

**Ward:** Ramsbottom

**Item** 05

**Applicant:** Fiona & Gavin Wall

**Location:** Land at side of 32 Manchester Road, Ramsbottom, Bury, BL0 0DH

**Proposal:** Erection of 1 no. dwelling and erection of undercover parking for proposed dwelling & No. 32 Manchester Road

**Application Ref:** 71320/Full

**Target Date:** 26/05/2025

**Recommendation:** Approve with Conditions

### **Description**

The site relates to the side garden of No 32 Manchester Road, a residential dwelling on the end of a row of 4 other terraced houses. These properties are split level, being built on an embankment and are 2 storey fronting the main road and 3 storey at the rear.

To the south (rear) are residential properties on Fletcher Close which are set at a much lower level, almost by 2 storeys with the rear gardens of Nos 22 and 24 forming a timber fenced boundary with the site.

To the south, between the application site and No 38 Manchester Road (also split level) is an access road which also carries a Public Right of Way (103RAM). This road serves as the access for Nos 32, 38, 40 and changes to a pedestrian path and steps past the end of No 38 connecting to the residential estate beyond.

The site itself is also on an embankment and comprises two stepped terraces with a boundary fence running along the frontage of Manchester Road.

The proposed development involves the erection of a single detached dwelling and the provision of an undercroft parking area for both the proposed dwelling and No. 32 Manchester Road.

The proposed dwelling would be set 5.6m away from No 32 and would be split level, two storeys with rooms in the roofspace at the front and three storeys with rooms in the roofspace at the rear.

The new dwelling would have a cottage type appearance from the front, built of stone with grey tiles and would emulate the design of No 32, with similar window style openings to the front and rear, a balcony at the ground floor, juliet balcony at first floor and an internal balcony for the room in the roofspace.

Accommodation would comprise office space, games room and sauna in the basement, kitchen and living areas at the ground floor, 3 bedrooms at the first floor and a bedroom and dresser in the roofspace.

Access would be from the existing lane at the side of the site and would lead to a turning area and the undercover parking which would be located in the gap between the new dwelling and No 32 to provide 2 spaces for each property. The undercover parking would have a flat roof where it is proposed to provide bin and cycle store provision.



The eastern side of the new dwelling would be landscaped and a living hedge planted on the rear boundary.

The area behind No 32 would provide a small garden for this dwelling.

### **Relevant Planning History**

02985/E - Proposed development of new build house - Enquiry completed 05/08/2024

64100 - Single storey extension at rear with roof terrace/glazed balustrade above and alterations to doors/windows at rear including 2 no. juliet balconies; Roof extension at rear with re-roof, rooflights and loft conversion with rear balcony at 32 Manchester Road, Ramsbottom. Approved with conditions - 25 June 2019.

66873 - Single storey rear extension with roof terrace; Alterations to rear elevation including 2 no. juliet balconies; Roof extension to accommodate loft conversion with rear facing balcony at 32 Manchester Road, Ramsbottom. Withdrawn - 2 September 2021.

67527 - Change of use from agricultural land to residential garden; Single storey rear extension; Loft conversion with balcony at rear; 2 no. juliet balconies at rear at 32 Manchester Road, Ramsbottom. Approved with conditions - 1 March 2022.

21/0269 - Change of use of land (Enclosing land) at 32 Manchester Road, Ramsbottom. Case closed - application received.

### **Publicity**

The neighbouring properties were notified by means of a letter on 9 April 2025.

Press notice published in the Bury Times on 17 April 2025.

Site notices posted on 16 April 2025.

7 letters have been received, which have raised the following issues:

- These plans are not in keeping with neighbouring properties, it appears excessive in size for the potential space and would look overdeveloped. There are already issues with limited parking.
- There is communal access to the side of 22 Manchester Road, which is used to access the rear of these homes. It used to be accessible from No. 32 leading to Old Engine Road. The proposal would result in this permanently being blocked and overuse of the access to the side of 22 for access to the other properties and impacting upon the occupiers of No. 22.
- There will be no community benefits to this development just overcrowding and more traffic to an already busy main road.
- The proposed dwelling would allow a uninterrupted view into all the bedrooms, which would have an unacceptable impact upon privacy.
- There are no proposals for screening from the lower windows or the balcony, which would impact upon privacy.
- Loss of light
- Significant impact upon property prices.
- The proposed house and drive will result in large amounts of water run off that will flow down hill and impact the residents on Fletcher Close.
- Impacts of noise and disturbance during the build and I work from home.
- Impact upon wildlife - bats and newts in nearby gardens.
- Land slippage/ Land movement and impact on my property through use of heavy machine equipment and erection of proposed building. There is a gabion style retaining wall that was designed to retain the current structure and garden, not additional housing.
- Overdeveloping the footprint - the property is far too big for such a small space - this is



further demonstrated by the need to request 4 storey's and the obvious lack of any associated outdoor / garden space.

- The design doesn't look in keeping with the local footprint.
- At present there a fence enclosing the application site and the space to the front is used as overflow parking for immediate neighbours and the garage - where will all of this go?

The neighbouring properties were notified of revised plans on 11th August 2025.

Those who have made representations have been notified of the Planning Control Committee meeting.

### **Statutory/Non-Statutory Consultations**

**Traffic Section** - No objection subject to conditions

**Drainage Section** - No response.

**Environmental Health - Contaminated Land** - No objection subject to conditions relating to contaminated land.

**Environmental Health - Air Quality** - No objections subject to the inclusion of conditions relating to electric vehicle chargers.

**Waste Management** - No response.

**Public Rights of Way Officer** - No objection

**United Utilities** - No response.

**GM Ecology Unit** - No objections.

**Pre-start Conditions** - Applicant/Agent has agreed with pre-start conditions

### **Development Plan and Policies**

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/6	Garden and Backland Development
EN1/2	Townscape and Built Design
EN1/7	Throughroutes and Gateways
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
RT3/4	Recreational Routes
HT2/4	Car Parking and New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant



policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Principle - Residential** - The National Planning Policy Framework (NPPF) is a material planning consideration in planning decisions, and emphasises the Government's objective of significantly boosting the supply of homes. The Framework states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with either a 5% buffer to ensure choice and competition in the market for land, or a 20% buffer where there has been significant under delivery of housing over the previous three years. As set out in NPPF paragraph 78, the supply of housing must be assessed against the housing requirement set out in adopted strategic policies where these are less than five years old.

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed. The joint Places for Everyone Plan allocates significant strategic sites for housing within Bury and will accelerate housing delivery within the Borough to meet housing needs.

Following the adoption of Places for Everyone, the Council is able to demonstrate a deliverable 5 year supply of housing land with a 20% buffer (as currently required in Bury due to past under delivery) when assessed against the adopted PfE housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular



importance, provide a strong reason for refusing the development proposed; or  
ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

As a result of the latest published HDT result the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

NPPF paragraph 80 requires the latest published HDT results to be used. However, the Government is currently operating to a delayed publication timetable for the HDT, and although the latest published results for 2023 are below 75%, based on the current HDT rulebook Bury's result for 2024 will be above 75% and the tilted balance will no longer be triggered by the housing delivery test result.

Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

The site is located within the urban boundary and there are residential properties to the north, south and west. The proposed development would not conflict with the surrounding land uses and would be located in a sustainable location with regard to public transport and services. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

### **Design and layout**

Density - NPPF paragraph 130 seeks to ensure the efficient use of land, and to avoid homes being built at low densities.

PfE Policy JP-H4 requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design. Policy JP-H4 sets out minimum densities that should be considered and the site falls in an area where a minimum density of 50 dwellings per hectare should be had regard to.

The net site area (excluding the shared access) is around 0.019 hectares, which would indicate that 1 dwelling equates to a density of 52 dwellings per hectare. As such, the proposed development would comply with the minimum density and would be in accordance with Policy JP-H4 of the Places for Everyone Joint Development Plan.

Space standards - PfE Policy JP-H3 also states that all new dwelling must:

1. Comply with the nationally described space standards (NDSS); and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

The dwelling would be a 4 bed, three storey dwelling. The proposal would have a GIA of 112 square metres which comply with the minimum standards. Each of the proposed bedrooms would exceed the minimum floor areas, and widths for double occupancy rooms and appropriate levels of storage would be provided.

The proposal would therefore comply with NDSS and M4(2).

Therefore, the proposed development would be in accordance with Policy JP-H3 of the Places for Everyone Joint Development Plan.



### Layout

The proposed dwelling would be positioned to front Manchester Road similar to the adjacent row of terraced houses to emulate the arrangement and integrate with the surrounding housing stock on this part of Manchester Road. The existing stone boundary wall rebuilt up to 1m high

The rear elevation would similarly align with No 32 with undercover parking provided between the properties for 2 cars each. Bins and cycle stores would be located on top of the covered parking spaces on the ground floor level with access for bin collections via a gate from Manchester Road.

Access would be taken from the existing lane and for the scale of development for one property, is considered to be adequate to serve this additional need.

Although gardens for both the properties would be small, located at the back of the houses it would be adequate to provide outdoor amenity space. Landscaping along the eastern elevation of the new build would also soften the site on this side and provide some ecological enhancements along with the living hedge to be planted at the rear.

The proposed development demonstrates that the site is of sufficient size to accommodate the scale and type of dwelling proposed, adequate parking for this location and the associated amenities.

The development also demonstrates compliance with space standards and housing density.

As such, the proposed layout is considered to be acceptable and would comply with policies H2/1, H2/2, JP-P3 and JP-P4.

### Design

The scale and design of the proposed dwelling would take reference from No 32 and the cottage style row of terraces, proposing to follow ridge and eaves levels with a similar sized frontage as No 32 and stone elevations to match that of No 32 with grey roof tiles. Window styles would be similarly positioned on the frontage to align with the neighbours and at the rear, large glazed openings and balcony windows suggest a contemporary design.

As such, given the similar styled design, scale and massing of the property and its relationship to the surrounding development, it is considered that the design and appearance would be in accordance with policies EN1/2, H2/1, H2/2 and the principles of the NPPF.

**Impact upon residential amenity** - SPD6 provides guidance on aspect standards between residential properties and would be relevant in this case. The aspect standards are based on a two storey building and for each additional storey in height a further 3 metres should be added onto the aspect standard.

There would be 9.7 metres between the proposed development and the side elevation of No. 38 Manchester Road. There are two openings on the side elevation of No. 38 Manchester Road, which relate to a store and a kitchen. As both of these are non-habitable rooms, the proposed development would not have an adverse impact upon the amenity of the occupiers of No. 38 Manchester Road.

There would be 19.3 metres between the proposed balcony at the rear and the rear of Nos. 22 and 24 Fletcher Close. This would be in excess of the 19 metre aspect standard. The balcony at the ground floor would have a 0.9m deep wall to enclose it along the front which would prevent users from getting close to the edge or leaning over which would



restrict sightlines from the balcony to neighbouring properties at the rear.

There would be 22.6 metres between the rear of the proposed dwelling and Nos. 22 & 24 Fletcher Close. The proposed dwelling would not have a significant adverse impact in terms of loss of light as a distance of 22 metres would comply with the relevant aspect standard. The site slopes downwards from Manchester Road at its highest point to Fletcher Close. The difference in height is such, that the occupiers of the proposed dwelling would be looking over the roof of Nos. 22 & 24 Fletcher Close and there would be no loss of privacy. This relationship is identical to that between No. 32 Manchester Road and No 24 Fletcher Close. As such, the proposed development would not have a significant adverse impact upon the amenity of the occupiers of Nos 22 and 24 Fletcher Close.

There would also be mature planting along the rear boundary of the site to aide in screening views of the development to and from the properties on Fletcher Close.

Therefore, the proposed development would not have a significant adverse impact upon the amenity of the occupiers of the neighbouring properties and would be in accordance with Policy EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

### **Ecology**

Protected species - The application site is a residential garden and a review from satellite imagery and photographs has been undertaken. GM Ecology Unit have commented that the proposal would be unlikely to impact upon any protected species and have recommended an informative relating to protected species as it is possible that protected species can be present in unexpected places.

Nesting birds - The proposed development would involve vegetation clearance. GM Ecology Unit have no objections, subject to the inclusion of a condition relating to bird nesting.

Biodiversity net gain - Planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible measures to enhance the site for biodiversity should be secured as part of planning applications. GM Ecology Unit has no objections, subject to the inclusion of a condition relating to landscaping.

The proposed dwelling would be a self-build/custom build application and as such, exempt from the requirements of Biodiversity Net Gain (BNG).

Therefore, the proposed development would not cause harm to ecological features and would be in accordance with Policy EN6/3 of the Bury Unitary Development Plan and the NPPF.

### **Highways issues**

The proposed dwelling and the existing dwelling would be accessed using the existing access from Manchester Road, which is located between the application site and No. 38 Manchester Road. There would be acceptable levels of visibility.

There is a Public Right of Way (PROW) (103RAM) which passes through the site on the access and connects onto Fletcher Close.

This route is used by 3 properties and by pedestrians connecting to the residential development at the rear and beyond.

The proposal for a single dwelling would not generate significant additional traffic using the access and PROW and as such impact on other car users and pedestrians would not be



significantly or adversely affected. The PRow officer has raised no objection to this proposal and it is considered that no additional works to the access would be required given the scale of the development for one property.

Appropriate turning facilities would be provided behind the existing and proposed dwelling to facilitate turning and exit in a forward gear.

The Traffic Section has no objections, subject to the inclusion of conditions.

Therefore, the proposed development would not have a significant adverse impact upon highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan and Policies JP-C6 and JP-C6 of the Places for Everyone Joint Development Plan.

### **Parking**

SPD11 states that the parking standards for a 4 bedroom dwelling are 3 spaces, 1 space with an electric vehicle charger and secured cycle storage for 4 cycles.

The development would provide 2 parking spaces per property which is below the SPD standard.

However, in this case, the development would provide a turning area within the site to ensure safe exit in a forward gear onto the access lane and PRow. The development provide an EV ChargePoint and cycle facilities which would be in compliance with policy and the site is located in a sustainable location on a main bus route and close to Ramsbottom Town centre with access to amenities and facilities.

It is therefore considered that given these set of circumstances, the proposed development would be acceptable.

### **Digital connectivity**

Policy JP-C2: Digital Connectivity - requires all new development to have full fibre to premises connections unless technically infeasible or unviable.

The area currently has full fibre broadband as such the property will have a possible download speed of 900Mb.

Connection to the proposed unit will be arranged following the grant of planning permission.

As such the proposal would accord with JP-C2.

### **Carbon and energy**

Policy JP-S2: Carbon and Energy - requires development to be net zero carbon with regard to operational carbon emissions and achieve energy demand reductions in accordance with the criteria in policy JP-S2.

The applicant states that the completed dwelling will be highly energy efficient with net zero carbon dioxide emissions from regulated energy uses. This will be achieved by installing high levels of insulation and the use of renewable technologies.

The dwelling will adopt a 'fabric first' approach to energy efficiency following the principle that the demand for heating should first be minimised before addressing how the energy is produced. The building fabric will be highly insulated and have an airtight building envelope. This will mean that energy efficiency will be embedded within the building throughout its lifetime.



The proposal is therefore acceptable and complies with JP-S2.

### **Response to objectors**

- The proposed dwelling would be of a similar size, scale and massing as the adjacent properties. The development would provide acceptable levels of parking, bin and cycle storage and amenity areas as assessed above.
- The development would not block the access lane/PRoW for other users.
- Impacts on residential amenity in terms of overbearing, privacy and loss of light have been assessed in the above report.
- Property prices are not a material consideration.
- The development would require Building Regulations in terms of the physical built out of the plot.

### **Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings -

Existing site plan 196-01  
Proposed floor plans 196-03 rev C  
Proposed front and rear elevations 196-04 rev C  
Proposed south side elevation 196-05 rev B  
Proposed north side elevation 196-06 rev D  
Proposed site plan 196-07 rev D  
Proposed landscaping and parking site plan 196-09 rev D

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

3. No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:  
With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the Local Planning Authority for approval:



- I. Preliminary Risk Assessment (PRA). Submission of this document is the minimum requirement.
- II. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.
- III. Detailed Quantitative Risk Assessment (DQRA). Submission of this document if GQRA requires it.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

4. No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

In accordance with the findings of site characterisation and risk assessment as previously approved, documents from the following shall be submitted to the Local Planning Authority for approval:

- I. Remedial Options Appraisal.
- II. Remediation Strategy.
- III. Verification Plan.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

5. The development hereby permitted within any approved phase shall not be occupied/brought into use until the works relating to land contamination detailed below are fully completed:

Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.

A Verification Report must be submitted to the Local Planning Authority for approval upon completion of remediation works. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

6. Prior to occupation the applicant shall provide:

{Residential less than 10 parking spaces}

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

(i) Details of the proposed EV charging points to be installed including the information sheet detailing the make and model, to demonstrate that they meet the



required specification.

(ii) Evidence of the installation of the chosen EV charging points, such as photographs

\*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>.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

7. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting, details of the planting along the rear boundary of the site and the provision of a bat and bird box. The approved scheme shall thereafter be implemented not later than 12 months from the date the building is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, PfE Policy JP-G8 and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

9. The dwelling hereby approved shall be built in accordance with the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.

Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.

10. Before the first occupation of the development hereby approved the balcony balustrade to the 2nd floor hereby approved shall be obscure glazed and thereafter maintained.

Reason. To protect the privacy of nearby occupiers and to accord with Policies H2/1, H2/2 and EN1/2.

11. The residential unit ('unit') in the development hereby permitted shall be constructed as a self-build dwelling within the definition of self-build and custom build housing in the 2015 Act:



(i) The first occupation of the unit in the development hereby permitted shall be by a person or persons who had a primary input into the design and layout of the unit and who intends to live in the unit for at least 3 years;

(ii) The Council shall be notified of the persons who intend to take up first occupation of the unit in the development hereby permitted at least two months prior to first occupation.

Reason . The scheme as submitted and subsequently determined, is specifically based upon the scheme being a Small Scale Self-Build and Custom Housebuilding scheme, which benefits from The Biodiversity Gain Requirements (Exemptions) Regulations 2024 to otherwise provide for Biodiversity Net Gain.

12. Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

13. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways to the Local Planning Authority:

(1) An 'Approval In Principle' (AIP) for all proposed works in the vicinity of the existing back of the footway on Manchester Road/retaining structure, incorporating proposed house foundation details relative to the limits of the adopted highway, full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;

(2) Formation of the proposed pedestrian access alterations and connections onto Manchester Road, incorporating confirmation of levels at the interface with existing back of footway and the proposed hardstanding area, demarcation of the limits of the adopted highway, proposed boundary stone wall position and surface water drainage arrangements and foundations that do not discharge onto/encroach under the adjacent adopted highway, works between the private hardstanding and the limits of the adopted highway and all associated highway and highway drainage remedial works;

(3) Scheme of footway resurfacing works on Manchester Road and on Public Footpath No. 103, Ramsbottom, in the vicinity of the site to a scope and specification to be agreed.

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies EN1/2, JP-C5 and JP-C8.

14. No development shall take place until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include:

(1) Photographic dilapidation survey of the footways and carriageways



leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;

- (2) Access route for all construction vehicles to the site from the Key Route Network;
- (3) Access point/arrangements for construction traffic, taking into consideration the need to maintain safe pedestrian facilities on Public Footpath No. 103, Ramsbottom and Manchester Road and all temporary works required to facilitate access for construction vehicles;
- (4) Hours of work for site preparation, delivery of materials and construction and number of vehicle movements;
- (5) Arrangements for the parking of vehicles for site operatives on land within the applicant's control, together with storage on site or on land within the applicant's control of construction materials;
- (6) Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres including details of areas designated for the loading, unloading and storage of plant and materials;
- (7) Details of the siting, height and maintenance of any security hoarding clear of the adopted footway on Manchester Road and Public Footpath No. 103, Ramsbottom;
- (8) The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
- (9) A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- (10) Arrangements for the provision of wheel washing facilities for vehicles accessing/egressing the site;
- (11) Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to control the emission of noise, dust and dirt during construction;
- (12) A scheme for recycling/disposing of waste resulting from construction works.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and JP-C8.

15. The turning facilities indicated on the approved plans shall be provided before the development hereby approved is first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times

Reason. To minimise the standing and turning movements of vehicles on the highway/new access road, in the interests of road safety pursuant to policies H2/2 and JP-C8.

16. The car parking alterations indicated on the approved plans shall be surfaced, demarcated and made available for use prior to first occupation of the dwelling



hereby approved and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

17. The refuse storage and access arrangements to be provided within the curtilage of the site for the new and existing dwellings shall be made available for use prior to first occupation of the dwelling hereby approved and thereafter maintained at all times.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to policies H2/2 and JP-C8.

18. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.

Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

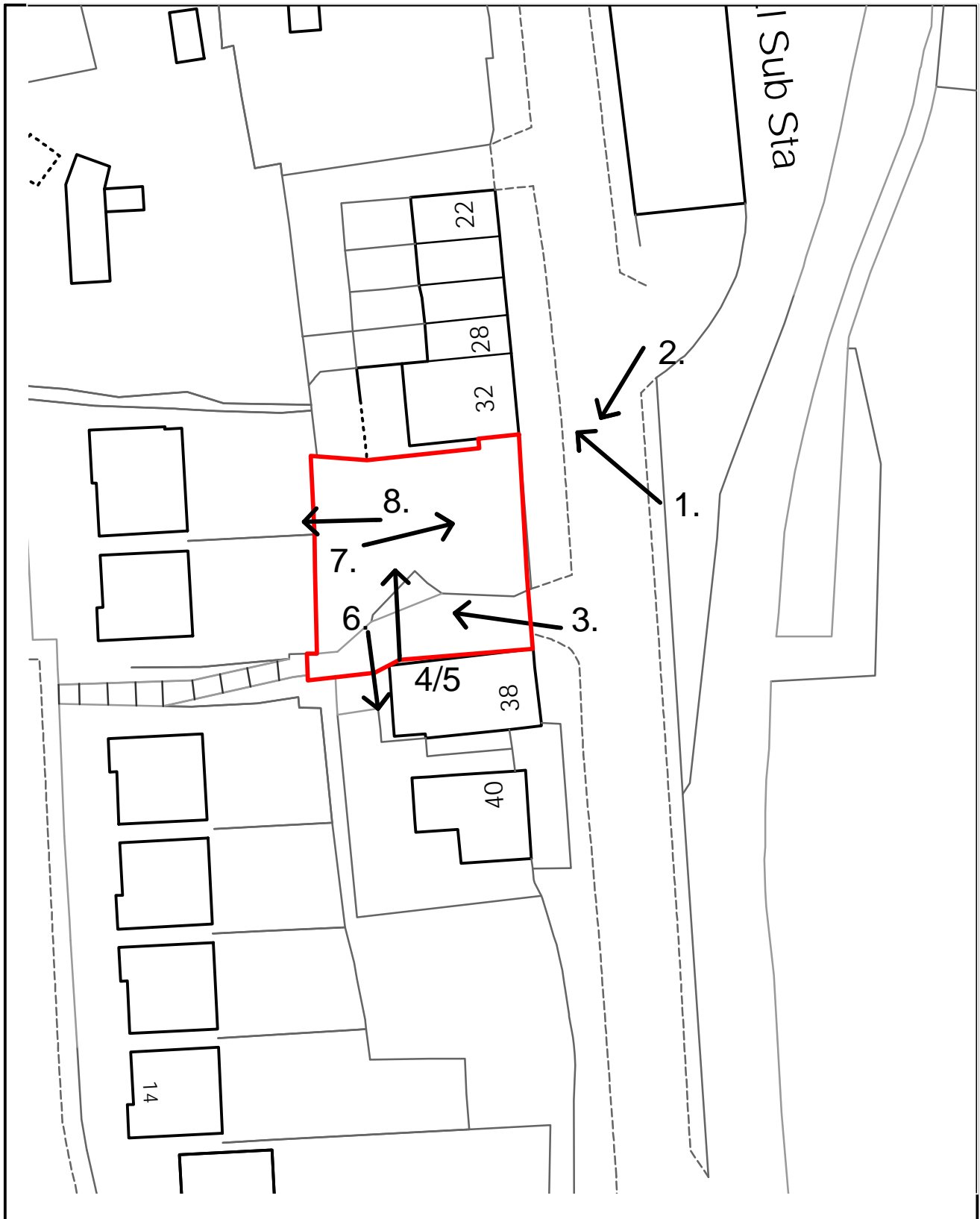
For further information on the application please contact **Jennie Townsend** on **0161 253-5320**







# Viewpoints



ADDRESS: Land at side of 32 Manchester Road, Ramsbottom, Bury, BL0 ODH



Planning, Environmental and Regulatory Services

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71320

Photo 1



Photo 2





Photo 3



Photo 4





71320

Photo 5



Photo 6





71320

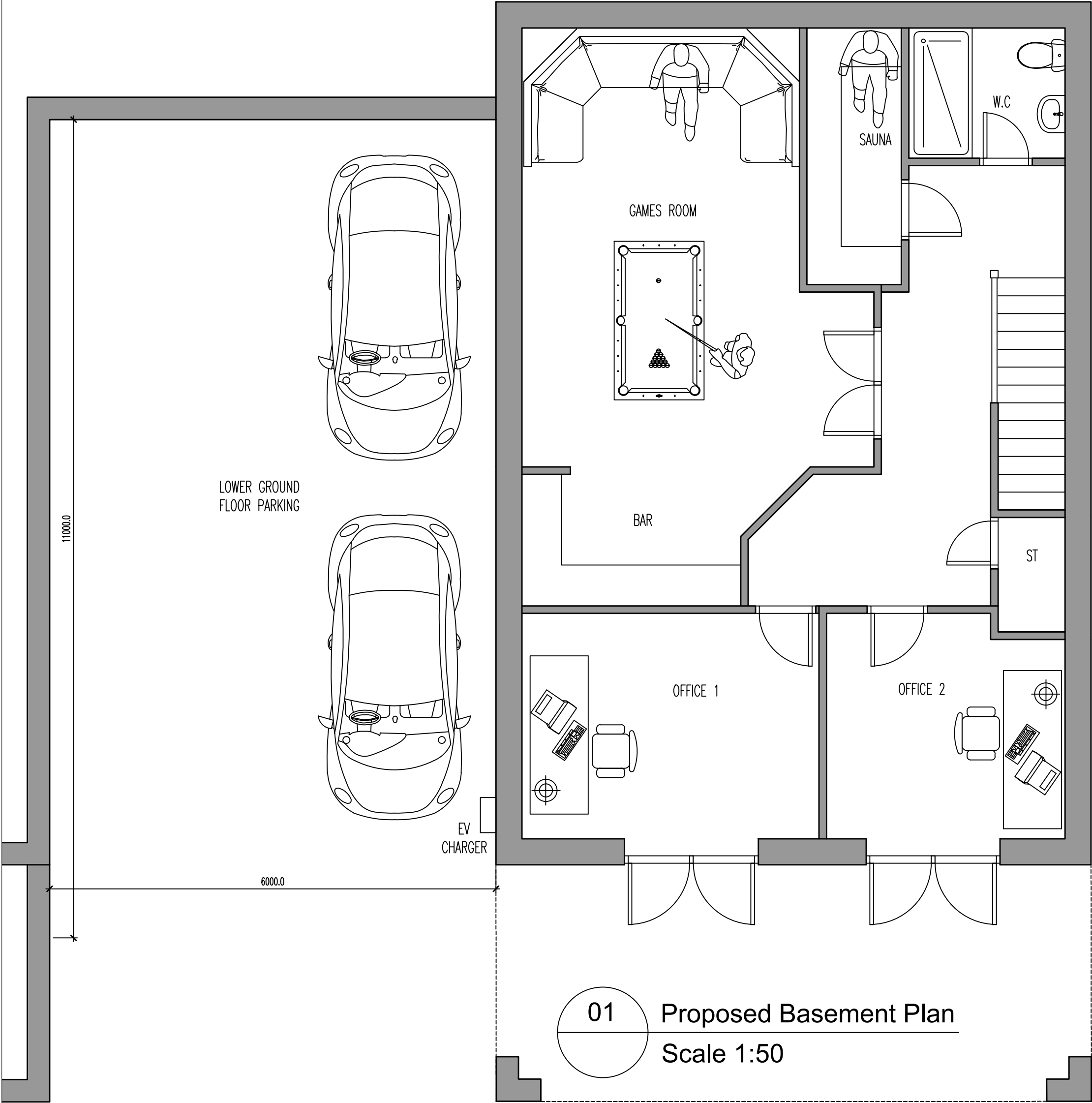
Photo 7



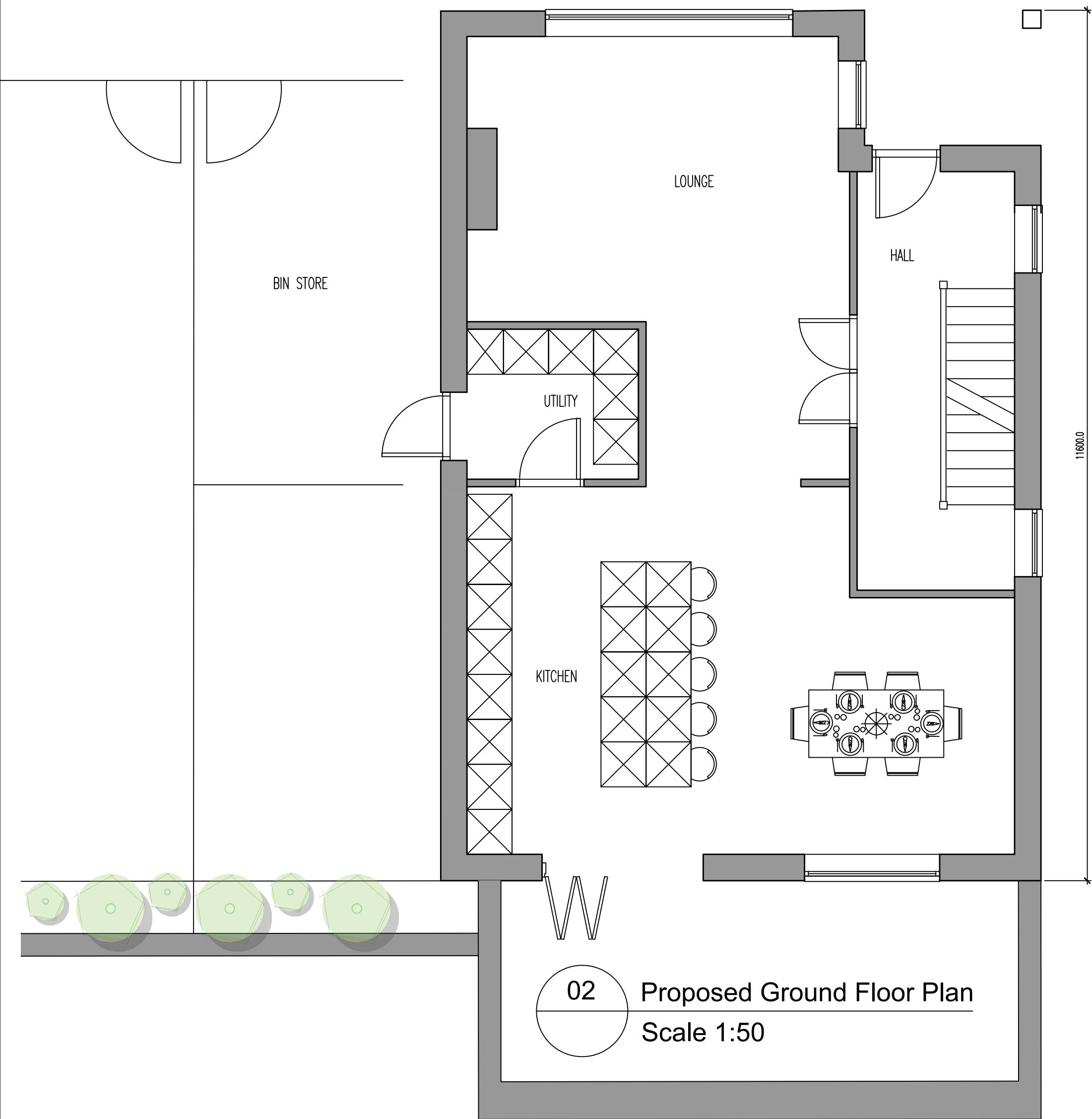
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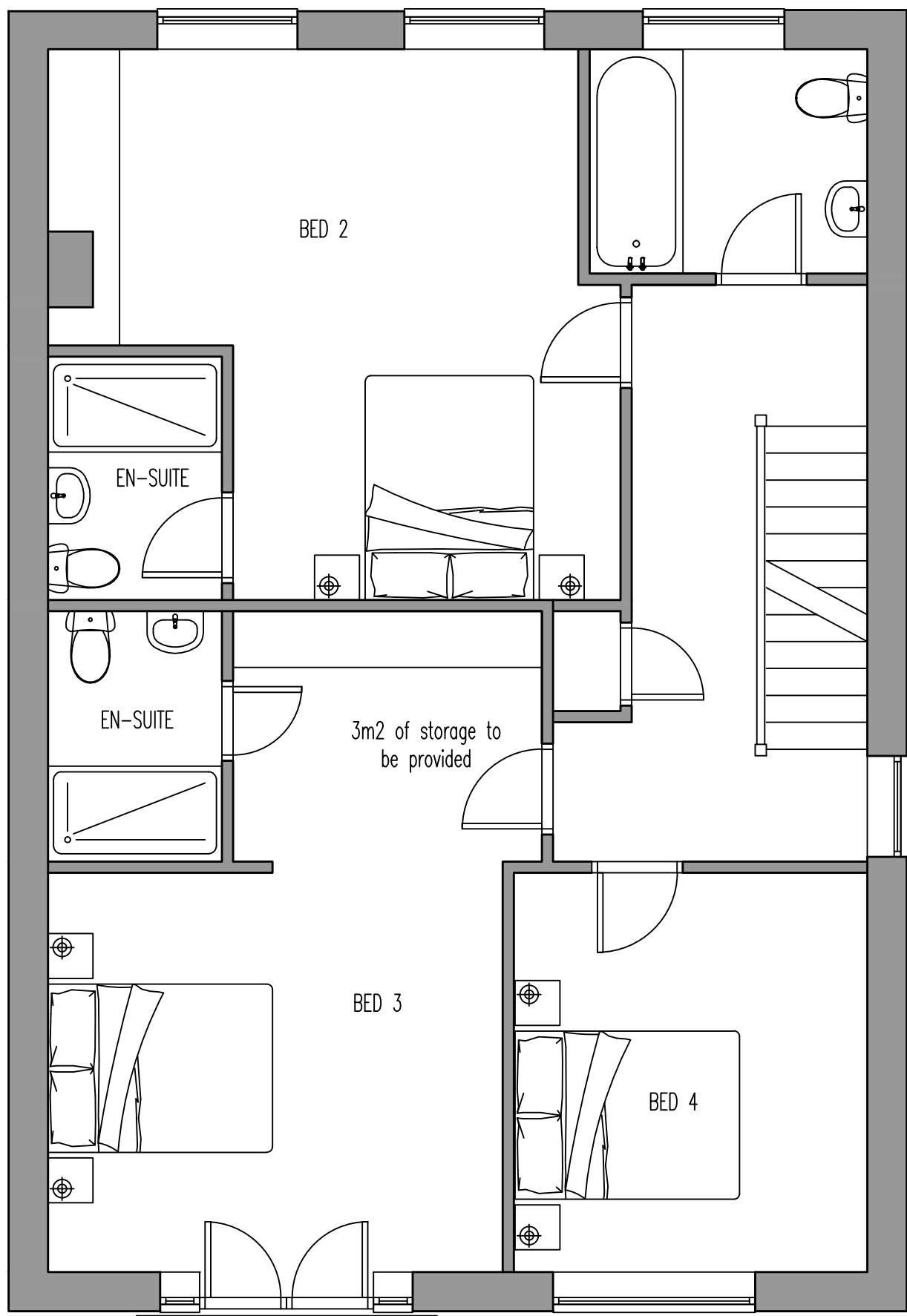




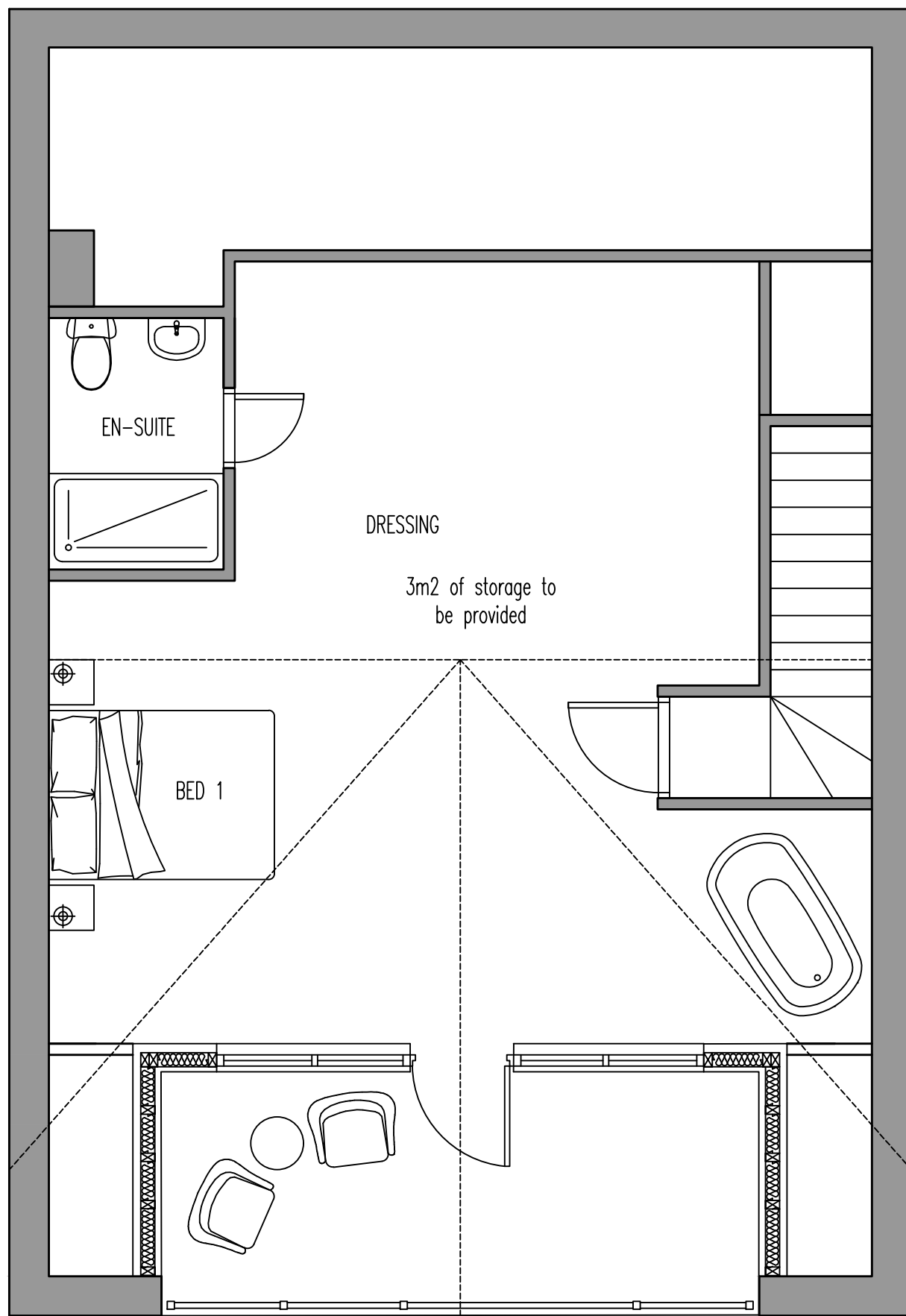
01 Proposed Basement Plan  
Scale 1:50



02 Proposed Ground Floor Plan  
Scale 1:50



03 Proposed 1st Floor Plan  
Scale 1:50



04 Proposed 2nd Floor Plan  
Scale 1:50

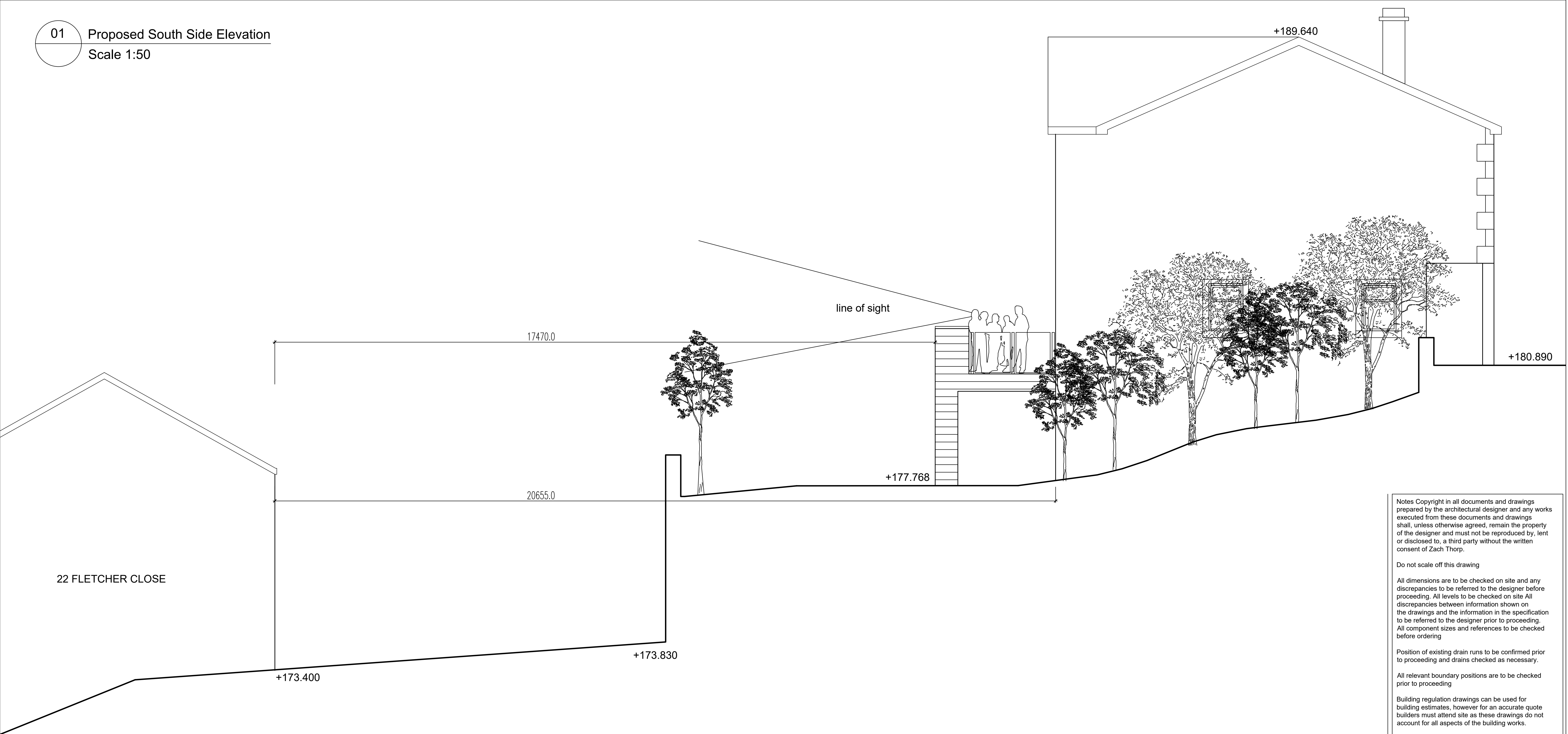
SCHEDULE OF ACCOMMODATION			
34 MANCHESTER RD	4 BED DETACHED HOUSE	1214sqft	
TOTAL:		1	1214sqft
GROSS AREA:	0.027 Acres		
ROAD AREA:	0.007 Acres		
LANDSCAPE BUFFER:	0.003 Acres		
GARDEN SPACE:	0.003 Acres		
CAR PARKING:	0.002 Acres		
2 SPACES TO BE PROVIDED			

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Do not scale off this drawing			
All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering			
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary.			
All relevant boundary positions are to be checked prior to proceeding			
Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.			
Status Purpose for Issue			
Survey <input type="checkbox"/> Tender <input type="checkbox"/>			
Construction <input checked="" type="checkbox"/> As Built <input type="checkbox"/>			
Client			
Gavin and Fiona Wall			
32 Manchester Road, Ramsbottom			
Contract			
Proposed Development of New Build House			
Next Door to 32 Manchester Road.			
Drawing			
Proposed Floor Plans			
Drawing No. ZT24-196-03		Revision	C
Scales 1:50		Date	Sept '24
Drawn ZTT		Checked	
THORP DESIGN SERVICES LTD.			









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B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT
Rev	Description	Date	By	Chk

Status

Survey

☐ Tender

☐

Construction

☒ As Built

☐

Purpose for Issue

Client

Gavin and Fiona Wall  
32 Manchester Road, Ramsbottom

Contract

Proposed Development of New Build House  
Next Door to 32 Manchester Road.

Drawing

Proposed South Side Elevation

Drawing No.

ZT24-196-05

Revision

B

Scales

1:50

Date

Sept '24

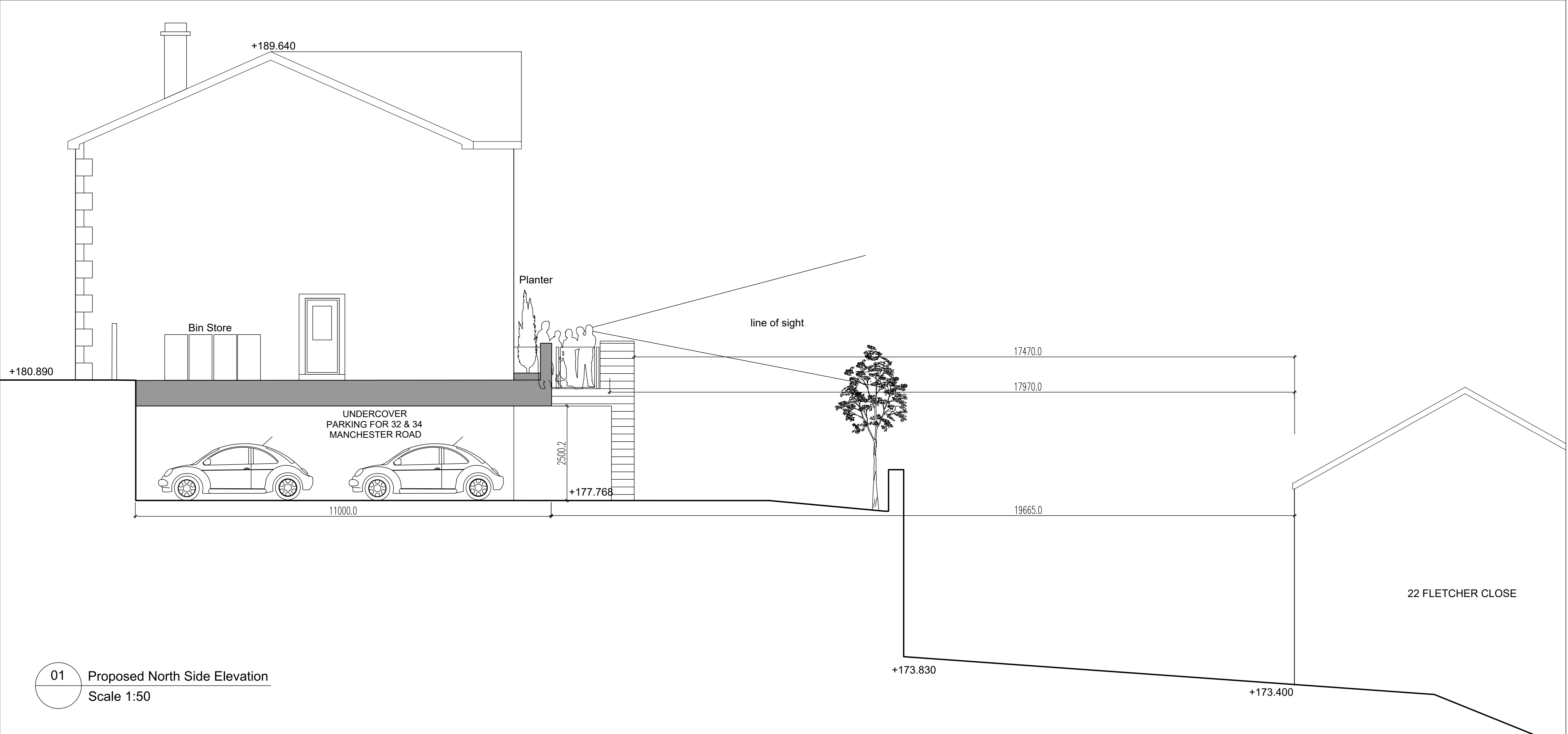
Drawn

ZTT

Checked

THORP  
DESIGN  
SERVICES LTD.





01 Proposed North Side Elevation  
Scale 1:50

D	Vegetation Updates	14.08.25	ZT	ZT
C	Basement Level decreased in Width	13.08.25	ZT	ZT
B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT
Rev	Description	Date	By	Chk

Status		Purpose for Issue	
Survey	<input type="checkbox"/> Tender	<input type="checkbox"/>	
Construction	<input checked="" type="checkbox"/> As Built	<input type="checkbox"/>	
Client			
Gavin and Fiona Wall			
32 Manchester Road, Ramsbottom			
Contract			
Proposed Development of New Build House			
Next Door to 32 Manchester Road.			
Drawing			
Proposed North Side Elevation			
Drawing No. ZT24-196-06		Revision	D
Scales	1:50	Date	Sept '24
Drawn	ZTT	Checked	

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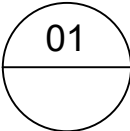
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary.

All relevant boundary positions are to be checked prior to proceeding

Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.

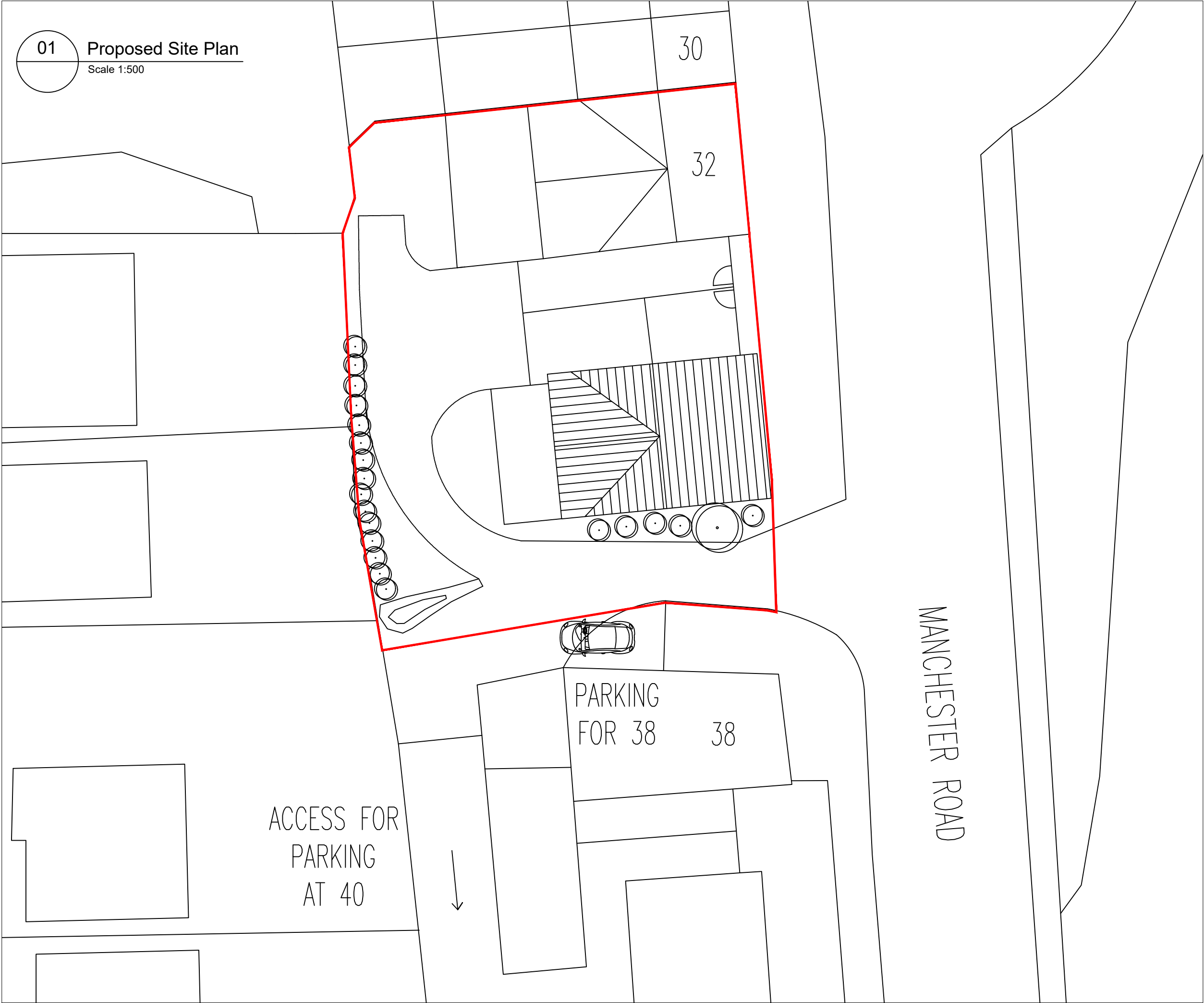






Proposed Site Plan

Scale 1:500



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SURVEY ORIENTATED TO MAGNETIC NORTH				
D	Vegetation Updates	14.08.25	ZT	ZT
C	Basement Level decreased in Width	13.08.25	ZT	ZT
B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT

Rev	Description	Date	By	Chk
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Status		Purpose for Issue	
Planning	<input type="checkbox"/>	Tender	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	As Built	<input type="checkbox"/>
PLANNING			

Client  
Gavin and Fiona Wall  
32 Manchester Road, Ramsbottom


Contract  
Proposed Development of New Build House  
Next Door to 32 Manchester Road.

Drawing  
Proposed Site Plan

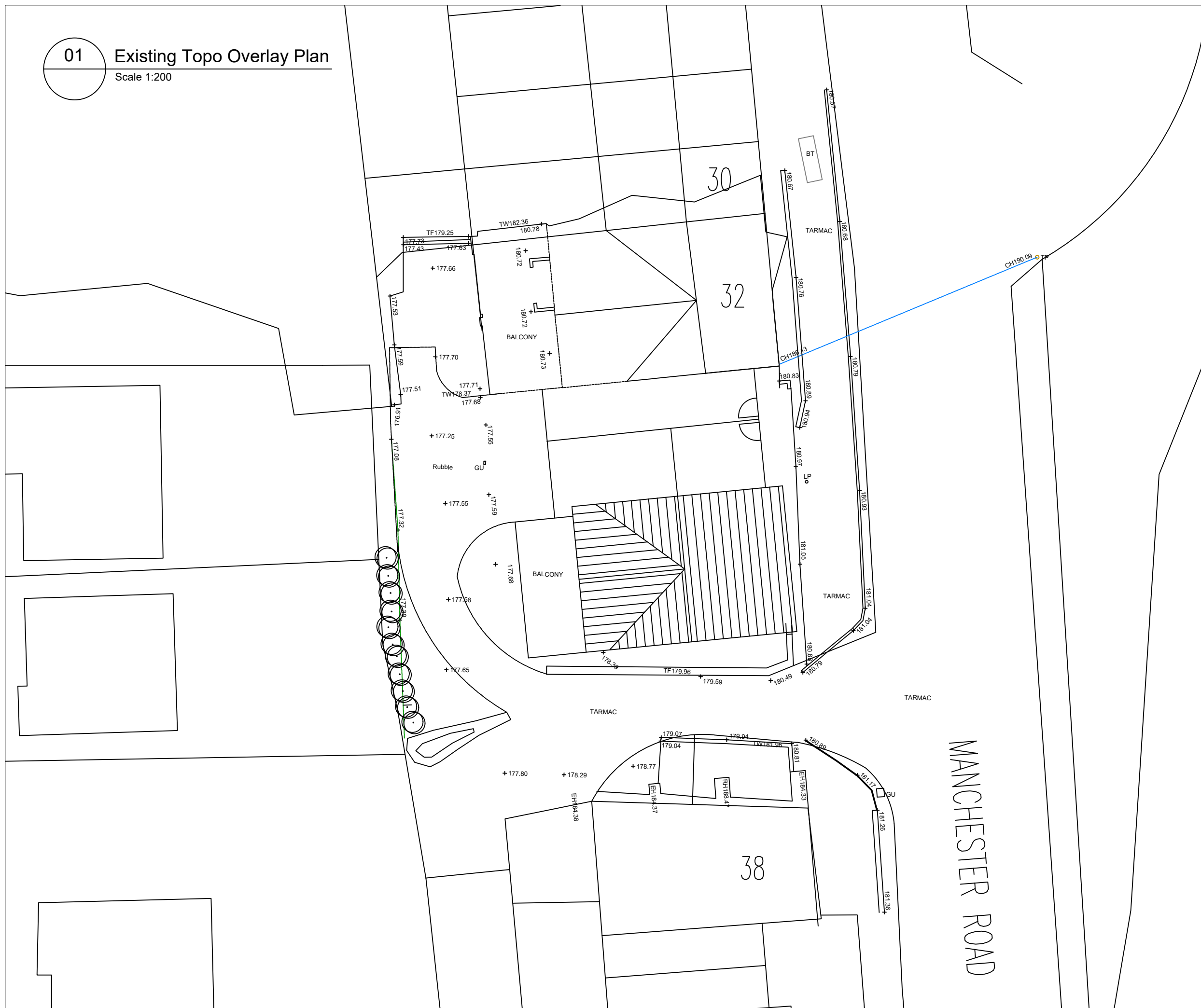
Drawing No.	ZT24-196-07	Revision	D
Scales	1:500 @ A3	Date	Sept '24
Drawn	ZTT	Checked	







Scale 1:200



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All component sizes and references to be checked before ordering

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All relevant boundary positions are to be checked prior to proceeding

Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.



SURVEY ORIENTATED TO MAGNETIC NORTH

C	Basement Level decreased in Width	13.08.25	ZT	Z
B	Balcony Updates	07.08.25	ZT	Z
A	Parking and Balcony Updates	04.08.25	ZT	Z
Rev	Description	Date	By	Ch

Status	Purpose for Issue
--------	-------------------

Planning	<input type="checkbox"/>	Tender	<input type="checkbox"/>	PLANNING
Construction	<input checked="" type="checkbox"/>	As Built	<input type="checkbox"/>	

Client  
Gavin and Fiona Wall  
32 Manchester Road, Ramsbottom

Contract  
Proposed Development of New Build House  
Next Door to 32 Manchester Road.

Drawing  
Proposed Site Plan

Drawing No.	ZT24-196-08	Revision	B
Scales	1:200 @ A3	Date	Sept '24
Drawn	ZTT	Checked	





800mm HIGH STONE WALL

800.0

STONE WALL

D	Vegetation Updates	14.08.25	ZT	ZT
C	Basement Level decreased in Width	13.08.25	ZT	ZT
B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT

Rev	Description	Date	By	Chk
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Status		Purpose for Issue	
Planning	<input type="checkbox"/>	Tender	<input type="checkbox"/>
Construction	<input checked="" type="checkbox"/>	As Built	<input type="checkbox"/>

**PLANNING**

Client  
Gavin and Fiona Wall  
32 Manchester Road, Ramsbottom

Contract  
Proposed Development of New Build House  
Next Door to 32 Manchester Road.

Drawing

Proposed Landscaping and Parking Site Plan

Drawing No.	ZT24-196-09	Revision	D
Scales	1:100 @ A3	Date	Sept '24
Drawn	ZTT	Checked	

