

<b>Title</b>	<b>Planning Applications</b>
<b>To:</b>	<b>Planning Control Committee</b>
<b>On:</b>	<b>25 November 2014</b>
<b>By:</b>	<b>Development Manager</b>
<b>Status:</b>	<b>For Publication</b>

### **Executive Summary**

The attached reports present members with a description of various planning applications, the results of consultations, relevant policies, site history and issues involved.

My recommendations in each case are given in the attached reports.

### **This report has the following implications**

**Township Forum/ Ward:** Identified in each case.

**Policy:** Identified in each case.

**Resources:** Not generally applicable.

**Equality Act 2010:** All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:  
The elimination of discrimination, harassment and victimisation;  
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;  
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

**Human Rights:** All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, I have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based

upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

## **Development Manager**

### **Background Documents**

1. The planning application forms and plans submitted therewith.
2. Certificates relating to the ownership.
3. Letters and Documents from objectors or other interested parties.
4. Responses from Consultees.

FOR FURTHER INFORMATION ON THE CONTENTS OF EACH REPORT PLEASE CONTACT INDIVIDUAL CASE OFFICERS IDENTIFIED IN EACH CASE.

**01**      **Township Forum - Ward:** Ramsbottom and Tottington - Ramsbottom      **App No.**      58022

**Location:** Ramsbottom Cottage Hospital, Nuttall Lane, Ramsbottom, Bury, BL0 9JZ  
**Proposal:** Demolition of existing buildings and erection of 13 no. dwellings  
**Recommendation:** Minded to Approve      **Site Visit:** N

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**02**      **Township Forum - Ward:** Prestwich - St Mary's      **App No.**      58043

**Location:** Land adjacent to Prestwich Post Office, Bury New Road, Prestwich, Manchester, M25 3AJ  
**Proposal:** Erection of drive through restaurant (Class A3/A5) with associated access, car parking and hard and soft landscaping  
**Recommendation:** Approve with Conditions      **Site Visit:** Y

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**Ward:** Ramsbottom and Tottington -  
Ramsbottom

Item 01

**Applicant:** Eccleston Homes Limited

**Location:** Ramsbottom Cottage Hospital, Nuttall Lane, Ramsbottom, Bury, BL0 9JZ

**Proposal:** Demolition of existing buildings and erection of 13 no. dwellings

**Application Ref:** 58022/Full

**Target Date:** 09/01/2015

**Recommendation:** Minded to Approve

**It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement for recreation provision in accordance with Policy RT2/2 of the adopted Unitary Development Plan and SPD1. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.**

### **Description**

The site involves a disused piece of land located on Nuttall Drive which currently accommodates a part single/part two storey building and outbuildings in the eastern area of the site and associated grounds to the west of the site. There are 2 access points off Nuttall Lane. It was formerly in use as a care home for the elderly in 2006 but since its closure has remained empty and derelict.

The surrounding area is residential in character, with houses to the north and east on Nuttall Lane, to the west on Lansdowne Close and to the south on Smithills Hall Close.

An application to demolish the existing building and redevelop the site for 13 dwellings was granted permission in May 2013. A new developer now seeks to acquire the site and proposes a broadly similar scheme, the differences relating to amendments to the site layout and housetypes.

This application has been submitted in full for the demolition of the existing buildings and the erection of 13 detached dwellings with associated access, parking and landscaping. The properties would be 2 storey in height and comprise 12 x 4 bed and 1 x 5 bed, each with individual driveways and integral or detached garages.

The houses would incorporate a mix of design features to the external elevations and materials would consist of a mix of brick and rendered elevations with concrete roof tiles. Boundary treatment would include 1.8m high fencing along the rear gardens and in between the plots, and 0.9m high traditional railings at the Nuttall Lane frontage to the site entrance. The date stone from the roof of the existing hospital building would be re-used and incorporated within the boundary fence facing Nuttall Lane.

The existing accesses into the site would be closed off and a new one created from Nuttall Lane which would lead into the development to form a cul de sac with a turning head at the western end.

### **Relevant Planning History**

55938 - Demolition of existing buildings and erection of 13 no. dwellings - Approve with Conditions 23/05/2013

## **Publicity**

46 letters sent on 13/10/2014 to properties at Nos 1,3,4,5,6,7 Salmesbury Hall Close; 1,3,5,7,9 St Andrew's Close; 1,2 Aitken Close; 43-51 (odds) and 42,44,46 Lansdowne Close; 86,88,90,91,92,93,95,97,99,101 Nuttall Lane; 12 Nuttall Close; 10 Chiltern Close; 1-11,15 (odds) Smithills Hall Close; 84 Nuttall lane; 25 Ripon Hall Avenue; 17 Earl Road; 38 Marlborough Close; 41 Hillside Road; Ramsbottom Heritage Society.

Site notice posted

Press advert in the Bury Times 23rd October 2014.

One letter of objection/comments received from No 51 Lansdowne Close which raises the following issues:

- Accept permission has been approved but a new application is an opportunity to ensure a better quality environment/design;
- A landscaping scheme should accompany the application at this stage and not be conditioned, given that lots of trees have already been felled which has removed a buffer between Whittingham Drive and Lansdowne Road Estates as well as when viewed from Nuttall Lane;
- Suggest that stone is used instead of brick and render as it is the more in keeping material in Ramsbottom, would be a better quality development and not cost more;
- In relation to plot 4, this could be moved away from the red edge boundary closer to plot 5 which would enable some tree planting along the boundary and reduce impacts on Lansdowne Road;
- The separation distances only refer to window distances and not impacts on gardens etc. There needs to be tree planting along this boundary. Also to note is it is proposed to raise the land levels for plot 4 and hence impacts on gardens/outlook will be more significant - can it be revised;
- The applicant indicates they would be amenable to remove p.d rights and would request this is done for plot 4;
- Appreciate Environmental Health have powers to control statutory noise nuisance but this is different from general disturbance and the need for a peaceful residential environment in the evenings and weekends and should impose an hours of construction condition as well as any compounds/portacabins/materials etc being stored at the entrance to the site and no other area;
- Support the development on the site but ask the minor changes as suggested.

Two letters of objection received from No 15 Carr Bank Avenue and 35 Dundee Lane which raises the following issues:

- Instead of being demolished, the original (1890's) part of the cottage hospital, which is a quality building, structurally sound and greatly valued within the community, should be retained by being divided into smaller domestic units as part of the proposed development of the site for housing;
- Object to the demolition and disappointed the developer not taken the opportunity too reconsider the layout;
- Government Guidance in the NPPF highlights the requirement for high quality good design;
- The Council have been made aware the building is unique to Ramsbottom and should make every effort it is retained;
- It adds to the overall architectural heritage of Ramsbottom and once gone cannot be replaced;
- The developer should undertake another look at the layout following an appropriate historic assessment.

An objection has been received from the Ramsbottom Heritage Society. Their correspondence gives a detailed account of the history, value and importance of the cottage hospital, in terms of its architectural, historical, social importance, and includes a series of photographs of the building. The Society suggests the front part of the building, which includes interesting architectural features be retained and used for residential purposes and

a footpath/right of way maintained to the side of the building to maximise the visual impact and accessibility of the original frontage.

The objectors have been informed of the Planning Control Committee meeting.

### **Consultations**

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

**Drainage Section** - No response received to date. A drainage condition would be included as part of an approval.

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

**Waste Management** - No response received to date.

**Environment Agency** - No objection

**Greater Manchester Police - designforsecurity** - No response received to date.

**United Utilities (Water and Waste)** - No response received to date.

**Greater Manchester Ecology Unit** - No objection subject to conditions.

### **Unitary 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
EN1/2	Townscape and Built Design
EN6	Conservation of the Natural Environment
EN9	Landscape
RT2/2	Recreation Provision in New Housing Development
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
SPD1	Open Space, Sport and Recreation Provision
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
EN6/3	Features of Ecological Value

### **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) and 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 Policy 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** - Following revocation of the North West Regional Spatial Strategy on 20 May 2013, there is no statutory housing target for Bury. Work is continuing on Bury's Local Plan, which will bring forward a new statutory housing target.

In the meantime, the National Planning Policy Framework should be treated as a material planning consideration and it 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 a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable housing land.

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.

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of

New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties provides useful guidance in terms of acceptable aspect standards between dwellings and design criteria.

The site benefits from an extant planning permission for residential development. It is located within a sustainable urban area and is adequately served by existing infrastructure. The proposal would redevelop a brownfield site and regenerate a disused and redundant piece of land. The development for 13 dwellings is considered to be acceptable given the size and form of the land. As such, the principle is in general accordance with national and regional planning policy and will help to contribute to meeting local housing targets and would be in compliance with NPPF and UDP Policy H1/2 - Further Housing Development.

**Layout** - The form and shape of the site and position of the adjacent properties has largely dictated the layout and density of the scheme. The existing access would be re-engineered off Nuttall Lane and lead into a traditional cul de sac format. Plots 1 and 13 would be positioned on either side of the access road to form a gateway to the site, with ornate metal railings erected along the garden boundaries of these houses to define their curtilage.

The development would provide private garden areas and dedicated in-curtilage parking for all the dwellings proposed.

Boundary treatment along the rear gardens would comprise 1.8m high fencing with a 1.8m high brick wall to the garden of plots 1 and 2 to ensure adequate privacy is maintained to the private amenity areas where they adjoin public areas.

The layout of the scheme is considered to respect the residential context and character of the area and the internal road and access would adequately serve the development.

As such, the proposals are considered to be acceptable and would comply with UDP Policies H2/1 and H2/2.

**Design and appearance** - The proposed development would comprise 2 storey detached properties, would be similar in scale and massing to the houses directly to the south on the Whittingham Drive estate and respond to the local vernacular of the houses in the area.

Design features would include window headers and cills, brick coursework, bay windows and projecting pitched roof bays, to add articulation and interest to the external elevations. Materials proposed are a mix of red brick and render with grey or red interlocking concrete roof tiles and coloured entrance doors and tudor board surrounds. This also reflects the facade and elevational treatment of the nearby houses.

As such, the design and appearance of the proposed dwellings are considered to be appropriate to this area and development of this type and would comply with UDP Policies EN1/2 and H2/1.

**Impact on the surrounding properties** - SPD 6 contains supplementary guidance on householder extensions and is the yardstick used when assessing relationships to new properties. A separation distance of 20m between habitable room windows is generally considered to be an acceptable minimum distance. Where there is a difference in levels between 2 properties, additional separation will be sought.

Currently, the site gradually slopes up from west to east. In order to create a more reasonable profile for the development, whilst maintaining acceptable separation distances, it is proposed to raise the levels of parts of the site to provide a more gentle gradient through the length of the site.

Along the southern part of the site, there are 4 properties which would not achieve a separation distance of 20m between ground floor habitable room windows to the houses on Smithills Hall Close. These are plots 7,8,9 and 11 and there would be a shortfall of 1.86m in the worse case.

A detached property can extend by 4m single storey at the rear without the need for permission. These particular plots have been designed to incorporate a single storey rear room which would project 3.2m, and result in a separation distance of less than 20m. (The previously approved scheme did not remove permitted development rights and therefore a 4m deep extension could have been added without permission, also resulting in a lesser separation distance). It is proposed to erect a 1.8m high boundary fence along the rear gardens of the new dwellings. There would also be hedge planting as well as trees planted intermittently along this boundary which would partly screen the new properties. As there would only be a relatively minor shortfall in aspect standards, and together with the proposed boundary treatment and the benefits that the regeneration of the site would bring to the area together with the boost to the local housing supply, it is considered the relationship of the new dwellings would not significantly harm the privacy of the properties on Smithills Hall Close.

In terms of relationship between 1st floor habitable room windows, aspect standards would be satisfied.

To safeguard any future development, permitted development rights to extend or build on plots 7,8,9 and 11 would be removed.

Plots 1-3 would be relatively level in comparison to the houses to the north on Aitken Close and aspect standards would be achieved.

No 92 Nuttall Lane is a bungalow and the closest property to the development. It would be set at an oblique angle to Plot 1 and there would be no direct overlooking from any habitable room windows.

Plot 4 would be lower than the houses to the west on Lansdowne Road and with a proposed separation distance of 24.84m, minimum aspect standards would be exceeded.

**Traffic, parking and access** - The development would not generate a significant amount of traffic comparatively and potentially less than that generated by the hospital previously. Access to the site would be improved in terms of its layout, geometry and visibility with Nuttall Lane, together with improvements to the footpath.

SPD 11 - Parking Standards in Bury states that the maximum parking standards for residential dwellings within a high access area are 3 per 4 bed and above.

Each property would have a detached or integral garage and a driveway space for at least one car. The parking would be provided in curtilage and there would be no reliance upon on-street parking. The site is located close to a main through route and good links to public transport. Therefore the proposed development would not have an adverse impact on highway safety and there is no objection from the Highway's Section. As such, the proposal is considered to be in accordance with UDP Policies H2/2, HT2/4 and SPD11.



**Trees and landscaping** - The site has already been cleared of trees. None of the trees were the subject of a TPO, the site is not in the conservation area, and planning permission was not required to remove this vegetation. The comment raised by the neighbour raises concern that the removal of the trees has not only spoilt the visual appearance of the site and the immediate area, but has also removed the buffer and screening to houses on Lansdowne Close and the Whittingham Drive estate, as well as the green/wooded backdrop to the hospital site when viewed from Nuttall Lane.

A landscaping scheme has since been submitted and GMEU are satisfied with the proposals. a condition to ensure the scheme is implemented as such would be attached to an approval.

The trees have been retained along the strip of land to the west and are to remain, being outside the red edge application site.

**Ecology** - The ecological assessment concludes that the redevelopment of the site can be achieved with no adverse effect on ecological habitat and that in principle, a residential development would be acceptable. Redevelopment of the site would provide opportunities to secure ecological enhancement for fauna and wildlife and an appropriate condition relating to the implementation of the landscaping enhancement plan would be included as part of an approved scheme.

There was no evidence of bats in the building and the survey concluded that the presence of a roost is reasonably discounted.

A number of schedule 9 part 2 species (plant species described within the Wildlife and Countryside Act 1981 as amended, including japanese knotweed, himalayan balsam, variegated yellow archangel and rhododendron were identified by the ecological survey. A method statement for the control/eradication of these species prior to earthworks commencing on site would be required by a condition of an approval.

As such, the proposals are considered acceptable and accord with the principles of the NPPF.

**Planning obligations** - For the purposes of this application, SPD 1 adopted in February 2012 is relevant. The scale of the proposals requires a recreation contribution of £44,477.33 towards recreation provision, which the applicant has agreed to and will be secured through a S106 agreement.

#### **Response to objectors -**

- A landscaping scheme has been submitted and GMEU are satisfied with the proposal. A condition to ensure the scheme is implemented would be attached to an approval.
- Plot 4 would be 1.16m lower than the houses on Lansdowne Road and a separation distance of 24.84m would adequately satisfy aspect standards. There are no habitable room windows proposed on the side elevation of plot 4 and therefore no issue of overlooking into garden areas.
- Permitted Development Rights would be removed as part of a condition of an approval.
- Any issues of noise and disturbance relating to construction works would be covered under separate legislation Environmental Health Protection Act.
- The proposed materials would reflect those properties in the surrounding area and are considered appropriate for the development in this location.
- The applicant has submitted an Archaeological Building Recording of the property which provides information relating to the history of the site, as well as providing a photographic record and assessment of the standing remains. The building recording also refines the chronology of the present building from 1898 to the late 20th Century. It is intended the date stone be relocated to the site boundary fronting Nuttall Lane and this forms part of the planning application.
- The building is not a listed building and was assessed by English Heritage in March 2013. It was considered the building is not of a significant importance to warrant listed

status.

- The site already has an extant planning permission and the principle of the proposed development has been previously established. There have been no material changes to planning policies which would render this proposal unacceptable or inappropriate.

### **Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Minded to Approve

### **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 numbered PS-0685-TS; 101; 102 Rev B; 103 Rev A; 104; 105 Rev A; 106; Ha-P-01; Ho-P-01; Ma-P-01; Si-P-01; Wh-P-01; Dg-P-01; Sg-P-01; 3141 01 Rev B; Updated bat survey and ecological assessment September 2014 (ERAP Ltd ref 2014\_231); Planning Statement 41452/SPM/AW; Design and Access Statement September 2014; Crime Impact Statement Version A 28th June 2012; Archaeological Building Recording ARS Ltd Report No 2013/37 April 2013 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 listed.
3. No development shall commence unless and until:-
  - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
  - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
  - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. To secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National

Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

5. Following the provisions of Condition 3 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved timescales; and  
A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
6. The development hereby approved shall be carried out in accordance with Section 5 - Recommendations and Ecological Enhancement of the Updated Licensed Bat Survey and Ecological Assessment (ERAP Ltd ref 2014\_231). Should the demolition hereby approved not commence before 31st March 2015, the building will be surveyed immediately prior to demolition for bats and the findings supplied to and agreed by the Local Planning Authority.  
Reason. To ensure protection of Protected Species pursuant to Bury Unitary Development Plan Policy EN6 - Conservation of the Natural Environment and Chapter 11 - Conserving and enhancing the natural environment of the NPPF.
7. Prior to the commencement of any earthworks, a method statement detailing eradication and/or control and/or avoidance measures for Japanese Knotweed, Himalayan Balsam, variegated yellow archangel and rhododendron shall be submitted and approved by the Local Planning Authority. The approved method statement shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the method statement or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval. the approved method statement shall be adhered to and implemented in full.  
Reason. To ensure that the site is free from in the interest of UDP Policy EN9 - Landscape and Chapter 11 - Conserving and enhancing the natural environment of the NPPF.
8. No trees or shrubs shall be removed and no demolition commence between 1st March and 31st August inclusive in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided to the Local Planning Authority that no bird nests are present.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
9. The landscaping and planting scheme hereby approved on plan reference - Planting Plan 3141 01 Revision B - shall be carried out in accordance with the approved details not later than 12 months from the substantial completion of the development hereby approved. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted  
Reason. To conserve a long term habitat link through the developed site pursuant to Chapter 11 - Conserving and enhancing the natural environment of the

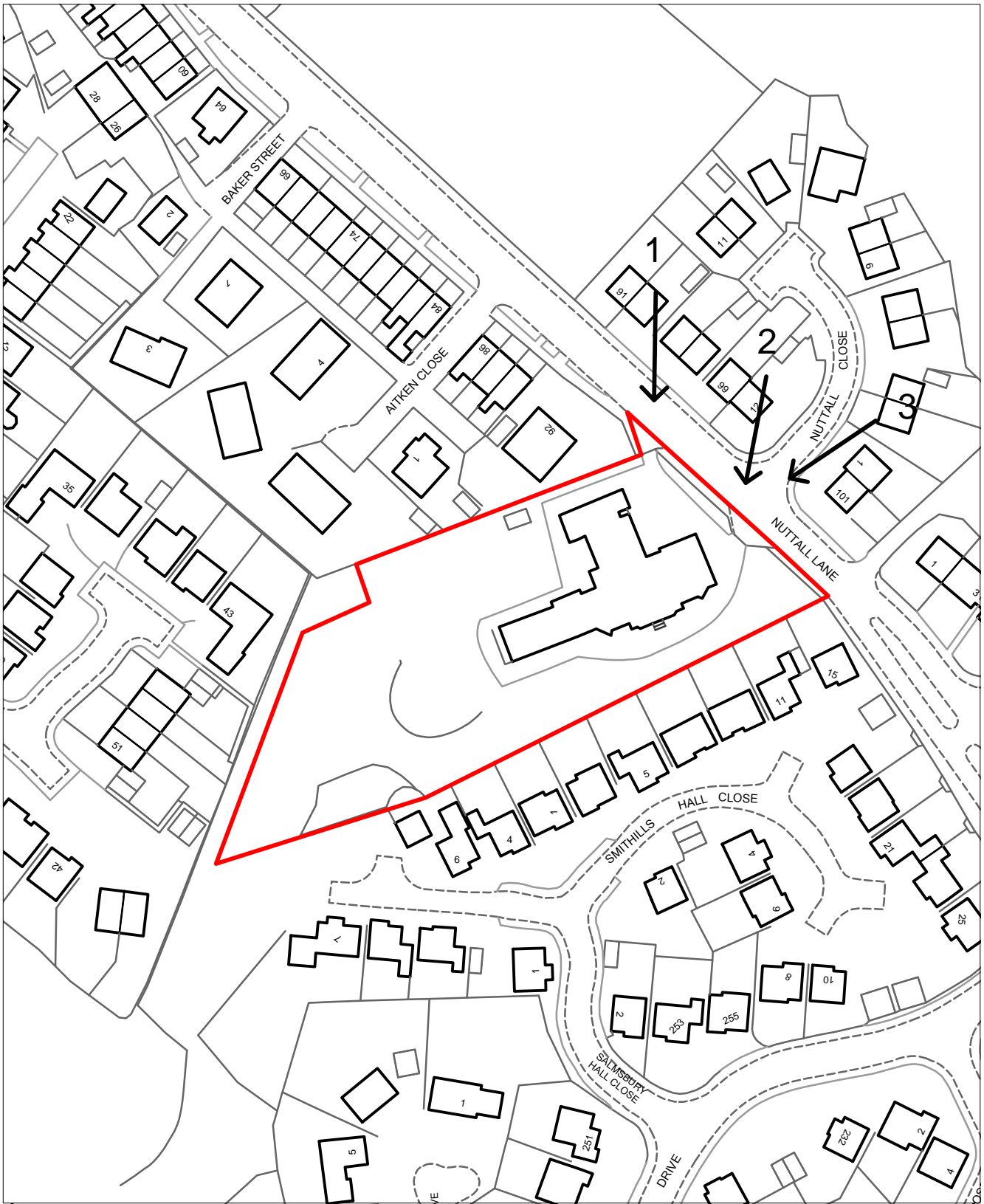
NPPF and Policy EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

10. No development shall commence until details of surface water drainage and treatment of foul drainage aspects have been submitted to and approved by the Local Planning Authority. The approved details only shall be implemented. This must include an assessment of potential SuDS schemes for surface water drainage.  
Reason. In order to meet the requirements of Chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the National Planning Policy Framework.
11. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) Order 1995, as subsequently amended, no development shall be carried out on plots 7,8,9 and 11 within the terms of Classes A to G of Part 1 of Schedule 2 of the Order.  
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to Bury Unitary Development Plan Policies H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development and H2/3 - Extensions and Alterations.
12. No development, other than the formation of the site access and associated works, shall commence unless and until the reinstatement of the existing site accesses to adjacent footway levels, formation of the new site access onto Nuttall Lane and improvements to visibility and footways on Nuttall Lane indicated on approved plan reference 009 102 Revision B have been implemented to at least basecourse level and to the written satisfaction of the Local Planning Authority.  
Reason. To ensure that construction traffic can enter and leave the site in a safe position on Nuttall Lane pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
13. The development hereby approved shall not be first occupied unless and until the footway and access improvements on Nuttall Lane indicated on approved plan reference 009 102 Revision B have been implemented in full to the written satisfaction of the Local Planning Authority.  
Reason. To ensure good highway design in the interests of road safety and to maintain the integrity of the adopted highway pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
14. The visibility splays indicated on approved plan reference 009 102 Revision B shall be implemented to the written satisfaction of the Local Planning Authority before the site access is brought into use and subsequently maintained free of obstruction above the height of 0.6m.  
Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
15. A minimum hardstanding of 5.5m measured between the highway boundary and any proposed garage doors shall be provided and thereafter maintained.  
Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and associated Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.

16. The turning facilities indicated on approved plan reference 009 102 Revision B (or similar alternative provision that enables construction traffic to enter and leave the site in a forward gear agreed in writing with the Local Planning Authority) shall be provided before construction of the dwellings is commenced and shall subsequently be maintained free of obstruction at all times.  
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety during construction of the development and thereafter pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
17. The Developer, within one week of the commencement of development, shall ensure that there is provision to be made for the parking on site of operatives and construction vehicles together with storage on site of construction materials. The provision shall be retained and used for the intended purpose for the duration of the construction period and that area shall not be used for any other purposes other than the parking of vehicles and storage of construction materials respectively.  
Reason. To ensure adequate off street car parking provision for the duration of the construction period in the interests of road safety pursuant to Bury Unitary Development Plan Policies HT4 - New Development; HT2/4 - Car parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.
18. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. The approved details shall be implemented and maintained thereafter during the period of construction.  
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Bury Unitary Development Plan Policies HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
19. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the first occupation of the development hereby approved.  
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.

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

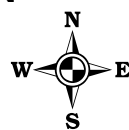
# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 58022**

**ADDRESS:** Ramsbottom Cottage Hospital  
Nuttall Lane, Ramsbottom



**Bury**  
COUNCIL

**Planning, Environmental and Regulatory Services 1:1250**

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58022

Photo 1



Photo 2



Photo 3





# PLANTING NOTES

1. Plant handling at the nursery, and during landing up to delivery, should be in accordance with "Tree Handling", the booklet published by the Committee for the Care of Trees (CCOT) (1992). The contractor shall comply with clause 5.1 of the above booklet, tabulated from the *Horticulture Trade Association*, 1994. High Street, Thaxted, Essex. Refs: RCT 347 and 348 refer to the recent, unauthorised nurseryman's attempt of plants.

2. Plants shall be free from examples of any species or variety, free from all pests and diseases, with good fibrous root systems and normally, well formed leaves in relevant seasons of 52375/95 (1995) - 1 Specification of Nursery Stock.

3. All planting to be in general compliance with BS5428, 1989 "Code of Practice for general tree-planting operations".

4. Tree Planting:  
a) Large Heavy Standard Trees to be planted in pits 1000 x 1000 x 750mm deep. Base layer (not to exceed 100mm) of 2 parts free compost or slow release tree fertiliser incorporated into the back fill material.  
b) Selected Standard Trees to be planted in pits 750 x 750 x 600mm deep. Base layer (not to exceed 100mm) of 2 parts free compost or slow release tree fertiliser incorporated into the back fill material.  
c) All trees to be soaked into water for 24 hours prior to being landed and secured to the tree with a soft lashing in line with 1000.

5. Native Hedging:  
a) Allow to be treated with a non-medicated glyphosate based herbicide prior to planting.  
b) No dead planting the bare root ones with the ground and hedge line placed.

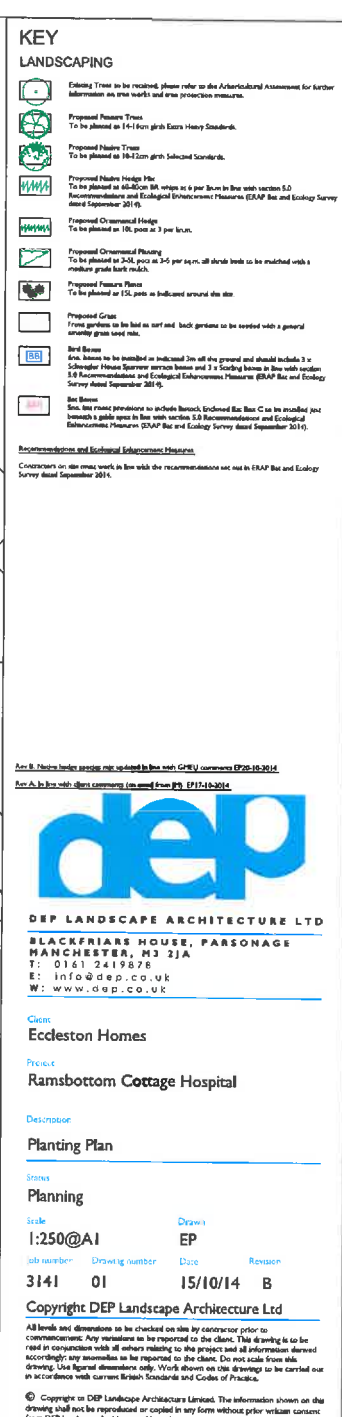
6. Fernald Hedge:  
a) The hedge dug 500mm wide x 400mm deep. Grass broken out to facilitate drainage and a peat free compost or slow release fertiliser incorporated into the back fill material.

7. Shrub beds:  
a) Shrub beds to be mulched with 25mm depth of matured garden manure.

8. Grassed areas to be cultivated to a depth of 150mm prior to sowing of grass seed. Also to be sown with a mix of a quality of phosphate based fertiliser. All seed sown to be in a bed and both gardens seeded with a general ornamental grass seed mix.

9. All trees, Hedges and Shrub seeds to be sown in the first year of the contract during periods of drought and the hose to be utilised where grass seed has not established in order to reduce competition losses between the grass and the seed.

10. The contractor must maintain a record/audit of the seed locations of underground services prior to carrying out any digging on site.





PLOT 3  
Holmeswood

## STREETSCENE PLOTS 1 - 3

PLOT 2  
Holmeswood

PLOT 1  
Halgh



PLOT 8  
Whittington

## STREETSCENE PLOTS 4 - 8

PLOT 7  
Whittington

PLOT 6  
Whittington

PLOT 5  
Mawdesley

PLOT 4  
Whittington



PLOT 13  
Whittington

## STREETSCENE PLOTS 13 - 9


PLOT 12  
Silverdale

PLOT 11  
Holmeswood

PLOT 10  
Silverdale

PLOT 9  
Whittington

REV.	DESCRIPTION	INT.	DATE



**eccleston**  
HOMES

PROJECT

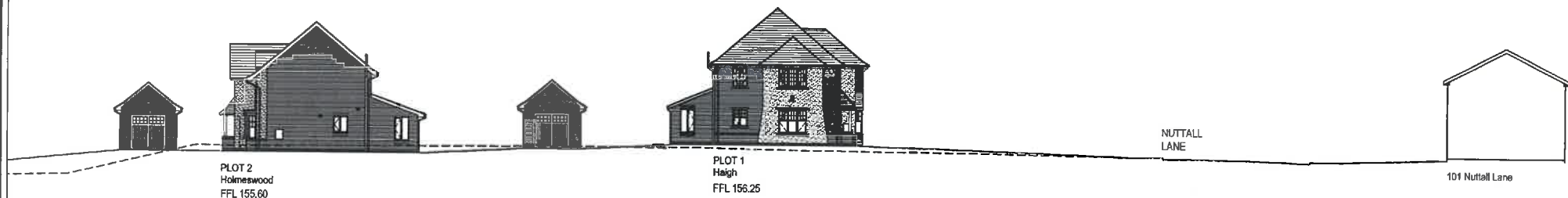
RAMSBOTTOM COTTAGE  
HOSPITAL, NUTTALL LANE,  
RAMSBOTTOM

DRAWING TITLE

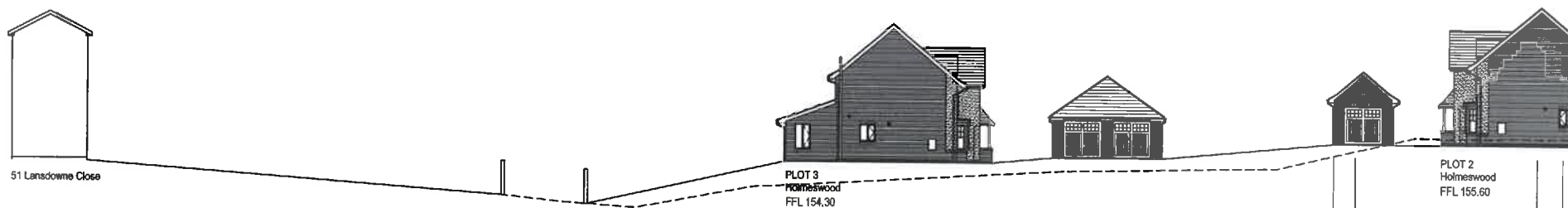
STREETSCENES

JOB NUMBER	009	REV	-
DRAWING NUMBER	104		
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CHECKED	-	-	1:200

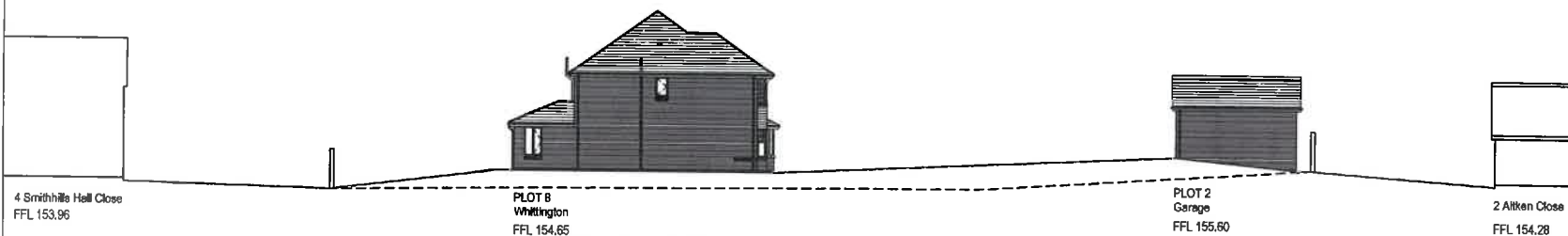
A3



SECTION A-A THROUGH CENTRE OF SITE SHOWING PLOTS 1 - 3



SECTION A-A THROUGH CENTRE OF SITE SHOWING PLOTS 1 - 3



SECTION B-B THROUGH PLOT 8

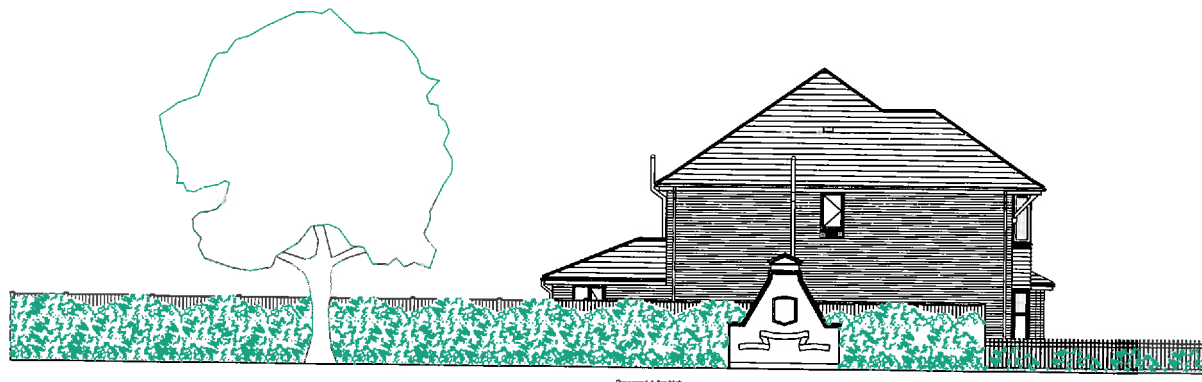
REV.	DESCRIPTION	INT.	DATE
A	SECTION B-B UPDATED.	JSM	06.10.14



PROJECT
RAMSBOTTOM COTTAGE HOSPITAL, NUTTALL LANE, RAMSBOTTOM

DRAWING TITLE
SECTIONS THROUGH THE SITE

JOB NUMBER	009	REV
DRAWING NUMBER	105	A
DRAWN	JSM	03.09.14
CHECKED	-	-
SCALE	1:250	A3




PLOT 13

Proposed 1.8m high screen fence with 300mm gaps with laurels planted to the frontage  
 Stone parapet/dale stone from existing building to be located within the boundary adjacent to Plot 13.



PLOT 1



REV.	DESCRIPTION	INT.	DATE
			
<b>PROJECT</b> RAMSBOTTOM COTTAGE HOSPITAL, NUTTALL LANE, RAMSBOTTOM			
<b>DRAWING TITLE</b> SITE FRONTAGE DETAIL			
JOB NUMBER	009	REV	-
DRAWING NUMBER	108		
DRAWN	JSM	03.08.14	SCALE
CHECKED	-	-	1:500/1:100
			A2



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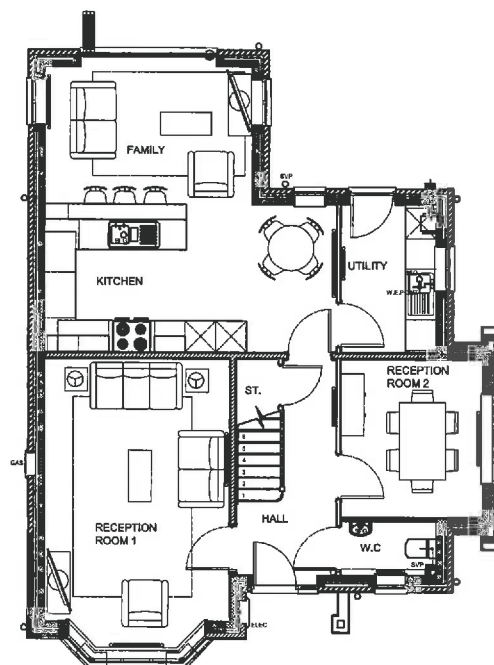
FRONT ELEVATION



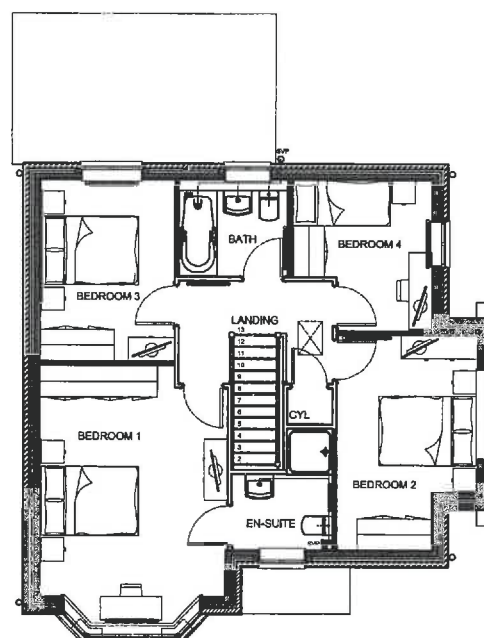
SIDE ELEVATION



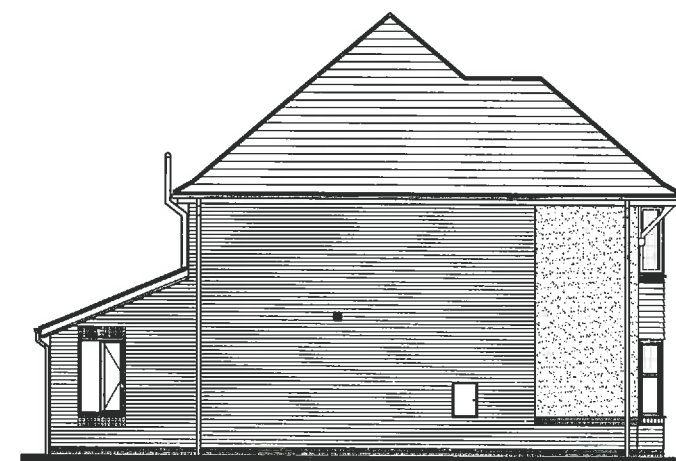
REAR ELEVATION



GROUND FLOOR





FIRST FLOOR



SIDE ELEVATION

BUILDING REGS.

<p>Client:</p> 	<p>Project:</p> <p>ARTS &amp; CRAFTS - B SPEC</p>	<p>Drawing Title:</p> <p>HAIGH HOUSE TYPE PLANNING DRAWING</p>	<p>Job No:</p> <p>-</p>	<p>Drawing No:</p> <p>Ha-P-01</p>	<p>Rev:</p> <p>-</p>  <p><b>associates limited</b> architecture   building surveying   urban design burnaby villa ■ 48 watling street road ■ futwood ■ preston ■ pr2 8bp tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk</p>
			<p>Drawn:</p> <p>JSM</p>	<p>Checked:</p> <p>-</p>	<p>Date:</p> <p>Sept 2014</p>

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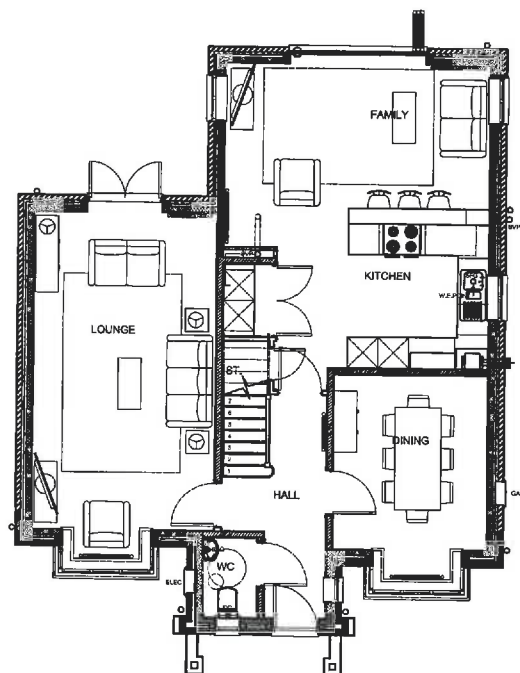
FRONT ELEVATION



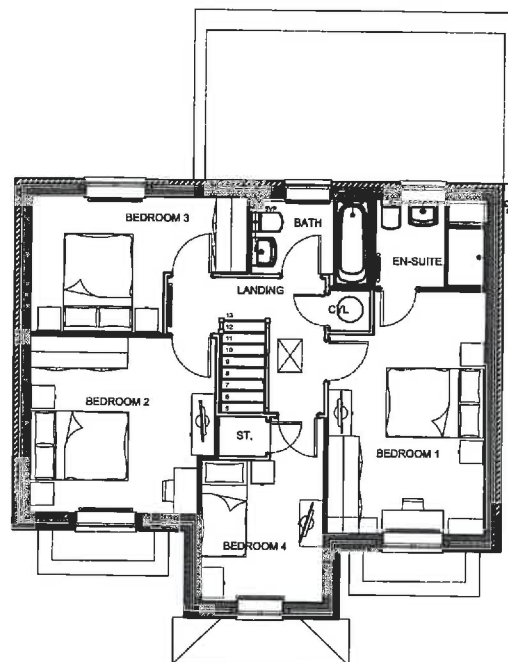
SIDE ELEVATION



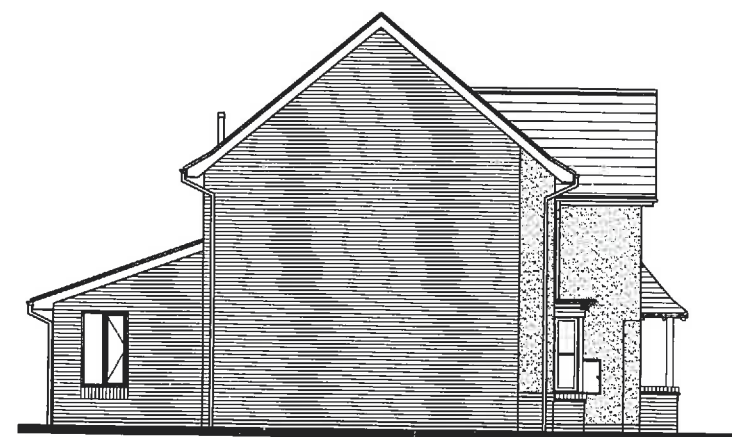
REAR ELEVATION



GROUND FLOOR





FIRST FLOOR



SIDE ELEVATION

BUILDING REGS.

<p>Client:</p> 	<p>Project:</p> <p>ARTS &amp; CRAFTS - B SPEC</p>	<p>Drawing Title:</p> <p>HOLMESWOOD HOUSE TYPE PLANNING DRAWING</p>	<p>Job No:</p> <p>-</p> <p>Drawn:</p> <p>JSM</p>	<p>Drawing No:</p> <p>Ho-P-01</p> <p>Checked:</p> <p></p> <p>Scale:</p> <p>1:100</p>	<p>Rev:</p> <p></p> <p>Date:</p> <p>Sept 2014</p>	 <p><b>mck associates limited</b></p> <p>architecture   building surveying   urban design</p> <p>burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk</p>
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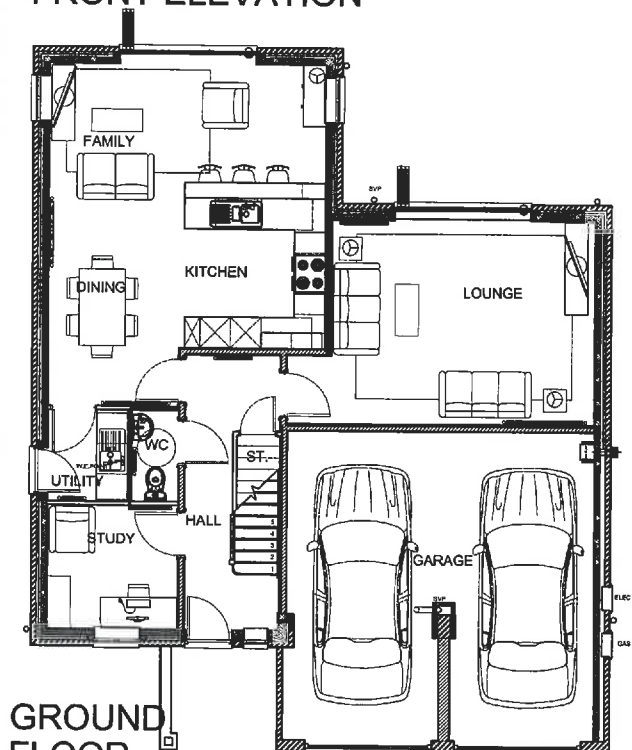
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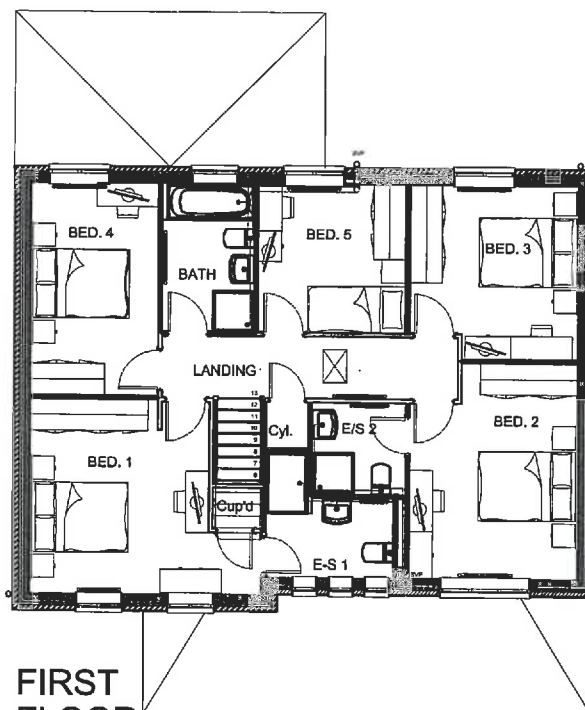
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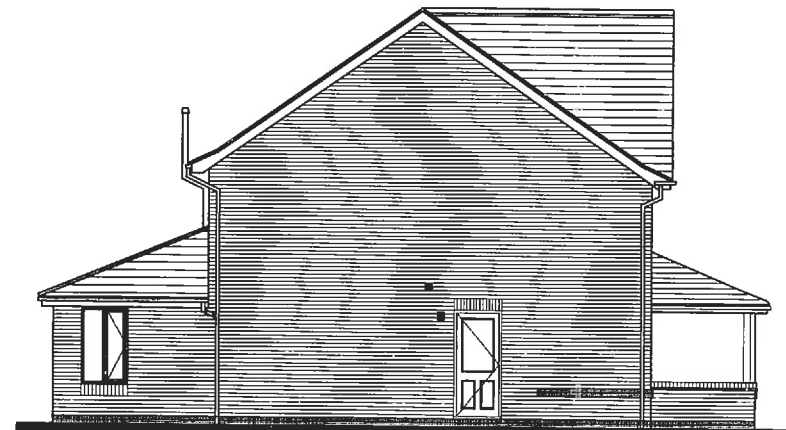
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

BUILDING REGS.

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Client:



Project:

ARTS & CRAFTS - B SPEC

Drawing Title:

MAWDESLEY HOUSE TYPE  
PLANNING DRAWING

Job No:

-

Drawing No:

Ma-P-01

Rev:

Drawn:

JSM

Checked:

Scale:

1:100

Date:

Sept 2014



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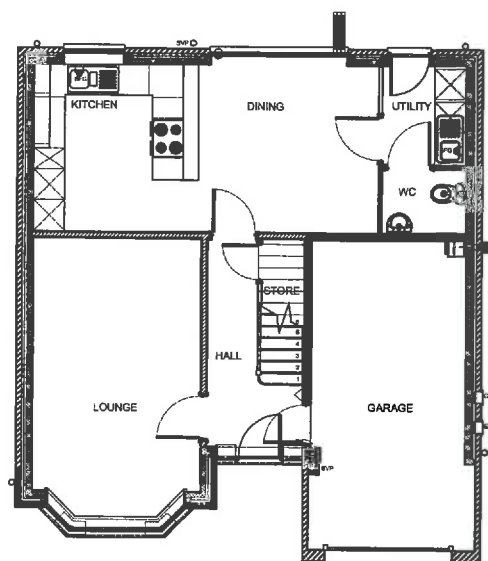
FRONT ELEVATION



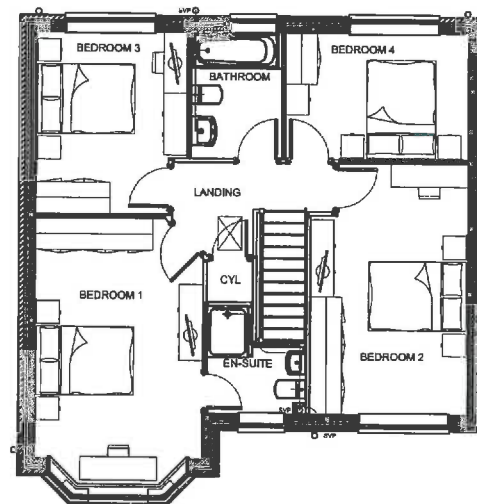
SIDE ELEVATION



REAR ELEVATION



GROUND FLOOR





FIRST FLOOR



SIDE ELEVATION

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BUILDING REGS.

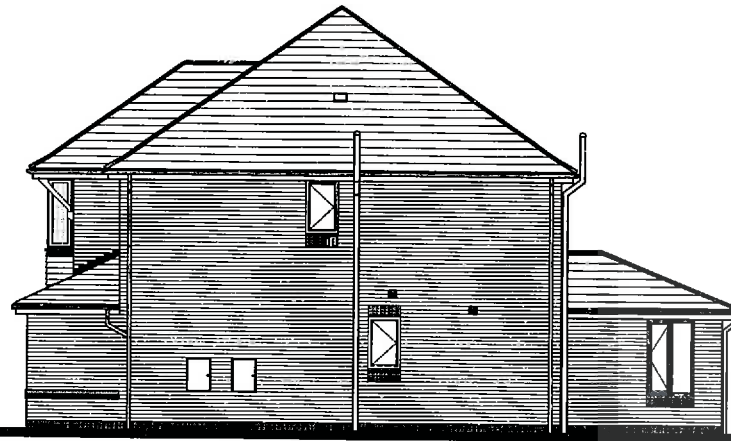
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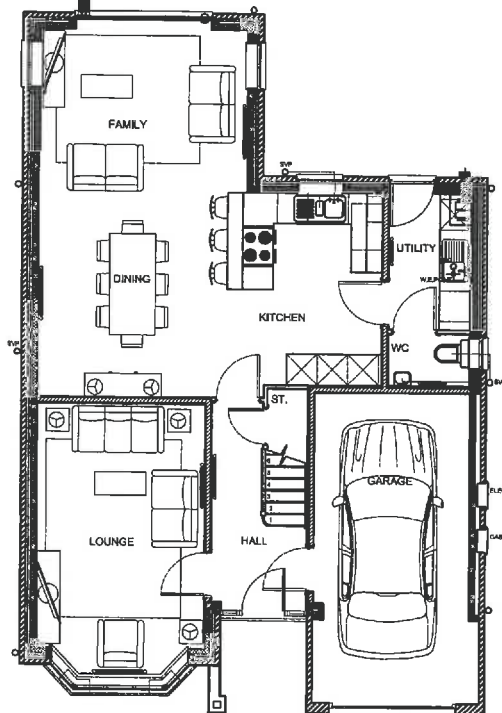
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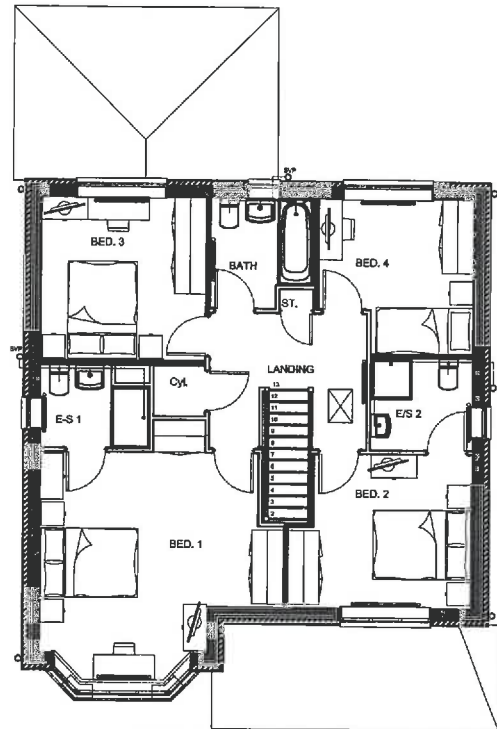
SIDE ELEVATION



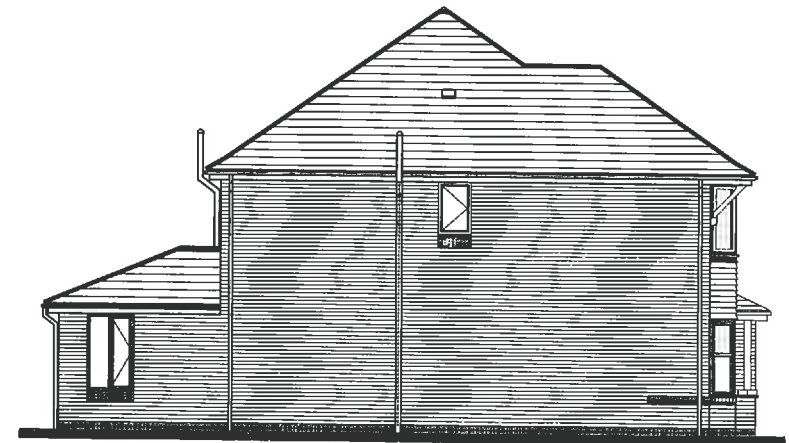
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

BUILDING REGS.

Client:



Project:

ARTS & CRAFTS - B SPEC

Drawing Title:

WHITTINGTON HOUSE TYPE  
PLANNING DRAWING

Job No:

-

Drawing No:

Wh-P-01

Rev:

-

Drawn:  
JSM

Checked:

Scale:  
1:100

Date:  
Sept 2014



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**Ward:** Prestwich - St Mary's

**Item** 02

**Applicant:** KFC (GB) Ltd

**Location:** Land adjacent to Prestwich Post Office, Bury New Road, Prestwich, Manchester, M25 3AJ

**Proposal:** Erection of drive through restaurant (Class A3/A5) with associated access, car parking and hard and soft landscaping

**Application Ref:** 58043/Full

**Target Date:** 09/12/2014

**Recommendation:** Approve with Conditions

**The Development Manager has suggested a site visit take place prior to the Planning Control Committee meeting.**

### **Description**

The site relates to a rectangular piece of land approximately 0.23 hectares in area. It has been vacant for some time and become overgrown with predominantly self seeded trees and vegetation. It previously formed part of the Prestwich Hospital site and once accommodated a building used in association with the hospital which has since been demolished. There remains evidence of a dropped crossing off Bury New Road which was historically used as the access.

The site is located between the Post Office Sorting depot to the south and the Tesco store to the north. To the west is land currently in employment use which has planning permission for residential development. The site is in close proximity to Prestwich town centre. It has no specific allocation in the Bury Unitary Development Plan and is an edge of centre site.

The application seeks permission for an eat in/drive-through restaurant (Use Class A3/A5) with associated access, car parking, boundary treatment and landscaping.

The building would be 2 storey and positioned in the southern part of the site fronting Bury New Road adjacent to the Post Office. It would have a footprint of 275 sqm with a yard area of 49 sqm at the rear of the building. The restaurant would be located on the ground floor with 83 covers, and the first floor used as offices, staff and meeting rooms.

The drive through element would circumnavigate the building in an anti clockwise direction, with orders taken through a hatch on the south elevation and distributed from an opening on the northern elevation of the building.

It is proposed to provide 30 parking spaces in the remainder of the site, including 2 disabled spaces and 3 for staff.

Bins, air conditioning units and extract systems would be located in the open yard at the rear of the building.

Proposed hours are Sunday to Thursday, 7am to 11pm and Friday and Saturday 7am to 12 midnight.

There would be 3 main deliveries per week with fresh produce deliveries made daily. The applicant proposes that deliveries take place between 7am and 11am.

The business would employ 18 full time and 32 part time employees.

### **Relevant Planning History**

None

### **Publicity**

72 letters sent on 15/10/2014 to properties at Flats 1- 27 Oak Bank Bury New Road; 492, 506, 513, 516, 508, 510, 512, 513, 514, 515, 517, 518, 519, 520, Bury New Road; 1-17 Kingswood Road; Prestwich Delivery Office Kingswood Road; Tesco Stores, Travel Inn, TGI Friday Valley Park Road, 341 Great Western Street; Computer Sciences Ltd Wellesey Road; Urbane Forms Redhill Street; Coda Studios Cornish Street.

65 objections received. A full list of addresses are available on the public file, but are generally within a mile of the site.

The issues raised are as follows:

- The location of the proposed development will increase traffic and congestion to the already busy Bury New Road at all times of the day;
- It is outside the main commercial areas of the village;
- Immediate issue is the access arrangements to the site, eg M&S recently tried to improve on a difficult situation with limited success. The stretch of road between Fairfax Road and Valley Park Road is frequently in grid lock, especially around afternoon peak times, which the applicant claims is their busiest time. Access by way of Tesco and Valley Park Road would be the only viable route to this site for anything more than a casual visitor;
- Bury New Road leading to Junction 17 of the M60 is already under too much pressure from traffic flow;
- Know of one previously refused application due to increase from 2 to 12 cars, and the current proposal is for many more than that - the same standards should be applied;
- No need for additional eating place in Prestwich;
- Negative outcomes associated with such places - vermin, litter, late night disturbances, anti social behaviour;
- Delivery vehicles destroying the roads and pavements as well as impact on pedestrian safety;
- People of Prestwich deserve a forward thinking council that plans to improve the quality of life for its residents, which the development will not;
- The suggested plan should be rejected as the substantial costs to the residents will not be outweighed by the short term minimal benefits of yet another unnecessary eatery;
- Too many takeaways in Prestwich;
- Pedestrians would be inconvenienced by car access;
- Congestion already stops local people accessing the village shops and amenities so this will have a negative impact on existing business;
- Prestwich awash with cheap discount stores, charity shops and takeaways - last thing we need is another chain;
- Development is overbearing and out of scale and character on terms of appearance and use compared with the existing development in the vicinity;
- Contradicts the aspirations of Love Prestwich Village Strategy;
- Flies in the face of the Bury Council's Public Health Strategy in respect to promoting healthy eating and lifestyles - are these applications identified to the Health and Well Being Board to ensure the Council is compliant with the agreed strategic plans;
- Why not have a community garden where we can all grow some healthy organic food instead of a take away, or a leisure centre;
- No positive effect on public health resources;
- The idea of developing Prestwich should focus towards independent shops, bars, bistros not soul destroying gigantic American corporate company;
- No right turn off Bury New Road will result in vehicles doing u turns and/or using Kingswood Road to turn round;

- Kingswood Road already suffers increased traffic due to the post office and the future housing development;
- Already a KFC in Sedgley - another not needed;
- The development would not serve to promote a 'Village' identity together with the multi commercial outlets of the Premier Inn, TGI, Tesco's, Riley's, Aldi and M&S;
- Evidence these outlets can lead to a higher risk of criminal activity as they become meeting points and encourage anti-social behaviour and security risks;
- Interested to know the Council would not be wastefully allowing capital investment for improvements on Bury New Road, then support an application that would create further traffic flow problems;
- The Planning Committee must ensure that all applications fit with the commissioning intentions of the Local Strategic Partnership and not work against them;
- The Transport Statement does not identify where south bound delivery drivers and KFC will be advised to reach their destination which would cause problems of the surrounding road network if used as cut through's;
- Late night parking from customers on the service road in front of my house would cause noise and disturbance;
- Wider consultation needed as not notified of application and live 100m away;
- Size and illumination of the KFC is objectionable;
- Proposed opening hours, delivery times will create extra noise and disturbance;
- Lower the value of nearby properties;
- To cut the trees down and build a KFC is abominable;
- Pollution from cars will be detrimental and undermines the Council's policies on sustainable development and carbon reduction;
- The KFC could affect local take outs which would then leave empty and scruffy shops in Prestwich;
- Reservations rooted in the ecological, social and communal benefit of such a development;
- No faith in the Highways view on this scheme, remembering the proposal to close Fairfax Road for 9 months to facilitate the Radius;
- The Council is looking to spend at least £500,000 on changes to road layout and pavement widths in the section of Bury New Road from M&S to Aldi, the objectives being to make the centre of Prestwich safer and more attractive to pedestrians and enable greater footfall to regenerate local business and retail provision in that central section;
- The KFC proposal is essentially aimed at car-borne customers and is at odds with the spirit and purpose of this other development;
- Increase of commercialisation of a predominantly residential area;
- Inappropriate due to close proximity to 2 primary schools and impact on neighbourhood;
- This is not a local business and while some jobs are created, money spent here will not stay in the area;
- This stretch of pedestrian walkway provides a prime opportunity for 'High Street' development, which this proposal is at odds with;
- Likely obstacles caused to those pedestrians who simply wish to continue past the site;
- Access is unsafe as experienced by having to negotiate my own driveway immediately south of the proposed access;
- Suggest KFC broker a deal with Tesco;
- The site has the potential to play a significant contribution to the area, to waste this potential would be sabotage;

Objection received from Ivan Lewis MP which raises the following issues:

- Increase in traffic problems this will create for those using Bury New road which is already busy on both sides through Prestwich;
- It gets particularly congested at Kingswood Road, M&S and Fairfax Road junction, especially during peak times similar to KFC anticipating their busy periods;
- Traffic can often be at a standstill;
- Residents cite weekly accidents and incidents of poor and discourteous driving;

- Traffic signs are disregarded and the feeling is despite U turn signs, these will be ignored as customers try to enter and exit the site;
- This will increase traffic disruption, the likelihood of traffic incidents and increase in traffic on already heavily used side streets;
- Do not welcome the additional signage and lighting.

Letter received from Councillor Pickstone with views canvassed from people in the Prestwich wards. The letter includes comments for the proposal, (support for the creation of jobs and a new business in Prestwich, good use of the land, serving the community and better quality of takeaway), those against the proposal, with comments reflectant of the objections already reported above, and those who are neutral/undecided about the proposal.

Comment received from Flat 7 Oakbank with no objection to the restaurant but the following concerns:

- Ensure that the ventilation ducts direct fumes away from Bury New Road;
- Ensure emissions are odour free;
- Extra rubbish bins for increased litter are put on Kingswood Road;
- Frequent litter patrols in the vicinity.

Those who have expressed an interest have been informed of the Planning Control Committee meeting.

### **Consultations**

**Traffic Section** - No objection subject to conditions. Any additional conditions will be reported in the Supplementary Agenda.

**Drainage Section** - No response received. Drainage condition recommended by United Utilities has been included.

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

**Pollution Control** - No objection

**Waste Management** - No objection.

**Greater Manchester Police - designforsecurity** - No response received to date.

**Greater Manchester Ecology Unit** - No objection subject to conditions.

**United Utilities** - No objection subject to condition.

### **Unitary Development Plan and Policies**

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/7	Throughroutes and Gateways
EN7	Pollution Control
S2/6	Food and Drink
S2/4	Control of Non-Retail Uses in All Other Areas
HT2/4	Car Parking and New Development
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
EN9	Landscape
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
HT4	New Development
EC6/1	New Business, Industrial and Commercial
EN1/5	Crime Prevention
HT6/2	Pedestrian/Vehicular Conflict

### **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) and 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 Policy 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** - The site is not allocated in the Bury UDP.

Paragraph 24 of the National Planning Policy Framework (NPPF) specifies that Local Planning Authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up to date Local Plan.

The application site is an edge of centre site and Annex 2 (Glossary) of the NPPF defines drive through restaurants as a main town centre use. Consequently, the applicant was required to undertake a sequential assessment to support the proposal because it would not be in the centre.

The applicant has undertaken a sequential assessment that considers the suitability and availability of alternative sites in and on the edge of Prestwich town centre and it is accepted that there are no better located sites to accommodate a drive-through restaurant. As a result, the proposal is considered to be in accordance with the requirement of paragraph 24 of the NPPF.

**Layout** - The restaurant would be sited on a similar building line to the adjacent Post Office and would have a frontage onto Bury New Road. The building would be positioned in the southern area of the site and extend lengthways 27.5m towards the western boundary at the rear. Following discussions with the applicant, this was considered to be the better approach; as the building would not only relate more appropriately to the main road and gateway through to the town centre, but would also be positioned furthest from the approved adjacent residential development to the rear off Kingswood Road.

A new access would be created off Bury New Road towards the more northerly part of the site, which would direct traffic either into the parking area or the drive-through route around the building which would operate in an anti clockwise direction leading either back out onto Bury New Road or to the adjacent 30 space car park.

Bin storage, air conditioning units and extraction ductwork would be contained within a yard area to the rear of the restaurant and deliveries and servicing would also take place in this area of the site, away from the main parking area and access. A footpath and a crossing for customers accessing the restaurant by foot would be provided to the east of the site to enable a safer route into the development for pedestrians.

The plans show there to be an acoustic boundary fence along the western boundary, with a stone retaining wall along the northern perimeter of the site. A condition to secure details of these 2 aspects, including its height, would be sought by condition, as would details of the proposed stone retaining wall to the northern boundary to accommodate a 1m change in levels.

As such, the development is considered to make best use of the site in terms of the position of the building and the associated parking and servicing areas, and as such would comply with EC6/1 - Assessing New Business, Industrial and Commercial Development, S2/6 - Food and Drink, HT2/4 - Car Parking and New Development and the NPPF.

**Design and appearance** - The proposed building would follow the corporate image in terms of the glazed fenestrations, intervening red coloured elevational treatments and standard company logo. Initially, a single storey building was proposed. However, this was changed to a two storey building which in terms of design and siting, would present a stronger frontage on what is a major gateway through the Borough and define the site in

terms of its position between the existing Post Office and Tesco Store.

Elevations would mainly comprise floor to ceiling glazing and a canopied main entrance to the eastern elevation facing Bury New Road with the other elevations a mix of glazing, vertical slats and panelling. The company logo would feature on 3 elevations. An overhanging canopy on the north, east and south elevations would add a design feature to the building.

The yard area would be located at the rear of the building away from public view and screened from the future development on Kingswood Road by an acoustic boundary fence.

Given the character of the type of development and use proposed for the site, it is considered that the position, design and appearance of the building would be acceptable in this location and comply with EN1/2 and EC6/1.

**Impact on the surrounding area** - The nearest residential properties to the site would be the houses opposite on Bury New Road and the potential residential development planned on the site to the west.

The properties opposite on Bury New Road would be more than 40m away from the building and with the intervening main carriageway and pedestrian footpaths, it is considered that there would be an acceptable separation distance from the physical position of the proposed restaurant.

Should the residential development be built out, the nearest dwelling would be 3.5m from the boundary of the site in the furthest corner. There would be no direct relationship from the dwelling to the position of the restaurant. Any impact on this dwelling is likely to be from activity in the car park area. The residential scheme shows there is proposed tree planting along the shared boundary, which would be reinforced with the current proposal to erect an acoustic fence and planting on the applicants side of the site.

The house which would be built directly behind the restaurant would be positioned 10m away from the boundary of the site. There would be a distance of 20.5m from the 2 storey rear elevation of the proposed restaurant building to the boundary fence and 14.5m from the proposed service yard to the boundary. This would result in a total of 30.5m separation distance from the 2 storey rear elevation of the restaurant to the dwelling.

Given the orientation of the approved dwellings, the separation distances and relationship from the proposed restaurant and proposed boundary mitigation measures, it is considered there would not be a detrimental impact on the residential amenity of future occupiers of the dwellings.

Other properties on Kingswood Road would be more than 60m away and not affected by the position of the proposed restaurant.

Impact on residential amenity from access, traffic and highway safety implications is covered in the Highways section below.

Litter - There is a propensity to associate fast food outlets and drive-through's with an increase in litter to an area and this is one of the concerns raised by local residents. In their Design and Access Statement and letter in response to the representations received, the applicant states that they take on board these concerns and as company operate a litter picking programme, which involves regular litter patrols within the vicinity of the restaurant and area.

Four bins would be provided in the car park area and would be emptied regularly pre-opening and throughout the day.

As such, it is considered that satisfactory provisions would be in place to manage the litter in

the site.

**Noise** - The ventilation systems would be located within the service yard area to the rear of the site. A noise report has been submitted that concludes that the cumulative noise level for all plant equipment would not exceed the lowest measured background noise. The Pollution Control Section have not raised an objection in principle, but recommend a condition be attached to ensure cumulative noise levels from all ancillary equipment would be controlled to a specified level.

It is also proposed to erect a minimum 2m high acoustic fence along the western elevation to form both an acoustic and visual barrier between the site and the site behind, which has permission for residential development. It is expected to provide additional noise attenuation from vehicles arriving, departures and manoeuvres. Details of the boundary treatment together with proposed landscaping would be sought by a suitably worded planning condition.

**Odours** - The applicant states they are continuously seeking to make improvements to the extraction systems and limit odours from their restaurants. It is proposed to utilise a Purified Air System which produces radicals to oxidise odours, as well as grease filters and the plans demonstrate there would be ventilation equipment installed in the service yard area.

To ensure that sufficient ventilation and extraction methods are adopted, the Pollution Control Section have recommended a standard condition to submit a scheme to be approved, detailing the treatment of fumes and odours.

As such the proposal is considered to be acceptable and would comply with EN7, EN7/1, EN7/2 and S2/6.

**Love Prestwich Development Strategy** - The development area for the Village Strategy runs from Fairfax Road southwards towards Church Lane and does not include the application site. As the proposed site is not 'ear-marked' for any redevelopment in the Strategy, nor allocated for a particular use in the Bury UDP, and is an edge of centre site, the proposal is considered not to affect the aspirations for the town centre of Prestwich.

### **Highways issues -**

**Access** - Several options have been considered by the applicant, including access via either the adjacent Tesco or Kingswood Road. There are land ownership and residential amenity issues (especially in light of the residential development which has been approved behind the site off Kingswood Road) associated with both of these options. Another alternative put forward by the applicant was a right turn from/onto Bury New Road but this could not be supported in highway safety terms.

The proposals therefore show that vehicular access to/from the site would be via a left in/left out arrangement and this would involve some physical works to the highway. The existing central reservation would be extended to restrict traffic crossing over Bury New Road and prohibit a right turn into and out of the site. The outside north bound lane would be widened and the width of the shared footway and cycle path would be maintained in front of the site on Bury New Road. The position of the access into the site would also avoid conflict with the driveway of and access to No 512 Bury New Road opposite.

Objectors to the application have raised concerns that restricting traffic to left in/out only would cause vehicles to either perform dangerous 'U' turns in the middle of the road, or would result in traffic using Kingswood Road and other surrounding residential streets to turn round. Likewise, for delivery and service vehicles. In terms of controlling this, the traffic section would impose a traffic regulation order which would form part of the highway works, making a 'U' turn manoeuvre an offence.



The applicant has provided a written response to the concerns raised by the local residents, and has submitted a revised Service Management Plan, that pledges to ensure that all service delivery vehicles would approach the site from the south. This would be coordinated in conjunction with deliveries to their other restaurants in the north west.

In terms of customer visits, the submitted Transport Statement sets out the likely number of trips that would occur. Using an industry standard database, the analysis indicated that the restaurant would likely experience approximately 30 trips during the peak periods and the traffic survey indicated that there was a relatively equal split of cars travelling north and south bound. This would infer that 15 cars would be travelling north bound and south bound. The applicant states that movements to gain access to the site could be carried out at various locations on the surrounding network and given the level of traffic and frequency of visits there would not be a noticeable effect in the locality.

Having said that, the applicant has agreed to carry out a 'before and after' study to establish if there has been increase in traffic using the local roads which would have arisen from the development. Should it be found to be the case, a mitigation scheme to deter these traffic movements would be required and this would be agreed by the traffic section and enforced through via a planning condition.

As the site is currently vacant, the proposal would invariably draw more traffic than the existing situation. However, it is likely that a considerable amount of trade would be generated from already passing traffic and the restricted right turn from the north would discourage and put off some drivers from visiting the site.

The Traffic section have raised no objection subject to the conditions described above and given the mitigation measures, which would be put in place, it is considered that there would not be a detrimental impact either on the amenity of local residents in the area in terms of traffic generation or on highway safety. As such, it is considered to comply with UDP Policies EN1/2, EN1/7 and HT6/2.

**Parking** - SPD11 - Parking Standards in Bury seeks 1 parking space per 8.5 sqm of gross floor area which would equate to 34 spaces. It is proposed to provide 30. The site is located on a main road with good links to public transport and within walking distance of the town centre. As a drive-through as well as a fast food outlet, it is anticipated that a percentage of business would utilise the drive-through facility rather than park and sit in.

Although a 1st floor forms part of the proposal, it is for staff facilities only and ancillary to the main use, generating no more traffic or parking requirements than would be needed for the ground floor.

As such, the proposed parking is considered to be acceptable and would comply with HT2/4 and S2/6.

**Servicing** - The applicant has demonstrated that the site could be safely accessed by delivery vehicles and has tracked this on a swept path analysis plan. The Traffic section are satisfied that this would be achievable and have raised no objection to this part of the proposal.

The applicant has stated that they anticipate 3 x regular deliveries per week and regular daily fresh produce deliveries, proposed between 7am to 11am to avoid peak trading hours. However, in the interests of residential amenity, it is considered that 8am would be more acceptable for deliveries first thing in the day, and up until 8pm in the evening and a condition would be included as such, to which has been informed about.

**Security** - The plans demonstrate that in terms of security of the site and overlooking from the building, there would be less surveillance of the parking area to the north west of the site and behind the building, due to the lack of windows on the rear elevation. The Design and Access Statement states that with good management, CCTV and lighting, security and anti

social behaviour is not expected to be an issue. To ensure appropriate measures are taken to secure the site and this area in particular, a condition requiring details of security methods to be implemented will be included as part of an approval.

**Ecology** - An Ecological Assessment has been submitted with the application which concludes that the site is not designated for its nature conservation value and is considered to have only low potential to support any specially protected or priority species. GMEU is satisfied with the conclusions of the report, and recommends that vegetation clearance should be carried out outside the bird nesting season.

The Assessment identified that there was evidence of the invasive species, Japanese knotweed on the site. A condition would therefore require the applicant to carry out and submit a method statement to give details of measures to be taken to eradicate and prevent the spread of the invasive species.

GMEU have raised no objection subject to conditions, and as such would be in compliance with EN6 Conservation of the Natural Environment and the NPPF.

**Trees** - The majority of the site is overgrown with self seeded regenerated scrub and trees. None of the trees are protected by a TPO and the submitted Arboricultural Report identifies there are no trees of individual value within this group, largely made up of low quality grade C with just two mature grade B sycamore trees. The proposed development would utilise the whole of the site and as such none of the trees would be retained. However, the loss of the trees can be mitigated by the introduction of more appropriate species as part of a landscaping scheme and this would be sought through a condition.

There is a row of trees along the northern boundary which are outside the site, and protection measures would be incorporated in this area throughout the construction period, as a condition of an approval.

As such, the proposal is considered to be acceptable and would be in compliance with EN9 and the NPPF.

**Response to objectors** - The issues which have been raised by the objectors with regard to access, highway safety, deliveries, residential amenity, impact on the viability of the town centre and Love Prestwich Strategy, pollution, litter and anti social behaviour have been covered in the report above.

Impact on property values is not a material planning consideration.

**Response by applicant to objectors** - The applicant has submitted a response to some of the comments raised by third parties and in particular the concerns of the local residents which are summarised below -

Traffic generation and access arrangements - Several options were explored prior to submission of the application which concluded the left in/left out junction would form the most appropriate arrangement. A revised Service Management Plan (SMP) confirms that all service vehicles would approach the site from the south negating any potential congestion on surrounding local roads. The Transport Statement analysis concludes that in the unlikely event additional traffic movements would impact the local highway, the applicant is prepared to fund a study to establish such impacts and incorporate mitigation measures in agreement with the Traffic Section.

Noise pollution and delivery hours - The restaurant would be positioned to the front of the site to reduce potential impact of noise on the consented dwellings. Mitigation measures such as acoustic barrier are proposed. In terms of ventilation, in duct silencers are positioned in the service yard area to mitigate noise from plant material and external extractors are switched off when the restaurant is closed. Proposing 7am deliveries as there would only be 3 HGV deliveries per week and daily from small vans. Would be

prepared to consider 8am deliveries if this was considered more appropriate.

Odour pollution - The latest technology is adopted and highest standards of servicing and maintenance. Details of the purified air systems and biological grease traps have been submitted as part of the application.

Litter generation - KFC adopt responsible approach in relation to the disposal of waste, rubbish and litter picking. There would be 4 litter bins placed around the site and staff undertake regular litter picks.

Good neighbour - Operate a 'good neighbour' policy which includes responsible staff working arrangements, litter picking and reduction programmes, commitment to working with safer neighbourhood and police teams, discouragement of congregating groups on site and anti social behaviour.

Health and obesity - The applicant has a commitment to helping people make healthier choices as outlined in their 'Good Neighbour Guide'.

Need - The applicant would only seek to develop a restaurant where a market exists although need is not a material planning consideration. The development would improve the vitality and viability of Prestwich town centre creating much needed jobs and reuse a brownfield site.

Impact on property values - This is not a material planning condition.

Design - The proposal has been specifically designed for this site and represents a high quality development and would serve as a 'gateway' building appropriate to its location.

Benefits - The proposal demonstrates full compliance with the NPPF and will achieve social, economic and environmental objectives of the Framework to the benefit of the surrounding area.

### **Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 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 numbered Proposed site plan 0000/2015/F121 Revision K; General arrangement ground floor 000/2015/G100 Revision B; General arrangement first floor 0000/2015/F100 Revision A; Proposed building elevations 000/2015/G211 Revision B; Left in/left out site access arrangement 0699-01 Revision C; Planning, Design and Access Statement 22984 October 2014; Transport Statement , 0699 October 2014; Proposed Service Management Plan tr/0699 Revision A received 11/11/2014; Arboricultural Survey 25/9/2014 dep; Ecological Assessment September 2014 Penny Anderson Associates Ltd; Noise Assessment report October 2014 ref 089/2014; Biological Grease and Starch

Interceptors brochure; Good Neighbour Guide; 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 listed.

3. No development shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

5. No development shall commence until details of surface water drainage and treatment of foul drainage aspects have been submitted to and approved by the Local Planning Authority. The approved details only shall be implemented. This must include an assessment of potential SuDS schemes for surface water drainage. No surface water from this development shall be discharged either directly or in-directly to the combined sewer network.

Reason. In order to meet the requirements of Chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the National Planning Policy Framework.

6. There shall be no vegetation clearance that would disturb nesting birds between 1st March and 31st August inclusive in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided to the Local Planning Authority that no bird nests are present.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

7. No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed and cotoneaster is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of

development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

Reason. To ensure that the site is free from Invasive Species in the interest of UDP Policy EN9 - Landscape

8. The development hereby approved shall be carried out in accordance with the Arboricultural Survey (dep landscape architecture 25/9/2014). The trees identified on the northern boundary shall be retained and protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.  
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
9. A landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. It shall be implemented not later than 12 months from the date the building(s) is first occupied; 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 to the written satisfaction of the Local Planning Authority.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
10. The use hereby permitted shall not be open to customers outside the following times: 07.00 to 23.00 Sunday to Thursday and 07.00 to 24.00 Friday to Saturday.  
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies S2/4 – Control of Non-Retail Uses in All Other Areas and S2/6 – Food and Drink of the Bury Unitary Development Plan.
11. There shall be no deliveries outside the hours of 8am to 8pm daily.  
Reason. In the interests of residential amenity pursuant to Policy S2/6 - Hot Food and Drink.
12. No development shall commence unless and until a scheme for treating, diluting and dispersing fumes and odours has been submitted to and approved in writing by the Local Planning Authority, which shall include:
  - a written statement from a suitably qualified person that is a member of the Heating and Ventilation Contractors Association (HVCA), which demonstrates compliance with the measures proposed in the Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems :DEFRA 2005 (or if applicable such superseding guidance as shall prevail at the time of commencement of the development); and
  - the relevant manufacturer and installer instructions for any associated equipment with details of maintenance requirements .The scheme as approved shall be implemented, available for use and maintained in accordance with the approved scheme whilst it shall serve the development.  
Reason. To protect the residential amenities of nearby residential property from impact upon from fumes and odour pursuant to UDP Policy S2/6 - Food and Drink.
13. The cumulative rating noise level from all ancillary equipment/plant items shall not exceed 40 db LA90,5mins as measured 1m from the facade of nearby dwellings. Noise emissions associated with any proposed plant shall not exceed NR (Noise Rating) curve 25 in the bedrooms of adjacent properties with the windows of those properties open in the normal manner for ventilation purposes.  
Reason. In the interests of residential amenity pursuant to Bury Unitary Development Plan Policies EN7/2 - Noise Pollution and S2/6 - Food and Drink.

14. No development shall commence unless and until a scheme with details of security measures has been submitted to the Local planning Authority for approval. The approved scheme only shall be implemented and be available for use prior to the restaurant commencing business, and be maintained as such.  
Reason. In the interests of security and safety for users of the site pursuant to Bury Unitary Development Plan Policy EN1/5 - Crime Prevention.
15. No development shall commence unless and until details of the proposed acoustic boundary fence on the western boundary has been submitted to and approved by the Local planning Authority. The approved details only shall be implemented and carried out in accordance with the approved plans. The fencing shall be sited and operable for purpose before the building is first brought into use and thereafter maintained.  
Reason. In the interests of residential amenity pursuant to Bury Unitary Development plan Policies S2/6 - Food and Drink and EN7/2 - Noise Pollution.
16. Notwithstanding the details shown indicatively on approved plan reference 0699-01 Revision C, no development shall commence unless and until full details of the following access alterations and highway works on Bury New Road have been submitted to and agreed by the Local Planning Authority:
- Widening of Bury New Road incorporating the retention of adequate footway widths and off-carriageway cycling facilities;
  - Formation of left-in/left-out access arrangements incorporating adequate crossing arrangements for cyclists at the junction with Bury New Road;
  - Provision of an extended central reservation to physically prohibit right turns into and out of the site;
  - Associated traffic regulation order to prohibit u-turns on Bury New Road at the southerly end of the extended central reservation;
  - Assessment of the existing street lighting levels on Bury New Road in the vicinity of the proposed site access to determine the need (or not) for improvements to the existing provision;
  - An independent Stage One & Stage Two Safety Audit (Stage Two to take account of any Stage One Road Safety Audit recommendations) carried out in accordance with current Departmental Standards (DMRB) and Advice Notes
  - All associated remedial works and alterations to existing street furniture, street lighting, highway drainage and road markings.
- The details subsequently approved shall be implemented to the written satisfaction of the Local Planning Authority before the development hereby approved is brought into use.
- Reason. To ensure good highway design and maintain integrity of the adopted highway in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, EN1/7 - Throughroutes and Gateways, S2/6 - Food and Drink, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
17. No development shall commence unless and until a Service Management Plan has been submitted to and approved by the Local Planning Authority identifying the following:
- Proposed hours of delivery and frequency;
  - Proposed access routes from the classified roads to the south of the site to be used by all future delivery vehicles to ensure that the use of the adjacent residential streets including, but not limited to, Kingswood Road and Dashwood Road is avoided;
  - Swept path analysis of the proposed servicing facilities to ensure that all future delivery vehicles can enter and leave the site in a

forward gear;

- Proposed management of the parking area to facilitate the turning movements of all future delivery vehicles.

The details subsequently approved shall be implemented to the satisfaction of the Local Planning Authority.

Reason. To ensure adequate servicing arrangements in the interests of road safety and residential amenity pursuant to Bury Unitary Development plan Policies EN1/2 - Townscape and Built Design, S2/6 - Food and Drink, HT2/4 - Car parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

18. The Developer, within one week of the commencement of development, shall ensure that there is provision to be made for the parking on site of operatives' and construction vehicles together with storage on site of construction materials. The provision shall be retained and used for the intended purpose for the duration of the construction period and that area shall not be used for any other purposes other than the parking of vehicles and storage of construction materials respectively.

Reason. To ensure adequate off-street car parking provision for the duration of the construction period and thereafter, in the interests of road safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, S2/6 - Food and Drink, HT4 - New Development and HT2/4 - Car Parking and New Development.

19. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained available for use at all times.

Reason. To ensure adequate off-street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies S2/6 - Food and Drink and HT2/4 - Car Parking and New Development.

20. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. The approved details shall be implemented and maintained thereafter during the period of construction.

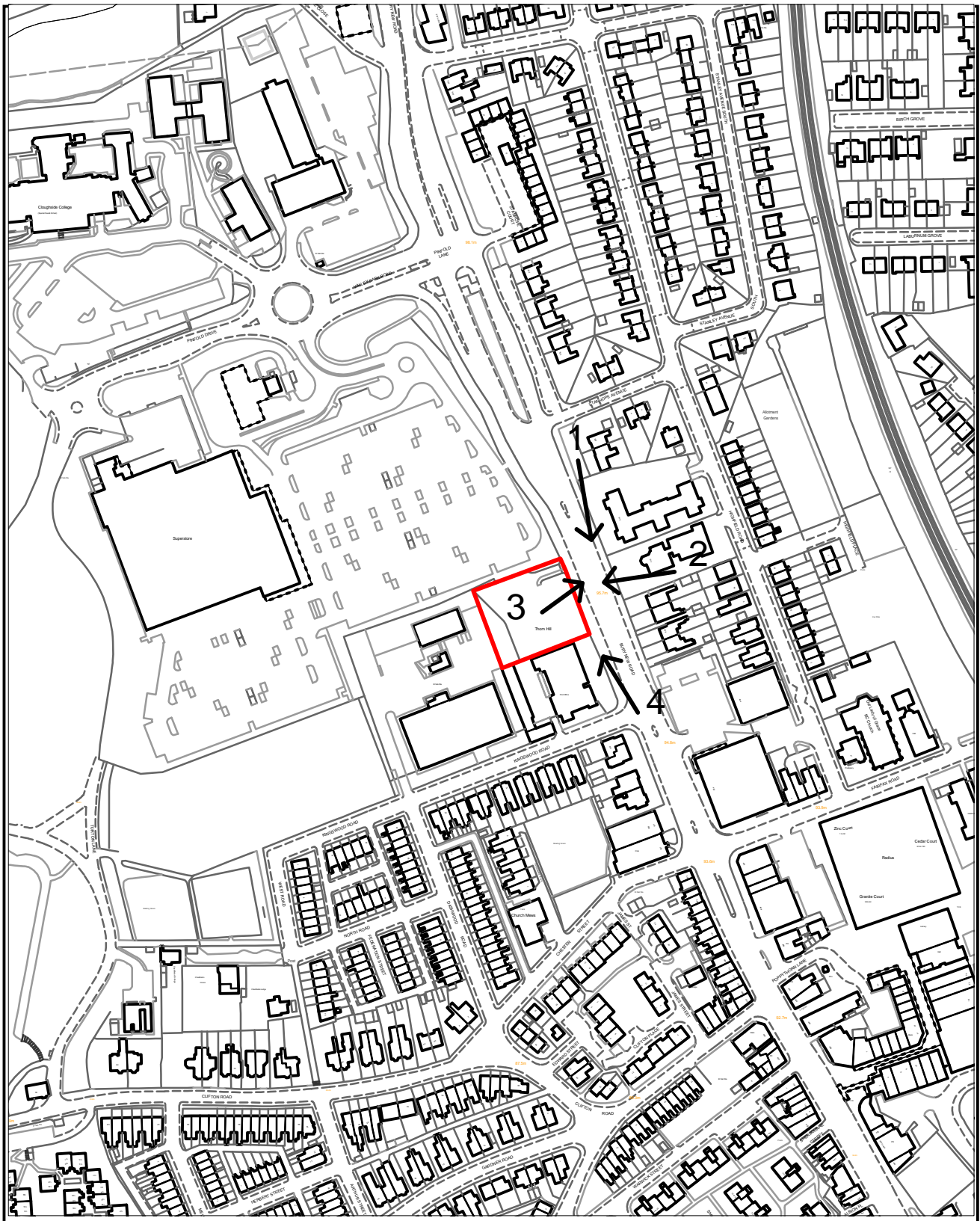
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT4 - New Development.

21. The turning facilities indicated on the approved plans (or similar alternative provision that enables construction traffic to enter and leave the site in a forward gear agreed in writing with the Local Planning Authority) shall be provided before foundation works for the building are commenced and shall subsequently be maintained free of obstruction at all times.

Reason. In the interests of highway safety pursuant to Bury Unitary Development Plan Policies S2/6 - Food and Drink, HT4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 58043**

**ADDRESS: Land at Bury New Road  
Prestwich**



**Bury**  
COUNCIL

**Planning, Environmental and Regulatory Services 1:1250**

**(C) Crown Copyright and database right (2013). Ordnance Survey 100023063.**



58043

Photo 1



Photo 2



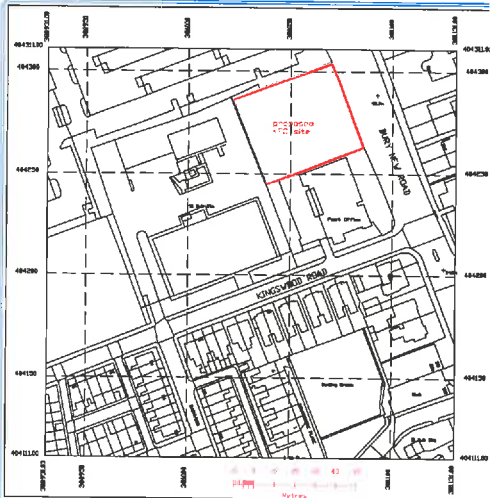
Photo 3



Photo 4







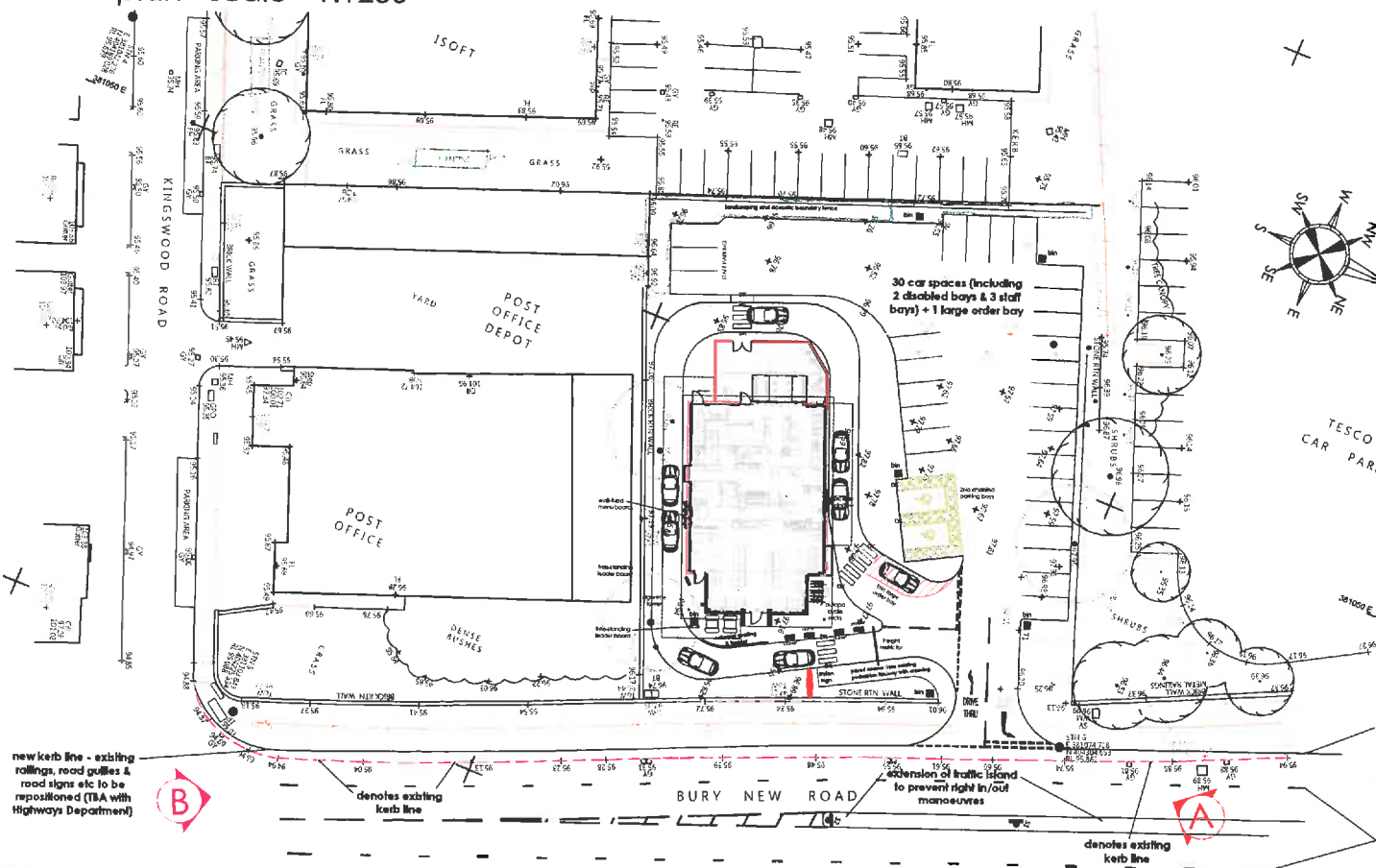
location plan - scale - 1:1250



existing site view B



existing site view A



SITE DESIGN SIGNOFF	
Name / Title	
Nigel Hewlett Senior Company Project Manager	
Signature	Date

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REV	DATE	DESCRIPTION
K	03-10-14	Tree note removed
J	02-10-14	updated to show latest site access & highway proposals by Croft Transport Solutions
H	14-9-14	updated to show site access & highway proposals by Croft Transport Solutions
G	24-8-14	updated to show revised building footprint
F	25-7-14	fence extended car parking revised
E	18-2-14	Building repositioned and plotted onto logo
D	7-1-14	Location plan revised rear boundary to match site plan
C	10-12-13	Landscape strip to western boundary reduced
B	29-10-13	Additional information shown as requested by Graham Brindle - minor tweaks to kerb lines
A	24-10-13	carriageway extended

**Frank Belshaw**  
Building Surveyors Limited

Industry Spring term, holiday are paid  
working hours, 9.00am - 5.00pm  
Tel: 01243 811111 Fax: 01243 811112  
www.frankbelshaw.co.uk



**2-STOREY  
NON-STANDARD**

Store address  
**PRESTWICH**  
BURY NEW ROAD  
PRESTWICH

Drawing title  
**PROPOSED  
SITE PLAN**

drawn by	checked	date
FB		22-OCT-2013
store no.	scale	
0000	1:250 @ A1	
KFC drawing no.	FB ref.	revision
0000/2015/F121	2013/61	K

EQUIPMENT SCHEDULE			
1. VEG CHILLER.	14a. 18" FRYER.	30. COLD ROOM.	51. MOBILE BUN DEFROST UNIT.
2. KREMEBALL MACHINE.	15. COUNTER.	31. ICE MACHINE.	52. PHONE.
3. TILL.	16. HCW00.	32. 3 BOWL SINK - 2550x750.	53. WORKTOP ON CHROME LEGS.
3a. SELF SERVICE KIOSK.	16a. HCW00 - FLAPS IN PLACE OF DOOR.	32a. SINGLE BOWL SINK.	54. WALL MOUNTED VIDEO CUPBOARD.
3b. HANDHELD TERMINAL.	17. BUN TOASTER.	32b. 3 BOWL SINK - 1650x950.	55. KITCHEN BIN.
4. POST MIX DISPENSE.	18. BURGER STATION.	33. S/S SHELVING.	56. FIRE ALARM INDICATOR PANEL.
5. COFFEE MACHINE.	19. VMS with bin under.	34. CHEMICAL CUPBOARD.	57. DISHWASHER.
6. HCSS.	20. BREADING TABLE.	35. COLD DRAWERS.	58. S/S WALL TO SIDE OF FRYER.
6a. HCSS BASE.	20a. LINEAR DOUBLE BREADING TABLE.	36. POST MIX SYRUPS.	59. POST MIX HOT HOLD TO H.C.W. - 2x2 HIGH.
7. BUN CHUTE.	21. BURGER STATION.	37. EXTRACT HOODS.	59a. DUKE HSHU HOT HOLD TO H.C.W. - 2x2 HIGH.
7a. 2 TIER TRANSFER BIN.	22. SIMULINE BREADING TABLE.	38. MOP SINK.	60. STAR GRILL.
7b. 3 TIER TRANSFER BIN.	22a. UPRIGHT FREEZER.	39. ELECTRIC SWITCHGEAR.	61. WATER MARI.
7c. BUCKET CHUTE.	23. S/S TANKING/BENCH.	40. ICE PRODUCT PACK.	62. WATER CYLINDER / ROLLER LOCATION.
8. CHIP DUMP / PASS THRU.	23a. MOBILE CHICKEN PACKING TABLE.	41. UPRIGHT FRIDGE.	63. INTRUDER ALARM PANEL.
9. KAYS UNIT.	24. MOBILE DRINKS RACK.	42. STORAGE SHELVING.	64. BRIVIC DRINKS COOLER.
10. MICROWAVE.	25. HCW03.	43. INSECT KILLERS.	65. KEY BOX.
10a. MICROWAVE TABLE.	25a. HCW04.	44. FLOOR STANDING PATCH CABINET.	66. THAW CABINET.
11. 520x775 CHIP FREEZER.	26. HCW3.	45. ICE CREAM MACHINE.	67. MOP STORAGE.
11a. FRIES BASKET TABLE.	26a. HCW3 BASE.	45a. ICE CREAM FREEZER.	68. SINK FOR COOK WATER.
11b. 900x775 CHIP FREEZER.	27. 8 TIER RACKS 600x380.	46. FRIDGE UNIT UNDER.	69. HOT WELL TABLE.
12. 4 HEAD HENNY PENNY.	28. HOT DRAWERS.	47. CONDIMENT UNIT.	70. COLD FOOD TABLE.
12a. 6 HEAD COLLECTOMATIC COUNTER.	29. BREAKING TRAY.	48. SAFE.	71. TWISTER DRAWER.
13. 8 HEAD HENNY PENNY.	29a. BOTTLE STORAGE.	49. LANDING TABLE.	72. STAR GRILL TABLE.
14. 14" FRYER.	29b. FREEZER ROOM.	50. 2 DRAWER PLUMB CABINET.	73. HCSS2.

FUSION MONITOR KEY			
	burger station pack screen		order ready
	pack screen		ac/v monitor
	chicken pack screen		beverage
	drive thru expedite		d/f monitor
			burger chufa (provisional)
			appy screen (provisional)
			under counter expedite screen - perspex panel to counter top with screen under

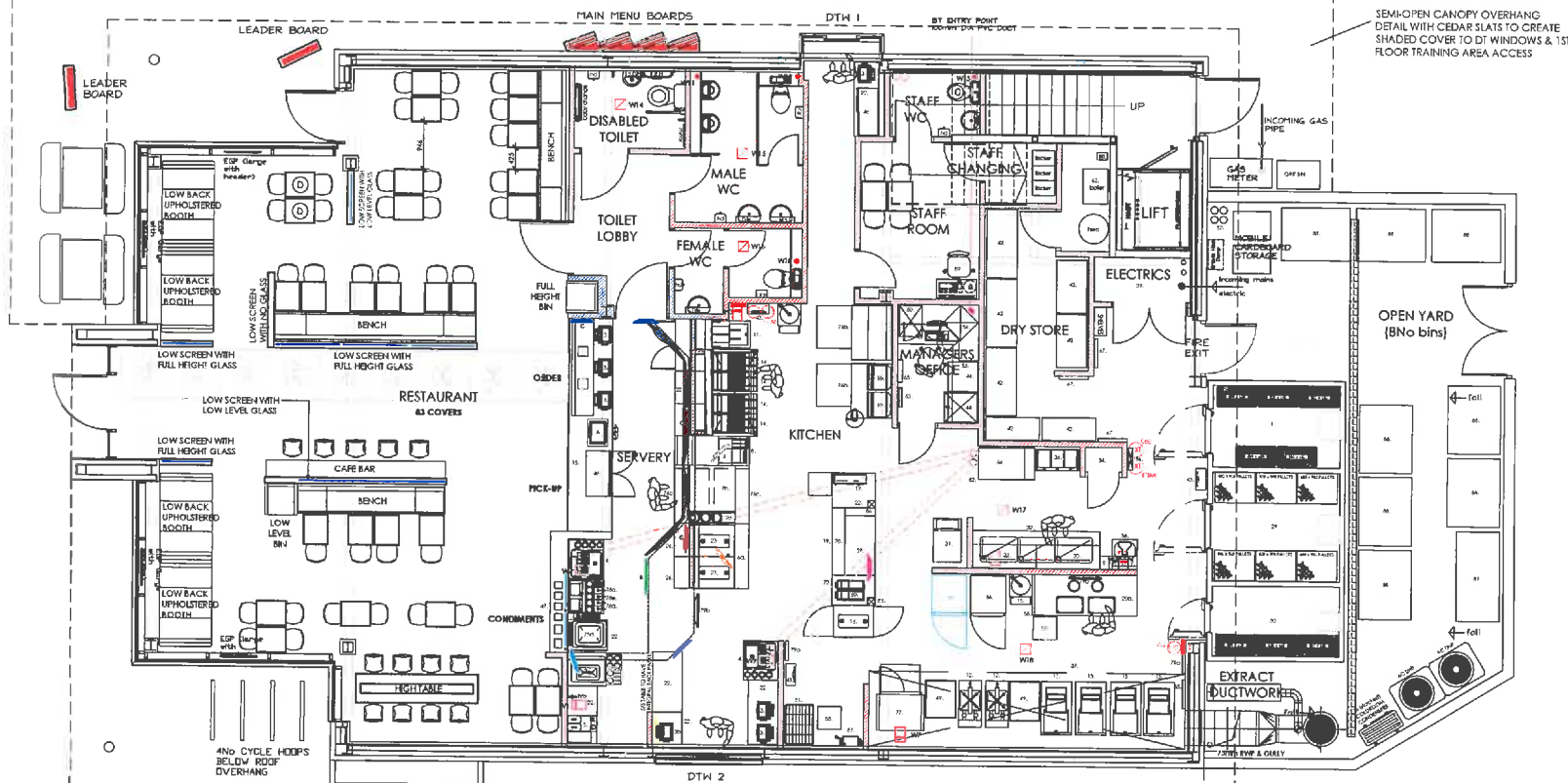
FOH DESIGN SIGNOFF		
Name / Title	Signature	Date
Chris Hall Company Projects Manager		

BOH DESIGN SIGNOFF		
Name / Title	Signature	Date
Russel Danics Operations Innovation Manager		

FOH FURNITURE SCHEDULE		
existing number of seats	0	proposed number of seats 83
existing number of tables	0	proposed number of tables 33
existing number of seating sets	0	proposed number of seating sets 21

WALL TYPE SCHEDULE			
	existing structural wall / column		new structural wall / column
	existing partitioning		new partitioning
	existing low height partitioning		new low height partitioning

BOH EQUIPMENT COLOURS SCHEDULE			
unchanged equipment numbers (black)	00.	additional equipment numbers (red)	00.
repositioned equipment numbers (green)	00.	provisional equipment numbers (blue)	00.



**proposed ground floor general arrangement**  
scale - 1:50 @ A1 / 1:100 @ A3

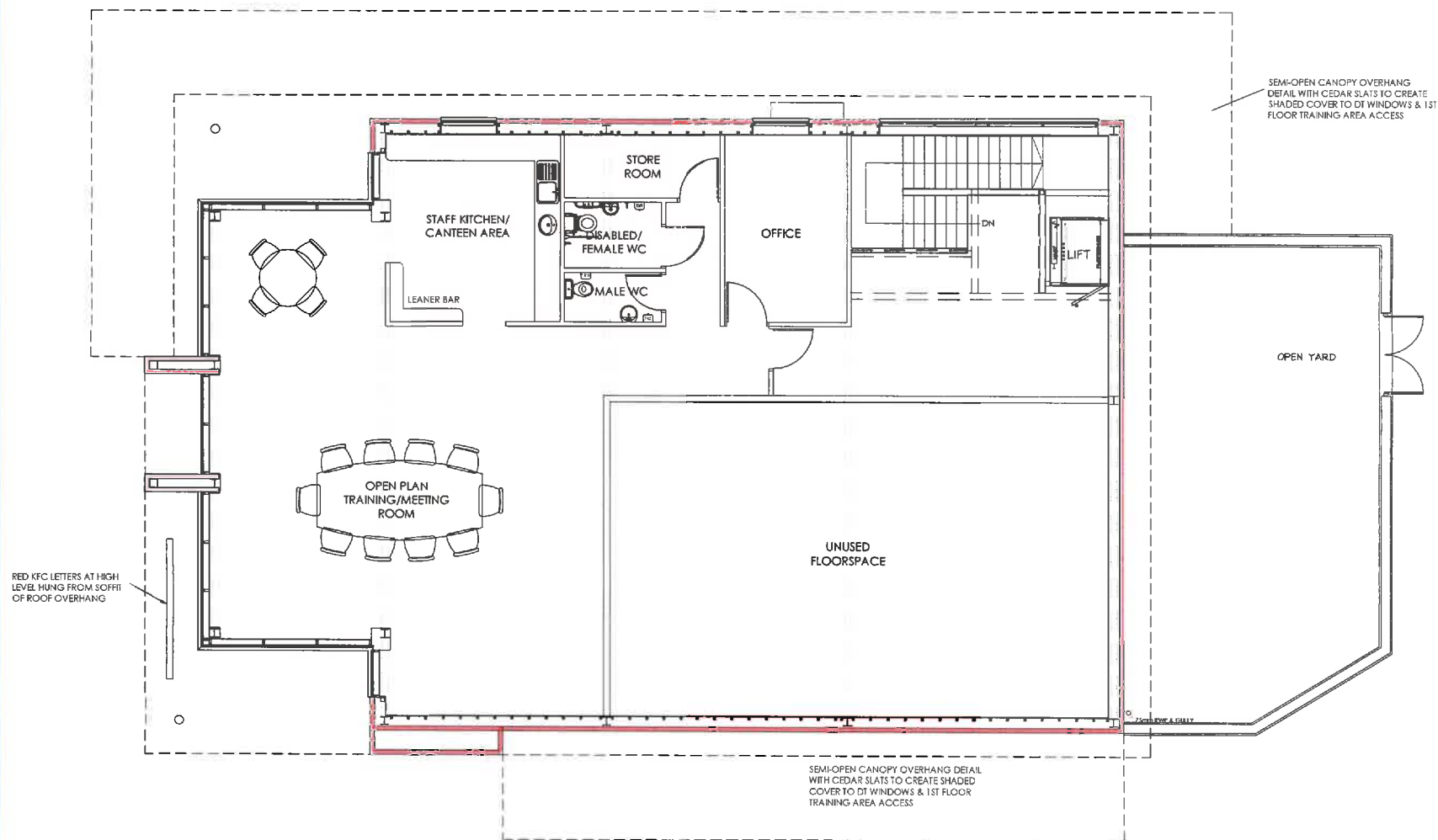
**GIA = 275.16m<sup>2</sup> / 2961sq.ft.**  
(including coldrooms)  
yard area = 49.27m<sup>2</sup> / 530sq.ft.

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removed the washbasin, shown additional dry store racking, repositioned drink screen, changed seating backing on to WC1 to bench unit, repositioned ice machine as per model, shown 8kg bins to yard, moved entrance door out, shown queue length shown adding to external fact (no pickwork planing)

**Frank Belshaw**  
Building Surveyors Limited  
100-102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 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**proposed 1st floor general arrangement**  
scale - 1:50 @ A1 / 1:100 @ A3

**GIA = 268.02m<sup>2</sup> / 2885sq.ft.**  
(including unused floorspace and staircase)

rev	date	description
A	24-09-14	minor tweaks to 1st floor plan as requested by planning consultant



**2-STOREY  
NON-STANDARD**

store address  
**PRESTWICH**  
BURY NEW ROAD  
PRESTWICH

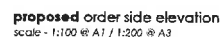
drawing title  
**PROPOSED  
GENERAL ARRANGEMENT  
FIRST FLOOR**

drawn by	checked	date
PY	—	27-08-2014
store no.	scale	
0000	1:50 @ A1	

KFC drawing no.	FB ref.	revision
0000/2015/F100	2013/61	A

Name / Title	
Paul Hayman Franchisee Construction Manager	
Signature	Date

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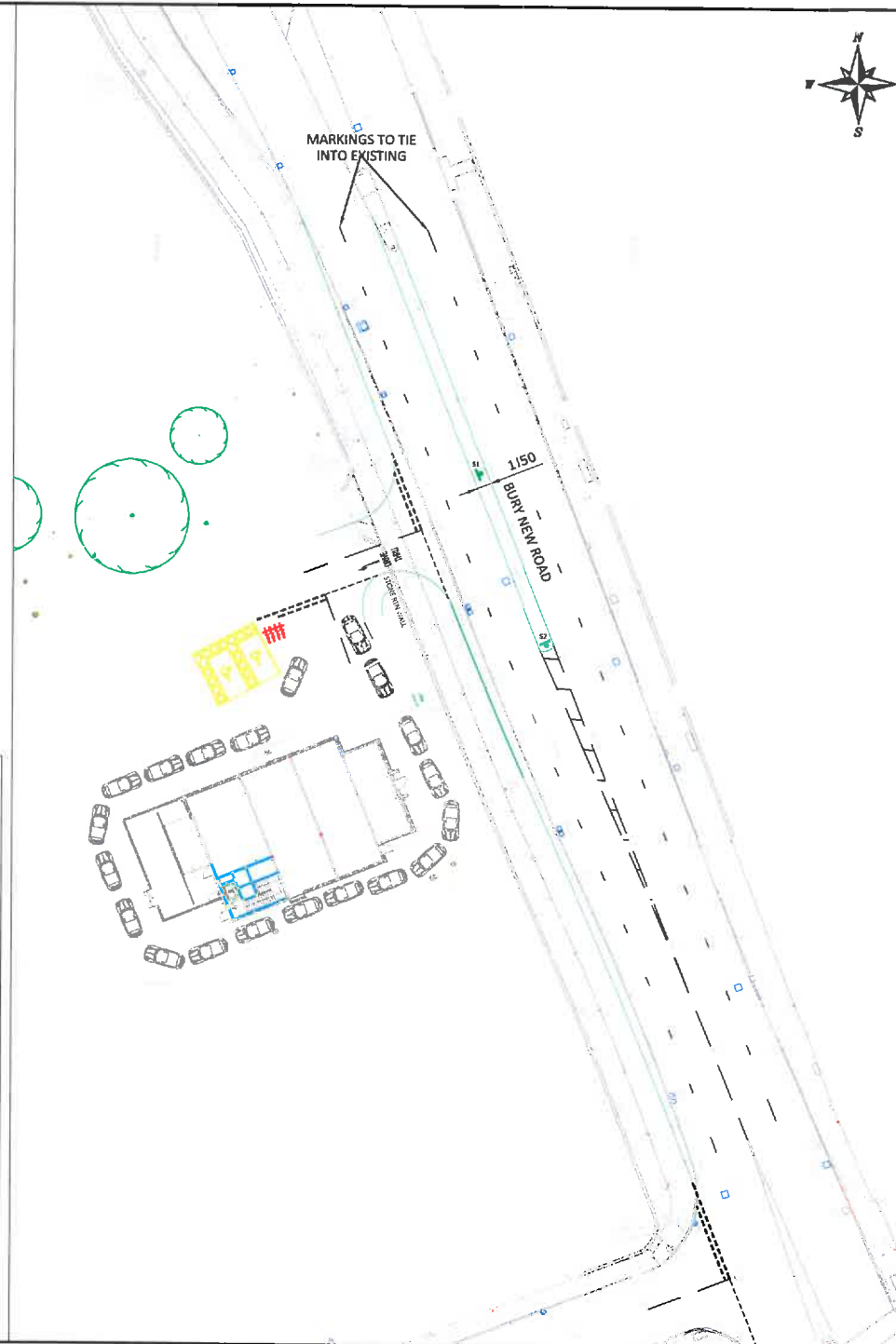
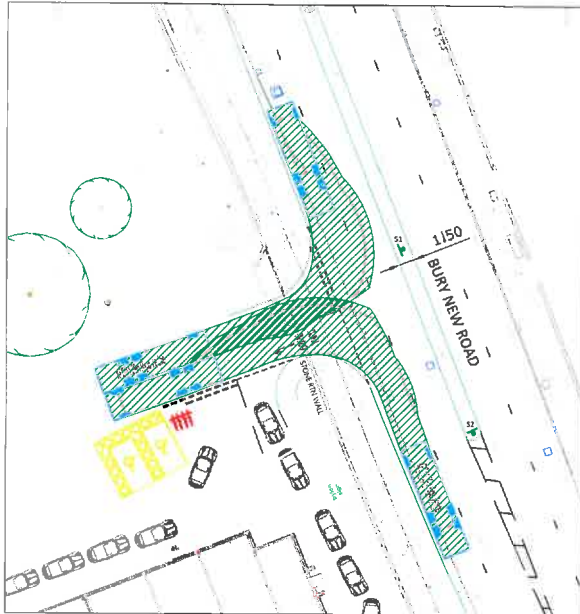
KFC drawing no. 0000/2015/G211	FB ref. 2013/61	revision B
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**NORTH SOUTH AERIAL VIEW**

**SWEPT PATH @ 1:500 SCALE**



**NOTES**

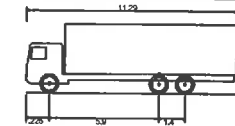


**S1**



**S2**

**VEHICLE PROFILE**



KFC 11.29m Rigid Vehicle  
Overall Length 11.290m  
Overall Width 2.590m  
Overall Body Height 3.695m  
Min Body Ground Clearance 0.490m  
Track Width 2.450m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 9.500m



REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

**KFC**

PROJECT:

**KFC PRESTWICH, BURY NEW ROAD**

DRAWING TITLE:

**POTENTIAL LEFT IN/OUT SITE ACCESS ARRANGEMENT**

SCALES:

**1:500 @ A3**

DRAWN:	CHECKED:	DATE:
--------	----------	-------

JC

TR

SEPT 14

9 Jordan Street,  
Manchester,  
M15 4PY

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Tel: 0161 667 3746  
Web: [www.crofts.co.uk](http://www.crofts.co.uk)

**croft**  
Transport Solutions

DRAWING NUMBER:	REVISION:
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**0699-01**

**C**