

Proposed Dwelling

Land Between 173 and 179, Whalley Road, Ramsbottom

PLANNING, DESIGN AND ACCESS STATEMENT

Introduction

I have been asked to prepare a planning statement to support a planning application for a new detached dwelling between 173 and 179 Whalley Road, Shuttleworth, Ramsbottom.

The applicant's agent has submitted a pre application enquiry which was answered by a response from Helen Goldsbrough summarising policies of the old, but still current, Unitary Development Plan and government guidance in the National Planning Policy Framework.

Her conclusion was that the development was acceptable in principle. She went on to suggest alterations to the plans. Her suggestions have been taken into account in the revised plans that have now been produced.

Planning Policy

Planning policies are contained in the old Bury Unitary Development Plan. Current planning guidance is provided by the National Planning Policy Framework which was produced in its revised form in February 2019.

The UDP was adopted as long ago as 1997. The house plot is within the defined Bury Green Belt.

POLICY OL1/2 – New Buildings in the Green Belt states that the construction of new buildings on the Green Belt is “inappropriate development” with limited exceptions, such as “infilling” in named villages, including Shuttleworth, as set out in POLICY OL1/3.”

Other relevant policies include H1/2 – Further Housing Development, EN1/1 – Visual amenity and HT2/4 – Car Parking and New Development.

The NATIONAL PLANNING POLICY FRAMEWORK encourages the grant of planning permission for sustainable development which is in accordance with the development plan. The importance of pre application discussion and good design is identified.

Paragraph 145 of the NPPF is similar to UDP policy OL1/4 and new development continues to be inappropriate in the Green Belt with limited exceptions which are:

- a) Buildings for agriculture and forestry.
- b) Facilities for outdoor sport/recreation (in connection with an existing use or change of use), cemeteries and allotments.
- c) The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
- d) The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.
- e) Limited infilling in villages (unlike the UDP not “named villages”).
- f) Limited affordable housing.
- g) Limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings) which would:
 - Not have a greater impact on the openness of the Green Belt than the existing development; or
 - Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

The land is undoubtedly an “infill” plot within a row of established dwellings and faced by dwellings on the opposite side of Whalley Road. The site was previously occupied by at least one dwelling. An access road to residential development further to the south is being constructed to the rear of the site.

The NPPF emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is particular emphasis to identify a rolling five year supply of deliverable housing land. Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position. This indicates that the Council is unable to demonstrate a five year supply of deliverable housing and this needs to be treated as a material factor when determining the planning application. Houses are being built on similar small sites at 258 Whalley Road (application number 60246) and adjacent to Fletcher Bank Garage (63612).

Design and Access Statement

Use

The land is part of the garden of 183 Whalley Road. The proposed dwelling is an appropriate use of the land which will enhance the established character of the area. The application site no longer includes the small area of land at the rear whose ownership is unclear.

Amount of Development

The site is very small, approximately 100 square metres. One house is proposed which will occupy approximately 55% of the site at first floor level and 39% at ground level. There is adequate private amenity space with a raised patio at the rear which will enjoy open views.

Layout

The layout is influenced by the size of the plot, its relationship with the adjacent properties and the need to provide on site car parking and private open space. Providing car parking under the building keeps the ground floor windows away from the main road. The ground floor family room, first floor living room and second floor master bedroom are all at the rear to take advantage of the open views.

Scale

The planning officer's advice has been heeded. The house now proposed is similar in height, at both eaves and ridge level, to number 179 Whalley Road. The second floor will have small dormer windows set into the roof. The house is set back behind the two adjacent houses and will not adversely affect the street scene.

Landscaping

The parking area at the front will be surfaced in porous asphalt with a paved path in front of the house. There will be a paved patio at the rear up to the existing retaining wall.

Appearance

The front of the house will be built in stone to match the adjacent houses. Other walls will be rendered and there will be a slate roof. The size and shape of the front and rear windows have been modified, as suggested to make them more sympathetic to the local vernacular.

Access

A single yellow line restricts parking at the front of the house and there is existing vehicular access. The proposed parking area will accommodate one car, if bins are to be stored at the front of the dwelling.

There will be level access to the front door and a ground floor toilet to comply with Part M of the Building Regulations. Fixtures and fittings in the house will comply with "Lifetime Homes" guidance.

Residential Amenity

There are no houses at the rear and an aspect across a busy main road to its junction with Bye Road at the front. The position of the new dwelling will not affect the residential amenities of the houses on either side. The planning officer has assessed the existing windows in the side of these two houses and concluded that there will not be a detrimental impact from the limited number of windows in the side elevations of the new house.

Other Matters

- Contamination. A desk top contamination study will be submitted with the planning application.
- Air Quality. It is noted that an air quality assessment is not required.
- A condition is anticipated requiring details of a realistically practicable drainage system (SuDS) to alleviate flooding.
- The thermal efficiency of the house will meet or exceed current Building Regulations standards to control carbon emissions.
- The house will be wired for broadband and have an electric vehicle charging point.
- A construction management plan will be submitted to confirm that there will be no unreasonable disturbance to neighbours or impact on the highway.
- It is expected that a condition will restrict permitted development rights for extensions and alterations.

Justification

- In my opinion, the proposal is appropriate development and will not be harmful to the Green Belt either in principle or in the detail.
- The layout of the proposed dwelling makes the best possible use of a restricted site.
- The new dwelling will make a small contribution to Bury's acknowledged deficiency in housing supply.
- The design and materials are appropriate to the site and its surroundings.
- Neighbours will not be adversely affected.

There are no reasons why conditional planning permission should not be granted.

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