

Planning, Design and Access Statement

Project: Class E(g)iii Industrial Units
Site: Land at Huntley Mount Road, Bury BL9 6JA.
Reference: 2108
Date: March 2026
Revision: 01

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1.0 Introduction

- 1.1. This Planning, Design and Access Statement has been prepared in support of a full planning application for the redevelopment of the site to provide two industrial units within Use Class E(g)(iii), together with associated access, parking, servicing, landscaping, drainage and infrastructure.
- 1.2. The application follows the refusal of an earlier scheme. The current proposal has been fundamentally reviewed and redesigned to directly address the reasons for refusal and consultee concerns. It is a materially improved form of development in terms of scale, layout, operation and technical compliance.
- 1.3. This statement shows that the proposal is acceptable in planning terms and accords with the Development Plan when read as a whole.

2.0 Site and Surroundings

- 2.1. The site forms previously developed land within an established urban area. It sits within a mixed-use context, including residential properties, commercial premises and the nearby Aldi foodstore.
- 2.2. The surrounding environment is sensitive in terms of its relationship with residential uses and the nature of the local highway network. These constraints have directly informed the design and layout of the proposed development.

3.0 Planning History

- 3.1. An earlier application for development of the site was refused.
- 3.2. The reasons for refusal related to:
 - Overdevelopment and constrained layout
 - Highway safety, servicing and parking
 - Likely HGV movements and enforceability concerns
 - Visual impact and overbearing form
 - Lack of drainage, energy and digital connectivity information
- 3.3. The current scheme has been specifically designed to address each of these matters.

4.0 Response to Previous Refusal

- 4.1. The current proposal is a clear and comprehensive response to the earlier refusal.
- 4.2. The issue of overdevelopment has been addressed through a reduction and rationalisation of the scheme. The development now forms two modest units arranged within a balanced layout that provides adequate circulation, parking and servicing space. The site is no longer overly intensified and can run efficiently without conflict.
- 4.3. Highway concerns have been directly addressed through a revised layout supported by swept path analysis. The development accommodates vehicles up to 7.5 tonnes, with safe on-site turning. The nature of the proposed use, combined with the scale of the units, inherently limits the likelihood of heavy goods vehicle movements. The restriction to Use Class E(g)(iii) ensures that the use is still compatible with this operational model and addresses earlier concerns about enforceability.

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- 4.4. The design has been significantly improved. Buildings are now set back from the highway, creating a landscaped buffer that reduces visual impact and supports a sense of openness along the street. The scale and massing have been reduced to ensure that the development is not overbearing or oppressive.
- 4.5. The use of vernacular brick materials replaces the previously proposed utilitarian cladding, ensuring that the development reflects the character of the surrounding area and integrates more successfully into the streetscene.
- 4.6. A robust drainage strategy has been prepared, and supporting information has been provided in respect of energy and digital connectivity. These documents address the earlier absence of technical detail and show that the development can be delivered in a sustainable and policy-compliant manner.
- 4.7. The revised scheme therefore directly addresses all reasons for refusal.

5.0 Proposed Development

- 5.1. The proposal forms two industrial units within Use Class E(g)(iii), together with associated access, parking, servicing and landscaping.
- 5.2. The units are modest in scale and intended for light industrial, workshop and small business use. The development is designed to work efficiently within the constraints of the site and to provide flexible employment space.

6.0 Planning Assessment

- 6.1. The principle of employment development on this previously developed site is supported by policy. The proposal contributes to economic growth and supports local businesses following national and local planning aims.
- 6.2. The scheme has been specifically designed to address the concerns named in the earlier refusal. The reduction in scale and change in use result in a development that is proper to the site and its surroundings.
- 6.3. In highways terms, the proposal provides safe and suitable access for all users. The development is demonstrably capable of operating without reliance on heavy goods vehicles, reflecting the nature of the proposed use and the scale of the units.
- 6.4. There is no evidence that the development would give rise to severe impacts on the highway network.
- 6.5. This position is reinforced by recent decision-making by the Local Planning Authority. At Saw Mills, Spring Street, Ramsbottom (Ref: 72368), permission was granted for two comparable industrial units within Use Class E(g)(iii) in a constrained location, with servicing based on light commercial vehicles and no requirement for HGV access or turning.
- 6.6. This shows that developments of this nature can work appropriately without HGV movements where the scale and layout naturally limit vehicle type.
- 6.7. The proposal also incorporates a robust drainage strategy and supporting environmental information, ensuring compliance with relevant policy requirements.
- 6.8. Overall, the development accords with the Development Plan when read as a whole.

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7.0 Design and Access

Use

- 7.1. The proposed use falls within Class E(g)(iii), which allows industrial processes that can be conducted in a residential area without detriment to amenity.
- 7.2. This use is proper to the site context and ensures that more intensive or inappropriate uses cannot occur without further planning control.

Amount

- 7.3. The development forms two industrial units. The quantum of development has been reduced from the earlier scheme to ensure that the site is not overdeveloped.
- 7.4. The amount of development is proportionate to the size and constraints of the site and allows for proper circulation and servicing.

Layout

- 7.5. The layout has been fundamentally revised to provide a clear, functional and efficient arrangement.
- 7.6. Adequate space is provided for vehicle manoeuvring, parking and servicing. The layout avoids the constrained arrangement previously shown and ensures that the site can run safely without conflict.
- 7.7. The arrangement of buildings also improves the relationship with the surrounding area and creates a more legible site form.

Scale

- 7.8. The scale of the buildings has been carefully controlled to ensure that they are not imposing or dominant.
- 7.9. The units are modest in height and footprint and are proper to their context. The development no longer presents an overbearing form when viewed from the street or neighbouring properties.

Appearance

- 7.10. The appearance of the development has been significantly improved.
- 7.11. The use of vernacular brick materials reflects the character of the surrounding area and provides a more proper and visually cohesive form of development. This replaces the utilitarian appearance of the previously proposed scheme and ensures that the buildings integrate successfully into the streetscene.

Landscaping

- 7.12. The scheme incorporates a comprehensive landscaping strategy, including a landscaped buffer to the site frontage.

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7.13. This buffer softens the visual impact of the development, enhances the streetscene and supports a sense of openness. Additional planting contributes to biodiversity and visual amenity.

7.14. Landscaping is an integral part of the design approach and plays a key role in addressing earlier concerns.

Access (Including Inclusive Access)

7.15. The development will be accessed via the existing access point, which will be improved, as necessary.

7.16. The layout provides safe and convenient access for all users, including pedestrians, cyclists and vehicles. Level access is provided to building entrances, and the site is designed to accommodate inclusive access requirements.

7.17. The proposal ensures that the development can be safely and conveniently used by all users following policy.

8.0 Highways, Servicing and Refuse

8.1. The development provides a safe and functional access and servicing arrangement.

8.2. The site can accommodate vehicles up to 7.5 tonnes, with all turning undertaken within the site. The scale and nature of the proposed use ensure that the development will primarily generate light commercial vehicle movements.

8.3. The restriction to Use Class E(g)(iii), combined with the modest unit size and site layout, ensures that regular HGV movements will not occur. This reflects a realistic operational model and aligns with recent comparable approvals.

8.4. Refuse collection will be undertaken from the site frontage, with bins presented at the roadside on collection days. This avoids the need for refuse vehicles to enter the site and ensures safe operation.

9.0 Impact on Neighbouring Amenity

9.1. The revised scheme has been designed to minimise impacts on neighbouring properties.

9.2. The layout, scale and positioning of buildings ensure that there is no unacceptable overbearing impact or loss of amenity. The relationship with the adjacent funeral directors is proper, and the commercial nature of both uses ensures compatibility.

9.3. The proposed use will not result in unacceptable levels of noise or disturbance.

10.0 Drainage and Flood Risk

10.1. A comprehensive Sustainable Drainage Strategy has been prepared in support of the application, directly addressing the absence of drainage information identified as a reason for refusal of the earlier scheme and the concerns raised by consultees.

10.2. The strategy has been informed by site-specific ground conditions and published geological data. The site is underlain by clay-based soils with low permeability, and nearby ground investigations confirm the presence of stiff clay deposits. On this basis, infiltration-based drainage techniques are not

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possible.

- 10.3. The drainage strategy has therefore been developed following the drainage hierarchy, with infiltration discounted on robust technical grounds.
- 10.4. Surface water runoff will be managed through an attenuation-based system, incorporating on-site storage and controlled discharge. The system is designed to ensure that post-development runoff rates do not exceed existing rates, thereby preventing any increase in flood risk.
- 10.5. The design includes proper attenuation features, flow controls and exceedance routing to ensure safe management of surface water during extreme events.
- 10.6. This is a significant improvement over the earlier submission and provides a clear and deliverable drainage solution. The proposal ensures that the site can be drained effectively and that flood risk is not increased.

11.0 Energy and Digital Connectivity

- 11.1. An Energy and Carbon Statement has been prepared following Policy JP-S2, showing that the development follows the energy hierarchy and incorporates measures to minimise carbon emissions. Electric vehicle charging infrastructure will be provided following policy requirements.
- 11.2. A Digital Connectivity Statement has also been submitted, confirming that the development will be served by full fibre connectivity unless proven to be unfeasible, following Policy JP-C2.
- 11.3. These submissions address the deficiencies shown in the earlier refusal.

12.0 Planning Balance

- 12.1. The proposal delivers the redevelopment of a previously developed site and provides small-scale employment space, supporting economic growth and local businesses.
- 12.2. The scheme is a clear and material improvement over the previously refused proposal and has been designed to address all identified concerns.
- 12.3. The development will work safely and efficiently, without reliance on heavy goods vehicles, and will not give rise to unacceptable impacts on the highway network or neighbouring properties.
- 12.4. Any limited impacts can be appropriately managed through planning conditions.
- 12.5. There are no adverse impacts that would significantly or demonstrably outweigh the benefits of the development.

13.0 Conclusion

- 13.1. The proposed development is a well-considered and policy-compliant form of development that responds directly to earlier concerns.
- 13.2. The scheme is proper in terms of scale, layout, highways, amenity and design, and is supported by robust technical evidence.
- 13.3. The proposal forms sustainable development and should be approved without delay.