are no surface water bodies in the vicinity, so this option should be discounted.

A combined sewer is indicated on United Utility records, to the south west of our site, currently concealed under the unmade track.

These are the options to be researched where connections would be a possibility.

Neighbouring Uses:

Our pre-application advice notes that an existing commercial use exists close to the proximity of our proposal, and recommends a noise survey be carried out to assess any noise impact.

The applicant acknowledges the previous use of the building which was the production of textiles. However this use ceased several years ago. The building is now used as warehousing, creating little, or no noise, with a couple of stacker trucks manoeuvring inside the building.

We suspect that a noise survey would not provide any useful results.

Let me know if you need anything further.

Yours sincerely,

Gary Dearden