

## AGENDA FOR

## PLANNING CONTROL COMMITTEE

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**To: All Members of Planning Control Committee**

**Councillors :** J Black (Chair), T Cummings, S Haroon, S Kerrison, C Preston, R Skillen, J Harris, I Schofield, Y Wright, M D'Albert, M C Connolly, T Holt and S Nuttall

Dear Member/Colleague

### Planning Control Committee

You are invited to attend a meeting of the Planning Control Committee which will be held as follows:-

<b>Date:</b>	Tuesday, 24 October 2017
<b>Place:</b>	Peel Room, Bury Town Hall
<b>Time:</b>	7.00 pm
<b>Briefing Facilities:</b>	<p>If Opposition Members and Co-opted Members require briefing on any particular item on the Agenda, the appropriate Director/Senior Officer originating the related report should be contacted.</p> <p>The Head of Development Management will brief the Committee on any changes made to the Planning Applications since the issue of the Agenda. This information will be circulated to Members and made available to the public on the Council's website on the day of the meeting.</p>
<b>Notes:</b>	<p>Food will be available from 5.00 pm (Lancaster Room). Pre-meeting briefing/virtual site visits at 6.00 pm (Lancaster Room).</p> <p>Details of Site Visits/Member Training will be circulated separately for the information of Members and Officers.</p>

The Agenda and Reports for the meeting are attached.

The Agenda and Reports are available on the Council's website at [www.bury.gov.uk](http://www.bury.gov.uk) – Council and Democracy.

Yours sincerely

A handwritten signature in black ink, appearing to read 'S. N. Kenyon', with a long horizontal flourish extending to the right.

**Stephen Kenyon CPFA**  
***Interim Executive Director of Resources and Regulation***

## **AGENDA**

### **1 APOLOGIES FOR ABSENCE**

### **2 DECLARATIONS OF INTEREST**

Members of the Planning Control Committee are asked to consider whether they have an interest in any of the matters on the Agenda and, if so, to formally declare that interest.

### **3 MINUTES OF THE MEETING HELD ON 19 SEPTEMBER, 2017** *(Pages 1 - 4)*

### **4 PLANNING APPLICATIONS** *(Pages 5 - 120)*

#### **a SUPPLEMENTARY AGENDA** *(Pages 121 - 126)*

### **5 DELEGATED DECISIONS** *(Pages 127 - 140)*

A report from the Head of Development Management on recent delegated planning decisions since the last meeting of the Planning Control Committee.

### **6 PLANNING APPEALS** *(Pages 141 - 144)*

A report from the Head of Development Management on recent planning appeal decisions since the last meeting of the Planning Control Committee.

### **7 REPORT FOR OUTCOMES ANALYSIS 2017** *(Pages 145 - 152)*

A report from the Head of Development Management on the visits undertaken and analysis provided by Members on the Outcomes Tour held in August, 2017.

### **8 PLANNING ENFORCEMENT** *(Pages 153 - 168)*

A report from the Head of Development Management providing statistical information on Enforcement activity between 1 July, 2017 and 30 September, 2017.

### **9 URGENT BUSINESS**

Any other business which by reason of special circumstances the Chair agrees may be considered as a matter of urgency.

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**Minutes of: PLANNING CONTROL COMMITTEE**

**Date of Meeting:** 19 September, 2017

**Present:** Councillor J Black (In the Chair)  
Councillors M D'Albert, S Haroon, J Harris, S  
Kerrison, T Holt, C Preston, I Schofield and Y  
Wright

**Public attendance:** members of the public were in attendance

**Apologies for  
absence:** Councillors Caserta, Connolly and Skillen

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**PCC.01 DECLARATIONS OF INTEREST**

There were no declarations of interest made at the meeting.

**PCC.02 MINUTES**

**Delegated decision:**

That the Minutes of the meeting held on 22 August 2017 be approved as a correct record and signed by the Chair.

**PCC.03 PLANNING APPLICATIONS**

A report from the Development Manager was submitted in relation to the applications for planning permission. Supplementary information was also submitted in relation to planning applications:

The Committee heard representations from applicants and/or objectors in respect of the applications submitted. This was limited to three minutes for each speaker.

Prior to the Committee meeting, Site Visits had taken place in relation to Planning Applications 61239 and 61834.

**Delegated decisions:**

1. That **Approval** be given to the following applications in accordance with the reasons put forward by the Head of Development Management in the report and supplementary information submitted and subject to the conditions included:

**61705 2 Manchester Road, Bury – Bury East Ward**

Listed Building Consent to replace 2 no. first floor windows with new timber framed double glazed windows

**61746 130 Bury New Road, Whitefield, Manchester – Whitefield & Unsworth – Besses Ward**

Variation of condition no.4 of planning permission 51171 to change the opening hours from:

09:00 to 00:00 (midnight) on Monday to Saturday and 11:00 to 23:00 pm Sundays and Bank Holidays.

To: 11:00 to 01:00 Monday to Saturday and 11:00 to 00:00 (midnight) on Sundays and Bank Holidays.

**61790 215 Bury New Road, Whitefield, Manchester – Whitefield & Unsworth – Pilkington Park Ward**

Single storey rear extension; Demolition of part boundary wall and installation of gate

2. That the following applications be **Deferred**:-

**61239 853 & 857 Manchester Road, Bury – Whitefield & Unsworth – Unsworth Ward**

Enlargement of service vehicle turning area and change of use of land to form parking area for use by customers

**61834 Mercedes-Benz of Whitefield, 845 Manchester Road, Bury - Whitefield & Unsworth – Unsworth Ward**

Change of use of land to form a surface level vehicular parking area with 22 no. spaces and associated infrastructure and landscape works

(Note: The Committee voted in favour of the Officer Recommendation to defer the applications in order to allow the application 61834 to be advertised as a departure to the development plan prior to determination and subsequently to allow both applications to be considered at the same Committee meeting).

**61752 Land adjacent to Warth Road, Bury – Bury East – Redvales Ward**

Variation of condition no.2 (approved plans) of planning permission 60424 to show kitchen windows to both side elevations of apartment blocks – Plots 1-15 and 51-65

(Note: During the debate and prior to the determination of the application, Councillor Wright proposed an alternative motion – to defer consideration of the application for a Site Visit. This motion was Seconded by Councillor Harris and the Committee voted in favour of the motion).

**PCC.04 DELEGATED DECISIONS**

A report from the Development Manager was submitted listing all recent Planning application decisions made by Officers using delegated powers.

**Delegated decision:**

That the report be noted.

**PCC.05 PLANNING APPEALS**

A report from the Head of Development Management was submitted listing all recent Planning Appeal decisions since the last meeting of the Planning Control Committee.

**Delegated decision:**

That the report be noted.

**CHAIR  
COUNCILLOR J Black**

**(Note: The meeting started at 7.00 pm and ended at 7.20 pm)**

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<b>Title</b>	<b>Planning Applications</b>
<b>To:</b>	<b>Planning Control Committee</b>
<b>On:</b>	<b>24 October 2017</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.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the Planning Control Committee shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

## **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.

<b>01</b>	<b>Township Forum - Ward:</b> Radcliffe - East	<b>App No.</b> 59984
	<b>Location:</b> 77 Bury Road, Radcliffe, Manchester, M26 2UT	
	<b>Proposal:</b> Outline - Demolition of existing care home and erection of 13 no. dwellings	
	<b>Recommendation:</b> Approve with Conditions	<b>Site Visit:</b> N
<hr/>		
<b>02</b>	<b>Township Forum - Ward:</b> Whitefield + Unsworth - Unsworth	<b>App No.</b> 61239
	<b>Location:</b> 853 & 857 Manchester Road, Bury, BL9 9TP	
	<b>Proposal:</b> Enlargement of service vehicle turning area and change of use of land to form parking area for use by customers	
	<b>Recommendation:</b> Approve with Conditions	<b>Site Visit:</b> N
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<b>03</b>	<b>Township Forum - Ward:</b> Prestwich - St Mary's	<b>App No.</b> 61474
	<b>Location:</b> Land at Kersal Vale Road, Prestwich, Salford, M7 3NT	
	<b>Proposal:</b> Outline - residential development to provide up to 118 residential units (Class C3) including means of access	
	<b>Recommendation:</b> Approve with Conditions	<b>Site Visit:</b> N
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<b>04</b>	<b>Township Forum - Ward:</b> Bury East - Redvales	<b>App No.</b> 61752
	<b>Location:</b> Land adjacent to Warth Road, Bury, BL9 9NB	
	<b>Proposal:</b> Variation of condition no. 2 (approved plans) of planning permission 60424 to show kitchen windows to both side elevations of apartment blocks - Plots 1-15 and 51-65	
	<b>Recommendation:</b> Mind to Approve	<b>Site Visit:</b> Y
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<b>05</b>	<b>Township Forum - Ward:</b> Whitefield + Unsworth - Unsworth	<b>App No.</b> 61798
	<b>Location:</b> 15 Oakwell Drive, Bury, BL9 8LB	
	<b>Proposal:</b> Change of use of garage from residential (Class C3) to dog grooming salon (Sui Generis) with external alterations	
	<b>Recommendation:</b> Approve with Conditions	<b>Site Visit:</b> N
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<b>06</b>	<b>Township Forum - Ward:</b> North Manor	<b>App No.</b> 61829
	<b>Location:</b> Land adjacent to 51 Humber Drive, Bury, BL9 6SJ	
	<b>Proposal:</b> Erection of 2 no. semi-detached dwellings with detached garages	
	<b>Recommendation:</b> Approve with Conditions	<b>Site Visit:</b> N
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**07 Township Forum - Ward:** Whitefield + Unsworth - Unsworth **App No.** 61834

<b>Location:</b>	Mercedes-Benz of Whitefield, 845 Manchester Road, Bury, BL9 9TP		
<b>Proposal:</b>	Change of use of land to form a surface level staff vehicular parking area with 19 no. spaces and associated infrastructure and landscape works		
<b>Recommendation:</b>	Approve with Conditions	<b>Site Visit:</b>	N

**08 Township Forum - Ward: Bury East App No. 61850**

<b>Location:</b>	29 Knowsley Street, Bury, BL9 0ST		
<b>Proposal:</b>	Change of use from community centre/radio station (Class D2) to 9 bed house of multiple occupation (HMO) (Sui Generis)		
<b>Recommendation:</b>	Approve with Conditions	<b>Site Visit:</b>	N



**Ward:** Radcliffe - East

**Item** 01

**Applicant:** Mr Ikhtlaq Gorsl

**Location:** 77 Bury Road, Radcliffe, Manchester, M26 2UT

**Proposal:** Outline - Demolition of existing care home and erection of 13 no. dwellings

**Application Ref:** 59984/Outline Planning  
Permission

**Target Date:** 05/01/2017

**Recommendation:** Approve with Conditions

**The application was deferred from the May Committee meeting to allow further information in relation to coal mining to be submitted and assessed.**

### **Description**

The application site comprises a level site some 0.2ha in area, with vehicular and pedestrian access off Orkney Close. There is currently a vacant 3 storey late Victorian/Edwardian former nursing home building on the site constructed in red brickwork and slate roof. The site, although flat, is slightly elevated to Bury Road and is bounded along this frontage by a low brick wall. The remaining boundary features comprise timber fencing of 2 metres in height. There are 2 trees on site, which are protected by a Tree Preservation Order (TPO) and these are on the boundaries with Bury Road and Orkney Close.

There are residential properties to the north, south and west and the Metrolink line is located to the east of the site.

The applicant seeks outline permission for the demolition of the existing care home building and the erection of 13 dwellings and includes with the means of access, layout and scale at this stage.

The proposed dwellings would be located in two terraces - one along the frontage with Bury Road and a second at 90 degrees to the Metrolink line. The proposed dwellings would be two storeys in height with additional living accommodation in the roof space. The proposed elevation plans indicate a dormer but it should be noted that the appearance of the dwellings would be dealt with at reserved matters stage.

The proposed development would be accessed from Orkney Close with pedestrian accessed from Bury Road for plots 1 - 6.

### **Relevant Planning History**

31647 - Extension to existing care home to provide 36 bedrooms and car parking at 77 Bury Road, Radcliffe. Approved - 13 July 1995

32898 - Demolition of existing Care home and the erection of 42 bed care home at 77 Bury Road, Radcliffe. Approved - 15 April 1997

46351 - Demolition of existing care home and erection of new 42 bed care home with ancillary accommodation and parking at 77 Bury Road, Radcliffe. Withdrawn - 14 July 2006

50227 - Outline planning application for the erection of 42 bed care home and managers apartment. Details include layout of site and access at 77 Bury Road, Radcliffe. Withdrawn - 9 October 2008.

50596 - Outline planning permission for the erection of two/three storey care home

(resubmission) at 77 Bury Road, Radcliffe. Approved with conditions - 24 December 2008.

50735 - Outline planning application for two/three storey block of 14 no. apartments at 77 Bury Road, Radcliffe. Approved with conditions - 19 February 2009.

52455 - Change of use from former residential care home to a single house (Use Class C3) at 77 Bury Road, Radcliffe. Approved with conditions - 1 June 2010.

### **Publicity**

The neighbouring properties were notified by means of a letter on 21 October and a press notice was published in the Bury Times on 27 October 2016. Site notices were posted on 2 November 2016.

1 letter of support has been received from the occupiers of 81 Bury Road, which has raised the following issues:

- Like to strongly support the application for 13 houses as the current building is an eyesore and devalues houses in the area.
- It attracts litter and crime.
- The plans are well thought out and will not overlook existing properties.
- The design would provide a safe close for young children to play out in.
- There would be sufficient parking available.
- The proposed houses are 3 bed dwellings that would provide housing for young professionals and working families.

3 letters have been received from the occupiers of 19 Orkney Close, which have raised the following issues:

- Generally in favour of the development, but have concerns regarding parking.
- The narrow entrance to Orkney Close is often lined either side with parked cars and it can be difficult to get past to the top end of Orkney Close.
- Double yellow lines would not help as would force cars to park further up the street.
- Concerned about access for vehicles during construction.
- Overwhelmed by the number of dwellings proposed and feel that 13 is a lot given the space available.
- Concerned that the number of parked vehicles would impact upon pedestrian footpaths.

The respondents have been notified of the Planning Control Committee meeting.

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to highway improvements, construction traffic management plan, measures to prevent mud from passing onto the highway and car parking.

**Drainage Section** - Comments awaited.

**Environmental Health - Contaminated Land** - No objections, subject to the inclusion of conditions relating to contaminated land and remediation.

**Design for security** - Crime impact statement should be submitted at reserved matters stage.

**United Utilities** - No objections, subject to the inclusion of conditions relating to foul and surface water drainage.

**Metrolink** - Recommend conditions relating to stability of metrolink embankment, construction management plan and noise.

**The Coal Authority** - Raise a concern. Further information has been submitted and comments will be provided in the Supplementary Report.

**GM Ecology Unit** - No objections, subject to the inclusion of conditions relating to bats, nesting birds and a landscape management plan and a informative relating to invasive species.

**Transport for Greater Manchester** - No objections, subject to the inclusion of conditions relating to the bus stop, construction management plan, acoustic insulation and detailed design for boundary treatment adjacent to the metrolink line.

**Waste Management** - None received.

### **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
H2/6	Garden and Backland Development
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN2	Conservation and Listed Buildings
EN3/1	Impact of Development on Archaeological Sites
EN3/2	Development Affecting Archaeological Sites
EN3/3	Ancient Monuments
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/1	Tree Preservation Orders
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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 (residential)** - Following revocation of the North West Regional Strategy on 20 May 2013, there is no statutory housing target for Bury. Work has commenced on the Greater Manchester Spatial Framework and this will bring forward a new statutory housing target for the Borough. This will subsequently be incorporated into Bury's future Local Plan.

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.

The site would be located within the urban boundary and would be surrounded by residential properties. As such, the proposed development would not conflict with the surrounding land uses and would be in a sustainable location with good access to public transport and services. The site contains a detached building and is previously developed land. As such, the proposed development would be acceptable in principle and would be in

accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

**Heritage** - The building, which was last used as a nursing home, dates back to the late Victorian/Edwardian and is slightly elevated to Bury Road. The site was included within Withins Lane Colliery in 1893 and by 1907, the railway sidings had been removed and the site redeveloped to provide a single building, which was in use as a rectory. Given its architectural style and age, it is considered that the existing building would be a non-designated heritage asset.

Paragraph 135 of the NPPF states that the effect of an application on a non designated heritage asset should be taken into account when determining an application, with a balance judgement to any harm or loss and the significance of a heritage asset.

The style of the building is modest with no over embellishment. The building has been used for a number of uses over the years - rectory, offices and a nursing home, which has removed the historical interest internally. A fire escape was added to the rear, which is constructed from corrugated metal, which significantly detracts from the character of the building.

The last use of the building was as a care home in 2007 and the building has been vacant ever since. Various planning applications were submitted between 2006 and 2010 on the site, which confirmed that the building was in a poor state of repair. The various consents were not implemented and the fabric of the building has worsened over the past 10 years and the building is dilapidated and un-economic to repair. As such, it is considered that the works undertaken over the years and the dilapidation of the building have reduced the degree of significance and the demolition of the building and redevelopment of the site would be acceptable in this case. Therefore, the proposed development would be in accordance with Policy EN2 of the Bury Unitary Development Plan and the NPPF.

**Design and layout** - The proposed dwellings would be two storeys in height with dormers and additional living accommodation in the roofspace. The existing dwellings are two storeys in height and there is a mix of types and design. As such, the proposed dwellings would not be a prominent feature or appear out of scale. Whilst the proposed dormers are considered to be too large, this would be a consideration for the external appearance on the reserved matters application as this does not form part of the current outline application. The agent has been made aware of these concerns.

The level of private amenity space would be acceptable and there would be space within the rear gardens for bin storage. Two areas for use as a bin collection point would be provided for use on collection days. Therefore, the proposed development would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - SPD6 provides guidance on aspect standards and as such, is a useful guide in this instance. The aspect standards states that there should be a minimum of 20 metres between directly facing habitable windows and 13 metres between a habitable room window and a two storey blank wall.

There would be 27.9 metres between the proposed development and No. 34 Bury Road and there would be 18 metres between the proposed development and the gable elevation of No. 1 Orkney Close. There would be 18.8 metres between the gable of plot 7 and the rear elevation of plots 1 - 6 and 28 metres between plots 7 - 13 and the dwellings on Olsberg Close. All of these distances would comply with the aspect standards in SPD6.

Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties.

**Trees** - There are two trees on the site, which are protected by a Tree preservation Order (TPO). The trees are located on the boundary of the site with Bury Road and Orkney Close respectively. The proposed site plan indicates that both trees would be retained and

tree protection measures would be secured by a condition. Therefore, the proposed development would not have an adverse impact upon the protected trees and the character of the area and would be in accordance with Policy EN8/2 of the Bury Unitary Development Plan.

**Bats** - A bat survey was submitted as part of the application and a dusk survey had been undertaken. Whilst there was no bat emergence at 77 Bury Road, commuting and foraging activity was recorded during dusk observation. As such, it is apparent that there is a roost located in relatively close proximity to the building. Therefore, it is recommended that all roof slates are removed in a careful and controlled manner prior to the demolition works. GM Ecology Unit has no objections to the proposal, subject to the inclusion of conditions relating to bats, nesting birds and a landscape management plan and an informative relating to invasive species. Therefore, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan.

**Noise** - The site is located adjacent to the Metrolink line. The layout of the development would be secured at this stage and the proposed site plan indicates that the proposed dwellings would be 8.2 metres (gable elevation) and 62 metres (rear elevation) from the metrolink line respectively. This would be no closer than the existing dwellings on Olsberg Close. Pollution Control have no objections to the proposal, subject to the inclusion of a condition relating to a noise survey and the provision of appropriate acoustic insulation and ventilation. It is considered that the proposed noise survey should be provided at the first reserved matters stage, when the detailed design and layout of the proposed dwellings would be assessed. Therefore, the proposed development would not have a significantly adverse impact upon the amenity of the future occupiers and would be in accordance with Policy EN7/2 of the Bury Unitary Development Plan and the NPPF.

**Highways issues** - The proposed development would be accessed from Orkney Close and appropriate levels of visibility would be provided. The proposed development would provide a footpath along the Orkney Street boundary, which is welcomed. The proposed site plan indicates two bin collection points and the refuse vehicle would collect from Orkney Close and turning facilities would be provided. The Traffic Section has no objections, subject to the inclusion of conditions relating to highway improvements, construction traffic management plan, measures to prevent mud from passing onto the highway and car parking. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

The Metrolink line forms the boundary to the north west of the site and Transport for Greater Manchester (TfGM) has requested additional information to be able to assess the impact upon the Metrolink line. This information has been submitted and further comments will be reported in the Supplementary Report.

**Parking** - SPD11 states that the maximum parking standards is 2 spaces per 3 bed dwelling. This equates to 26 parking spaces.

The proposed site plan indicates that 22 spaces would be provided. Given that the site has good access to public transport, it is considered that the level of parking provision would be acceptable in this instance. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

**Planning Obligations** - A contribution for recreation provision would be required in accordance with Policy RT2/2 of the Bury Unitary Development Plan and SPD1 and this would be secured by a condition at outline stage.

#### **Response to objectors**

- The issues relating to parking and layout have been addressed in the main report.
- The issues relating to parking and access during construction would be addressed by a condition relating to a construction traffic management plan.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. Applications for approval of reserved matters must be made not later than:
  - the expiration of three years beginning with the date of the grant of outline planning permission; and
  - that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004.
2. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the appearance and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this application is in outline only.
3. This decision relates to drawings numbered IG1-00, IG1-01, IG1-02 B, IG1-03 A 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.
4. All trees to be retained on site shall be 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.
5. No trees subject to a Tree Preservation Order shall be felled, lopped or topped before, during or after the construction period.

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.
6. The demolition works hereby approved shall be carried out in accordance with the recommendations contained in Section 10 of the Surveys in Relation to Bats and Breeding Birds, by The Tyrer Partnership, dated October 2015. If the demolition

herbey approved does not commence before 30 April 2018, the building must be re-assessed for bat roosting potential and the results supplied to and approved in writing by the Local Planning Authority.

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 Section 11 of the National Planning Policy Framework.

7. No works to trees or shrubs shall occur or demolition commence between 1st March and 31st August inclusive in any year unless a detailed biord nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and has been submitted to and approved in writing by the Local Planning Authority.

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.

8. At first reserved matters stage, a landscaping management scheme shall be submitted and shall include elements to mitigate for the loss of trees, shrubs and nesting bird habitat. The development shall be carried out in accordance with the approved details.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity and ecology pursuant to Policies EN1/2 - Townscape and Built Design, EN8/2 – Woodland and Tree Planting and EN6 - Conservation of the Natural Environment of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

9. At the first reserved matters application, a noise survey shall be submitted to the Local Planning Authority. If the ambient noise in any habitable room of any dwelling exceeds 35dB for living rooms and 30dB for bedrooms, a scheme for acoustic insulation and independent ventilation scheme requirements should be submitted, approved and implemented in accordance with the approved scheme and be in situ prior to first occupation.

Reason. To protect the amenity of the occupants of the premises once the development hereby approved is occupied pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

10. 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. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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.

11. Following the provisions of Condition 10 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.

12. Following the provisions of Condition 10 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.

13. As the development comprises 13 units, the development authorised by this permission shall not begin unless and until the Local Planning Authority has approved in writing a scheme to secure recreation provision, which shall include a mechanism for delivery, in accordance with policy RT2/2 – Recreation Provision in New Housing Development and its associated SPD1 – Open Space, Sport and Recreation Provision in New Housing development. The scheme shall be submitted as part of the reserved matters application and the recreation provision shall be delivered in full accordance with the approved details.

Reason - To ensure that the development would contribute to satisfying the need for recreation provision pursuant to Bury Unitary Development Plan Policy RT2/2 - Recreation Provision In New Residential Development and the associated Supplementary Planning Document 1 - Open Space, Sport and Recreation in New Housing Development.

14. Notwithstanding the details indicated on approved plan reference IG1-02 Revision B, full details of the following highway aspects shall be submitted at first reserved matters application stage:

- Topographical survey of the site and surrounding adopted highways to confirm the correct limits of adoption;
- Formation of the proposed means of access to the site from Orkney Close to a specification to be agreed, incorporating the reinstatement of the redundant access, widening of the block paved carriageway to a minimum of 5.5m in width across the proposed junction, widening of the northerly footway abutting the site to a minimum of 1.8m in width and all necessary highway and highway drainage remedial works;
- Formation of pedestrian accesses to the plots fronting Bury Road including all alterations required to the existing boundary treatment and all necessary highway remedial works;
- Provision of visibility splays at the proposed junction with Orkney Close in accordance with the standards in Manual for Streets;
- Adequate in-curtilage bin storage arrangements at each plot and refuse collection facilities at the interface with the adopted highway for use on collection day, to be agreed with Waste Management;
- Proposed internal private road/footway layout to the appropriate standards in Manual for Streets;
- Adequate turning facilities within the curtilage of the site with associated swept path analysis;
- Provision of a street lighting scheme for the proposed residential development



and the junction of the proposed access with Orkney Close and proposals to improve existing lighting levels if required as a result of the assessment. The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

15. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved in writing with the Local Planning Authority and shall confirm/provide the following:
- Access route for demolition/construction traffic from the highway network;
  - Hours of operation and number of vehicle movements;
  - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
  - Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials.

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition/construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

16. 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 Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.
17. The car parking indicated on approved plan reference IG1-02 Revision B shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained at all times.
- Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
18. At the first reserved matters stage, a scheme for acoustically insulating the proposed development against noise and vibration from the adjacent Metrolink line shall be submitted to and approved in writing by the Local Planning Authority. The approved noise insulation scheme shall be completed before first occupation of

the dwellings hereby approved.

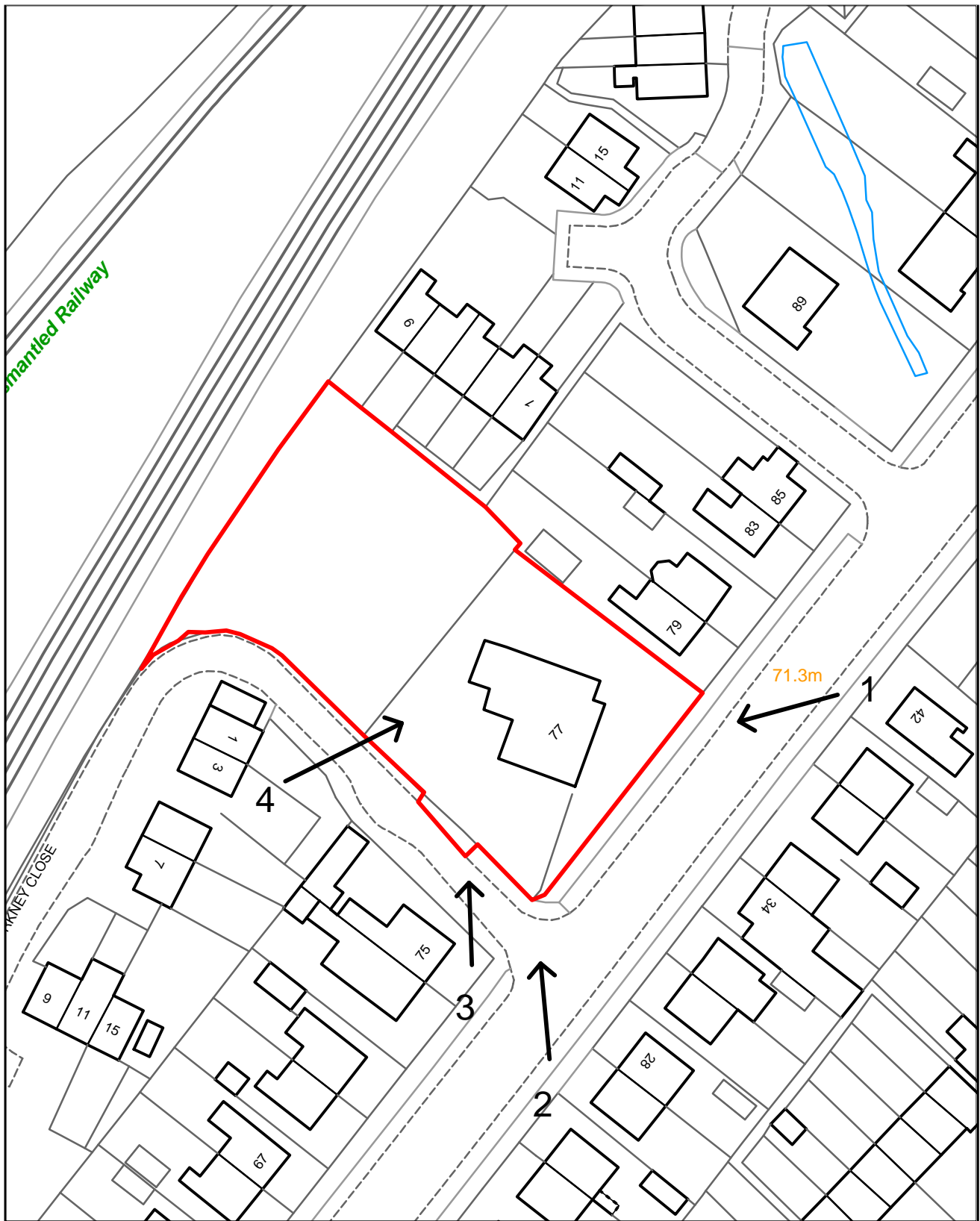
Reason. To secure a reduction in noise from Metrolink in order to protect future residents from noise nuisance, pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

19. At first reserved matters stage, the detailed design for the boundary treatment with the operational Metrolink line shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented as part of the development hereby approved.

Reason. To ensure that the boundary treatment is suitable for installation adjacent to an operational Metrolink line pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 59984**

**ADDRESS: 77 Bury Road  
Radcliffe**



**Bury**  
COUNCIL

**Planning, Environmental and Regulatory Services**

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59984

Photo 1



Photo 2





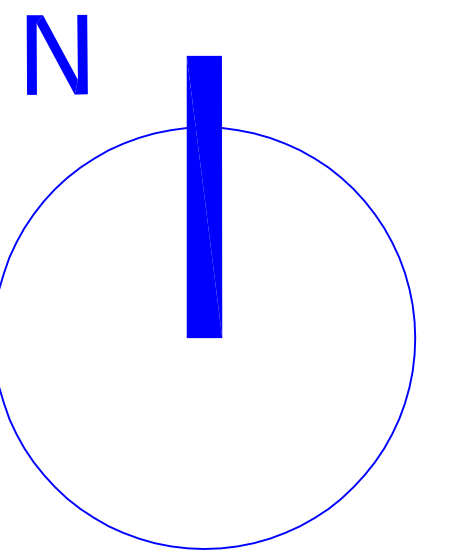
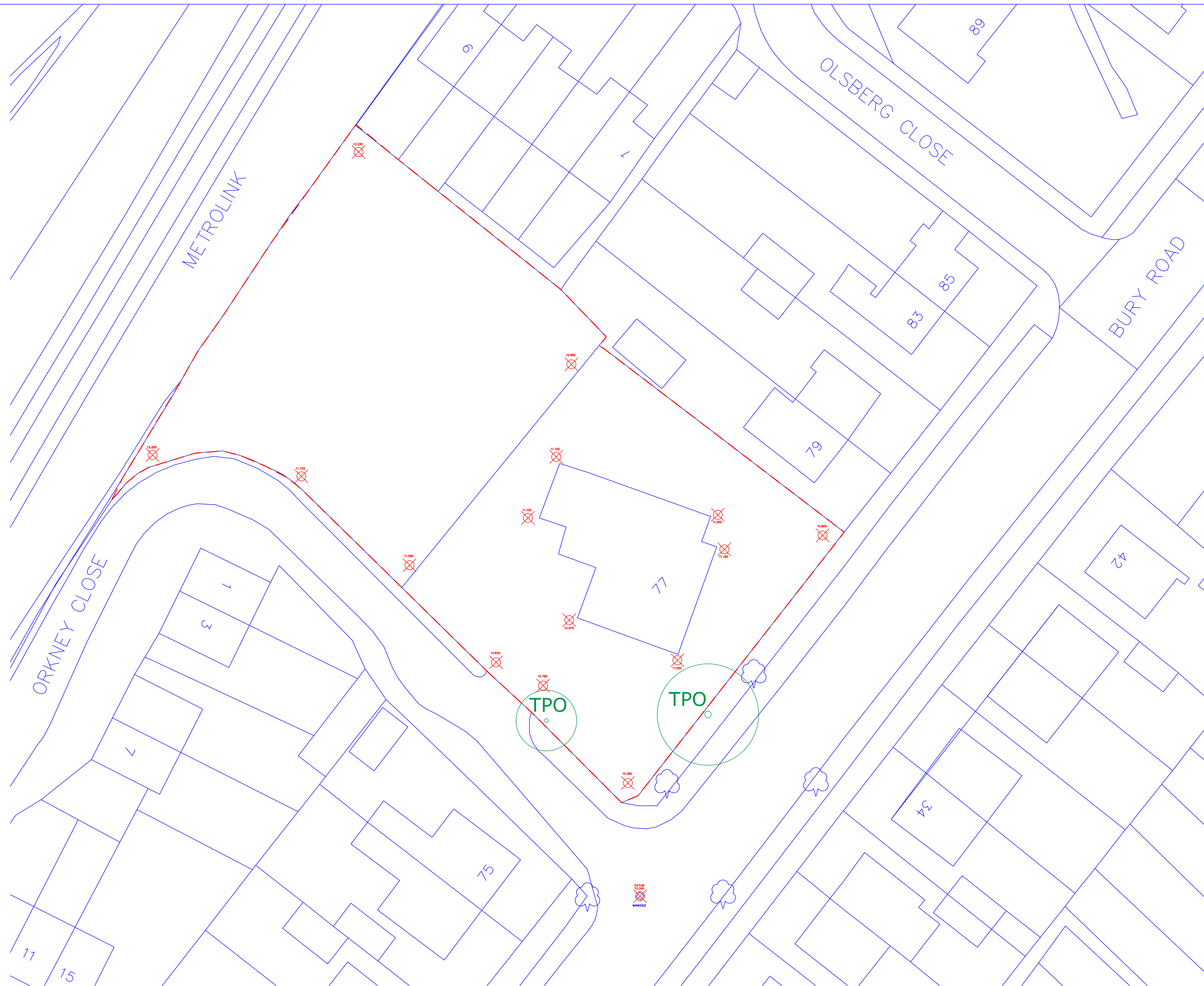
Photo 3



Photo 4







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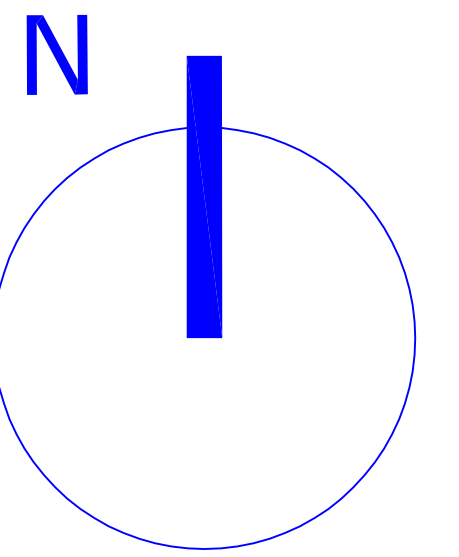
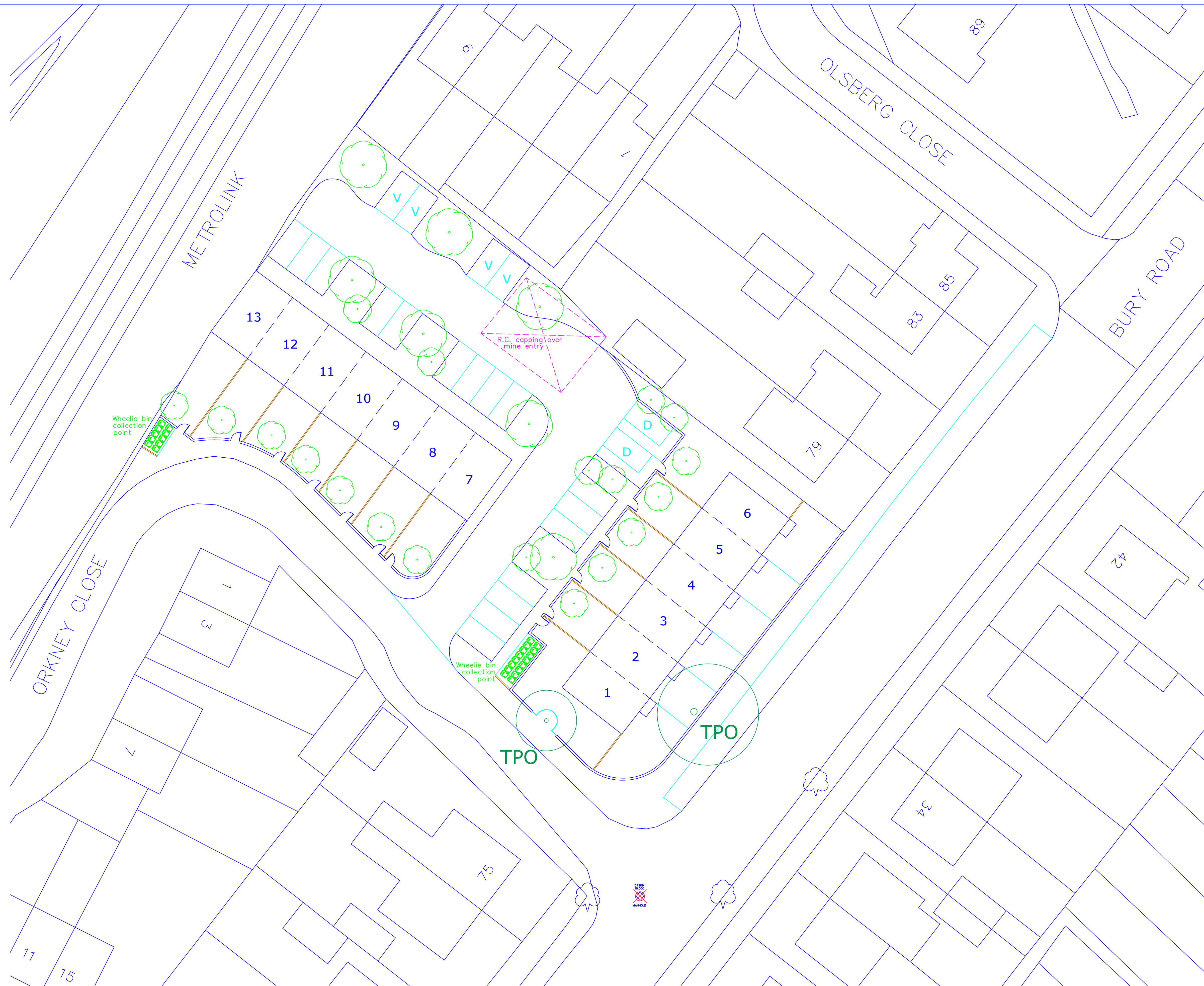
0 5 10 M	
Land at 77 Bury Road Raddliffe M26 2UT	
scale 1:200@A1 April 2016	
IG1-01	Existing Site Layout showing levels
PPY design Ltd	

2 Helmshore Road, Holcombe Village  
Ramsbottom, Lancashire BL8 4PA

Gary Dearden BAC(hons) DipArch RIBA  
gary@ppy-design.co.uk www.ppy-design.co.uk  
tel/ fax 01706 822731 mobile 07712 669482

# EXISTING SITE LAYOUT



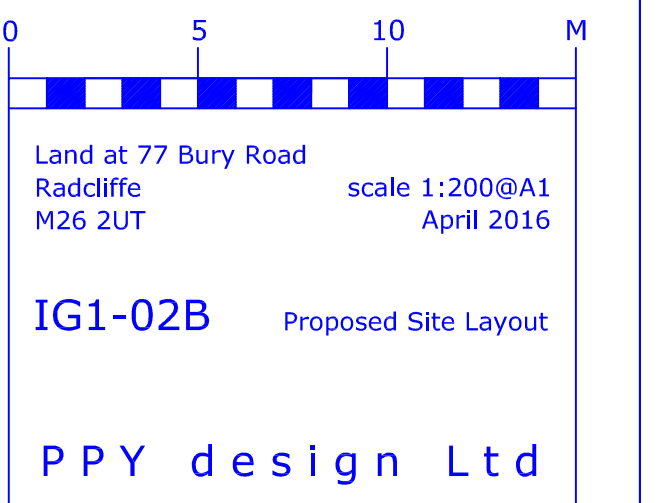


## Schedule:

13no. 3 bed dwellings  
on 2 storeys plus within loft  
utilising dormers

B Layout amended 02.02.2017  
A Historic mine entry indicated 15.12.2016

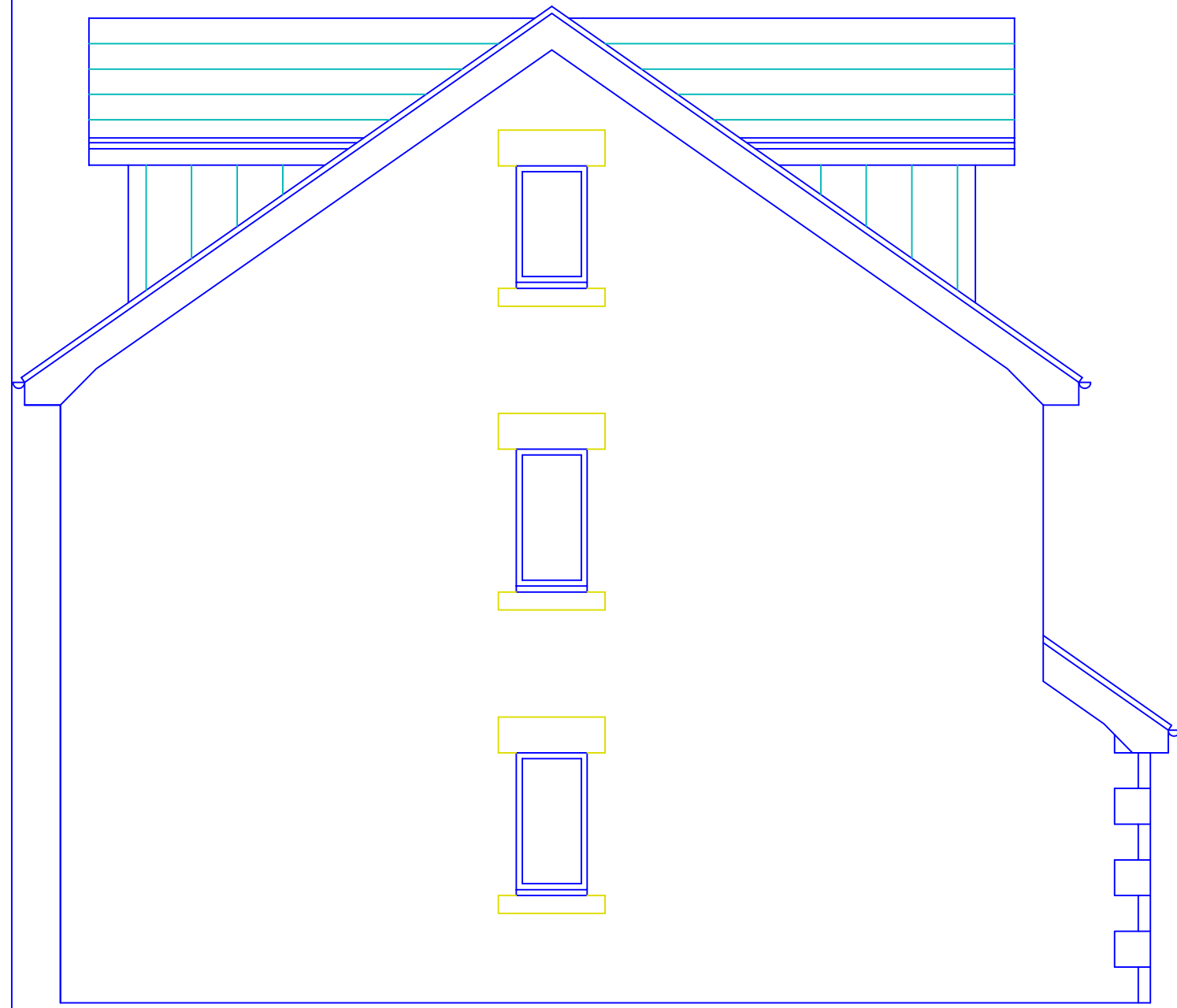
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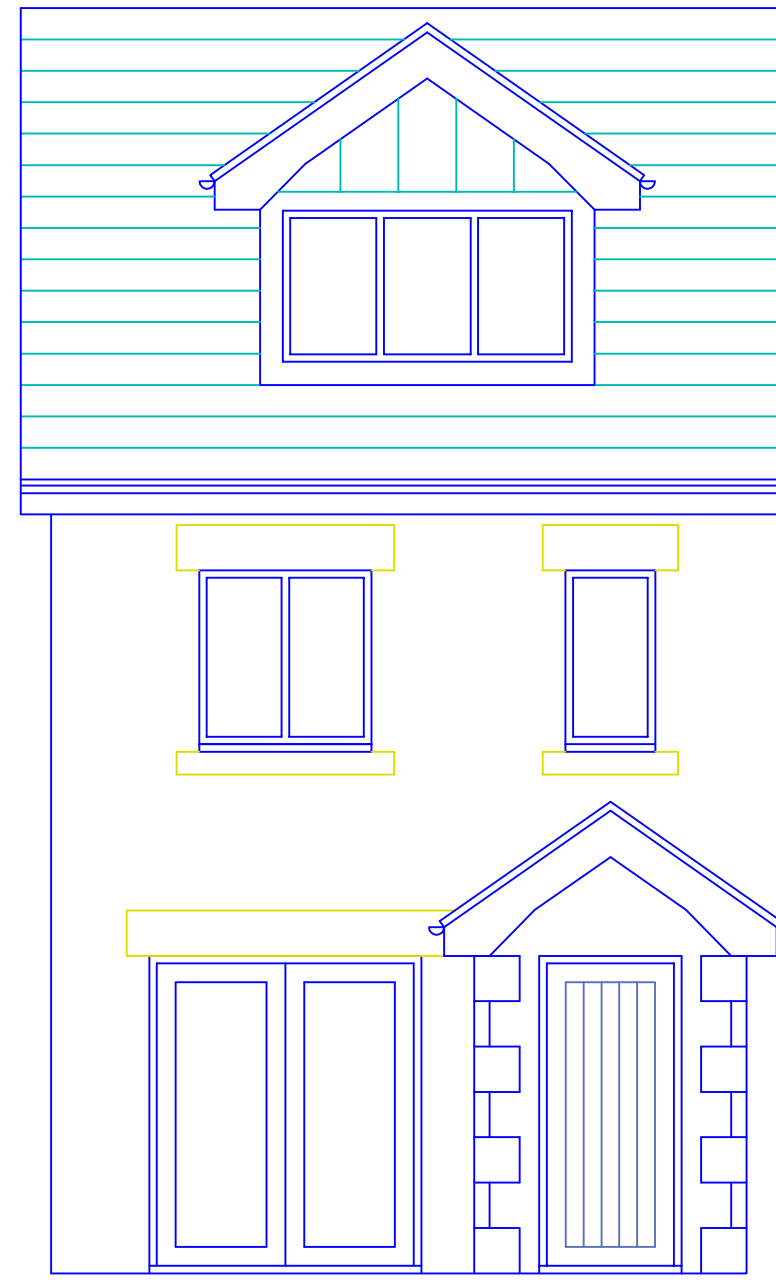
2 Helmshore Road, Holcombe Village  
Ramsbottom, Lancashire BL8 4PA

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gary@ppy-design.co.uk www.ppy-design.co.uk  
tel/ fax 01706 822731 mobile 07712 669482

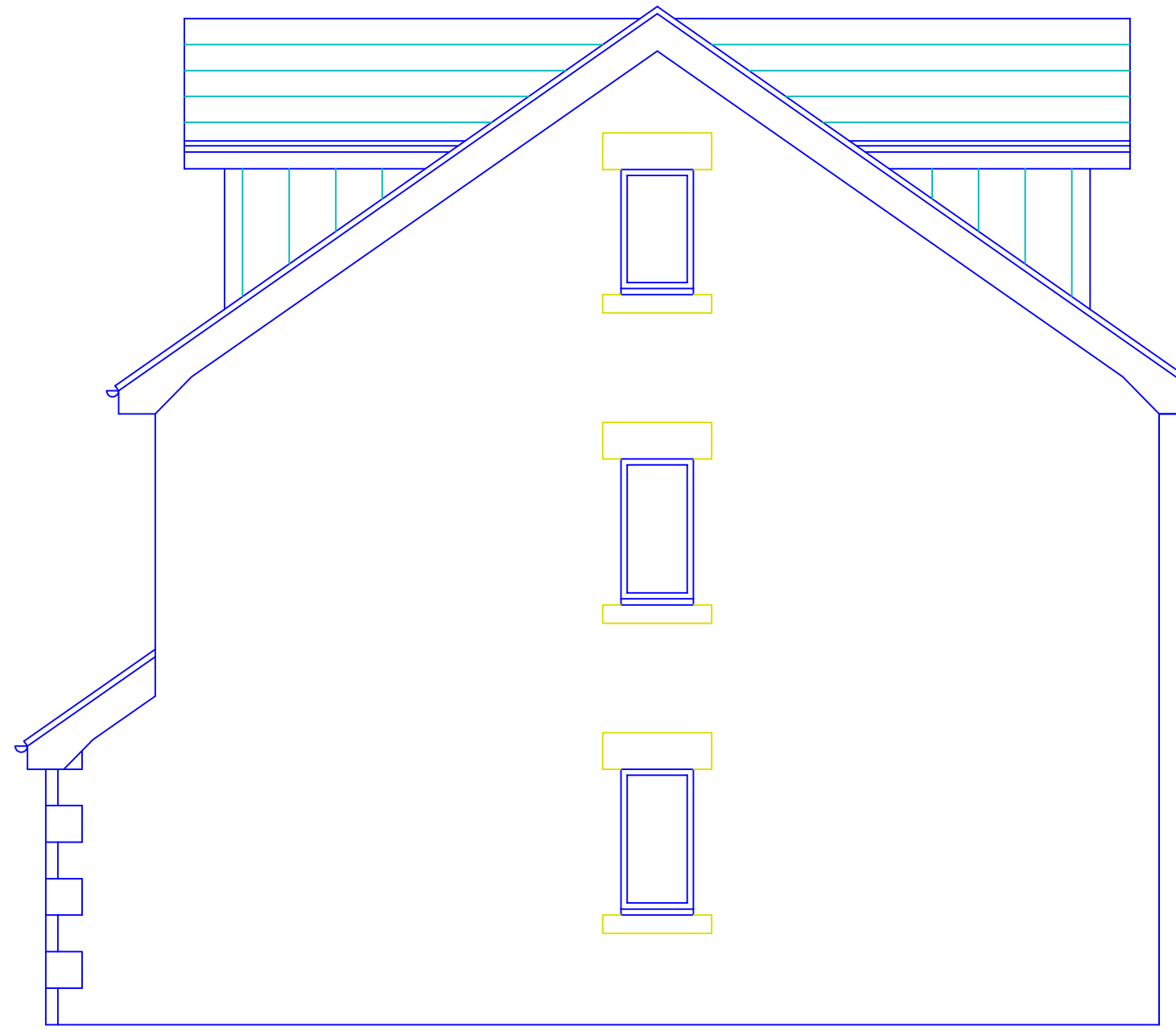
# PROPOSED SITE LAYOUT



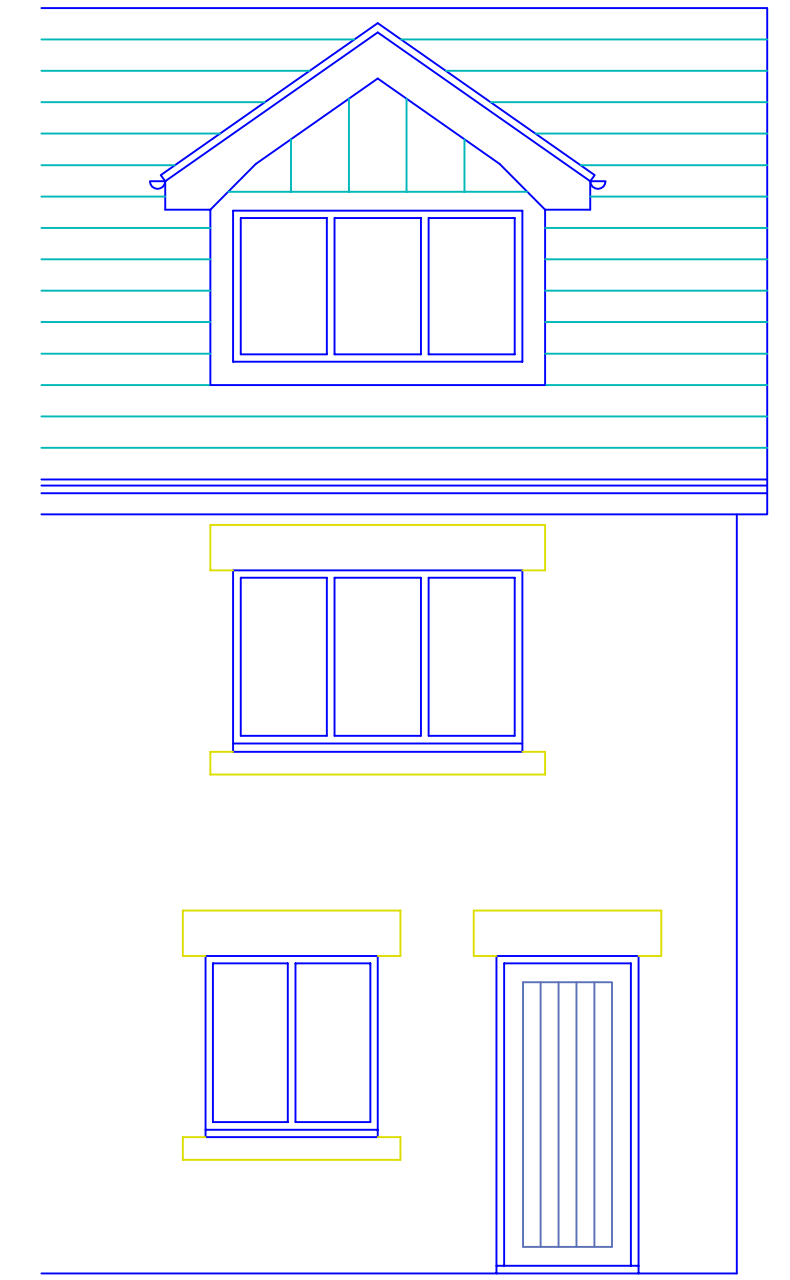
PROPOSED SIDE ELEVATION



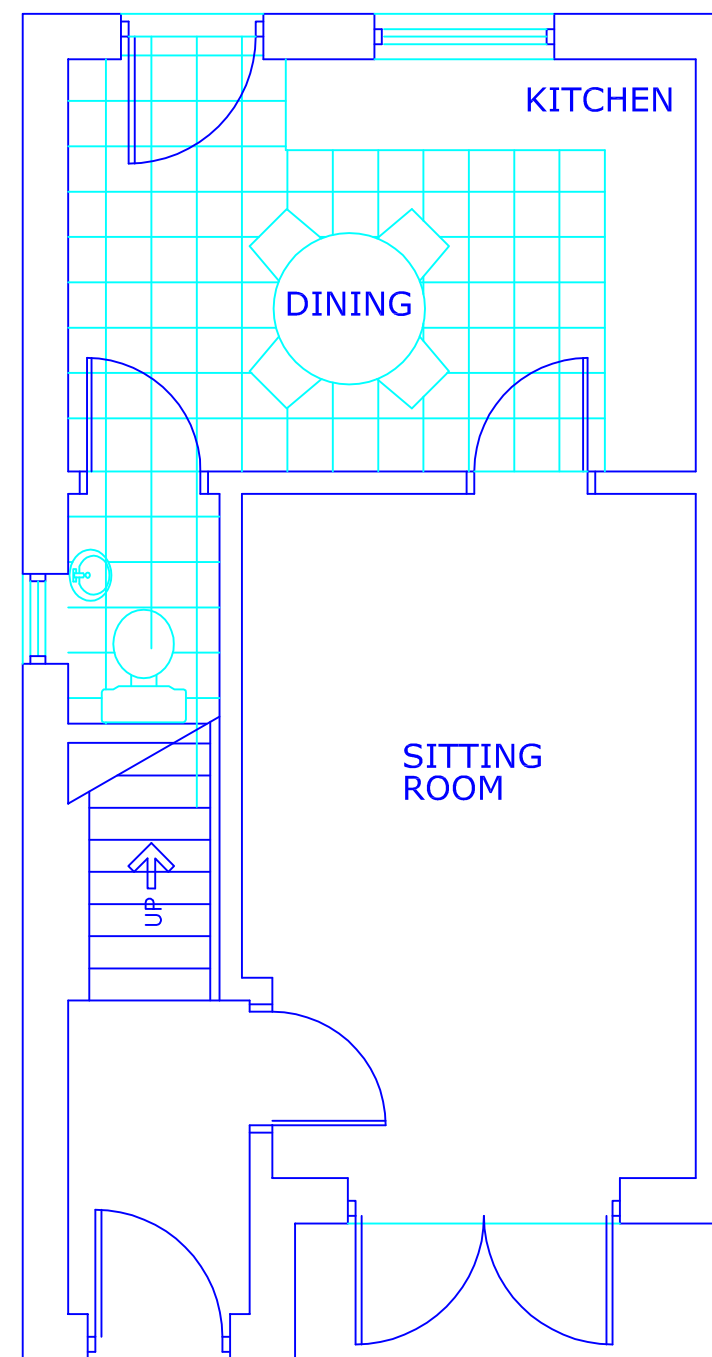
PROPOSED FRONT ELEVATION



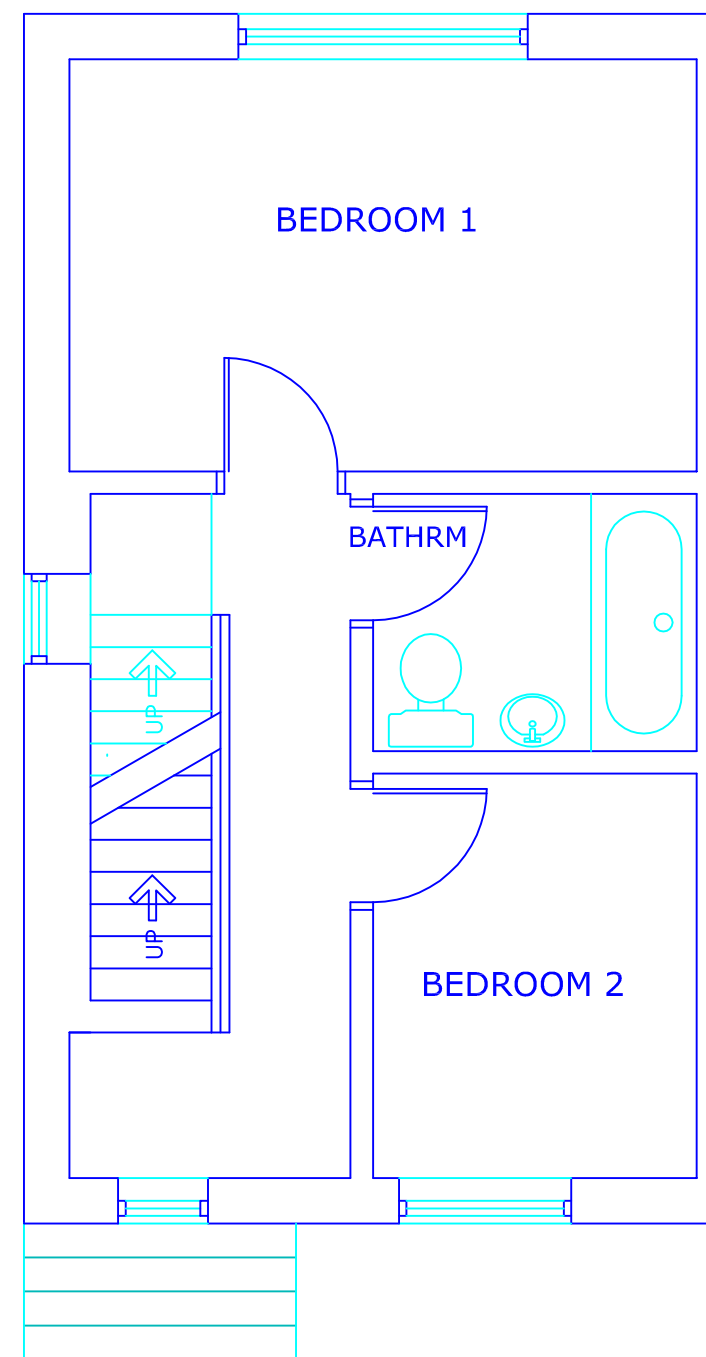
PROPOSED SIDE ELEVATION



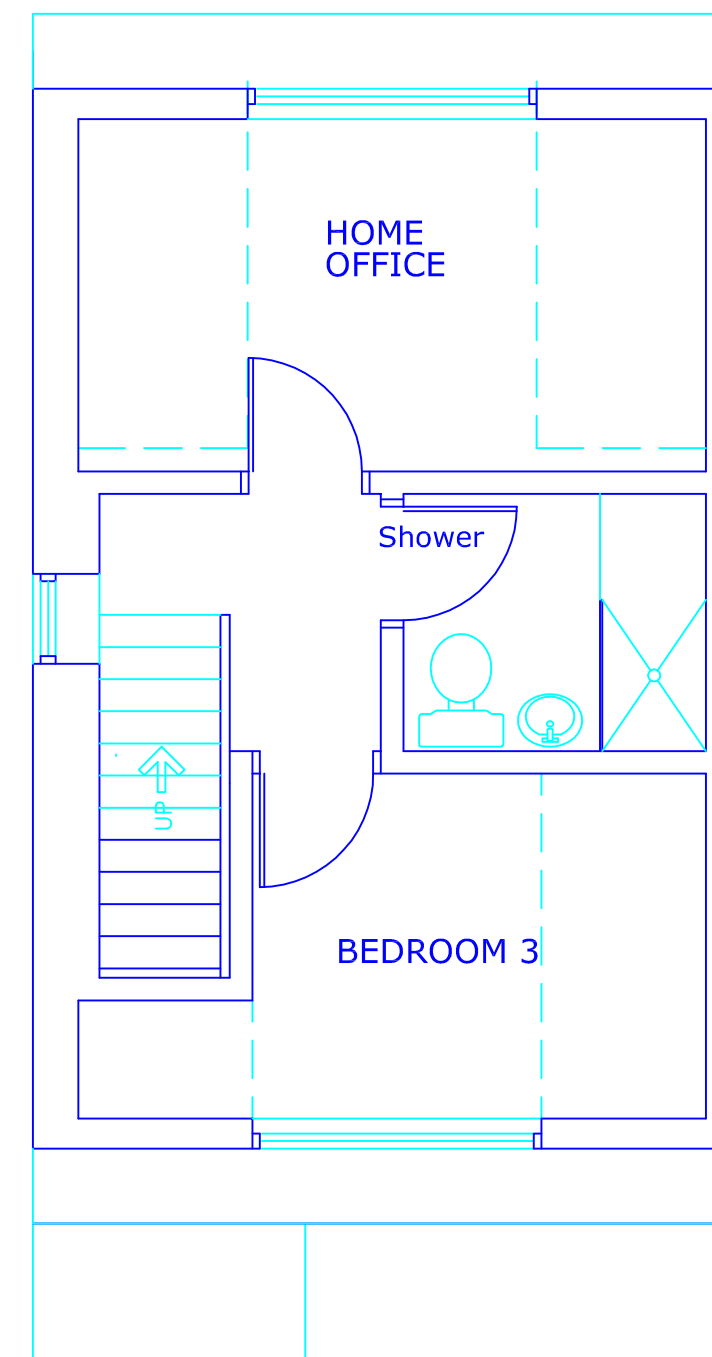
PROPOSED REAR ELEVATION



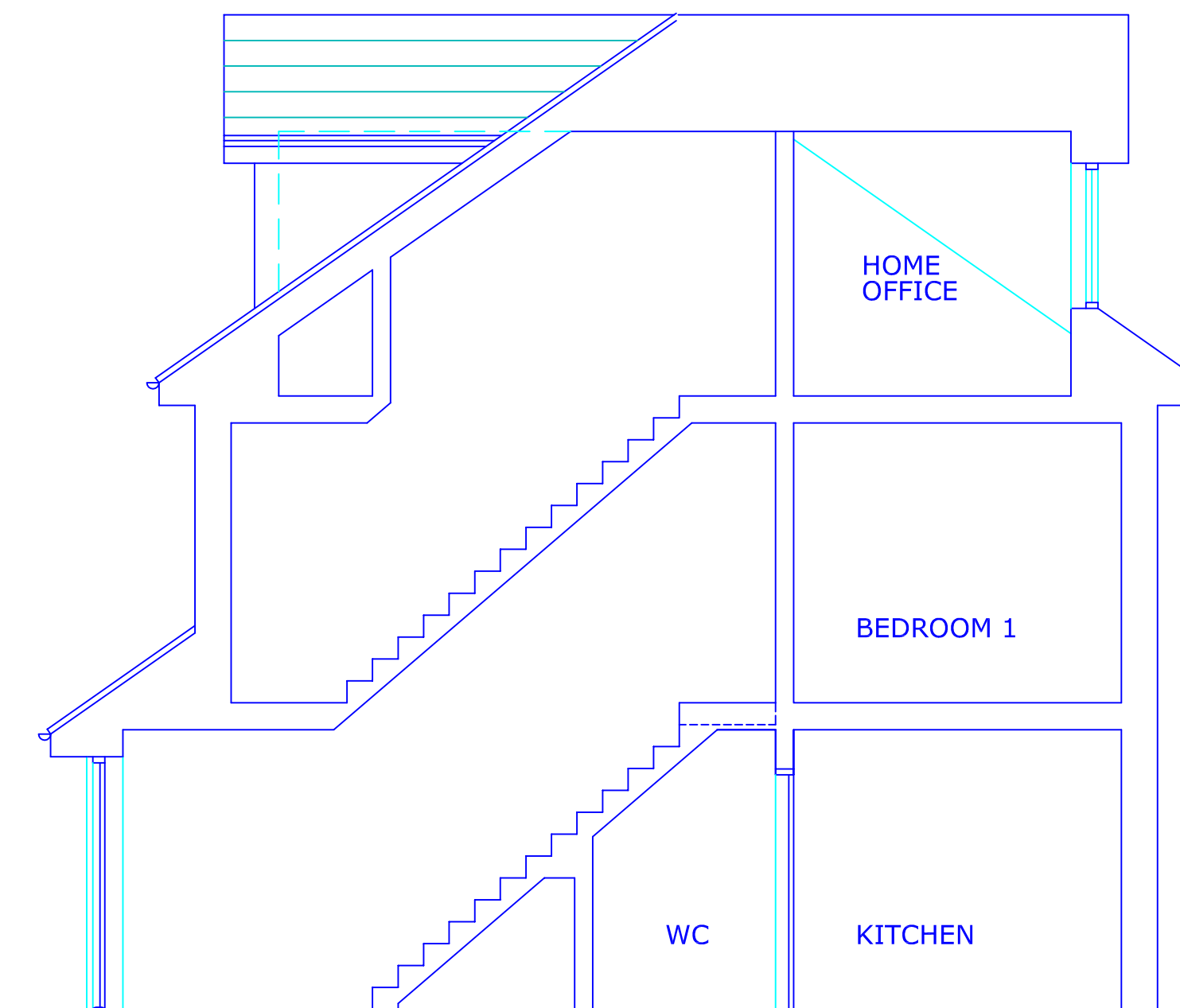
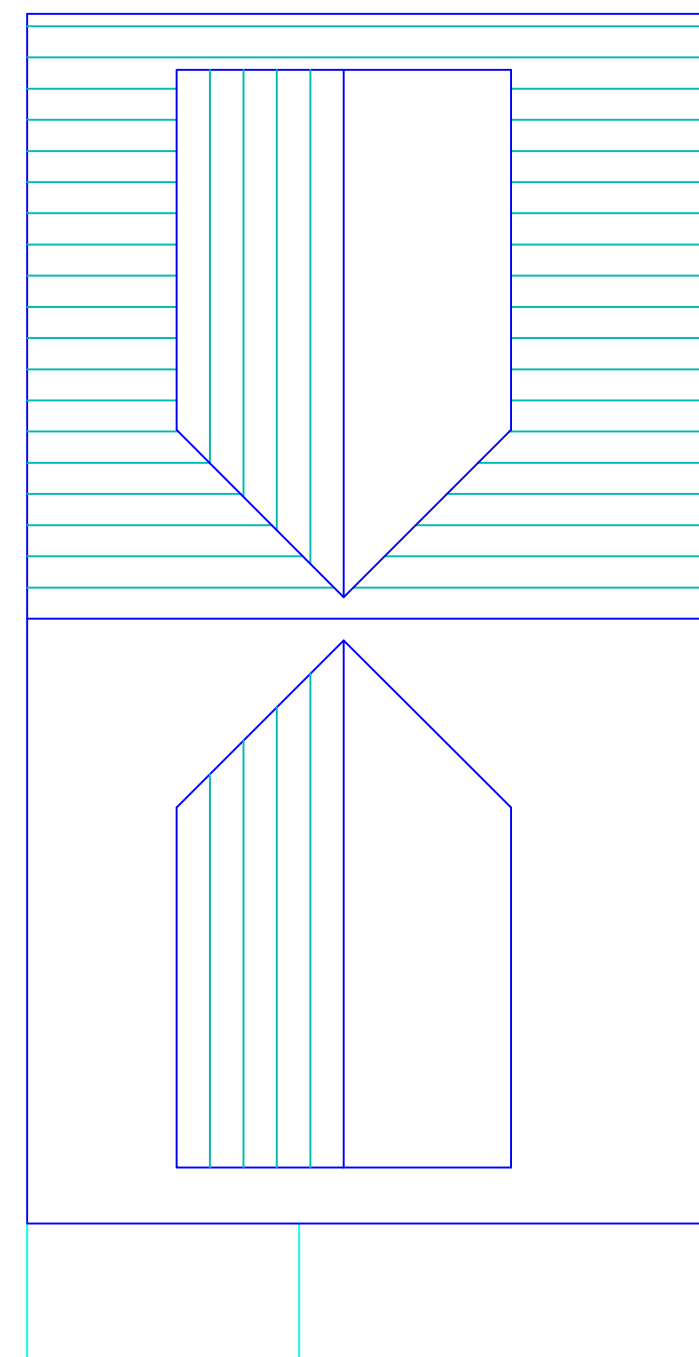
PROPOSED PLAN  
GROUND FLOOR



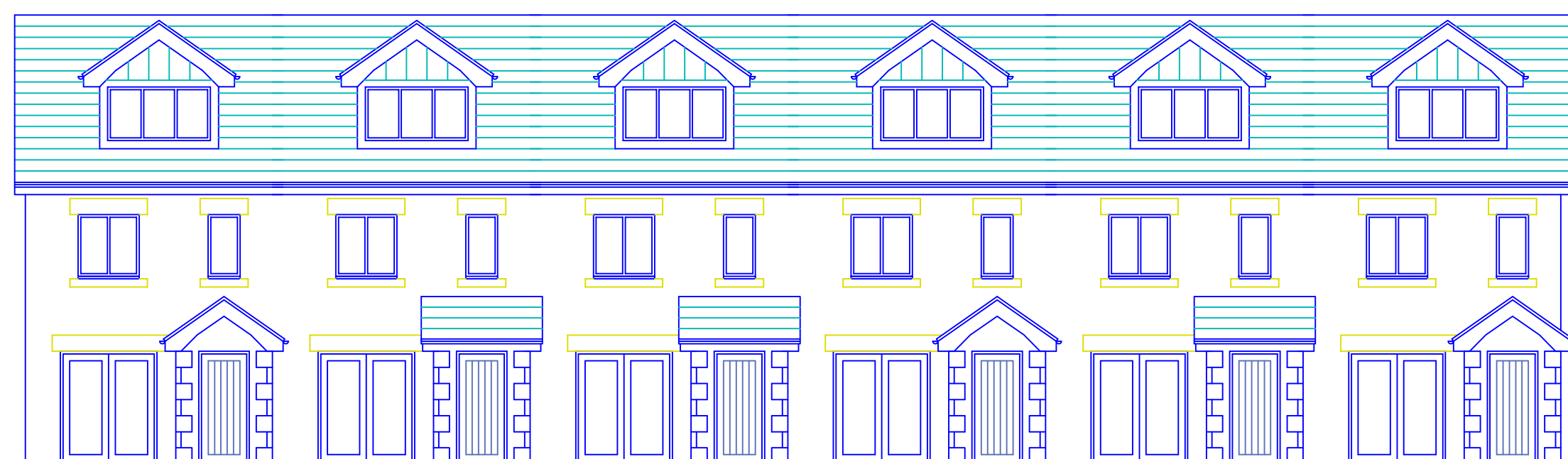
PROPOSED PLAN  
FIRST FLOOR



PROPOSED PLAN  
SECOND FLOOR



PROPOSED SECTION



PROPOSED  
STREET ELEVATION

A Windows added to side elevations 26.09.2016

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0 1 2 3 M

Land at 77 Bury Road Radcliffe M26 2UT	scale 1:50@A1 April 2015
IG1-03A	House Type A
PPY design Ltd	

2 Helmshore Road, Holcombe Village  
Ramsbottom, Lancashire BL8 4PA

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**Ward:** Whitefield + Unsworth - Unsworth

**Item** 02

**Applicant:** LSH Auto Properties (UK) Ltd

**Location:** 853 & 857 Manchester Road, Bury, BL9 9TP

**Proposal:** Enlargement of service vehicle turning area and change of use of land to form parking area for use by customers

**Application Ref:** 61239/Full

**Target Date:** 23/05/2017

**Recommendation:** Approve with Conditions

**A site visit was carried out at the September Planning Control Committee meeting at the request of the Assistant Director of Localities.**

### **Description**

The site was redeveloped in 2015 and contains a sales/after sales building for Mercedes Benz. The building is used for a variety of uses including car sales, sales of parts/accessories, car valeting, car repair MoT testing, body repairs and car sales office. The site is accessed from an access adjacent to the northern boundary and 148 parking spaces have been provided on site.

The site is located immediately adjacent to the sales building and contains 2 residential dwellings. The dwellings are vacant and are bounded by 2 metre high fencing to the side and rear.

The site is bounded by residential properties to the north, southwest and west and there is a synagogue to the south. There is open land to the east with residential properties beyond and Bury Golf Club is located to the north east.

Following completion of the development, there have been access and safety issues regarding the transporters and car parking. A larger transporter was used than the tracking drawings originally considered and as submitted, resulting in conflict and vehicles being unloaded on Manchester Road. In addition, there has been an increase in parking on the adjacent residential streets (Highbank Road, Apollo Avenue and Sandy Close) by staff who were displaced from the site. The applicant took ownership of the site on 1 July 2016 and arising from drop in meetings with local residents has sought to address the problems.

The issue of staff parking is addressed by application 61834, which is on the agenda for this committee and involves the creation of a 19 space car park at the south eastern corner of the site for use by staff only. The proposed car park would be accessed from the existing gate in the eastern boundary. The proposed site would be cut and filled to create a level surface and a retaining wall of a maximum of 3.5 metres in height would be constructed on the northeastern boundary.

This application involves the enlargement of the service vehicle turning area and the change of use of land to form a car park for use by customers. The proposed area would be surfaced in tarmac and would provide a larger turning area for use by the vehicle transporters. The remainder of the site would provide 15 standard parking spaces and 6 spaces for use by smart cars in a car park for use by customers. The proposed car park would be accessed from the existing access off Manchester Road.

### **Relevant Planning History**

56517 - Demolition of existing garage building and the comprehensive redevelopment of the

site to provide a new car dealership, with workshop for MOT testing, servicing, car part sales and other car-related activities including the construction of a new (4,789 sqm) stand-alone sales and after-sales building and workshop, car parking and a reconfigured vehicular access/egress from Manchester Road at 845 Manchester Road, Bury. Approved with conditions - 15 October 2013.

57100 - Non-material amendment following grant of planning permission ref. 56517 for amendments to the cladding of the exterior of the building at 845 Manchester Road, Bury. Approved - 6 February 2014.

57266 - 1. Amendments to front elevation to remove front columns and simplify glazing  
2. Reposition building to bring forward approx. 1M (west) and approx 1M left (north) at 845 Manchester Road, Bury. Approved - 24 February 2014.

57846 - 2 no. internally illuminated fascia signs, 3 no. internally illuminated free standing signs, 1 no. internally illuminated open star logo sign, 1 no. non illuminated free standing entrance sign and 3 no. non illuminated flag pole signs at 845 Manchester Road, Bury. Approved with conditions - 9 October 2014.

58184 - Erection of 17 no. column mounted lights and 4 no. wall mounted lights in the dealership car park/display area, 27 no. wall mounted lights on the roof-top car park and provision of a low level wall and railings along the Manchester Road site frontage at 845 Manchester Road, Bury. Approved with conditions - 20 January 2015.

58561 - Variation of condition 16 following grant of planning permission 56517 to amend the Sunday opening hours:

Amend to :The development hereby permitted shall not be open to customers or members of the public outside the following times: 08.00 to 18.30 Monday to Friday, 08.00 to 17.00 Saturdays and 11.00 to 17.00 Sundays  
at 845 Manchester Road, Bury. Approved with conditions - 13 May 2015.

58562 - Variation of conditions 2 and 3 following grant of planning permission 58184 to remove reference to the duplicate drawing and amend the timing of the smart lighting coming on:

Condition 2 amend to: This decision relates to drawings numbered 3273/00, 3273/C/02 Rev A, 13.030/E/07 Rev D, 3273/178D, 13.030/E/05 Rev C, 3273/C/179A, 13.030 MB Whitefield\_External Lighting, 13.030 Roof Car Park Lighting, Thorlux lighting - Type AA, T2, S1 and Y and the development shall not be carried out except in accordance with the drawings hereby approved.

Condition 3 amend to: The external lighting shall not be switched on outside the hours of 07.30 to 19.00 Monday to Friday, 07.30 to 17.30 Saturdays and 10.30 to 17.30 Sundays except where the sensor detects movement on the site for security purposes.  
at 845 Manchester Road, Bury. Approved with conditions - 28 May 2015.

61630 - Prior notification of proposed demolition of 2 no. dwellings at 853 & 857 Manchester Road, Bury. Prior approval required and granted - 12 July 2017.

61834 - Change of use of land to form a surface level staff vehicular parking area with 22 no. spaces and associated infrastructure and landscape works at Mercedes Benz of Whitefield, 845 Manchester Road, Bury. Received - 15 August 2017.

## **Publicity**

The neighbouring properties have been notified by means of a letter on 4 April 2017.

A petition from the occupiers of 863, 865, 869, 871 and 873 Manchester Road has been received and has raised the following issues:

- The existing site plan indicates parking bays for 41 customers at the rear of 863 - 873 Manchester Road with a further 5 bays for general parking with a total parking provision of 145 cars with no staff parking.

- Since the original development, the parking at the rear of 863 - 873 is never fully occupied, while staff park on High Bank Road and Manchester Road.
- The back of pavement outside 853 - 857 is currently being used for the display of sales vehicles.
- It is unlikely that there will be a requirement for 69 customers to park for service or to inspect vehicles for sale at any one time.
- Service vehicle turning space is also indicated but this has never been utilised with transporters regularly unloading on Manchester Road in front of the showroom and on the bus layby opposite.
- Object to the proposal based on visual amenity, pedestrian and highway safety and request that further staff parking is provided.
- Seek to ensure that the improved access will ensure that vehicles are delivered to the site are loaded off road.
- This company have promised the earth and stated a desire to maintain good neighbour relationship but this will be forgotten about once they have gained approval.

15 letters have been received from the occupiers of 5 High Bank Road, 10, 14 Sandy Close, and 48 Shetland Way, Radcliffe, which have raised the following issues:

- We do not agree with any expansion of the Mercedes site which will only contribute to more disruption and disturbance to the residents on High Bank Road.
- There has not been any solution to the double parking of Mercedes employees on the pavements of High Bank Road from 07.45 until 17.00 every working day, making negotiating the steep road very difficult. Anyone wanting to use the pavements with a pram is impossible.
- This is further industrialisation of a quaint residential area.
- The area will be used to display more sales vehicles rather than customer parking.
- This will cause further issues by more slow moving vehicles on and around Manchester Road.
- The applicant has customer parking on site, but chooses to use these spaces to park sales vehicles.
- At a meeting with the applicant, they assured me that an arrangement with the synagogue would resolve the parking issues. This has had no impact upon the dangerous and obstructive parking problems caused by staff parking in the immediate vicinity.
- Management stated that vehicles would be loaded off-road and on-site. This is another lie with almost daily transporters parking on the yellow lines on both sides of Manchester Road causing additional restrictions to traffic flow. I have witnessed the bus stop being used causing buses to stop in the middle of the road to let people on and off.
- The proposal will impact upon amenity.
- Request that 20 spaces are for employee use only and a single yellow line with 8 - 5 restrictions is implemented to High Bank Road and Sandy Close.
- An investigation should be carried out to establish the total number of all spaces available against staff parking and customer spaces.
- Leave Green Belt alone. If the plot wasn't big enough, they shouldn't have moved there in the first place.

The neighbouring properties and objectors were notified of revised plans on 7 September 2017.

1 letter has been received from the occupiers of 13 Ajax Drive, which has raised the following issues:

- This application needs to be read in conjunction with application 61834.
- If LSH reduced their stock on site to 67 vehicles, there would be no requirement for the extra spaces.
- The proposed parking is labelled general parking and not customer parking on the revised plan. Does this mean these spaces can be used for used cars?
- There is nothing stopping LSH from purchasing more houses on Manchester Road and extending further. They must be stopped.

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

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to turning facilities, car parking, the use of the car park, signage in the car park, a scheme for the provision of bollards and a scheme for the provision of staff parking.

**GM Ecology Unit** - No objections, subject to the inclusion of conditions relating to bats, nesting birds and landscaping.

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

EC3/1	Measures to Improve Industrial Areas
EC6/1	New Business, Industrial and Commercial
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
S2/1	All New Retail Proposals: Assessment Criteria
S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stns
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

### **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.

**Background** - An application for prior approval determination for the demolition of the dwellings on the site of the proposed customer car park was submitted under Part 11 of Class B to Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015. Prior approval was required and was granted on 12 July 2017 and as such, the demolition of the proposed dwellings was permitted development. The buildings have been demolished and the site has been cleared.

**Ecology** - A bat assessment was submitted with the application for the demolition works. The existing dwellings were demolished in accordance with the prior approval consent and as such, the impact upon bats is not a material consideration on this application. GM Ecology Unit has no objections to the proposed development, subject to the inclusion of conditions relating to nesting birds and landscaping. Therefore, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - The proposed car park would be located on the site of

the two dwellings, which have been demolished and would be 1.5 metres lower than the adjacent residential properties. There would be 11.6 metres from the gable of No. 863 Manchester Road to the car park. Given this distance and the difference in the levels, it is considered that the proposed car park would not have a significant adverse impact upon the residential amenity of the neighbouring properties. Therefore, the proposed development would be in accordance with Policies EN7/2, HT2/4 and S4/4 of the Bury Unitary Development Plan.

**Highways issues** - The existing car showroom was granted planning consent in October 2013 and was completed in 2015. Following occupation of the building, it was clear that there was an issue with the turning area, which was not large enough to accommodate the transporter and deliveries have since taken place on Manchester Road. Following the demolition of the existing buildings, the resultant land would be used to provide a larger turning area and an additional customer car park. A plan has been submitted, which indicates that the larger transporter vehicle can turn around in the proposed turning area and this would resolve the issue of cars being unloaded on Manchester Road, which is welcomed and supported by the Local Highway Authority. The applicant has stated that signs would be erected to ensure that parking takes place within marked bays only to ensure that the turning area is kept clear at all times and a condition would secure this. The Traffic Section has no objections in principle to the proposed development and further comments, including conditions, will be reported in the Supplementary Report.

**Parking** - There is an existing issue with capacity for parking at the site and objectors have noted that more vehicles are being parked in the surrounding residential streets. The applicant has acquired land in Prestwich, which is being used as additional capacity for parking of vehicles and a separate application (61834) has been submitted to provide a separate car park for use by staff. The proposed development would include a customer car park of 20 spaces.

The existing parking provision and demand on site is as follows:

- 35 used cars are parked on display
- 99 used cars are in stock
- The roof deck is used for staff demonstrators and used car stock
- 10 parking spaces for customers looking to purchase a new car
- 40 - 45 vehicles are on site for servicing per day
- 4 - 5 MOT's are undertaken per day
- Spaces are required for off the road cars and cars with parts on order.

There are 153 spaces on site and there is a demand for 188 spaces. The proposed development would be accessed from the existing access road and would provide 15 standard parking spaces (3 metres by 5 metres) and 5 smart car spaces (2.7 metres by 3 metres), which would increase capacity at the site to 168 spaces and would reduce the likelihood of people parking on the surrounding streets. A separate application for staff parking has been submitted and is on the agenda for this committee. Therefore, the level of parking on site and the use of the land in Prestwich would provide an acceptable level of parking. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

### **Response to objectors**

- The level of car parking has been explained and justified in the report above. An application for a car park for use by staff is the subject of a separate application (61834).
- The proposed development would enlarge the turning area, which would enable the servicing to take place within the site.
- The applicant has an agreement for 20 vehicles to park at the adjacent synagogue.
- The site for the proposed customer car park is not located within the Green Belt.
- The issues relating to the demolition of the dwellings, the need for the larger turning area and the impact on visual amenity has been addressed in the main report.
- Policy H2/6 relates to residential development in rear gardens and as such, is not

relevant to this proposal.

- There is a separate application on this agenda to provide staff parking - Application reference 61834 and both applications will be considered at this meeting.
- A condition will be imposed to prevent the use of the customer car park for the display or storage of vehicles.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in 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 39280 002 B, 3348 E 001 C, 3348 P 002 H 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. The turning facilities indicated by the tracking diagram on proposed site plan reference 3348/P/002 Revision H shall be provided before the development is first brought into use and shall be subsequently maintained free of obstruction and parked vehicles at all times  
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy S4/4 - Car Showrooms, Car Sales Area and Petrol Filling Stations of the Bury Unitary Development Plan.
4. The car parking indicated on proposed site plan reference 3348/P/002 Revision H, incorporating 6 No. dedicated 'Smart' car spaces, 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 first brought into use.  
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.
5. Prior to the turning facilities being brought into use, signs shall be erected on site stating 'Parking within marked bays only.'  
Reason. To ensure the turning area is available for use and to minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy S4/4 - Car Showrooms, Car Sales Area and Petrol Filling Stations of the Bury Unitary Development Plan.
6. The customer car park on plan reference 3348/P/002 Revision H shall only be used for parking by customers and shall not be used for the storage or display of vehicles.

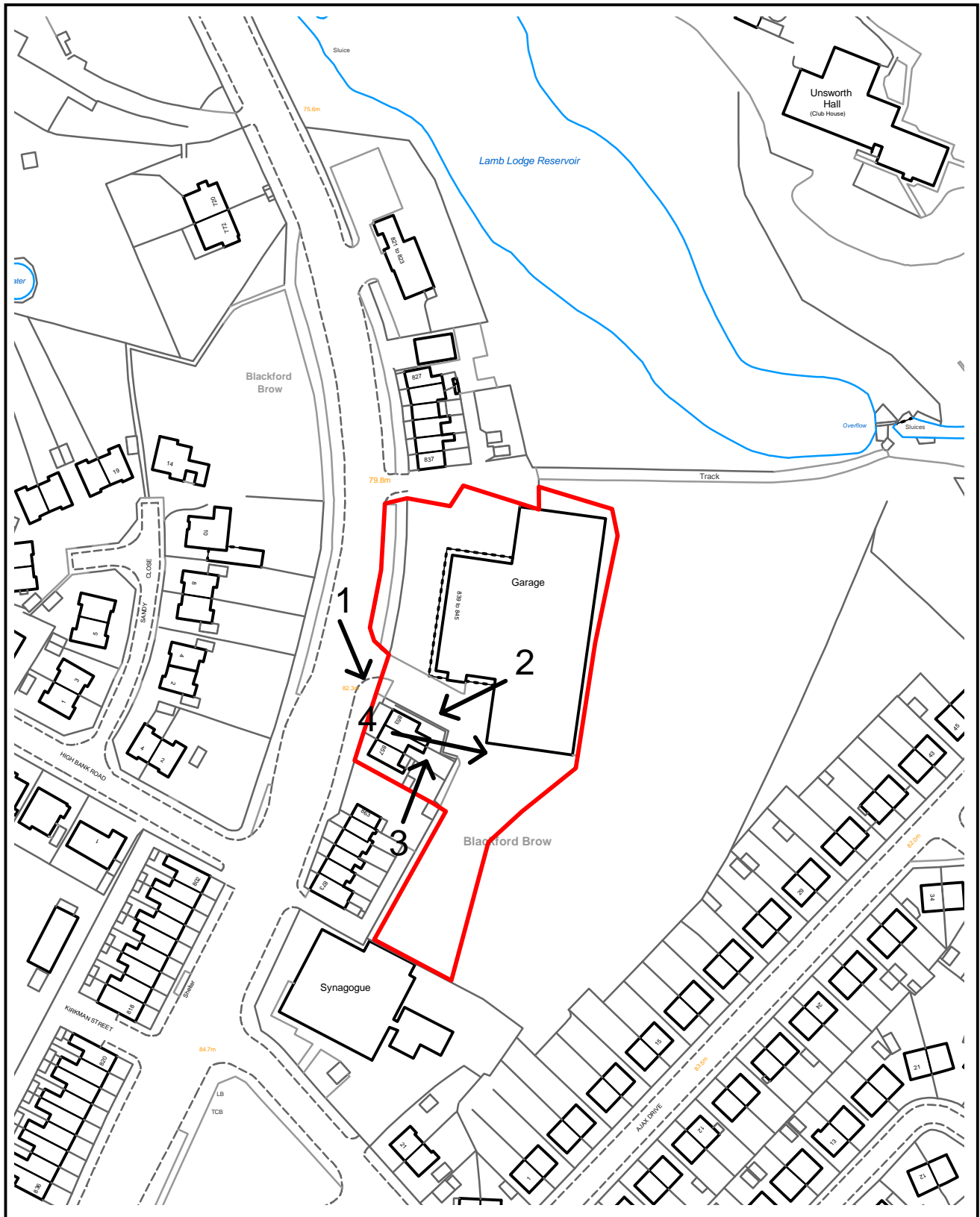
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and new Development of the Bury Unitary Development Plan.

7. No development shall commence unless or until a scheme for the provision of bollards on Manchester Road to prevent illegal parking and the obstruction of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The approved scheme must be implemented in full prior to the customer car park being first brought into use.

Reason. To ensure good highway design and maintain the integrity of the adopted highway pursuant to Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61239**

**ADDRESS: 853 & 857 Manchester Road  
Bury**

**Planning, Environmental and Regulatory Services**

**(C) Crown Copyright and database right (2015). Ordnance Survey 100023063.**



**Bury**  
COUNCIL



61239

Photo 1



Photo 2



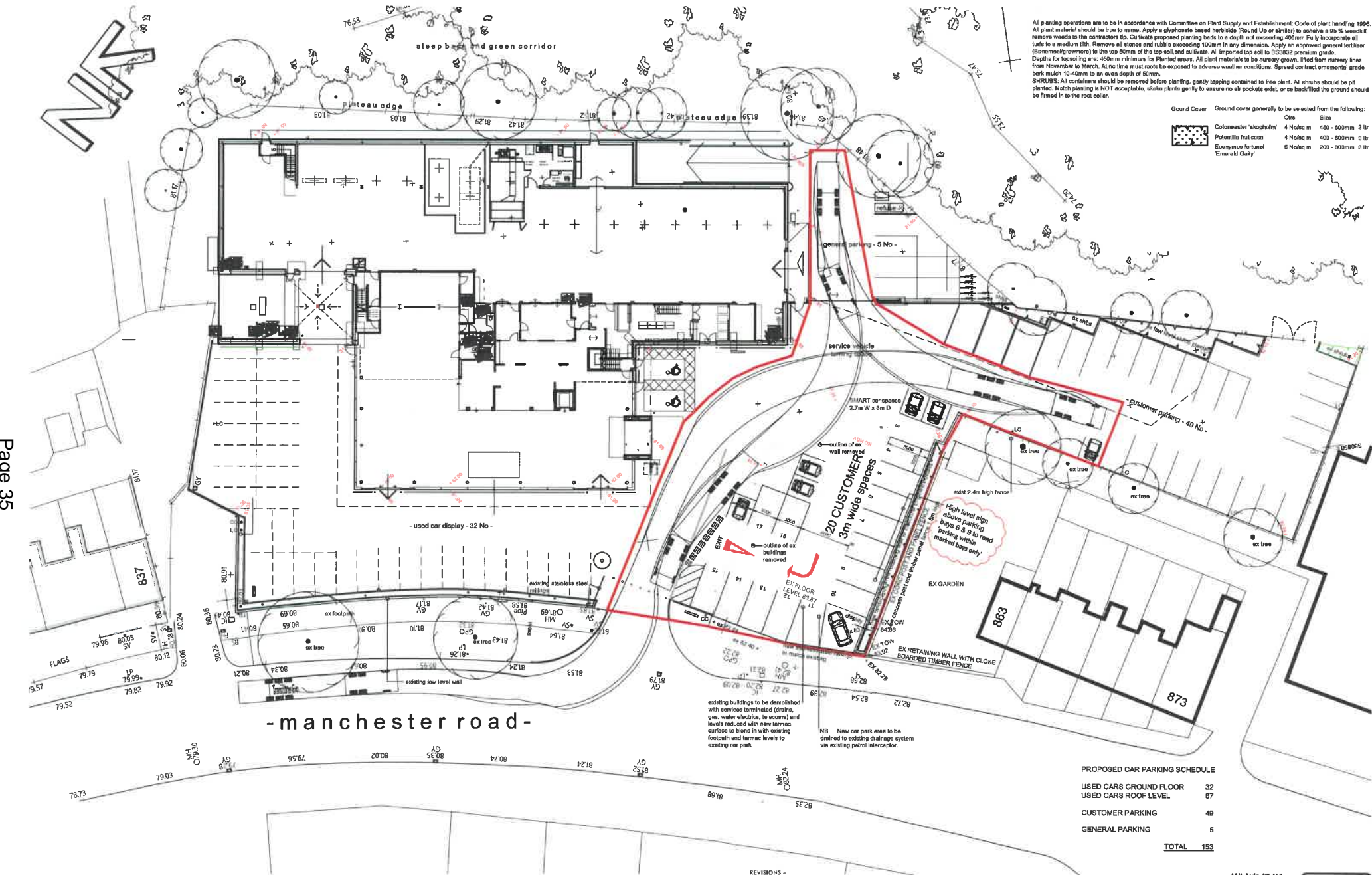
Photo 3



Photo 4







All planting operations are to be in accordance with Committee on Plant Supply and Establishment: Code of plant handling 1996. All plant material should be true to name. Apply a glyphosate based herbicide (Round Up or similar) to achieve a 90% weedkill, remove weeds to the contractors tip. Cultivate proposed planting beds to a depth not exceeding 400mm. Fully incorporate all turfs to a maximum 10th. Remove all stones and rubble exceeding 100mm in any dimension. Apply an approved general fertiliser (Stonemill/growmore) to the top 50mm of the top soil, and cultivate. All imported top soil to BS3882 premium grade. Depths for topsoil etc: 450mm minimum for Planted areas. All plant material to be nursery grown, lifted from nursery lines from November to March. At no time must roots be exposed to adverse weather conditions. Spread compact ornamental grade bark mulch 10-40mm to an even depth of 50mm. SHRUBS: All containers should be removed before planting, gently tapping contained to free plant. All shrubs should be pit planted. Hatch planting is NOT acceptable, shake plants gently to ensure no air pockets exist, once backfilled the ground should be firmed in to the root collar.

Ground Cover	Ground cover generally to be selected from the following:	Ctra	Size
	Cotoneaster 'horizontal'	4 No/eq m	400 - 800mm 3 lb
	Potentilla fruticosa	4 No/eq m	400 - 800mm 3 lb
	Eucrymus fortunei	5 No/eq m	200 - 300mm 3 lb
	'Emerald Gully'		

PROPOSED CAR PARKING SCHEDULE	
USED CARS GROUND FLOOR	32
USED CARS ROOF LEVEL	57
CUSTOMER PARKING	40
GENERAL PARKING	5
<b>TOTAL</b>	<b>153</b>

#### REVISIONS -

REV A - 24.02.2017 - ENDORSE EX LEVELS AND ADJUST ALIGNMENT OF BOUNDARY - WA  
 REV B - 28.02.2017 - ADJUST ANNOTATION AT CONSULTANTS REQUEST - WA  
 REV C - 22.03.2017 - ADD EXISTING PARKING SCHEDULE AT PLANNERS REQUEST - WA  
 REV D - 28.06.2017 - ENDORSE TRANSPORTER TRACKING AND ADJUST PARKING - WA  
 REV E - 29.06.2017 - ADJUST PARKING SPACE TO AVOID TRANSPORTER TRACKING - WA  
 REV F - 05.07.2017 - ADJUST RED LINE AND ADD NOTE AT PLANNING OFFICERS REQUEST - WA  
 REV G - 07.07.2017 - ENDORSE DISPLAY SPACE AT IC REQUEST - WA

LJH Auto UK Ltd

PROPOSED CAR PARK EXTENSION - DRAFT SCHEME 1  
 MERCEDES-BENZ WHITEFIELD, MANCHESTER ROAD, BURY BL9 9TP

1:200 @ A1

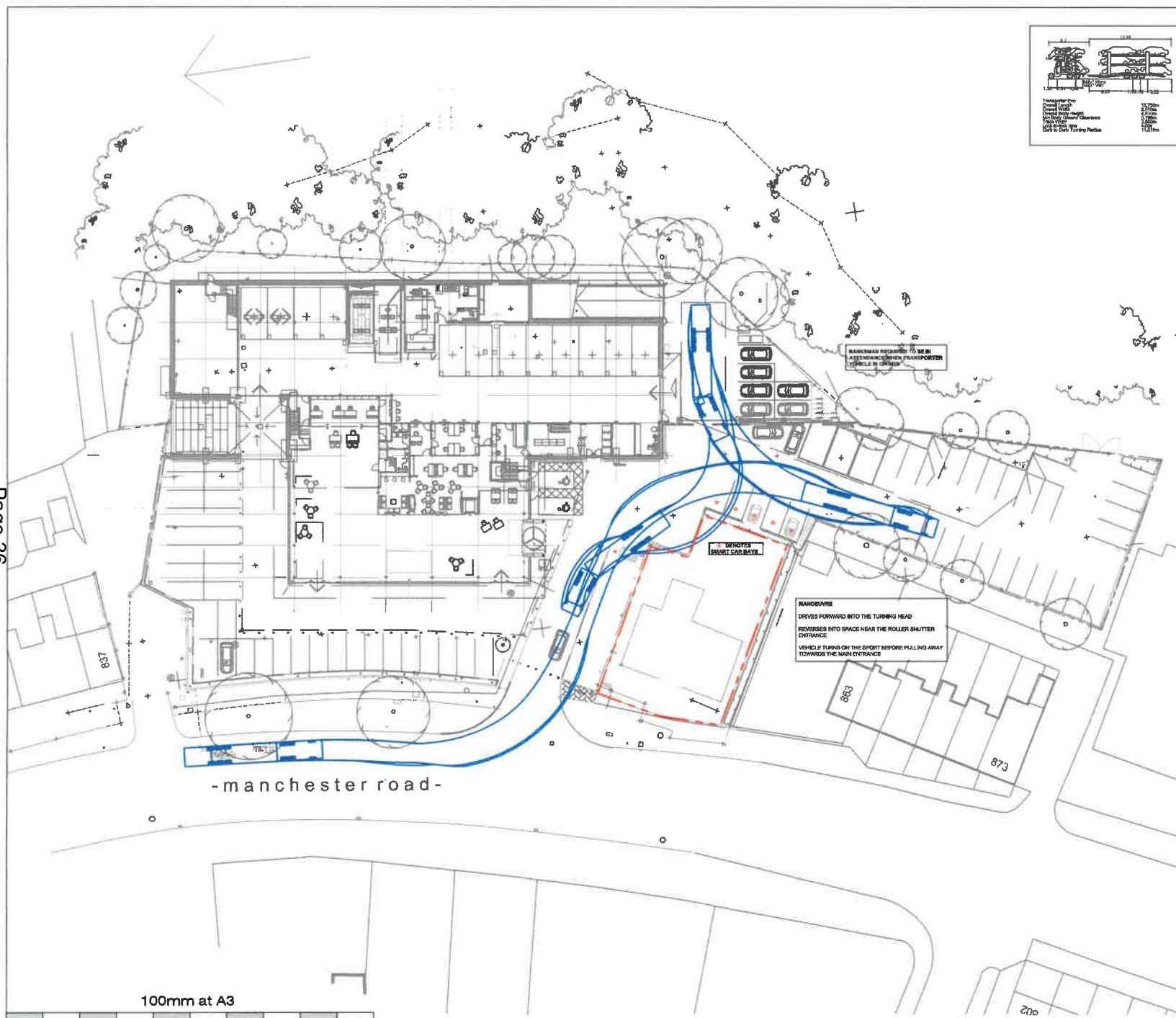
DRAWING NUMBER: 3348 / P / 002G

DRAWN BY: W ASHCROFT DATE: FEBRUARY 2017



Concrete for the external works foundations to Structural Engineers specification.  
 All new drainage and manholes etc are to be installed and tested in accordance with Structural Engineers specification  
 CCTV to be installed covering all boundaries of site to specialist engineers details

LC - Lighting Column to lighting engineers details



## Notes

F	DRAWING REVISED TO SUIT COMMENTS	15-06-17	JMc	JJS
E	DRAWING REVISED TO SUIT COMMENTS	14-06-17	JMc	JJS
D	DRAWING REVISED TO SUIT COMMENTS	03-04-17	JMc	JJS
C	DRAWING REVISED TO SUIT COMMENTS	31-03-17	JMc	JJS
B	VEHICLE TRACK UPDATED	27-03-17	JMc	JJS
A	BASE PLAN REVISED	24-03-17	JMc	JJS
Rev.	Description	Date	Dm.	Chk.



## Alan Wood &amp; Partners

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Building Surveyors

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Manchester  
T. 01618 389234  
Scarborough  
T. 01723 865464  
Tesside  
T. 01642 855880  
York  
T. 01904 511594

Project: PROPOSED CAR PARK  
EXTENSION MERCEDES-BENZ OF  
WHITEFIELD, MANCHESTER ROAD,

Client: LSH AUTO PROPERTIES  
(UK) LIMITED

Drawing: VEHICLE TRACKING

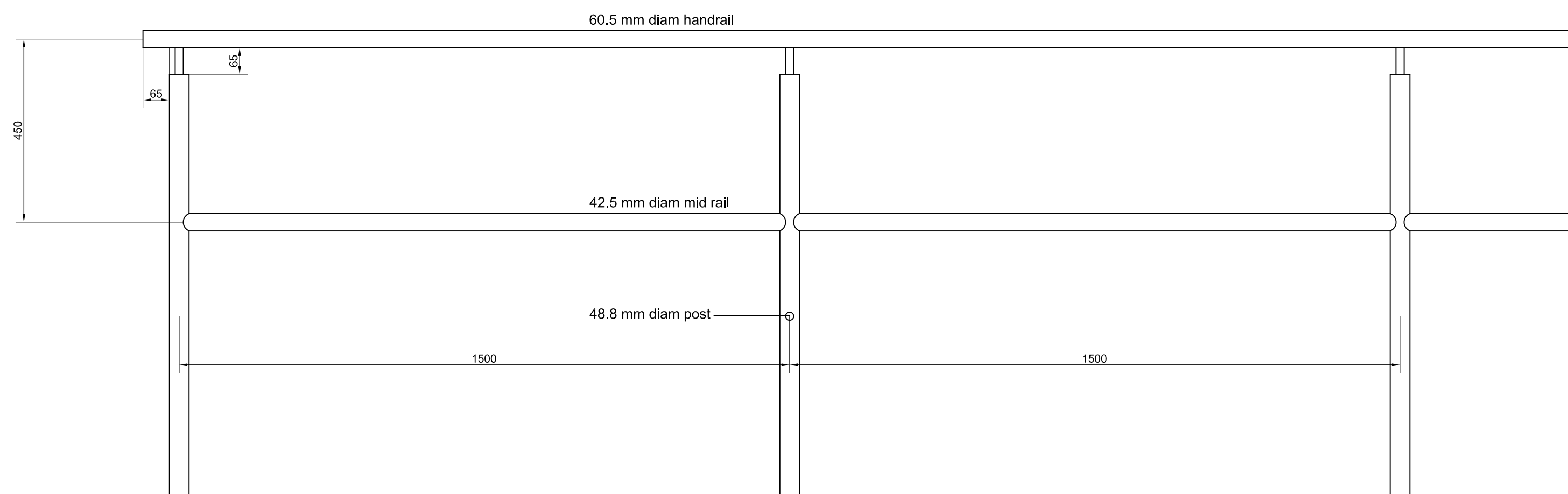
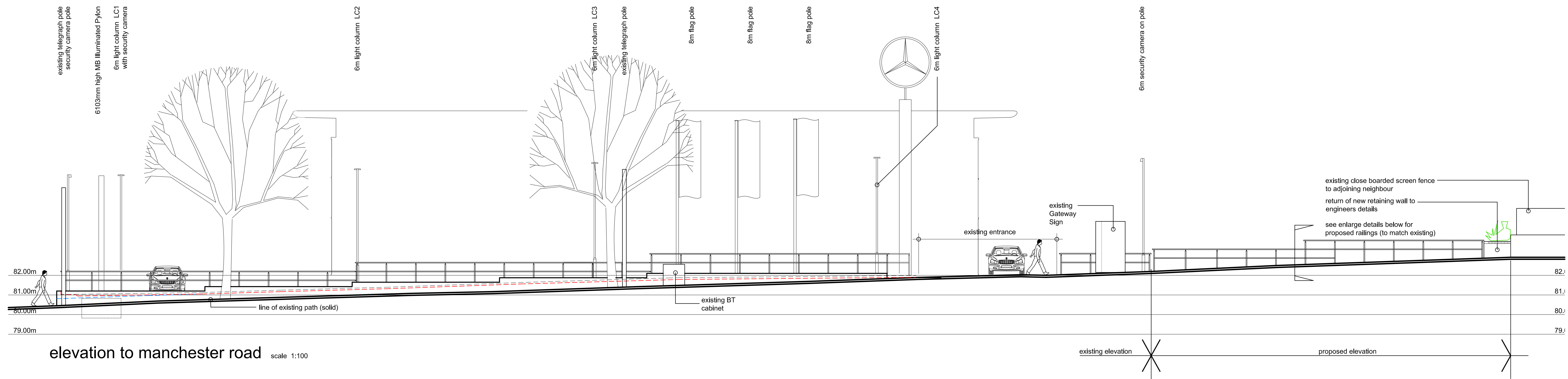
Date: 22.03.2017 Scale@A3: 1:500

Drawn By: JMcA Check By: - Approved By: -

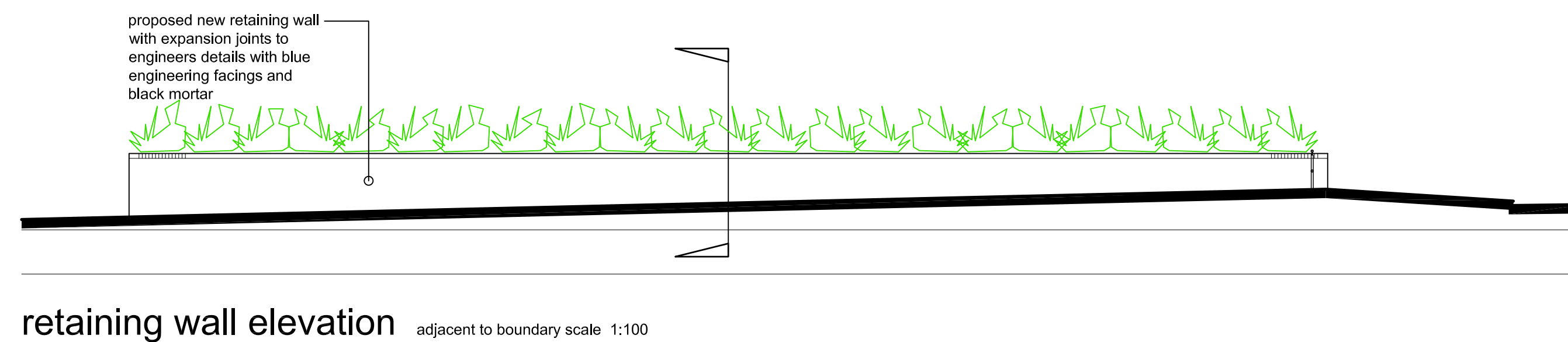
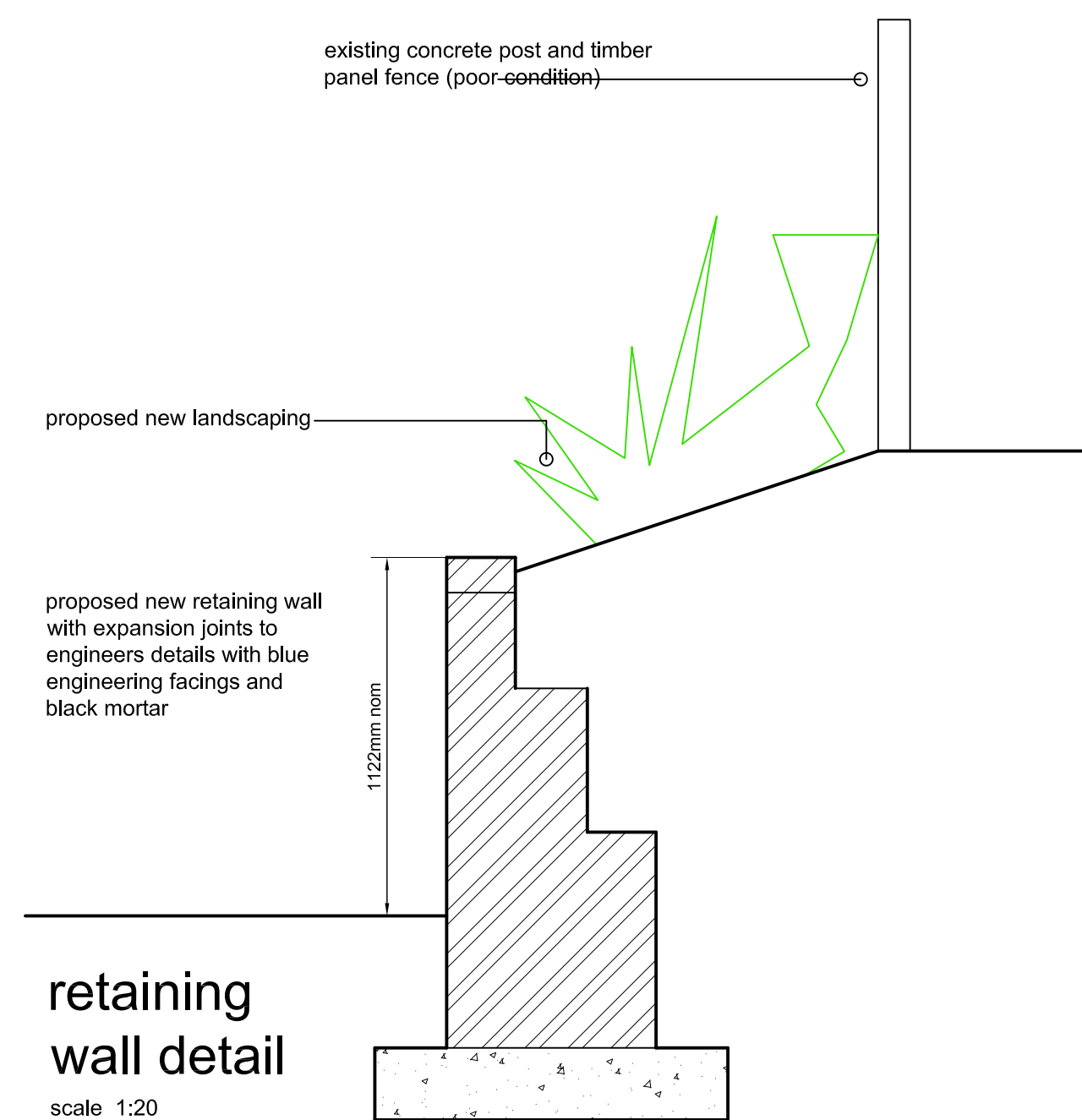
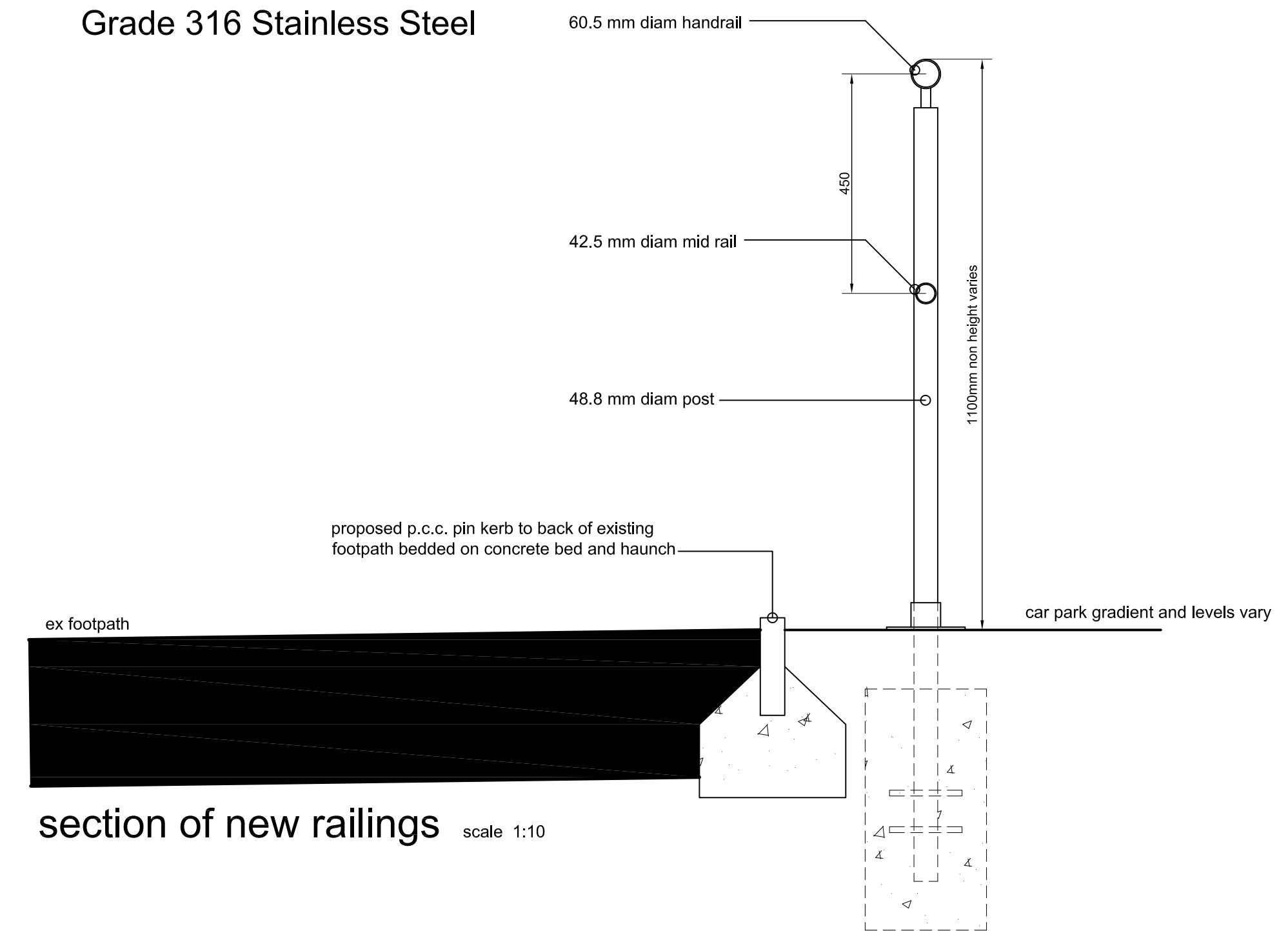
Drawing Status: PRELIMINARY

Job. no. 39280 Dwg. no. 001 Rev. F





### Grade 316 Stainless Steel



REVISIONS -  
REV A - 24.02.2017 - ENDORSE RET WALL ELEVATION - WA

LSH Auto UK Ltd  
PROPOSED CAR PARK EXTENSION - DETAILS  
MERCEDES-BENZ WHITEFIELD, MANCHESTER ROAD, BURY BL9 9TP  
SCALE AS ABOVE @ A1  
DRAWING NUMBER:- 3348 / P / 003A  
DRAWN BY: W ASHCROFT DATE: FEBRUARY 2017



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

**Item** 03

**Applicant:** P&F Properties (Kersal Vale) Ltd

**Location:** Land at Kersal Vale Road, Prestwich, Salford, M7 3NT

**Proposal:** Outline - residential development to provide up to 118 residential units (Class C3) including means of access

**Application Ref:** 61474/Outline Planning  
Permission

**Target Date:** 14/08/2017

**Recommendation:** Approve with Conditions

### **Description**

The 3.6ha site comprises two parcels of land, separated by Kersal Vale Road, on the south west side of Prestwich, adjacent to the boundary with Salford City Council. The larger of the sites is 2.85ha and borders Kersal Vale Road and Moor Lane and comprised the former Cussons factory which was demolished in 2010. The smaller parcel of land with an area of 0.75ha, relates to what was formerly the car park for the factory and sits between Kersal Vale Road to the east and the River Irwell to the west.

The sites have been cleared of buildings, with remnants of the previous use, hardstanding and reservoir, still visible across the site. Security fencing has been erected around the site boundary but all demolition rubble has been cleared from the sites.

The site is located within a predominantly residential area. To the north, the land rises steeply to a woodland area, beyond which are houses in Rainsough. The houses to the south across from Moor Lane are located within the Salford boundary. To the east there is open space, also in the ownership of the applicant, and to the west runs the River Irwell with Agecroft Cemetery beyond.

The application is a resubmission following an outline approval in 2013 which has since lapsed. It seeks to obtain a fresh permission for the residential use of the land with access only being considered in detail. The proposal would create a new access off Kersal Vale Road to serve the main site. The former car park land proposes to utilise the existing entrance that served the land from Kersal Vale Road. The indicative layout plan demonstrates a capacity for 118 dwellings across both sites. Matters relating to siting, layout, appearance and landscaping are not being sought at this time and are reserved for a future reserved matters application.

### **Relevant Planning History**

01916/E - Pre-app enquiry for proposed residential development of 174 units (including 20 riverside apartments) with means of access from Kersal Vale Road. - Enquiry completed 14/12/2016

55915 - Outline - Residential development of 122 houses including means of access from Kersal Vale Road - Approved 05/04/2013

### **Publicity**

Neighbour notification letters dated 17/05/17 sent to properties on at Halliwell Road; Rainsough Close; Rainsough Brow; Chapel Road; Chapel Walk; Drinkwater Road; Riverside; Moor Lane; Cowling Street; Linton Walk; Littleton Road; Castlewood Road. Site notice posted 17/05/2017 and press notice in the Bury Times 25/05/2017.

Two representations have been received from the resident at 98 Halliwell Road and another

via email (address unknown). Neither are objecting to the development. One suggests that the development proceeds sooner rather than later due to the state of the land and the other relates to the proximity of existing trees to his property.

Those making representations have been notified of the Planning Control Committee.

### **Consultations**

**Traffic Section** - No objection.

**Drainage Section** - No objection.

**Environmental Health** - No objection.

**Environment Agency** - No objection.

**Greater Manchester Police** - No objection.

**United Utilities** - No objection.

**Electricity North West Ltd** - No objection.

**The Coal Authority** - No objection.

**Fire Protection** - No objection.

**Greater Manchester Ecology Unit** - No objection.

**Salford Council** - No objection.

**Transport for Greater Manchester** - No objection.

### **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
H4	Housing Need
H4/1	Affordable Housing
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/6	Public Art
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN8	Woodland and Trees
RT2	New Provision for Recreation in the Urban Area
RT2/1	Provision of New Recreation Sites
RT2/2	Recreation Provision in New Housing Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
OL5/2	Development in River Valleys
EN9	Landscape
SPD4	DC Policy Guidance Note 4: Percent for Art
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD7	DC Policy Guidance Note 7 - Managing the Supply of Housing
SPD12	Travel Plans in Bury
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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 and Housing policy** - The National Planning Policy Framework is a material planning consideration and 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 to identify a rolling five year supply of deliverable housing land.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up with sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land (4.7 years with a 5% buffer applied in accordance with the NPPF) and this needs to be treated as a material factor when determining applications for residential developments.

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.

The proposal would redevelop a large scale redundant brownfield site. It is in a sustainable location with existing infrastructure in place to support the scale of the development and would bring benefits to the area and aid in regeneration. As such the principle is in general accordance with national and local planning policy and will assist in the Council meeting annual housing targets.

The principle of the proposal would comply with NPPF and UDP Policy H1/2 - Further Housing Development.

**Loss of Employment Land** - The site was assessed within the latest Employment Land Review which confirmed that the site was no longer suitable for employment redevelopment, and therefore should be considered for alternative uses.

**River Valleys** - The site lies in a River Valley policy area with the river valley boundary stretching for the most part from Drinkwater Park and Rainsough Brow in the north-west to the Kersal Road Play Area site in the east and also includes a section alongside the River Irwell west of Kersal Vale Road.

Policy OL5/2 Development in River Valleys does restrict new buildings or the change of use of land in river valleys except where the development would not lead to the division of open parts of the valleys into sections. The site is not in the Green Belt and therefore, in addition, the development is required to meet at least one of the circumstances listed in Policy OL5/2. These relate to the development representing limited infilling, an extension or renewal of existing industry, an outdoor recreational or tourist facility use, limited development essential to the maintenance and improvement of public utilities and finally, development appropriate in a Green Belt.

Division of open sections - The detail of the layout is not under consideration at this time and would form part of a Reserved Matters application. Notwithstanding this, in the case of considering whether there is division of the open parts of the valley, it is clear that the



development as proposed would cover the majority of this open land, particularly the lower parcel of land adjacent the river. However, even this site, given the intended density, has the ability to provide for riverside access southwards, outside of the Borough boundary towards Salford. It is considered that the proposed woodland walk along the top of the valley and the potential offered by opening up the riverside corridor west of Kersal Vale Road would ensure the valley would remain open and accessible on the northern and southern arms of the River Valley. Subject to these provisions it is regarded that the development would not divide the River Valley into sections and an informative would be provided with the decision notice to ensure that this consideration may come forward at the layout design stage of the reserved matters.

Five circumstances - With regard to the five circumstances set out in Policy OL5/2 for river valleys outside the Green Belt, these are judged as not being met as the outline scheme does not represent limited infilling, it is for residential development and is therefore considered inappropriate in a River Valley terms. However, the NPPF places considerable weight on the need for local planning authorities to meet national and local shortfalls of current housing supply and is a significant reason which holds considerable merit in this case, especially as it is a brownfield site and not deemed suitable for employment purposes following the Employment Land Review.

Green Infrastructure (GI) linkages - When considering the two key requirements of Policy OL5/2 above, it can be seen that the proposed development represents a potential departure to the development plan, as whilst the development would not divide the open parts of the valley into sections, it would not necessarily meet the five circumstances listed in the policy. Policy OL5/2 therefore requires compelling reasons to exist for such development to be considered acceptable. A shortfall in housing supply in the Borough is of course a strong material consideration that may justify a departure from established policy in the specific circumstances. It is also noted that affordable housing, recreation provision and ecological mitigation would be provided via legal agreements at the Reserved Matters stage.

Salford has significant areas of Green Infrastructure (GI) abutting the site and in compliance with the aims of UDP Policy OL5/2, the potential linkages to these areas can be incorporated as a fundamental part of the layout at Reserved Matters stage.

It is judged on balance that, in addition to the material consideration of the Council's need to ensure a five year supply of deliverable housing sites in the Borough, the national drive towards planning for Green Infrastructure within the NPPF is a key consideration in favour of overriding and thereby departing from Policy OL5/2 in this case.

Paragraph 114 of the NPPF requires local authorities to plan positively for creation, protection, enhancement and management of networks of Green Infrastructure (GI). There are strong cross-boundary GI connection opportunities between Bury and Salford alongside the River Irwell which could potentially be strengthened with improvements offered by this development. Policies DES6 and R6 of Salford's UDP all promote the potential of the Lower Irwell Valley for improving access, providing multi functional benefits and facilitating strategic recreation routes in the area. Therefore, in addition to retaining the open parts of the valley in line with the objectives of Policy OL5/2, this development may provide the opportunity to aid in meeting the GI objectives of both Bury and Salford in the context of the Lower Irwell Valley area. The emerging Greater Manchester Spatial Framework also includes the Lower Irwell Valley area as part of an indicative Green Infrastructure network under Draft Policy GM7. Recreation provision required by RT2/2 and SPD1 is covered by a suitably worded condition and would help deliver the possibility of potential links.

**Environmental Impact Assessment** - Under the Environmental Impact Assessment Regulations 2017, Regulation 5, the proposals have been screened for the requirement of Environmental Impact. It has been concluded that given the scale and nature of the proposed development and the limited impacts arising from the works, the scheme is not considered to require an Environmental Impact Assessment.

**Visual amenity** - As design and appearance and siting are matters to be assessed at the Reserved Matters stage, there are no detailed plans for the proposal beyond the 'indicative' layout. Notwithstanding this, given the size of the site and its relationship with surrounding uses, the siting of up to 118 houses on the site should not cause undue concerns with regard to visual amenity.

**Residential amenity** - The indicative layout shows the site would be able to accommodate 118 dwellings without compromising aspect standards or generating issues of privacy and overlooking beyond the site.

Subject to all other details which would be considered at the Reserved Matters stage, the proposals are acceptable in principle and would comply with H2/1 and H2/2.

**Access** - The application, whilst in outline, is seeking approval for the means of access from Kersal Vale Road, with the principle of 118 dwellings. The proposals would incorporate an access road in and out of the old factory site on to Kersal Vale Road, with the existing access to the old car park site retained.

A Transport Assessment has been submitted with the application which concludes that the proposed access arrangements and traffic generated by the development could be accommodated by the local highway network, and there would be no transport reasons for the development not to proceed.

The Council's Traffic Section raise no objections to the means of access, subject to the imposition of appropriate conditions.

**Highways and Parking** - The indicative layout indicates that there could be sufficient parking provision for each dwelling. The volume of traffic which would be generated for a site this size would not be any more excessive than for any other similar sized residential schemes. The Council's SPD would have to be considered in detail at Reserved Matters stage.

**Ecology** - There are no national or local ecological designations affecting the site, although it is located within a Wildlife Link and Corridor and River Valley as defined by the UDP. However, there are a number of biodiversity issues effecting protected and UK Biodiversity Priority Species/Habitats which have been nominally addressed in the Preliminary Ecological Appraisal dated November 2016, but which would require additional on-site assessment of features/habitats/species prior to development.

The existing mill lodge which qualifies as a feature of ecological interest under EN6/3, would be lost as a result of the development. It is identified of moderate ecological value in a local context, although some mitigation would be required through a replacement pond. Whilst layout is schematic, the site would be too small to mitigate in full for the loss of the existing pond. The indicative layout demonstrates that the development could be accommodated on the land without comprising ecological concerns. Appropriate controls through planning conditions and ecological licensing would secure that and appropriate provision would be made to secure the long term future of the site and its surrounds.

The site has potential as both a bat foraging habitat and as a link in bat commuting route along the Irwell and the woodland edge. A detailed bat foraging/commuting assessment has not been carried out, and the actual value for the site for foraging and commuting, particularly in relation to the mill pond area is therefore unknown. Whilst a further survey at this stage would establish the foraging value of the areas of the site to be lost and potential mitigation identified, a resurvey would be required in any event for a Reserved Matters application in any case and as such considered not to be necessary at this time.

An ecological survey which concludes there was no evidence of otter activity recorded along the banks of the River Irwell. However, a record of an Otter was returned on the

River Irwell adjacent to the site in the Background Data Search. The banks of the River Irwell offer suitable habitat for otters. An otter mitigation plan has been submitted with the application which specifies reasonable avoidance measures which will be employed during the construction period.

Given that the application is in outline with only an indicative layout plan, a full assessment of the ecological impact cannot be provided at this stage. However the formula, based on a system of credits payable by the developer as mitigation for the loss of ecological habitat, submitted with the application indicates that there would be -9.03 credits payable. It is considered that an approximate figure of £21,000 per credit would cover the long-term (25yr) delivery of any biodiversity compensation. This figure is an upper range figure and it may be that a suitable scheme could be secured at a lower cost, depending on the final layout and design.

Greater Manchester Ecology Unit has not raised an objection subject to conditions, relating to the ecological mitigation referred to above.

**Flood Risk** - The site is located to the east of the River Irwell which flows in a southerly direction with Singleton Brook to the south western boundary of the site. The majority of the site is located within Flood Zone 1 where there is a low probability of flooding, with a small proportion of the site within Flood Zones 2 and 3 where there is a medium to high probability of flooding. The proposed development is classified as a more vulnerable use by the Environment Agency, which can be appropriate in these areas. The Environment Agency are satisfied that the submitted FRA is acceptable for the outline application. Conditions are suggested by the Environment Agency and these would be imposed and details would be sought at the Reserved Matters stage, subject to the layout.

**Recreation** - The indicative layout plan shows a significant area of on-site open space could be provided. The Design and Access Statement and Planning Statement indicate the woodland area could be upgraded and made more accessible and a new pond created within the public amenity area. Proposals also include a nature trail link from Moor Lane to the Irwell Trail which runs alongside the River Irwell.

Detailed plans, layouts and calculations with regard to ecological mitigation and on and off-site recreation provision would be provided at the reserved matters stage. The recreation provision would be required in accordance with UDP Policy RT2/2 and SPD1, and would be covered by condition, to ensure policy compliance at this outline stage.

**Footpaths, cycleways and Public Rights of Way** - A public footpath runs along the eastern boundary of the site connecting Moor Road to the houses above the site at Rainsough. The indicative layout also demonstrates there could be a future link through the site from the woodland trail to Kersal Vale Road and again details of this would be required at a later date.

There is the possibility of obtaining appropriate cycleway link along the western boundary from an existing cycleway running along the River Irwell to the south. This would be detailed in a Reserved Matters application and secured through an appropriate condition or legal agreement.

**Affordable Housing** - The appropriate affordable housing element comprising 25% of the total number of units would be required to be provided on site in line with the Council's current affordable housing policy and guidance. A condition requiring a scheme for affordable housing to be submitted as part of the reserved matters would be attached to any decision notice. Given these provisions, the scheme is considered to be compliant with UDP Policy H4/1 - Housing Need and its associated SPG5 and the S106 to accompany this application would ensure delivery.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

**Conditions/ Reasons**

1. Applications for approval of reserved matters must be made not later than:
  - the expiration of three years beginning with the date of the grant of outline planning permission; and
  - that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004
2. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the layout, scale, appearance, and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this application is in outline only.
3. This decision relates to drawings numbered 01/A, 02/G, 03/A, 04/B, ELL/147/PFP/003-1 Rev A, ELL/147/PFP/003-2 Rev A, Planning Statement May 2017, Air Quality Assessment 101453 April 2017 Arboricultural Impact assessment May 2017 Statement of Community Involvement April 2017 Preliminary Ecological Assessment 856810 November 2016 Design and Access Statement April 2017 Flood Risk Assessment and Drainage Strategy April 2017 Transport Assessment April 2017 Framework Residential Travel Plan April 2017 Preliminary Geoenvironmental Appraisal December 2016 Arboricultural Impact Assessment May 2017 Water Framework Directive Assessment April 2017 Crime Impact Statement.

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.
4. Prior to the commencement of development, a scheme for provision for recreation in accordance with the requirements of SPD1 and Bury Unitary Development Plan Policy RT2/2 shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented in full to an agreed timetable with the Local Planning Authority.

Reason. To provide on-site recreation provision pursuant to Unitary Development Plan Policy RT2/2 - Recreation Provision in New Housing Development and SPD1 Recreation Provision in New Housing Development.

5. The development authorised by this permission shall not begin unless and until the Local Planning Authority has approved in writing a scheme to secure Affordable Housing provision as part of the development, which shall include a mechanism for delivery, in accordance with policy H4/1 – Affordable Housing and its associated SPG5 – Affordable Housing Provision in New Residential Developments. The scheme shall be submitted as part of the reserved matters application and the affordable housing provision shall be delivered in full accordance with the approved details.  
Reason. To ensure that the development would contribute to satisfying the need for affordable housing provision pursuant to Bury Unitary Development Plan Policy H4/1 - Affordable Housing and the associated Development Control Policy Guidance Note 5 - Affordable Housing Provision In New Residential Developments.
6. Prior to commencement of development, an ecological habitat mitigation scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- A method statement with measures taken to protect the River Irwell during development.
  - A full ecological survey of the site, including bats, badgers and otters.
  - Details of on-site provision for ecological mitigation including a replacement pond, Reasonable Avoidance Measures relating to protected species and enhancement of retained habitats.
  - A scheme/method statement for removing or the long-term management / control of Japanese knotweed, Giant hogweed, Himalayan balsam, Rhododendron, Giant knotweed on the site.
  - Details of off-site ecological provision and how this will be secured, including a mechanism for delivery of such provision.
  - A timetable for the implementation of the mitigation scheme.
- The approved scheme shall be fully implemented in accordance with the approved details and timetable.  
Reason. To ensure the site retains and enhances the biological diversity of the site pursuant to Bury Unitary Development plan Policy EN6/3 Features of Ecological value and Chapter 11 Sections 109, 117 and 118 Conserving and enhancing the natural environment of the NPPF.
7. No development shall take place until a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority. The scheme shall include the following elements:
- detail extent and type of new planting, including planting schedule largely based on native species.
  - details of maintenance regimes including adequate financial provision and named body responsible for management plus production of detailed management plan
  - details of treatment of site boundaries and/or buffers around water bodies.
- Reason. To ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN6 - Conservation of the Natural Environment, EN6/4 - Wildlife Links and Corridors and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan, and Chapter 11 - Conserving and enhancing the natural environment of the NPPF.
8. No vegetation clearance shall be carried out between 1st March and 31st August inclusive in any calendar year.

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. No development shall take place until a scheme for the provision and maintenance of a buffer zone along the bank top of the River Irwell and Singleton Brook has been submitted and approved in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved timetable of works. The buffer zone scheme shall be free from all built development including lighting, car parking, domestic gardens and formal landscaping; and could form a vital part of green infrastructure provision. The scheme shall include:
- detailed plans showing the extent and layout of the buffer zone
  - details of all retained riparian landscaping/trees along riverside corridor.
  - details of any proposed new planting scheme, including planting schedule, which is largely based on native species.
  - details demonstrating how the buffer zone will be protected or even enhanced during development i.e. removal of redundant hardstanding, and managed/maintained over the longer term
  - details of any proposed new footpaths, cycle routes, fencing, lighting etc. along these key ecological networks
  - details of a habitat enhancement plan.

Reason. To enhance the ecological biodiversity value of these running water features adjoining the site pursuant to Bury Unitary Development plan Policy EN6/4 - Wildlife Links and Corridors and chapter 11 - Conserving and enhancing the natural environment of the NPPF.

10. Details submitted for reserved matters approval shall show a clear 8m easement to the bank top of the River Irwell and Singleton Brook. The easement shall be free of gardens, dwellings and other structures that would impede access along the bank top.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason. To ensure access to the watercourses is available for essential future flood risk maintenance or improvement works pursuant Chapter 10 of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.

11. Prior to development an outdoor lighting design strategy for the site shall be submitted to and approved in writing by the LPA. The strategy shall:
- Identify areas/features on site that are potentially sensitive to lighting for bats and otter
  - Show how and where the external lighting will be installed (through appropriate lighting contour plans) so that it can be demonstrated clearly that any impacts on wildlife are negligible
  - Specify frequency and duration of use.

All external lighting shall be installed in accordance with agreed specifications and locations set out in the strategy.

Reason. In order to ensure that any lighting scheme does not have a detrimental impact on protected species pursuant to Bury Unitary Development plan Policy EN6/3 Features of Ecological Value and chapter 11 Conserving and enhancing the natural environment of the NPPF.

12. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Enzygo

(SHF.1042.001.HY.R.002.A and the following mitigation measures detailed within the FRA:

- Provision of compensatory flood storage as outlined in section 4.3.4 of the FRA.
- Finished floor levels are set no lower than 600mm above the 1% AEP + 35%
- climate change flood levels or, 150mm above external ground levels whichever is the higher.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants pursuant to the NPPF Section 10 and UDP Policy EN5/1 New Development and Flood Risk.

13. The development hereby permitted shall not be commenced until such time as details of proposed floor levels have been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme.

Reason. To reduce the risk of flooding to the proposed dwellings and occupants pursuant to chapter 10 Meeting the challenge of climate change, flooding and coastal change of the NPPF.

14. No development shall commence until details of foul and surface water drainage aspects have been submitted to and approved by the Local Planning Authority. This must include details of proposed SuDS schemes for surface water drainage. No surface water from this development should be discharged either directly or indirectly to the combined sewer network. This site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Reason. To reduce the increased risk of flooding and pursuant Chapter 10 of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.

15. Notwithstanding the details indicated on the approved plans and indicative site layouts, no development shall commence unless and until full details of the following have been submitted to and agreed with the Local Planning Authority:

- Proposed new site accesses onto Kersal Vale Road incorporating acceptable junction spacing, geometry and kerb radii;
- Any individual accesses/driveways proposed onto Kersal Vale Road, located at acceptable positions clear of and not opposite approved main junction positions;
- Reinstatement of all redundant accesses to adjacent footway levels on Kersal Vale Road and Moor Road;
- Demarcation of, and boundary treatment at the interface with, the adopted highway on Kersal Vale Road and Moor Lane;
- Provision of a minimum 2.0m wide footway abutting the site on the north-easterly side of Kersal Vale Road;
- Proposed pedestrian refuge on Kersal Vale Road;
- A scheme of boundary fencing/kerbline improvements on Kersal Vale Road, incorporating an appropriate rubbing strip, on the south-westerly side of Kersal Vale between the proposed pedestrian refuge and the existing stone retaining wall;
- A scheme of traffic calming measures on Kersal Vale Road between its junctions with Rainsough Brow and Moor Lane and on the proposed internal roads to a scope to be agreed including details of proposed materials, road markings and signage as required;
- Measures to prohibit vehicular access between the proposed estate roads and

Moor Lane;

- Proposed internal road layout to a specification to be agreed and, in the event that it is intended for the proposed residential estate roads to be adopted, to current adoption standards;
- Adequate turning facilities within the curtilage of the site and associated swept path analysis of the proposed estate roads to ensure a refuse collection vehicle can pass a private car and manoeuvre at all turning heads;
- Provision of visibility splays and forward visibility envelopes at junctions onto the adopted highway and all internal junctions and bends in accordance with the standards in Manual for Streets, with no obstructions above the height of 0.6m within the splays/envelopes;
- Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads;
- Provision of a street lighting assessment and scheme on Kersal Vale Road between its junctions with Rainsough Brow and Moor Lane and for the proposed residential development;
- Pedestrian accesses onto the adjacent highway and any necessary off-site pedestrian guardrailling;
- Car parking provision at each residential unit in accordance with the appropriate standards in SPD 11 'Parking Standards in Bury'.

The highway works subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority.

Reason. To ensure good highway design, the intervisibility of the users of the site and the adjacent highways, adequate off street car parking provision and to maintain the integrity of the adopted highway, all in the interests of highway safety.

16. A minimum hardstanding of 5.5m measured between the highway boundary and any proposed garage doors shall be provided to the written satisfaction of the Local Planning Authority 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 Policy H2/2 The Layout of New Residential Development.

17. There shall be no direct means of vehicular access between the site and Moor Lane.

Reason. To ensure good highway design in the interests of road safety pursuant to Bury Unitary Development Plan Policies HT2/2 - The Layout of New Residential Development.

18. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials.
- Details of 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 development operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. To mitigate the impact of the construction traffic generated by the



proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety.

19. No development shall commence until an assessment of the impact of the development on local air quality in relation to each of the objectives in the Air Quality Regulations 2000 and (Amendment) Regulations 2002 has been submitted for approval by the Local Planning Authority. The assessment shall include the cumulative impact of other unrelated developments in the same area. Any recommendations of the assessment shall be carried out in accordance with the approved assessment.

Reason. To ensure the development does not lead to, or significantly add to predicted exceedences of any objectives detailed in the Air Quality Regulations and (Amendment) Regulations 2002 and pursuant to chapter 11 Conserving and enhancing the natural environment of the NPPF.

20. 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. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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.

21. Following the provisions of Condition 20 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.

22. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and; The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc) 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.

23. All instances of contamination encountered during the development works which do not form part of an approved Remediation Strategy shall be reported to the Local Planning Authority (LPA) immediately and the following shall be carried out where appropriate:

- Any further investigation, risk assessment, remedial and / or protective works shall be carried out to agreed timescales and be approved by the LPA in writing;
- A Site Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the development being brought into use.

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

24. No development, site clearance or building work shall take place unless and until a desk study, scoping report for a watching brief and a program of archaeological works have been submitted to and approved in writing by the Local Planning Authority. These works shall be carried out in accordance with the approved scoping report.

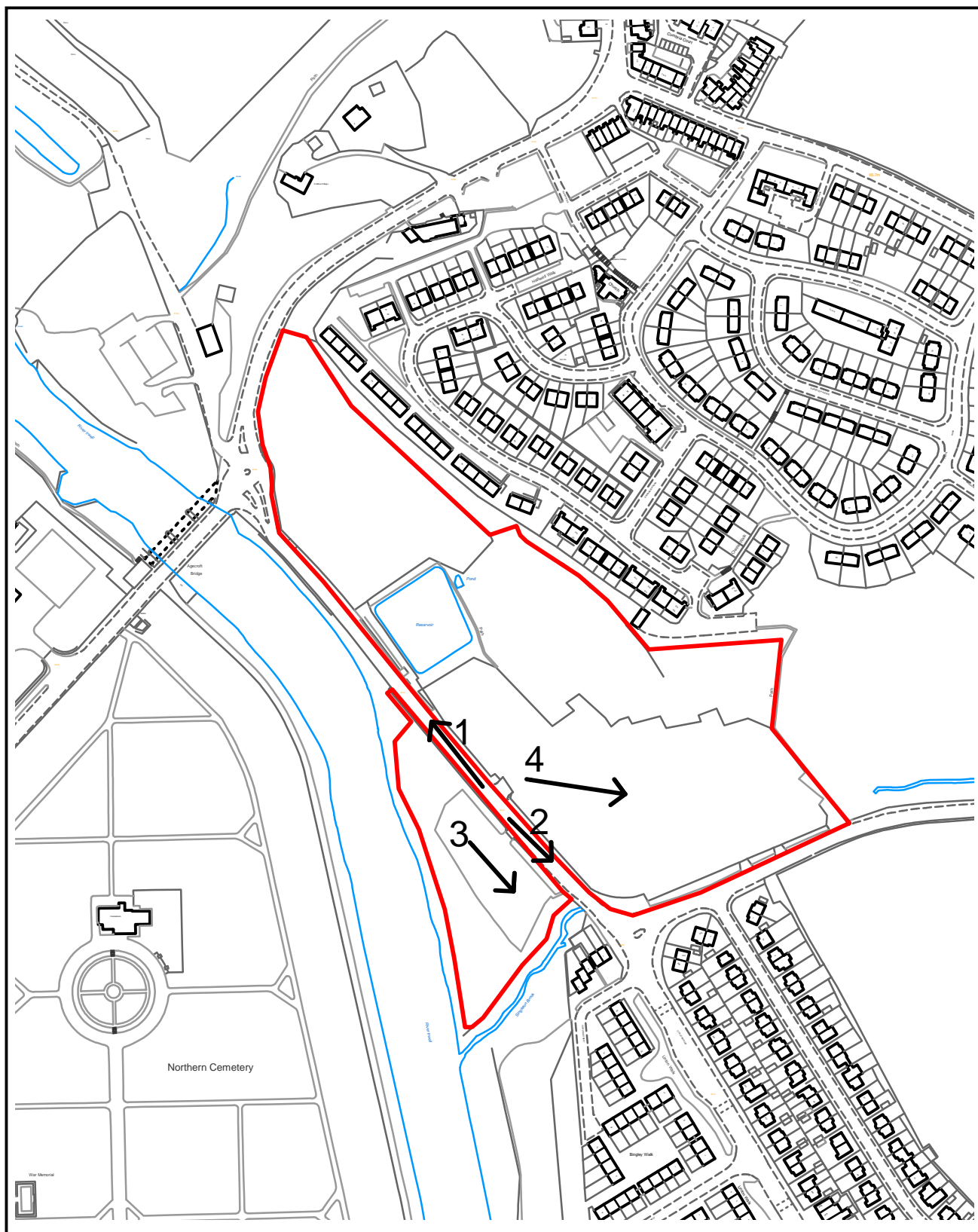
Reason. To make a record of buildings and features of archaeological interest and to comply with legislative requirements pursuant to policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites of the Bury Unitary Development Plan and chapter 12 - Conserving and enhancing the historic environment of the NPPF.

25. Provision for lifetime homes shall be incorporated into the development in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the development hereby approved commencing. The development shall then be carried out incorporating the measures in accordance with the approved scheme.

Reason. To ensure that the development is fully accessible to disabled persons pursuant to Policies HT5/1 – Access for Those with Special Needs of the Bury Unitary Development Plan.

For further information on the application please contact **Tom Beirne** on **0161 253 5361**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61474**

**ADDRESS: Land at Kersal Vale Road.  
Prestwich**

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL

61474

Photo 1



Photo 2





61474

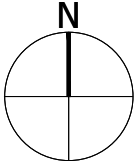
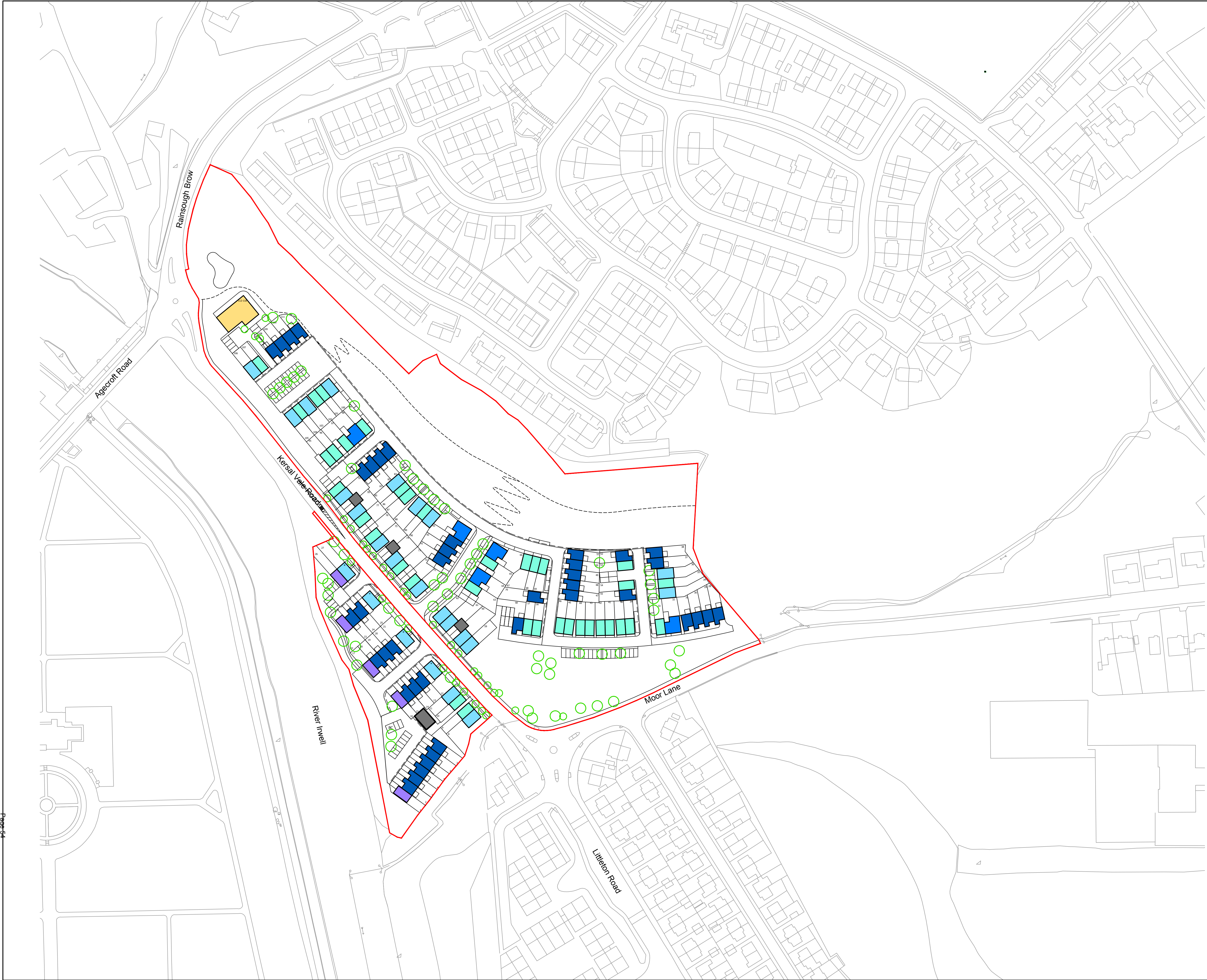
Photo 3



Photo 4







LEGEND

- Apartment
- 2b House
- 3b House  
\* End of Terrace
- 3b House (linked)
- 3b Townhouse
- 4b Townhouse

Project  
**Kersal Vale Road  
Prestwich**

Drawing Title  
**Indicative Layout  
118 Units**

Date 26.04.17	Scale 1:1000 @A1	Drawn by HS	Check by CA
Project No 26732	Drawing No 02	Revision G	

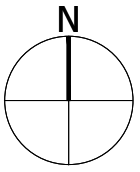
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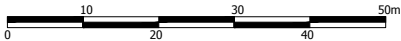




LEGEND

- Application Site Boundary
- Location of vehicular access
- Extent of frontage for vehicular cross over
- Proposed vehicular access and footpath along Kersal Vale Road
- Location of pedestrian access
- Residential development area, including front and rear gardens, associated planting, movement routes and parking
- Existing landscape buffer and woodland to be retained and managed
- Proposed open space and landscaping
- Proposed river frontage, including existing trees and proposed landscaping

Project			
Kersal Vale Road			
Prestwich			
Drawing Title			
Parameters Plan			
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Project No	Drawing No	Revision	
26732	03	A	



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**Ward:** Bury East - Redvales

Item 04

**Applicant:** M.C.I. Developments Limited

**Location:** Land adjacent to Warth Road, Bury, BL9 9NB

**Proposal:** Variation of condition no. 2 (approved plans) of planning permission 60424 to show kitchen windows to both side elevations of apartment blocks - Plots 1-15 and 51-65

**Application Ref:** 61752/Full

**Target Date:** 14/09/2017

**Recommendation:** Minded to Approve

**It is recommended that this application is Minded to Approve subject to the signing and completion of a Unilateral Undertaking for affordable housing in accordance with Policy H4/1 of the adopted Bury Unitary Development Plan. Should the agreement not be signed and completed within a reasonable period, it is requested that the application be determined by the Development Manager.**

**The application was deferred from the previous Planning Committee to carry out a site visit.**

#### **Description**

The application relates to a planning permission reference 60424 which was granted in December 2016 for a development to provide 65 no dwellings comprising 35 no. houses and 30 no. one bed apartments. The apartments are split into two blocks, each of 15 no units, one located in the southern area of the site comprising plots 1-15 (herein referred to as Block A) and one block located in the northern part of the site, plots 51-65 (herein referred to as Block b). The development is currently being built out.

This application involves the apartment blocks.

Block A is located behind houses on Openshaw Fold Road which are separated from the site by a boundary fence and an area used as parking by residents of these houses. The apartment building is to be orientated with the side (east elevation) facing the rear of these houses and the front of the apartment block internally facing the site.

Block B is to be located in the northern most area of the site, and does not overlook or is close to any properties outside the site. The front elevation would face the car park for the apartments to the west, and the side elevations orientated facing north and south.

The application was assessed with non habitable room windows (kitchen windows) proposed in the side elevations of the apartment blocks.

In assessment of the application, the siting, position and relationship of Block A to the houses on Openshaw Fold Road was considered acceptable. An average separation distance of 24.5m was to be maintained between Block A and the houses and this satisfied the separation distance of 16m required under the Council's Supplementary Planning Guidance Note 6 (ie the distance required between a 3 storey dwelling with non habitable room windows and a directly facing 2 storey dwelling with habitable room windows). Block B would not overlook any properties and as such windows in the side elevation were also considered acceptable.

Following the grant of consent 60424, it transpired that there was an anomaly in the approved plans. Non habitable room windows (kitchen windows) were proposed in the



side elevations of the apartment blocks, which was shown on the elevation plans, but the windows were not annotated on the proposed floor plans.

To rectify this error, the applicant submitted a non material amendment application, planning reference 61384, but which related to Block A only. This was to remove the kitchen windows completely from the east elevation facing the houses on Openshaw Fold Road, and proposed a blank gable instead. This application was approved in May 2017.

On commencing the development, the applicant has now decided that preference would be to revert back to having kitchen windows in the east elevation of Block A. For the avoidance of doubt, and to rectify all matters relating to window positions in the apartment blocks, revised plans have been received for both apartment Blocks A and B.

This has resulted in the submission of this Variation of Condition application to vary the approved plans to show kitchen windows in the elevation and floor layout plans for Block A and Block B.

### **Relevant Planning History**

47911 - Outline application for residential development - Approved 19/9/2007

49831 - 71 Dwellings (reserved matters application) - Refused 23/07/2008 - Excessive and substandard highway surfaces, poor quality layout design, lack of access information, sub-standard access for occupiers.

52882 - Extension of time limit for implementation of planning permission 47911 for outline residential development and means of access - Approve with Conditions 17/11/2010

55666 - Extension at rear comprising of workshop and storage at ground floor level and storage racking for car parts to mezzanine floor - Approve with Conditions 05/11/2012

56869 - Approval of reserved matters - residential development - 57 dwellings - Approve with Conditions 07/08/2014

60424 - Residential development (Class C3) comprising 65 no. dwellings incorporating 4 no. four bed houses, 10 no. three bed houses, 21 no. two bed houses and 30 no. one bed apartments with associated infrastructure and incidental open space including a new estate road and vehicular and pedestrian access off Warth Road - Approved 19/7/2017

61384 - Non material amendment following the grant of permission 60424 for the removal of windows to the side elevation on the apartment block (Block 1-15) to match floor plans - Approved 10/5/2017

61684 - Non material amendment following the grant of permission 60424 for residential development of 65 dwellings: Change to the facing brickwork - Approved 20/7/2017

### **Publicity**

74 properties on Openshaw Fold Road, Read Close, Inglewhite Close, Warth Road, Whitewell Close, Mellor Drive, Bealey Drive, Warth Industrial Park, Kendal Drive notified by letter on 24/7/2017.

Three letters received from Nos 2, 12, 14 Openshaw Fold Road with the following comments:

- It makes a nice change to actually be informed of something instead of making the changes and telling us you have informed us when you actually haven't change of apartment block - November);
- Strenuously object to these proposals regarding the kitchen windows being on both sides of the elevation;
- Don't know what kind of people are going to be living in these apartments but I will not tolerate them being able to see directly into my garden/kitchen/dining room;
- Invasion of privacy of our home, garden and land;
- The windows look into children's bedroom windows and how do I or you know that these people aren't paedophiles?????;
- Lived here for 15 years and when we bought our house it was because of a quiet open aspect and privacy - now you are taking it away - I dread to think how much our property has depreciated due to this development;
- Why have you actually sent the letter out when it is a foregone conclusion that you will

be allowing the kitchen windows - AS THE BUILDERS HAVE ALREADY PUT THEM !!!

- This is an absolute joke - Unfortunately I am not laughing;
- Complete loss of privacy in my home, garden and land;
- Invasion of my privacy;
- Under the Human Rights Act, Protocol 1 Article 1: The right to a peaceful enjoyment of all my possessions which includes my home and land;
- You give 21 days to respond and raise any comments - currently the windows have already been built into the side wall at ground level ready for the frames to be fitted - the building in question is at first floor level height;
- Therefore seems irrespective any comments made will only be a paper exercise;
- Hope this is not the case and that objections are taken seriously - that no retrospective permission is given;
- it will be visually very unpleasant
- The character of the neighbourhood will be affected. Openshaw Fold Road has a row of cottages but the apartment block will completely change the character of this area due to the fact that the ground has had to be raised. It will feel like we suddenly live in a valley or a 'fish bowl'
- We feel that the residents have not been properly consulted regarding this new development and especially regarding the apartment block behind Openshaw Fold Road. Please feel free to come and visit our home to see how it feels to lose your privacy.

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

To note - The revised plans relating to Block B were received at a later date, 1st September 2017. This apartment block would not overlook, be close to, or impact on any property outside of the site and the windows proposed in the side elevation would face land within the development site. Publicity of the amendment to Block B was considered not to be necessary.

### **Consultations**

None relevant

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

NPPF	National Planning Policy Framework
H1/1	Housing Land Allocations
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/2	Noise Pollution
OL5/2	Development in River Valleys
RT2/2	Recreation Provision in New Housing Development
HT2/3	Improvements to Other Roads
HT2/4	Car Parking and New Development
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

### 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.

**Policies** - 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.

SPD 6 contains supplementary guidance on separation distances between new and existing buildings and is used as a yardstick when assessing relationships to new residential development. A separation distance of 20m between habitable room windows and 13m between a principal ground floor habitable room window and a 2 storey blank wall is considered to be an acceptable minimum distance. An additional 3m is sought where there would be additional storeys to heights of buildings or levels changes equivalent to a storey(s). Kitchen windows are considered to be non habitable rooms and are treated as 'blank' elevations in terms of planing policy guidance.

### Impact on the surrounding area

Block A - The principle of the siting and position of apartment Block A, and in relation to the houses on Openshaw Fold Road, was assessed as acceptable, complied with policy guidance and was approved under the grant of planning permission reference 60424.

In the extract from the Officer Report to the Planning Committee (ref 60424), it was reported that:

*"To the south of the site, the 3 storey apartment block would be located behind the houses on Openshaw Fold Road with the side elevation facing the rear of these houses. There would be kitchen windows in this side gable which are considered to be non habitable rooms and therefore given the additional story in height, a separation distance of 16m would be required. There would be a separation of 24.5m between the apartment block and the properties on Openshaw Fold Road and as such aspect standards would be satisfied and acceptable".*

As this application seeks to reinsert the windows in the side elevation which were removed under the non material amendment reference 61384, it is reasonable to carry out a reassessment of the proposed development.

The proposed development including kitchen windows in the side elevation requires a separation distance of 16m be achieved between the apartment block and the houses on Openshaw Fold Road. The development proposes a separation distance of minimum 23.6m to a maximum of 26.2m and as such aspect standards would be satisfied and are considered to be acceptable.

Block B - The principle of the siting and position of apartment Block B, and in relation to the surrounding area, was assessed as acceptable, complied with policy guidance and was approved under the grant of planning permission reference 60424.

In the extract from the Officer Report to the Planning Committee (ref 60424), it was reported

that:

*"The 3 storey apartment block sited in the northern part of the development would not overlook or be close to any residential properties outside the site, and aspect standards are satisfied".*

The amendment to the scheme would not result in a different conclusion to the one reached for the originally approved development, and as such the proposal is considered acceptable.

The internal arrangement of the development itself would also satisfy separation distances which would be required by SPD6.

As such, given compliance and exceedence of aspect standards set out in SPD6, it is considered that there would not be concerns regarding overlooking or privacy to the houses on Openshaw Fold Road and as such the development is considered to comply with adopted UDP Policies H2/1, H2/2 and SPD6.

### **Response to objectors**

- The principle of the proposed development to provide a housing and apartment scheme has been previously assessed and established under planning reference 60424.
- The proposed development has been assessed would comply with planning policy as assessed above, and as such considered to be acceptable.

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

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. This decision relates to drawings numbered WarthRd/Location; Topographical Land survey MCI.TS.69; WarthRd/SK10 F; WarthRd/L01 Rev B; WarthRd/Highway Rev C; WarthRd/Boundary Rev C; WarthRd/Materials Rev D; WarthRd/Openspace; WarthRd/TopoOverlay Rev B; WarthRd/Streetscene B; WarthRd/Binstoreapt; WarthRd/Apt Plots 1-15; WarthRd/Apts Plots 51-65; WarthRd/2B4P 70/02; WarthRd/2B4P 70/01; WarthRd/2B4P Aspect; WarthRd/3B5P 85/03; WarthRd/3B5P 85/01; WarthRd/3B5P 85/02; WarthRd/3B5P Aspect; WarthRd/4B6P 95/01; WarthRd/Railings/1.2; WarthRd/Wall/1.8; WarthRd/Fence/1.5; WarthRd/Fence1.8; WarthRd/Fence/2.1; WarthRd/Gate/1.8; 30217/100; 30217/101; Transport Statement by VTC 18th July 2016; Environmental management plan 28.7.16; Noise and vibration assessment Echo acoustics 21 July 2016; Preliminary Ecological Appraisal and Bat Scoping Survey 27th July 2016 UES01790/01; Remedial Strategy DB Remediation 243.07.16.RS; Crime Impact Statement 2008/0536/CIS/01; Flood Risk Assessment (FRA) by Ironside Farrar ref ; 30217/SRG dated July 2016 and associated revised FRA text ref: 30217/SRG/revA dated Oct 2016 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.

2. The development hereby approved shall be carried out in accordance with the details submitted and approved as part of Condition 3 of planning permission 60424, and as detailed in letter ref CL340.080817.1 dated 8 August 2017.  
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.
3. Following the provisions of Condition 2 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.
4. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;  
The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc) 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. All instances of contamination encountered during the development works which do not form part of an approved Remediation Strategy shall be reported to the Local Planning Authority (LPA) immediately and the following shall be carried out where appropriate:
  - Any further investigation, risk assessment, remedial and / or protective works shall be carried out to agreed timescales and be approved by the LPA in writing;
  - A Site Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the development being brought into use.Reason. To secure the satisfactory development of the site in terms of human health and the wider environment 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 the details submitted for the discharge of condition 23 of planning reference 60424 as submitted on plan WarthRd/ SK10 rev F, and WarthRd/Boundary rev C, and regarding the details of the position, height and design of the boundary fence and pedestrian footpath, to the southern apartment block 1-15. The approved details only shall be implemented prior to first occupation and thereafter maintained.

Reason. To design out crime and provide natural surveillance to public areas in the interests of residential amenity of the future occupiers pursuant to Bury Unitary Development Plan Policies H2/2 - The layout of New Residential Development, EN1/5 - Crime Prevention and SPD3 - Planning Out Crime in New Development.

7. The development hereby approved shall be carried out in accordance with the details in the tba Landscape proposal 1 of 2 and 2 of 2 dwg 5264.02, and as approved as part of Condition 7 of planning permission 60424.  
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, EN8/2 – Woodland and Tree Planting, 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.
8. The development hereby approved shall be carried out in accordance with the details submitted as part of Condition 8 of planning permission 60424, and as submitted in plan no SL/1300/001 dated 5 January 2017. All external lighting shall be installed in accordance with the agreed specification and locations set out in the approved strategy and thereafter maintained.  
Reason. To ensure there would be no detrimental impact on the natural habitat of protected species or the Wildlife Corridor, pursuant to Bury Unitary development plan Policies EN6/3 - Features of Ecological Value, EN6/4 - Wildlife Links and Corridors and chapter 11 - Conserving and enhancing the natural environment of the NPPF.
9. The development hereby approved shall be carried out in accordance with the details as approved as part of Condition 9 of planning permission 60424. 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 the safe and satisfactory development of the site in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
10. No works to trees or shrubs shall occur or demolition commence between the 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 and agreed by the Local Planning Authority that no active 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.
11. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 11 of planning permission 60424 and implemented in full prior to the first occupation of the development hereby approved. The scheme as approved shall thereafter be maintained.  
Reason. To ensure the satisfactory and safe development of the site and protect the future and occupiers and those adjacent from flood risk. To promote sustainable development and reduce flood risk pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

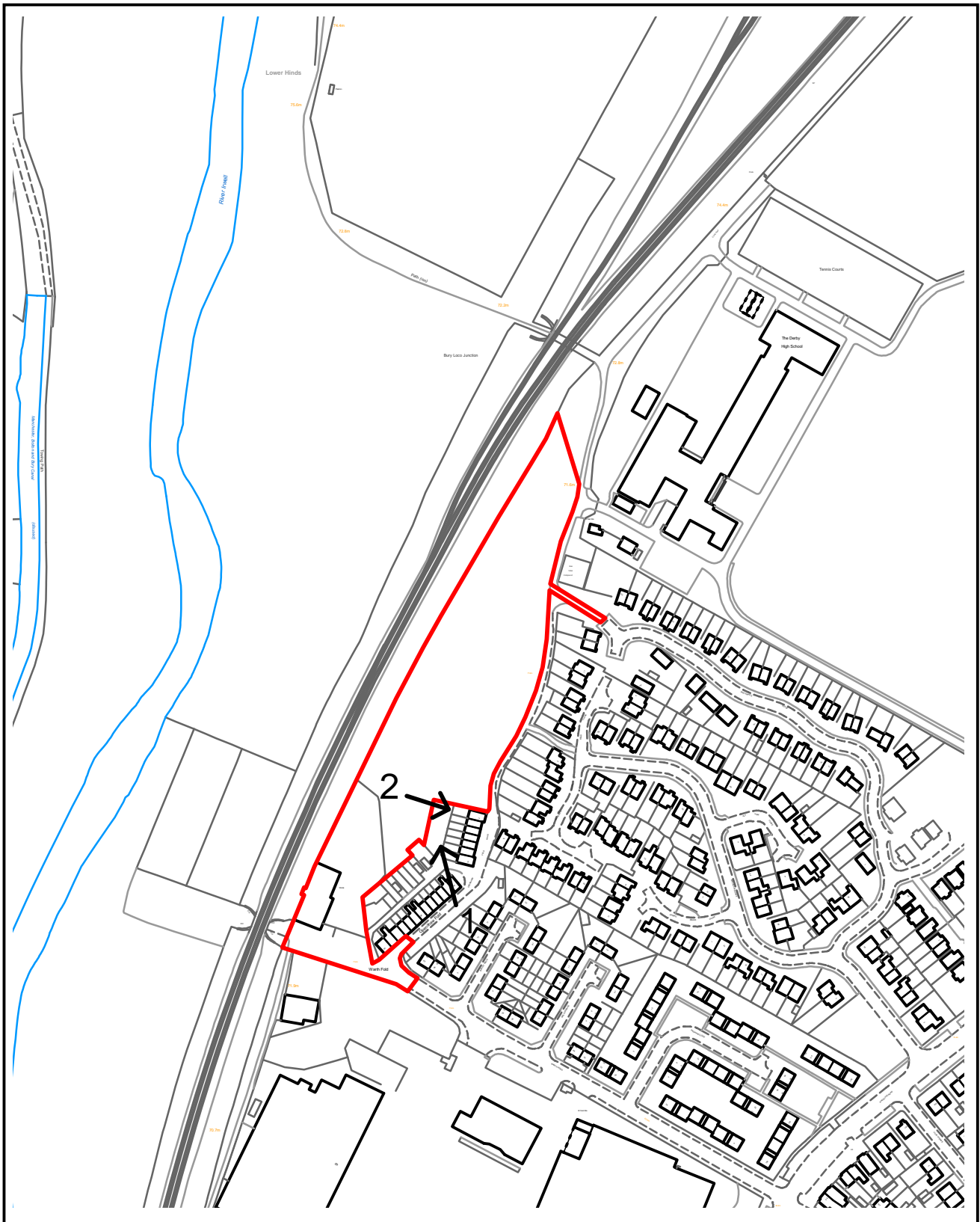
12. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 12 of planning permission 60424, and to be implemented in full, and to an approved timetable.  
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety and pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
13. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 13 of planning permission 60424, and to be implemented in full throughout the demolition/construction period and the measures hereby approved to be retained and facilities used for the intended purpose for the duration of the demolition/construction period.  
Reason. To mitigate the impact of construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, H4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
14. The development hereby approved shall be carried out in accordance with the details submitted as part of Condition 14 for planning permission 60424 and shall be implemented in full and maintained during the period of demolition/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 H4 - New Development.
15. Minimum hardstandings of 5.0m clear of the adopted highway shall be provided at each dwelling and thereafter maintained.  
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.
16. The turning facilities indicated on the approved plan references SK10 Rev F and 30217/100 shall be provided before the development is brought into use 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 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 car parking indicated on the approved plan reference SK10 Revision F shall be surfaced, demarcated and made available for use prior to first occupation of the dwellings hereby approved.  
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies H2/2 - The Layout of New Residential Development and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
18. The development hereby approved shall be carried out in accordance with the details approved in Report by Echo Acoustics - Technical memorandum dated 30 January 2017 and Technical Noise Report ref 2016-07-21 WarthRoad\_Noise Report\_Final July 2016, and as part of Condition 18 of planning permission 60424. The approved acoustic attenuation scheme shall be implemented in full before first occupation of the dwellings hereby approved and thereafter maintained.  
Reason. To protect residential amenity in accordance with Bury Unitary

19. No dwelling shall be occupied unless and until a scheme of improvements and maintenance plan for the area of open space shown on approved plan WarthRd/Openspace have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed and the area of open space shall be made available for recreational use prior to occupation of the 50th dwelling. The area of open space shall thereafter remain as accessible open land for recreational use and shall be managed and maintained as such in accordance with the approved maintenance plan.  
Reason. To ensure that the development would contribute to satisfying the need for recreation provision pursuant to Unitary Development Plan Policy RT2/2 - Recreation Provision in New Housing Development and Supplementary Planning Document 1 - Open space, Sport and Recreation Provision in New Housing Development.
20. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Ironside Farrar ref ; 30217/SRG dated July 2016 and associated revised FRA text ref: 30217/SRG/revA dated Oct 2016 and the mitigation measures outlined in section 9 of ref: 30217/SRG/revA.  
The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme.  
Reason. To reduce the risk of flooding to the proposed development and future occupants pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
21. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 21 of planning permission 60424. The approved details only shall be implemented and thereafter maintained.  
Reason. To reduce the risk of flooding pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
22. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.  
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

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



# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61752**

**ADDRESS:** Land adjacent to Warth Road  
Bury

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL

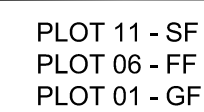
61752

Photo 1

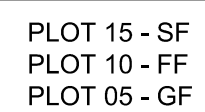


Photo 2

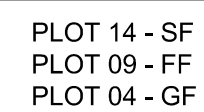




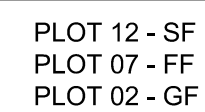
PLOT 15 - SF  
PLOT 10 - FF  
PLOT 05 - GF



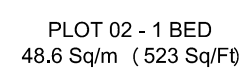
PLOT 14 - SF  
PLOT 09 - FF  
PLOT 04 - GF



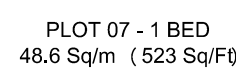
PLOT 13 - SF  
PLOT 08 - FF  
PLOT 03 - GF



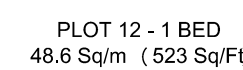
PLOT 11 - SF  
PLOT 06 - FF  
PLOT 01 - GF



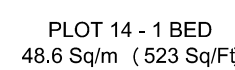
PLOT 03 - 1 BED  
42.3 Sq/m ( 455 Sq/Ft)



PLOT 08 - 1 BED  
42.3 Sq/m ( 455 Sq/Ft)



PLOT 13 - 1 BED  
42.3 Sq/m ( 455 Sq/Ft)



TITLE	DATE	TIME	LOCATION	REMARKS
AARMM L				
BBRMAARMM				
LAIRAR I				



R									
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This architectural drawing shows the front elevation of a two-story house. The house features a gabled roof with horizontal siding. The main walls are finished with a vertical wood-grain texture. There are six windows in total, arranged in two columns of three. Each window has a white frame and a dark sill. A horizontal band of small, square decorative elements runs across the middle of the facade, separating the second and first floors. The house is flanked by vertical siding on the sides.

This architectural elevation drawing shows a two-story house with a gabled roof. The roof is covered in horizontal siding. The main body of the house has a textured, possibly stucco or brick, finish. There are six windows in total, arranged in a 3x2 grid. Each window is a double-hung style with a dark frame and a small decorative element above the sill. The house is flanked by vertical elements that could be columns or the edges of the roofline.

**PLOT 52 - 1 BED**  
48.6 Sq/m (523 Sq/Ft)

**PLOT 53 - 1 BED**  
42.3 Sq/m (455 Sq/Ft)

**PLOT 54 - 1 BED**  
48.6 Sq/m (523 Sq/Ft)

**PLOT 51 - 1 BED**  
45.3 Sq/m (488 Sq/Ft)

**PLOT 55 - 1 BED**  
45.3 Sq/m (488 Sq/Ft)

Legend:   
 □ entrance  
 □ lounge  
 □ dining  
 □ kitchen  
 □ bathroom  
 □ bedroom  
 □ store  
 □ hall  
 □ stairs

**PLOT 57 - 1 BED**  
48.6 Sq/m ( 523 Sq/Ft)

**PLOT 58 - 1 BED**  
42.3 Sq/m ( 455 Sq/Ft)

**PLOT 59 - 1 BED**  
48.6 Sq/m ( 523 Sq/Ft)

**PLOT 63 - 1 BED**  
42.3 Sq/m (455 Sq/Ft)

This floor plan for Plot 63 is a symmetrical design. It features two bedrooms, each with a window and a built-in wardrobe. The central area includes a lounge with a fireplace, a kitchen, and a bathroom. A central corridor provides access to all rooms. The layout is mirrored across a central vertical axis.

$\square$	$\square$	$\square$	$\square$	$\square$	$\square$
R: V	L: A	L: R	RR: R	RR: K	RR: K

TITLE	NAME	DATE	TIME	LOCATION	REMARKS
AARMM L					
BRRMAARMM					
LAI RAI					



**M.C.I. Developments Ltd.**  
15 Beecham Court,  
Smithy Brook Road,  
Wigan, WN3 6PR

**tel:** 08448871467  
**fax:** 08448871468  
**web:** [www.mcidevelopments.com](http://www.mcidevelopments.com)  
**email:** [admin@mcidevelopments.com](mailto:admin@mcidevelopments.com)

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□ AR□□ R□A□□B□R□				
R□□□	□□□□	□□□□	R□□□□□□□□□□	R□□□
R□□□	□□□□	□□□□	WarthRd / Apt - Plots 51-65	R□□
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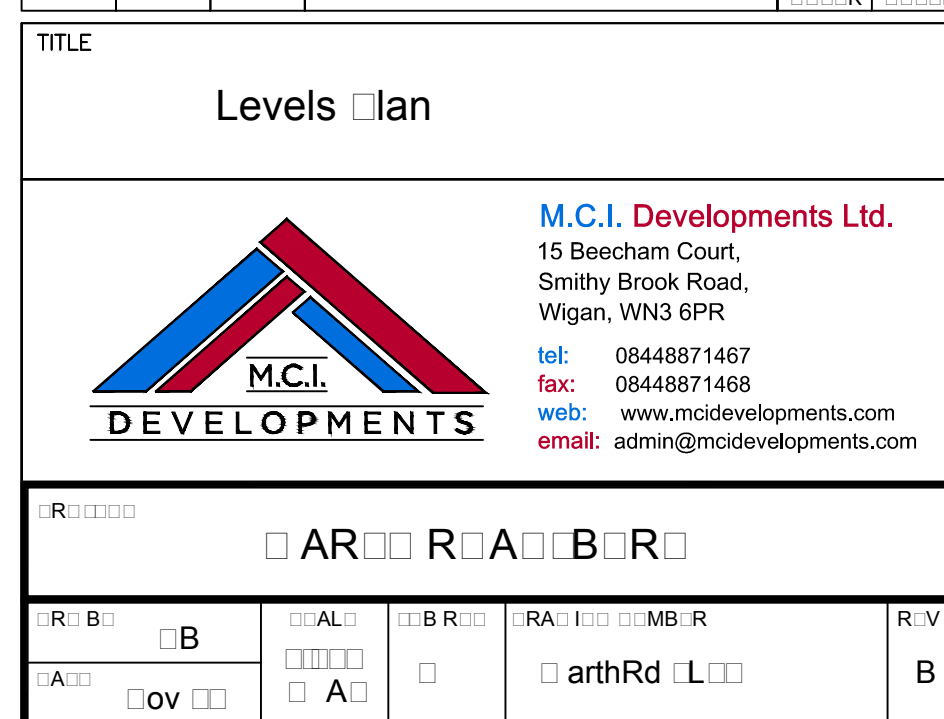
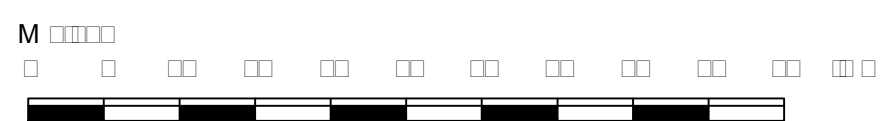
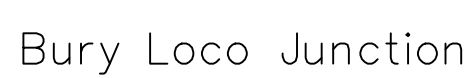
## GROUND FLOOR LAYOUT

## FIRST FLOOR LAYOUT

## SECOND FLOOR LAYOUT

[illegible]







**Ward:** Whitefield + Unsworth - Unsworth

**Item** 05

**Applicant:** Mrs J Menzies

**Location:** 15 Oakwell Drive, Bury, BL9 8LB

**Proposal:** Change of use of garage from residential (Class C3) to dog grooming salon (Sui Generis) with external alterations

**Application Ref:** 61798/Full

**Target Date:** 13/10/2017

**Recommendation:** Approve with Conditions

### **Description**

The application relates to an integral garage relating to a residential property on Oakwell Drive. The site is bounded on all sides by residential properties. The dwelling as existing has a single driveway and gardens to the front.

Planning permission is sought for the conversion and change of use of the garage into a dog grooming salon. The conversion would include the removal of the existing garage door and the construction of a replacement wall and two windows to the front of the premises. Permission is sought for opening hours Monday - Friday between 08:30-18:00 with appointments limited to 1 dog, with a minimum of 15 minute intervals between appointments.

The application also seeks to extend the existing driveway to provide two off street car parking spaces to the front of the premises.

### **Relevant Planning History**

39040 - Two storey side extension - Approve with Conditions 10/05/2002

### **Publicity**

11 notification neighbours sent to the neighbouring properties. 2 objections received from No. 24 Oakwell Drive and No. 16 Hillsborough Drive relating to:

- The estate is 100% residential and it is not appropriate to locate a business premises within this or nearby properties
- The application would increase traffic and create additional parking problems
- Noise create by dogs being near each other
- Health and safety concerns through dog fouling
- Could set a precedent for other residential properties to change to businesses
- Should be located in a dedicated commercial area
- Disgust at Bury Council even allowing the application to be put forward

### **Consultations**

Traffic Section - No objections

Environmental Health - No objection subject to a condition requiring the recommendations of the noise assessment undertaken by AJM Development Ltd regarding noise mitigation and insulation are adhered to.

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

EN1/2 Townscape and Built Design

EN7/2 Noise Pollution

EC4/1 Small Businesses

## **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.

### **Policy**

Policy EC4/1 - Small businesses ensures that proposals for small businesses are appropriate to, and environmentally compatible with the surrounding area in which it is to be located.

Policy H3/1 – Assessing Non-Conforming Uses states that proposals should be assessed on their impact on the residential area with regard to residential amenity, noise and smells, visual intrusion, traffic generation and parking and hours of operation.

Policy EN7/2 - Noise Pollution seeks to limit noise pollution and will not permit development that could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users.

Policy EN1/2 - Townscape and Built Design seeks to ensure that proposals do not have an unacceptable adverse effect on the particular character and townscape of the Borough.

### **Visual Amenity**

There are a number of converted garages within the immediate vicinity including the attached property at No.13 and the adjacent property at No. 17 as such it is considered in principle that the conversion of the garage would be in keeping with the character of the street scene.

The infilling with matching brick work is considered to be acceptable, and the proposed windows are suitably aligned and in keeping with the existing window arrangement. The driveway would be extended by approximately 600mm retaining the majority of the soft landscaping to the front. In this instance therefore it is considered the external alterations required for the change of use are in keeping with the immediate street scene and would not detract from the character of the dwelling or neighbouring properties.

It is considered that the proposal would not have a detrimental impact on the visual amenity of the area and as such complies with UDP Policy EN1/2 - Townscape and Built Design and H3/1 - Assessing Non-Conforming Uses.

### **Residential Amenity**

The use would be confined to the converted integral garage with a dedicated entrance door to the side and sufficient time between appointments to ensure there would only be one dog on the premises at any one time that would be attended to by the applicant at all times whilst on site. The dogs are attending the site to be groomed, not exercised and as such it is considered their time outside of the grooming salon would be limited preventing fouling and excess noise.

The applicant intends to install a sound proof lining and a condition is proposed for this to be provided prior to any commencement of the use. The conversion to a business use would also require an application for Building Regulations. Environmental Health regulations would have additional control over the operations and noise outbreak.



It is considered subject to conditions that the proposal would not have a detrimental impact in terms of residential amenity, noise and smells and as such complies with UDP Policy H3/1 - Assessing Non-Conforming Uses, UDP Policy EC4/1 - Small Businesses and UDP Policy EN7/2 - Noise Pollution.

### **Car Parking**

The proposal would see the increase of off street parking at the premises from one, to two spaces with the applicant parking a single vehicle on site during the working hours. The applicant would provide a one to one service with no overlapping appointments utilising the additional space for customers dropping off and collecting their pets.

Oakwell Drive has no parking restrictions and given the limited number of clients, and hours of operation it is considered that there is adequate parking provision and the use would not result in any significant traffic generation.

As such the proposal is considered to comply with UDP Policy H3/1 in terms of traffic generation.

### **Operation of the Business**

The use would be operational Monday to Friday and would be restricted to the named applicant and resident only and this condition is recommended to be attached to the decision. There would be no employees other than the householder. The proposal is therefore considered to comply with UDP Policy EC4/1 - Small Businesses.

### **Response to Objections**

It is considered the objections raised in relation to traffic, noise and fouling have been addressed above.

Where a valid application has been received by a local planning authority, the authority has a duty to determine the application. Each application submitted is assessed on a site by site basis, and on it's own merits.

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

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 15/0D/10/A 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. The use hereby permitted by this consent as a dog grooming business shall be carried on only by the named person in the application, Mrs J Menzies, and only whilst a resident at 15 Oakwell Drive. No other person shall be employed in relation to the dog grooming business.

Reason: The proposed use is not in accord with the character of the area and permission has only been granted given the particular circumstances of the applicant and to conform with Unitary Development Plan Policy H3/1 - Assessing Non-conforming Uses

4. The hours of operation of the dog grooming business, including 'drop-off' and 'pick-up' of animals, hereby approved shall be confined to the following hours:-

08:30hrs – 18:00hrs Monday to Friday

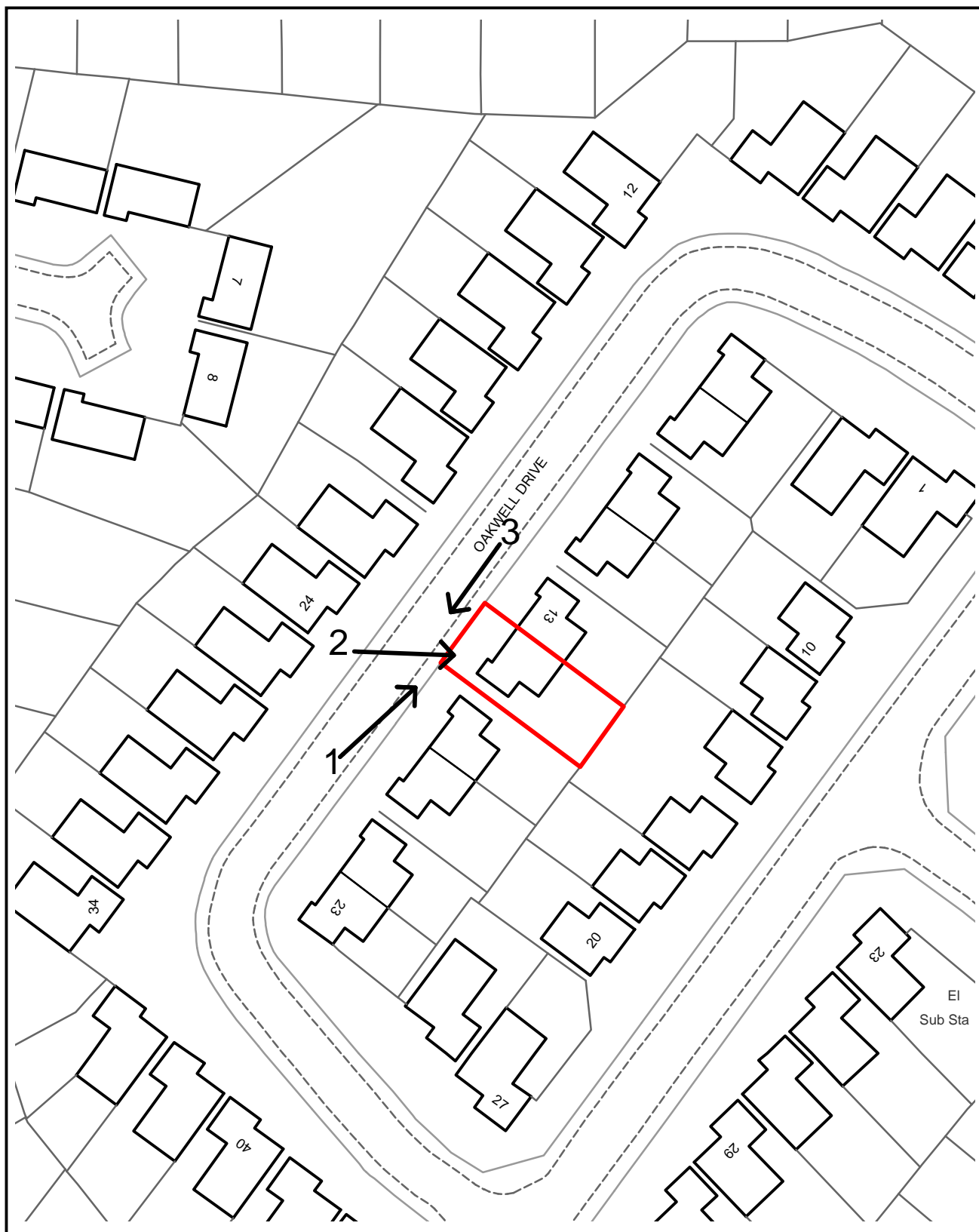
Reason: To safeguard the amenities of the occupiers of nearby residential accommodation and to conform with Unitary Development Plan Policy H3/1 - Assessing Non-conforming Uses.

5. Prior to the use commencing the recommendations of the noise assessment undertaken by AJM Development Ltd regarding noise mitigation and insulation shall be implemented in accordance with Building Regulations Approved Document E (or similar method).

Reason. To reduce nuisance from noise to the occupiers of the adjacent dwellings pursuant to the NPPF and UDP Policy EN7/2 Noise Pollution.

For further information on the application please contact **Helen Goldsbrough** on **0161 253 5277**

## Viewpoints



### PLANNING APPLICATION LOCATION PLAN

**APP. NO 61798**

**ADDRESS: 15 Oakwell Drive  
Bury**

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL

61798

Photo 1



Photo 2

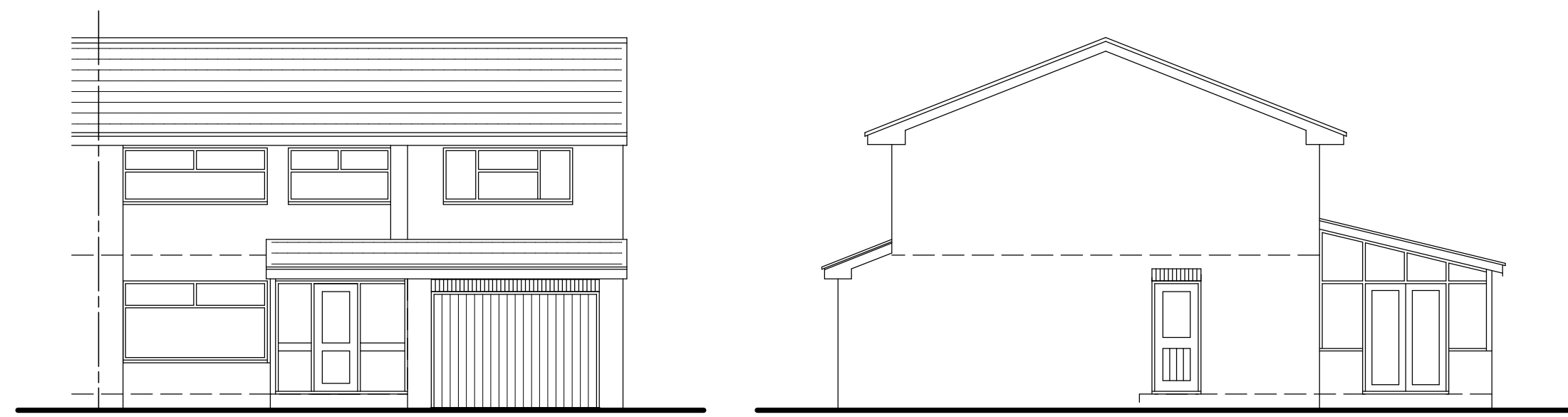


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Photo 3







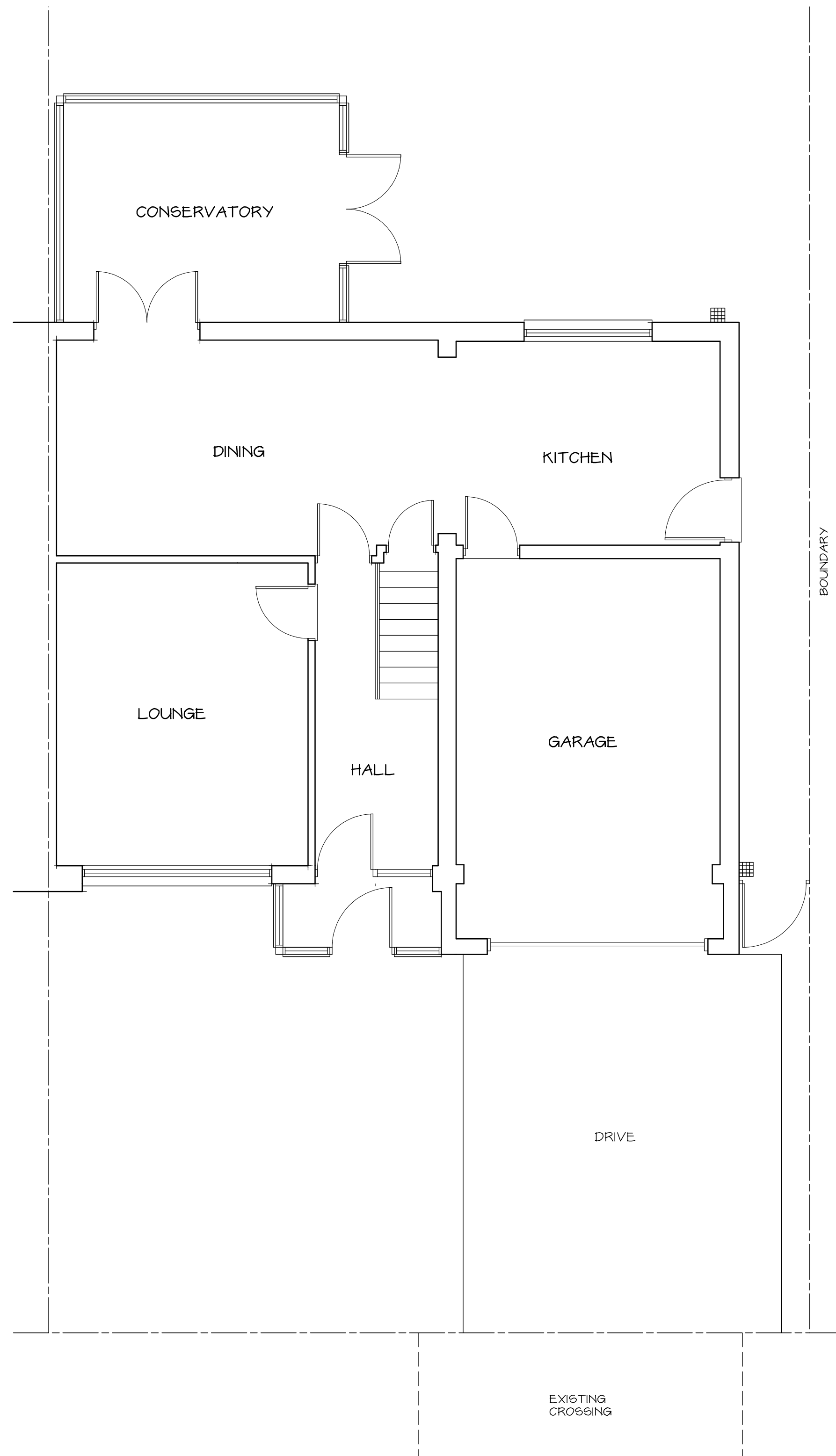
EXISTING ELEVATIONS 1 : 100



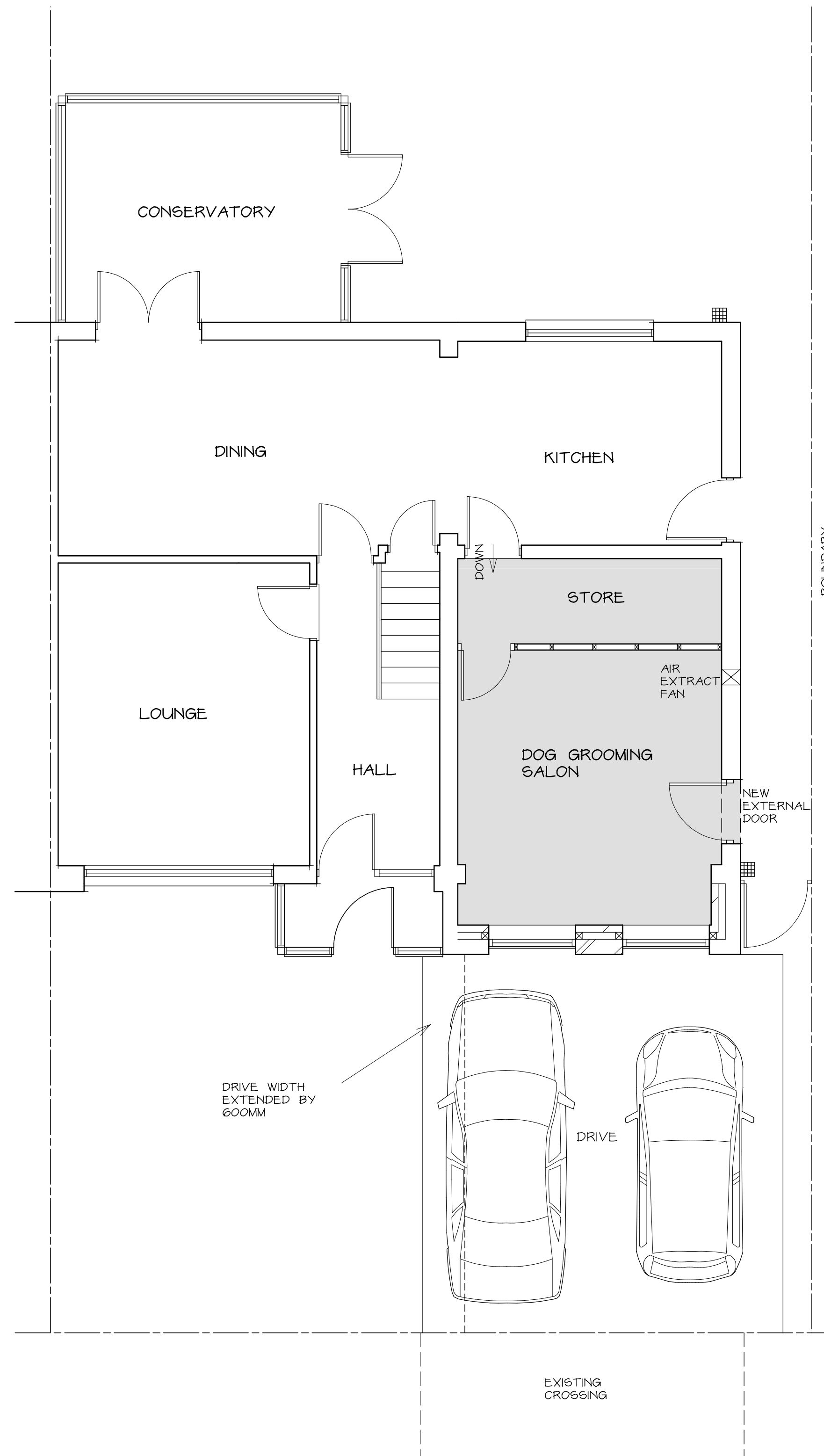
PROPOSED ELEVATIONS 1 : 100



LOCATION PLAN 1 : 1250



EXISTING GROUND FLOOR PLAN 1 : 50



PROPOSED GROUND FLOOR PLAN 1 : 50



SITE PLAN 1 : 200

MATERIALS  
WALLS - BRICKWORK TO MATCH EXISTING

Telephone 0161 643 2422

Northside Plans Ltd

Planning and Building Design

116 Simister Lane Prestwich Manchester M25 2SB

Project

CHANGE OF USE OF GARAGE  
TO DOG GROOMING SALON  
15 OAKWELL DRIVE  
UNSWORTH

Title

FLOOR PLANS, ELEVATIONS  
AND SITE PLAN

Scale 1:50 1:100 (A1) Date 07/2017  
Drawn by NIGEL TAMG Dwg.no. 15/0D/10/A

**Ward:** North Manor

**Item** 06

**Applicant:** Ms Sharon Brearley

**Location:** Land adjacent to 51 Humber Drive, Bury, BL9 6SJ

**Proposal:** Erection of 2 no. semi-detached dwellings with detached garages

**Application Ref:** 61829/Full

**Target Date:** 11/10/2017

**Recommendation:** Approve with Conditions

### **Description**

The application site is unallocated and forms part of the garden to No. 51 Humber Drive. The site is located at the end of a cul-de-sac between Humber Drive and Trent Drive and the site slopes from front to back. There is 1 tree on the site.

There are residential properties to the south and east of the site. There are trees on the northern and western boundaries, with open land beyond, which is allocated as river valley in the UDP.

The proposed development involves the erection of 2 dwellings on land adjacent to No. 51 Humber Drive. The proposed dwellings would be one and a half storeys to the front and two and a half storey at the rear to take account of the sloping site. The proposed dwellings would be constructed from brick with grey roof tiles.

The site would be accessed from Humber Drive from 2 driveways, which would lead to detached flat roofed garages. The proposed garages would be constructed from red brick.

A close timber boarded fence would be located on top of the proposed gabion wall along of 3 metres in height on the western boundary.

### **Relevant Planning History**

23065 - Residential development at land adjacent to 51 Humber Drive, Bury. Approved - 24 August 1989.

25056 - Residential development - 1 detached dwelling at land adjacent to 51 Humber Drive, Bury. Approved - 1 November 1990.

01935/E - Proposed 2 semi-detached dwellings with internal garages at land adjacent to 51 Humber Drive, Bury. Enquiry completed - 1 March 2017

### **Publicity**

The neighbouring properties were notified by means of a letter on 17 August 2017.

3 letters have been received from the occupiers of 1, 3 Trent Drive and 42 Humber Drive, which have raised the following issues:

- Consideration needs to be given to any building work with regard to noise, traffic and the disruption that this would cause local residents.
- Consideration needs to be given to the layout and location of the proposed dwellings with regard to integration to the well established local estate layout.
- Impact on local residents on all aspects of their daily lives caused by construction as nearby residents suffer from ill health.
- The proposal will cause major problems with access to their properties.

- Planning permission was refused many years ago and nothing has changed since then except the volume of traffic is much greater now.

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

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to construction traffic management plan, measures to prevent mud, car parking and works to footway crossings.

**Drainage Section** - Comments awaited.

**Environmental Health - Contaminated Land** - No objections, subject to the inclusion of conditions relating to contaminated land.

**Waste Management** - Comments awaited.

**United Utilities** - Comments awaited.

### **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
H2/6	Garden and Backland Development
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/5	Waste Water Management
EN8	Woodland and Trees
HT2/4	Car Parking and New Development
HT4	New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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 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.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up with sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land (4.7 years with a 5% buffer applied in accordance with the NPPF) and this needs to be treated as a material factor when determining applications for residential developments.



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

The proposed development is located within the urban area and there are residential dwellings surrounding the site. As such, the proposed development would not conflict with the surrounding land uses. Appropriate infrastructure would be available and as such, the proposed development would be acceptable in principle. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

**Design and layout** - The proposed development would provide a pair of semi-detached dwellings. The proposed dwellings would be a storey and a half in height to the front and two and a half storeys at the rear. The proposed dwellings would be constructed from brick, render and timber cladding and would be modern in design. The use of the proposed materials and the use of dormers and pike details would help to break up the elevations and add visual interest. As such, the proposed dwellings would not be a prominent feature within the streetscene.

The level of private amenity space for the proposed dwellings would be acceptable and there would be space within the side garden for bin storage, which would be screened by a close timber boarded fence. One tree on site would need to be removed, but this tree is of poor quality and it would be replaced as part of the landscaping plan. There will be gabion walls to the rear of the site and close boarded timber fencing to the rear and side, which would be acceptable in the locality. Therefore, the proposed development would not be a prominent feature in the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - SPD 6 provides guidance on aspect standards between residential properties and would be relevant in this case. There should be a minimum of 20 metres between directly facing habitable room windows, which is based upon a two storey development. A habitable room window is a lounge, dining room or bedroom

There would be a minimum of 21.4 metres between the proposed dwellings and the gable of No. 1 Trent Drive and 20.5 metres between the proposed dwellings and No. 42 Humber Drive, which would be in excess of the aspect standards.

There is a window at first floor level in the gable elevation of No. 51 Humber Drive and there would be 10.8 metres between the gable of No. 51 Humber Drive and the gable of the proposed dwellings. As the proposed dwellings would be one and a half storeys above the ground level, a distance of 10 metres would be acceptable.

There would be a minimum of 7.8 metres from the rear elevation of the proposed dwellings to the boundary, which would comply with the aspect standards. The proposed balconies would be located on the rear and would not have a significant adverse impact upon the amenity of the neighbouring properties. Therefore, the proposed development would not have an adverse impact upon the amenity of the neighbouring residential properties.

**Highways issues** - The proposed development would be accessed from driveways from Humber Drive at the end of the cul-de-sac. There would be acceptable levels of visibility. The Traffic Section has no objections, subject to the inclusion of conditions relating to construction traffic management plan, measures to prevent mud, car parking and works to footway crossings. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies H2/1 and H2/2 of the Bury Unitary Development Plan.

**Parking** - SPD11 states that the maximum number of parking spaces is 2 spaces per 3 bedroom dwelling, which equates to 4 spaces.

The proposed development would provide 1 space for each of the dwellings and a integral garage for both properties. As such, 2 spaces would be provided for each dwelling, which would comply with the maximum parking standards. Therefore, the proposed development would comply with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

#### **Response to objectors**

- The issues relating to construction in terms of noise and traffic are not material planning considerations and cannot be taken into consideration.
- The issues relating to design, layout, highways issues and impact upon residential amenity have been addressed in the report above.
- The planning history indicates that permission was granted for residential development on this site in 1989 and 1990.

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

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 1x3080\_MHA\_XX\_XX\_DR\_A\_00-010 P1, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-006 P1, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-011 P1, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-001 P4, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-004 P3, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-005 P1, 1x3080\_MHA\_XX\_XX\_DR\_A\_00-007 P3 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. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.  
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
4. 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. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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.

5. Following the provisions of Condition 4 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.

6. Following the provisions of Condition 4 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.

7. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved in writing by the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. No information has been provided and to mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

8. 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 Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

9. Notwithstanding the details indicated on the approved plans, the development hereby approved shall not be first occupied unless and until the formation of the proposed footway crossings onto Humber Drive, incorporating the refurbishment of the footway abutting the site affected by the proposed development and statutory undertakers connections to the proposed dwellings and all associated highway remedial works, has been implemented to a scope and specification to be agreed with the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway pursuant to the following Policies of the Bury Unitary Development Plan:  
Policy H2/1 - The Form of New Residential Development  
Policy H2/2 - The Layout of New Residential Development  
Policy EN1/2 - Townscape and Built Design

10. The car parking arrangements indicated on the approved plans incorporating garage spaces and 5.5m minimum length hardstandings in front the proposed garage doors shall be made available for use prior to the dwellings hereby approved being occupied and thereafter maintained at all times.

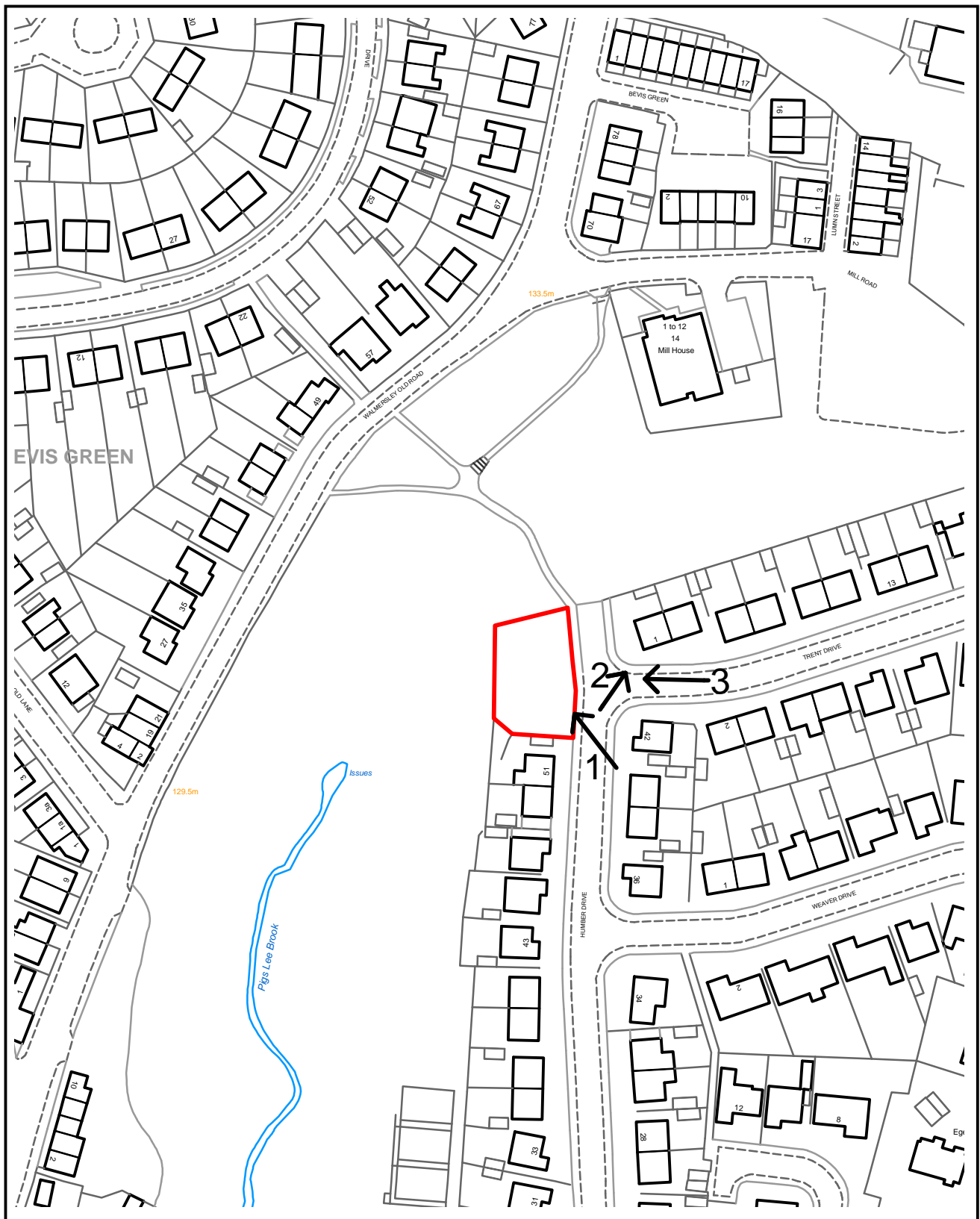
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

11. 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.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61829**

**ADDRESS:** Land adj to 51 Humber Drive  
Bury

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL



61829

Photo 1



Photo 2

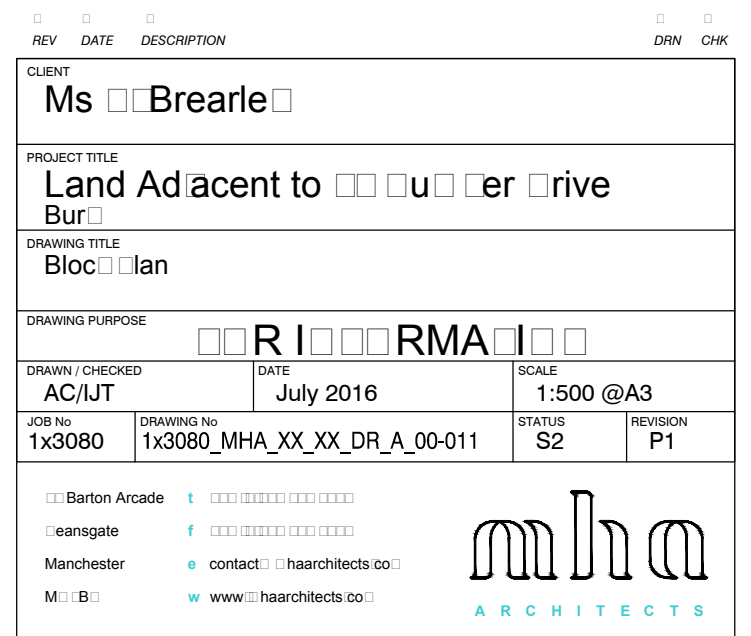
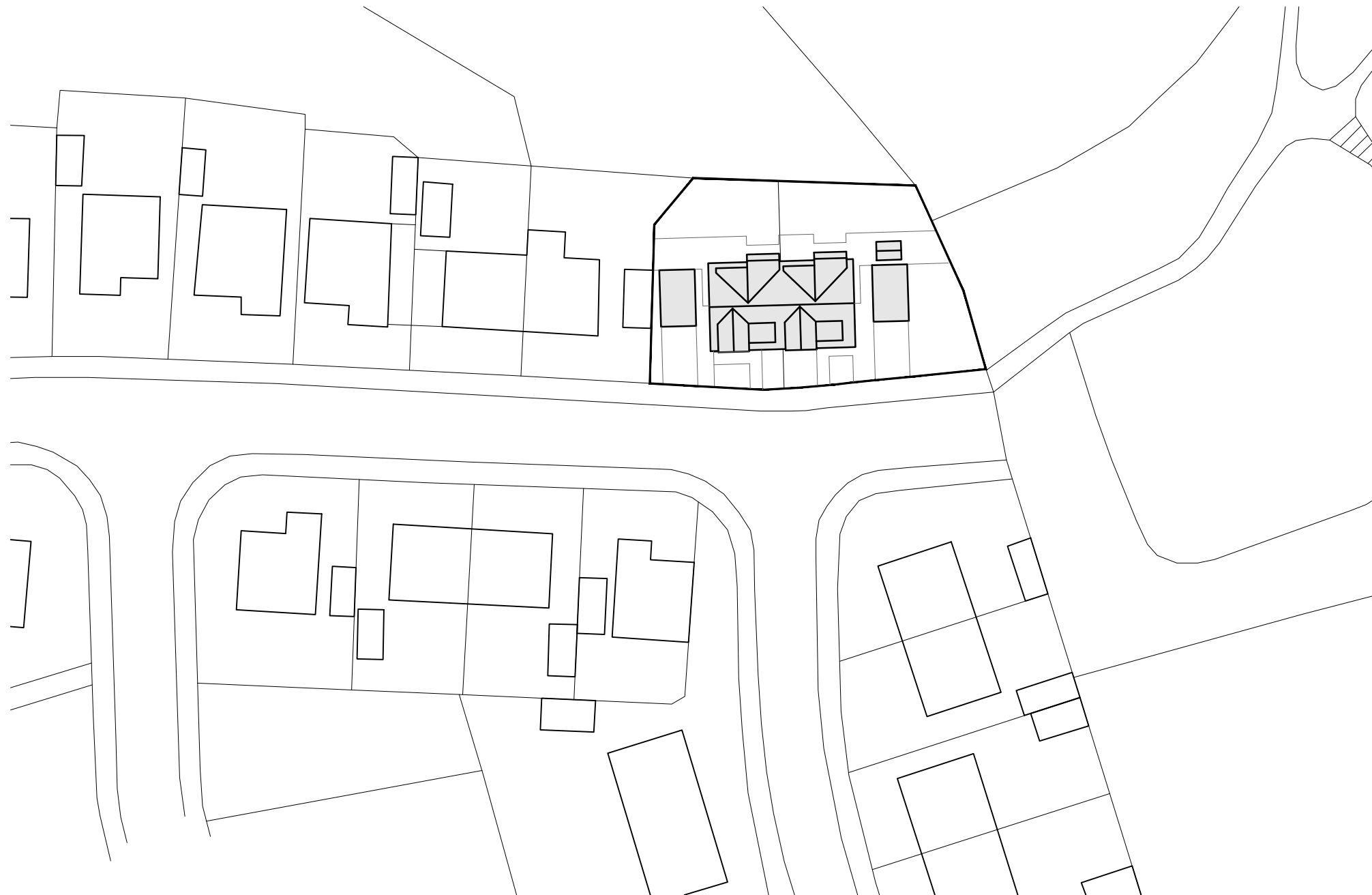


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Photo 3











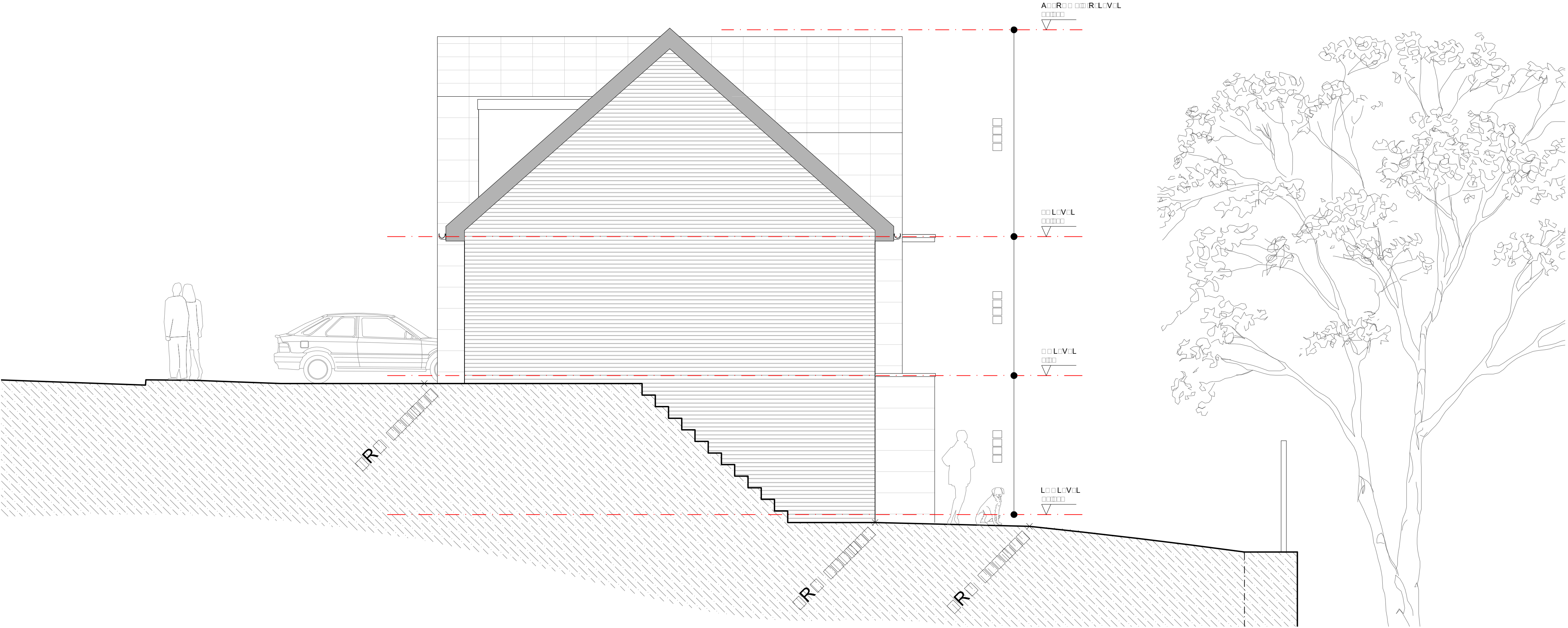
**City of San Francisco**  
 Department of Public Works  
 Engineering Division  
 315 Market Street, Suite 300  
 San Francisco, CA 94102  
 Phone: (415) 355-3100  
 Fax: (415) 355-3101  
 Email: [info@sf.gov](mailto:info@sf.gov)

**Project Name:** 1515 Market Street  
**Project Number:** 1515 Market Street  
**Project Location:** 1515 Market Street  
**Project Description:** 1515 Market Street  
**Project Status:** 1515 Market Street  
**Project Contact:** 1515 Market Street

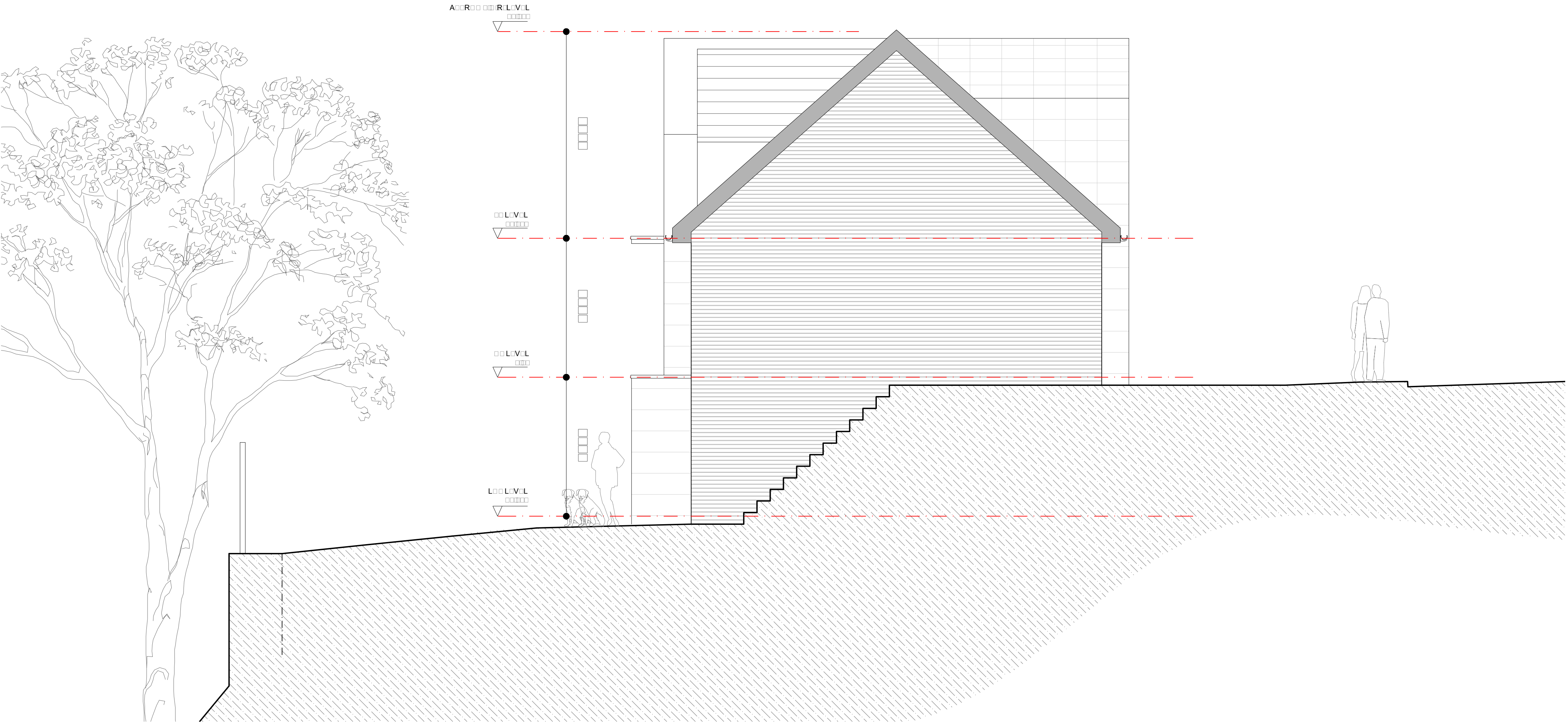
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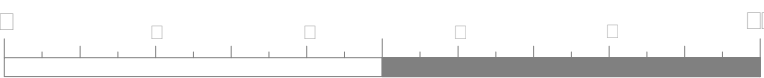




Architectural section drawing showing a building with a gabled roof, ground levels, and surrounding landscape including trees and a car.

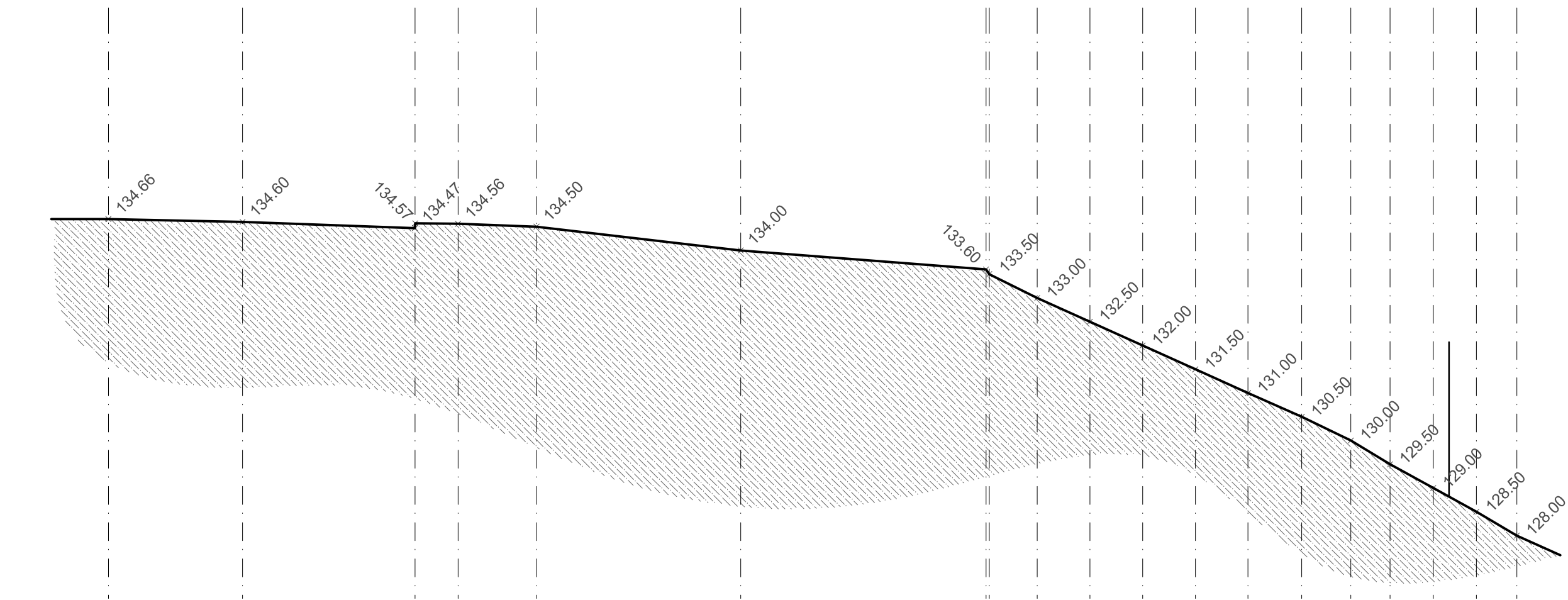


Architectural section drawing showing a building with a gabled roof, ground levels, and surrounding landscape including trees and a car.

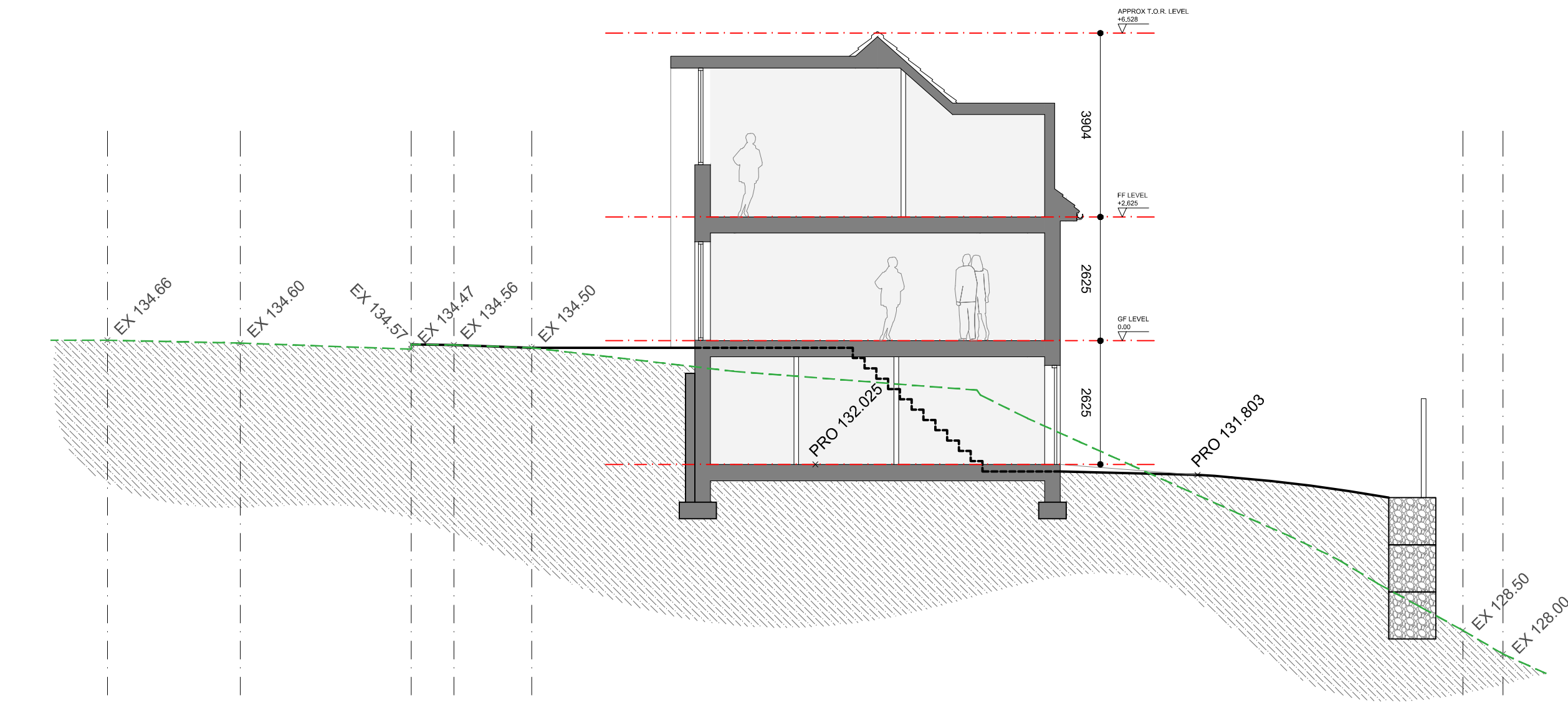


REV	DATE	DESCRIPTION	DRN	CHK
CLIENT <b>Ms Brearley</b>				
PROJECT TITLE <b>Land adjacent to Outer Drive</b>				
DRAWING TITLE <b>Proposed Elevations of</b>				
DRAWING PURPOSE <b>RIBA RMA</b>				
DRAWN / CHECKED <b>AC/UT</b>		DATE <b>May 2016</b>	SCALE <b>1:50 @A1</b>	
JOB No. <b>1x3080</b>	DRAWING No. <b>1x3080_MHA_XX_XX_DR_A_00-005</b>	STATUS <b>S2</b>	REVISION <b>P1</b>	
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Existing Site Section A/A



Proposed Site Building Section B/B

REV	DATE	DESCRIPTION	DRAWN	CHK
CLIENT				
Ms Brearley				
PROJECT TITLE				
Land Adjacent to uer drive				
Bur				
DRAWING TITLE				
ite Building ections				
DRAWING PURPOSE				
R I RMA				
DRAWN / CHECKED		DATE	SCALE	
AC/IJT		July 2016	1:100 @A3	
JOB No	DRAWING No	STATUS	REVISION	
1x3080	1x3080_MHA_XX_XX_DR_A_00-007	S2	P3	
<div><div><div>Barton Arcade</div><div>Leansgate</div><div>Manchester</div><div>M B</div></div><div><div>contact: haarchitects.co</div><div>www: haarchitects.co</div></div><div><div>ARCHITECTS</div></div></div>				



**Ward:** Whitefield + Unsworth - Unsworth

**Item** 07

**Applicant:** LSH Auto Properties (UK) Ltd

**Location:** Mercedes-Benz of Whitefield, 845 Manchester Road, Bury, BL9 9TP

**Proposal:** Change of use of land to form a surface level staff vehicular parking area with 19 no. spaces and associated infrastructure and landscape works

**Application Ref:** 61834/Full

**Target Date:** 10/10/2017

**Recommendation:** Approve with Conditions

**A site visit was carried out at the September Planning Control Committee meeting at the request of the Assistant Director of Localities.**

### **Description**

The site contains a new sales/after sales building, which is operated by Mercedes Benz. The building is used for a variety of uses including car sales, sales of parts/accessories, car valeting, car repair, MoT testing, body repairs and car sales office. The site is accessed from the access adjacent to the northern boundary and provides 148 parking spaces on site. Part of the existing building and part of the existing car park to the south of the site and the proposed car park are located within the Green Belt and the River Valley.

The site for the proposed car park contains approximately 50 trees, some are self seeded and many are of poor quality. The site is part of the Green Belt and wildlife corridor.

The site is bounded by residential properties to the north, southwest and west and there is a synagogue building to the south. There is open land to the east with residential properties beyond and Bury Golf Club is located to the south east.

The site began operating in early 2015 and the site was brought by the current owners in late 2016. Since the site began operating, there have been a number of complaints with regard to cars being unloaded on Manchester Road and staff and visitors to the site parking on High Bank Road and Sandy Close. This is one of two applications, which seeks to address these issues. The second application for the provision of a customer car park is also on this agenda (reference 61239).

The proposed development involves the creation of a 17 space car park at the south eastern corner of the site for use by staff only. The proposed car park would be accessed from the existing gate in the eastern boundary. The proposed site would be cut and filled to create a level surface and a retaining wall of a maximum of 3.5 metres in height would be constructed on the north eastern boundary. Revised plans have been received, which have reduced the developable area to ensure that tree screening can be retained.

### **Relevant Planning History**

56517 - Demolition of the existing garage building and the comprehensive redevelopment of the site to provide a new car dealership, with workshop for MOT testing, servicing, car part sales and other car-related activities including the construction of a new (4, 789 sqm) stand-alone sales and after-sales building and workshop, car parking and a reconfigured vehicular access/egress from the Manchester Road at 845 Manchester Road, Bury. Approved with conditions - 16 October 2013.

57093 - 1 no. internally illuminated pole mounted rotating Mercedes-Benz star at 845 Manchester Road, Bury. Approved with conditions - 12 February 2014.

57266 - Non-material amendment following grant of planning permission 56517 for amendments to front elevation to remove front columns and simplify glazing and reposition building to bring forward approx. 1M (west) and approx 1M left (north) at 845 Manchester Road, Bury. Approved with conditions - 24 February 2014.

58561 - Variation of condition 16 following grant of planning permission 56517 to amend the Sunday opening hours to: The development hereby permitted shall not be open to customers or members of the public outside the following times: 08.00 to 18.30 Monday to Friday, 08.00 to 17.00 Saturdays and 11.00 to 17.00 Sundays.  
Approved with conditions - 13 May 2015.

58562 - Variation of conditions 2 and 3 following grant of planning permission 58184 to remove reference to the duplicate drawing and amend the timing of the smart lighting coming on to: The external lighting shall not be switched on outside the hours of 07.30 to 19.00 Monday to Friday, 07.30 to 17.30 Saturdays and 10.30 to 17.30 Sundays except where the sensor detects movement on the site for security purposes.  
Approved with conditions - 28 May 2015.

61239 - Demolition of 853 & 857 Manchester Road and change of use of land to customer car parking area for 20 no. spaces at 853 & 857 Manchester Road, Bury. Received - 28 March 2017.

61630 - Prior notification of proposed demolition of 2 no. dwellings at 853 & 857 Manchester Road, Bury. Prior approval required and granted - 12 July 2017.

#### Enforcement

15/0070 - Pole mounted rotating Mercedes-Benz star advert not in accordance with approved plans (57093) - 18/02/2015

15/0143 - Parking in the road - 15/06/2015

15/0201 - Illuminated advertisement - 22/05/2015

#### Publicity

The neighbouring properties were notified by means of a letter on 18 August 2017.

35 letters have been received from the occupiers of the following, which have raised the following issues:

833 Manchester Road,

5, 7, 10, 11, 13, 14, 15, 19, 21, 25, 26, 28, 29, 32, 37, 39, 41, 64, 75 Ajax Drive

Whitefield - 8 Croftleigh Close, 23 Mather Road, 3 Clarendon Street, 12 Ridge Grove, 123

Thatch Leach Lane, 75B Heathfield Road,

Prestwich - 1 Ladythorn Avenue, 1 The Meadows,

Radcliffe - 101, 109, 121 Bury and Bolton Road, 25 Sherwood Road, 3 Myrtle Grove

Bury - 152 Crostons Road, 31 Haweswater Crescent, 25 Chatsworth Close, 25 Heaton

Drive, 36 Leyton Drive, 8 Kilner Close, 10 Linksway Drive, 18 Parr Fold, 30 Meadway, 1

Osborne Close, 9 Valley Avenue, 36 Chadderton Drive, 3 Buller Mews,

Tottington - 163 Scobell Street, 18 Claughton Road,

Middleton - 22 Willow Avenue, 38 Highbarn Road,

- Object to Green Belt land being turned into a car park.
- With the woodland, we can still hear the machines from the Mercedes garage.
- Destroying green space for 'very special circumstances' is not special in my eyes.
- Within the woodland there are a number of different wildlife species - bats, foxes, nesting birds, badgers, hedgehogs, and owl.
- There are plenty of cars on site, which could be stored elsewhere.
- Mercedes promised in their original application that the green corridor would be untouched.
- Very strongly object. How will LSH construct the car park within the plans?
- If this application is approved, how long will it be before LSH come back requesting

more parking every 3 years?

- This will have a detrimental impact on the surrounding houses.
- This dealership causes major traffic tailbacks on a daily basis as they load and unload vehicles on Manchester Road. Therefore, I oppose this application.
- Once again the power of the financial overlords seek to ruin the things that responsible and respectful people have worked hard to achieve and destroy natural habitats.
- It is a disgrace that Bury Council have considered this application.
- This company could not care less about anybody or anything because the council is letting them get away with it
- Three (3) lovely cottages were allowed to be destroyed which were part of Bury's heritage]
- Under this land is a very large sewer pipe tipping could damage this pipe
- I would have thought they should sort their traffic problems they cause first particularly when their car transport arrive
- We should be protecting all Green Belt land.
- Perhaps staff and customers could use public transport rather than driving to the site.
- Bury Planning Department have thus failed our local community, three perfectly good cottages have already been acquired by Dealership and demolished with planning approval. Now this Dealership thinks it can steamroller all who object and build on our Green Belt/Nature Reserve for a CAR PARK!!]
- The whole building including the ridiculous 30ft pole is already an eyesore please do not allow them to spread out any further and take away a natural habitat.
- There is ample on-street parking in the vicinity of the site and there is no justification to encroach onto Green Belt for the convenience of the employees. Cars can be parked locally without any issues.
- It is abysmal and quick frankly shoddy business sense that the company who bought the plot did not actually PLAN for customer or staff parking with the land available. How could providing parking spaces for customers and staff be so badly overlooked?
- Suggest re purposing other developed land they own.
- Also: do they actually need as many car parking spaces as they claim?
- And one can't help to think, does a company who makes such bad decisions actually 'deserve' to be granted special permissions?
- Impact of noise and light pollution.
- It is a matter of balance but this is a crowded area and the green lung is precious to people, animals and plants.
- Following the floods on Boxing Day, it is imperative that we keep as many trees as possible to aid with drainage of the land.
- Although I do not live in the vicinity of the site, I feel sure that this development will impact upon the lives of those who do.
- A staff car park cannot be a very special circumstance. Other suggestions include a park and ride, car sharing, staggered shifts for staff, incentives for staff to use public transport, facilities for cycling to work, condense the forecourt to provide more staff parking.
- This type of Green Belt should only be built on in extreme circumstances. The benefits do not outweigh the negative impact of the development.
- I am not a resident of the area, but you should not be allowed to build on this site.
- Planning was irresponsibly granted without due consideration of the parking required at this dealership. The dealership should not have been built there.
- The company has already been allowed to destroy some of the town's heritage buildings. The large roof space should be used for parking.
- The proposal is contrary to the policies in the UDP and the NPPF.
- Is there really any need for another car dealership in Bury? I object on the grounds of more pollution.
- Object to the disgraceful fiasco that is piecemeal extending of a site and the demolition of perfectly good homes.
- Previous applications for Bury Golf Club have been refused and this should be refused too.

- The rising concern amongst local Bury people who care deeply about our local countryside and wildlife, is that the council seems prepared to ignore the needs and purpose of green belt for a great many sites that serve a vital purpose as wildlife corridors and essential habitat, and to do so purely to keep happy businesses who flash the cash and use the power of money to beat down any objections, (eg allowing Porada to retro apply for planning only after they had already concreted over the green space outside their restaurant for, you guessed it, a car park!) Mercedes-Benz knows exactly what they are doing, long term planning by stealth to take what they've always aimed for.
- This Green Belt is a natural wood and nature reserve, it maintains a 'green lung' for Whitefield and Unsworth. If we allow it to be built on now, the wildlife in these areas WILL be destroyed or displaced, all for 22 staff parking places (if that is to be believed!) and that green lung will have gone FOREVER!!

The neighbouring properties and objectors were notified of revised plans on 7 September 2017.

32 letters have been received from the occupiers of the following, which have raised the following issues:

7, 11, 13, 15, 17, 26, 27, 33, 37, 47 Ajax Drive, 14 Sandy Close,  
Radcliffe - 23 Parkside Close,  
Whitefield - 15 Brightwater Close, 2 Bradshaw Avenue, 73 Cunningham Drive,  
Bury - 9 Valley Avenue, 26 Wadebridge Close,

- Opposed to demolishing green belt land for the purpose of building a car park.
- When LSH purchased the garage, they must have been aware of the wildlife corridor restriction. They could reduce the stock on site and allow staff to park on site.
- No planning application has been made for the turning circle.
- The houses on Ajax Drive are higher than the car park.
- LSH should use parking elsewhere and there's no need to destroy the wildlife corridor
- Has anyone considered how the proposed car park would be constructed?
- Appalled that Bury Council are minded to approve. Surely, the strength of feeling must have a bearing on an important decision. How can approving this be the right thing to do?
- The diluted plans would still impact upon the Green Belt and wildlife corridor.
- LSH think they are doing the residents a favour by removing staff cars from the streets. Unbelievable.
- There is a pompous attitude towards the planning of this project. I have no doubt that LSH will get what they want.
- I have complained about the lighting from this development.
- The site impinges on day to day life by unloading on Manchester Road.
- The staff parking on local roads is LSH's own making as there are too many used cars on site.
- The proposed car park will be visible from Ajax Drive.
- Most of the trees will be cut down and the outlook will be very different.
- Staffing at the garage has increased by 3 people since the planning application in 2013. Why are so many parking spaces required?
- The report states that there are no bats and there are.
- If LSH can't operate within the site, they should move to another larger site.
- What a waste of time reducing the car park by 3 spaces - nothing has changed.
- This is Green Belt land and must remain so.
- Mercedes Benz should investigate alternatives - car sharing, staggered shifts, public transport, cycling to work.
- Planning was irresponsibly granted without due consideration of parking.
- The application should be refused as it is not in the interests of the people.
- The Green Belt should only be built on in exceptional circumstances. If the Council find in favour of building on the Green Belt again, then we will know where their priorities lie.
- The proposal is contrary to Policies OL5/2, EN6/4 and paragraph 87 of the NPPF.

- Is there really a need for another car dealership in Bury.
- Approving this proposal will create a precedent.
- I would agree with this application providing parking restrictions are placed along High Bank Road and Sandy Close and all staff are forced to park on site at all times.

A press notice was published in the Bury Times on 28 September and site notices have been posted on 21 September advertising the application as a departure from the development plan.

12 letters were received from the occupiers of 13, 15 Ajax Drive, 5 High Bank Road, Whitefield, 24 Cuckoo Lane, 1 Ladythorn Avenue, 9 Willingdon Drive, Prestwich, which have raised the following issues:

- Andy Burnham's ambition is transform Greater Manchester into a world leading greener, cleaner city region; improving the health and quality of life for millions of people, while protecting our green spaces and environment for future generations and he announced that a Green Summit will be held in Spring 2018 looking at how to improve air quality and use of green spaces. The building of a car park on Green Belt flies in the face of this GMCA commitment, of which Bury Council is a member.
- Greater Manchester Combined Authorities, including Bury Council has made a commitment to reduce vehicles and air pollution, and to make Greater Manchester a Green City Region. The removal of a large number of trees, which are our best defence against pollution, and the creation of a new car park on Green Belt totally contradicts this commitment.
- After reading the Traffic Sections comments, 20.9.17, for apps 61834 & 61239, are the council now linking the 2 applications together? From what I can understand they are saying that LSH can't have the Turning circle car park without the Staff car park, is this true?
- How do the Council intend to marshal their recommendations of only Staff cars using the new car park? They haven't been able to stop LSH from parking near 50 more vehicles on site over the 150 cars approved in 2013. Has anyone from the Council actually been on site and counted the cars present?
- Just by removing the extra stock off site there will be enough space freed up to accommodate the staff cars. The extra spaces created where the houses once stood should be enough for greedy LSH.
- Lack of exceptional circumstances
- Concerns about the removal of the trees with regard to increased noise and disturbance, loss of outlook, drainage leading to flooding and annihilation of animals and fauna.
- Local Councils have a responsibility under the Human Rights Act to ensure that a person has the right to peaceful enjoyment of all their possessions and the substantive right for their private and family life.
- Strongly object as the proposal does not comply with paragraphs 13 and 19 of PPS1, the Wildlife and Countryside Act 1981 and Policy OL3/1, Policy OL1/2 and the draft GMSF
- The company assured the local community that they would not touch the Green Belt. The natural green land should be left alone and the parking is completely unnecessary.

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

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to the surfacing and use of the car park.

**Drainage Section** - Comments awaited.

**GM Ecology Unit** - No objections, subject to the inclusion of conditions relating to badgers, nesting birds, hedgehogs, invasive species and an ecological management plan for the retained woodland and an informative relating to bats.

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



EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/2	Noise Pollution
EN8	Woodland and Trees
OL1/5	Mineral Extraction and Other Development in the Green Belt
OL5/2	Development in River Valleys
S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stns
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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 (River valley)** - Policy OL5/2 states that within the River Valleys, new buildings to the change of use of land will not be permitted. The only exceptions considered acceptable will be those where the development would not lead to the division of the open parts of the valleys into sections and it falls within the terms below:

1. where the area is designated as Green Belt, the established Green Belt policies would apply
2. where the area does not form part of the Green Belt, at least one of the following circumstances is met:
  - that the development represents limited infilling to an established valley settlement or industrial area;
  - that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance;
  - that the development is required in association with an outdoor recreation or appropriate tourist facility;
  - that the development is limited and will form part of, and be essential to, the maintenance of the provision and improvement of public services and utilities;
  - any other development that would be appropriate in a Green Belt.

The proposed development would not split the river valley into sections. and the proposed development would comply with the Green Belt policies within the Bury Unitary Development Plan and the NPPF. Therefore, the proposed development would comply with Policy OL5/2 of the Bury Unitary Development Plan.

**Principle (Green Belt)** - The site is located within the Green Belt and the River Valley.

Paragraph 90 of the NPPF states that certain forms of development are not inappropriate within the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and

- development brought forward under a Community Right to Build Order.

The NPPF continues that inappropriate development is, by definition harmful to the Green Belt and should not be approved except in very special circumstances.

When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. 'Very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Policy OL1/5 states that within the Green Belt other development, not including buildings, will be inappropriate unless:

- it maintains openness and does not conflict with the purposes of including land in the Green Belt; or
- in the case of mineral extraction, it does not conflict with the purposes of including land in the Green Belt, and high environmental standards will be maintained and the site well restored.

The proposed development would be an engineering operation and operational development. On balance, the proposed scheme would involve more operational development than engineering operations and as such, the proposal would be in appropriate development. In accordance with paragraphs 87 and 88 of the NPPF, a case for very special circumstances would be required to overcome any harm to the openness of the Green Belt.

The application site would be accessed via an existing gate from the existing car park at the rear of the site. The proposed car park would only be visible from Sunny Bank Road, looking across the synagogue car park where there is a 1.8 metre high concrete fencing, which would provide screening. As such, the visibility of the proposed development would be extremely limited and therefore, the harm to the openness of the Green Belt would be limited.

The agent has presented the following case for very special circumstances:

- The proposed development would preserve the openness of the Green Belt.
- The proposal would not conflict with the purposes of including land in the Green Belt:
  - the proposal is not for built development and would not lead to any 'unrestricted sprawl of large built up areas'
  - The site does not form a gap between 2 settlements, but has built development on three sides.
- Staff parking is required and the proposal would not result in the loss of any further residential dwellings.
- The proposed development would offer significant and overriding benefits to the local area, by removing staff parking from the highway
- There is no intention to develop this area of Green Belt any further as the land is very steep with a drop off of around 4 - 5 metres

The Green Belt serves five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns;
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The application site is developed on two sides, with residential development to the west and the proposed development would not conflict with the five purposes of the Green Belt listed above. The revised plans for the proposed development have reduced the area of the car park to 447 square metres in area, which would allow the trees to the south, east and north of the site to be retained. The retention of these trees provides screening for the proposed

development and the applicant has confirmed that additional tree planting would take place to replace the trees, which are removed. As such, the site would retain its appearance of trees on the perimeter, which would not harm the openness and character of the Green Belt.

The very special circumstances reflect the localised issues that the applicant is seeking to resolve - the lack of appropriate turning facilities, the need for more customer parking on site (both of these issues are addressed by application 61239) and the provision of additional staff car parking is required to resolve the issues arising in the area. The applicant has secured land in Prestwich for parking, but this would not be suitable for use by staff and there is a lack of available sites for off-road parking in this highly developed area.

Given that the level of harm is extremely limited and the steep slope would prevent any further encroachment/future development, it is considered that the benefits from other considerations (the significant and over-riding benefits to the amenity of local residents and highway safety) would outweigh the harm to the Green Belt. Therefore, the proposed development would be in accordance with Policy OL1/5 of the Bury Unitary Development Plan and the NPPF.

**Design and layout** - The proposed car park would be accessed from the existing gate at the rear of the existing car park and would not be visible from Manchester Road. A retaining wall would be constructed along the northern boundary and it is proposed to provide additional planting in the area to the north and west of the site to supplement the existing trees. As such, the proposed car park would be viewed against a backdrop of mature trees as is the case currently. Therefore, the proposed development would not be a prominent feature in the streetscene and would be in accordance with Policy EN1/2 of the Bury Unitary Development Plan.

**Trees** - The proposed development would result in the removal of 20 trees on the site and 14 of these are of poor quality, multi stemmed and self seeded. The remaining 6 trees are category B, which are of good quality. The revised plan has indicated that 30 trees would be retained along the boundaries to the synagogue and the residential properties on Ajax Drive and a further 15 trees would be retained along the boundary with the existing car park. As such, the appearance of the area would still be quite wooded. In addition, an area for ecological enhancement has been identified and the applicant has confirmed that replacement trees would be planted. This would be secured through a condition. The retention of the trees around the perimeter of the site and the additional planting would ensure that the proposed development would not have an adverse impact upon the character of the locality. Therefore, the proposed development would be in accordance with Policy EN8 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - The proposed car park would be 23 metres in length and there would be a minimum of 27 metres between the rear elevation of No. 9 Ajax Drive and the boundary with the car park. A distance of 27 metres would be sufficient to mitigate any potential noise from the proposed development to a level, which would not have a significant adverse impact upon the residents of Ajax Drive. The mature trees between the residential property and the proposed car park would be retained, which would reduce the visual impact of the proposed development and the impact from any headlights. Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties and would be in accordance with Policies EN7/2, HT2/4 and S4/4 of the Bury Unitary Development Plan.

**Ecology** - An ecological assessment was submitted with the application. The site was assessed for bats with emergence surveys were carried out and no evidence of bats was found. There was no evidence of badgers within the site, but the potential for usage was acknowledged and evidence of nesting birds was found within the site. GM Ecology Unit have confirmed that the proposed development would not cause harm to protected species, subject to the inclusion of conditions relating to badgers, nesting birds, mammals and invasive species and an informative relating to bats.

The revised plans have reduced the size of the proposed car park to 19 spaces, which would result in more trees being retained and a reduction of the impact upon the wildlife corridor and river valley. Whilst the commitment from the applicant to mitigate for the trees lost, it is difficult to see where additional tree planting could take place that would not impact upon the existing woodland. The proposed development would result in the loss of 400 square metres of scrub woodland and there is around 3000 square metres of woodland in the developers ownership. GM Ecology Unit has no objections to the proposed development subject to the inclusion of a condition requiring a 5 year ecological management plan for the retained woodland, which must demonstrate how the woodland would be enhanced and maintained over this period. Therefore, the proposed development would not cause harm to an ecological feature and would be in accordance with Policy EN6/3 of the Bury Unitary Development Plan and the NPPF.

**Highways issues** - The proposed car park would be located at the rear of the site and would be accessed from the existing customer car park. As such, the vehicles would utilise the existing junction with Manchester Road, which has appropriate levels of visibility. The proposed development would not impact upon the existing turning facilities adjacent to the customer car park and appropriate turning facilities would be provided within the proposed car park. The Traffic Section has no objections, subject to the inclusion of conditions relating to the surfacing and use of the car park. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan.

**Parking** - There is no equivalent use within SPD11 with regard to car parking.

The Council has received complaints from the residents of Sandy Close and High Bank Road with regard to staff from the Mercedes Benz garage parking on the residential streets, which has resulted in the extension of double yellow lines around the junction with Manchester Road.

The existing parking provision and demand on site is as follows:

- 35 used cars on parked on display
- 99 used cars are in stock
- The roof deck is used for staff demonstrators and used car stock
- 10 parking spaces for customers looking to purchase a new car
- 40 - 45 vehicles are on site for servicing per day
- 4 - 5 MOT's are undertaken per day
- Spaces are required for off the road cars and cars with parts on order.

Following a public meeting, the applicant has recognised that the level of parking on site should be increased to provide staff parking. The number of staff employed at the site is 56.

The applicant has an agreement with the local synagogue to lease 20 spaces and 8 members of staff drive demonstrator vehicles, which are parked on the roof top car park. The proposed development would provide 17 spaces, which would give a total of 45 spaces for 56 staff. Given that some of the staff will work shifts, be on leave and the site is located on a main bus route, it is considered that the level of car parking would be acceptable in this instance. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11

### **Response to objectors**

- The issues relating to Green Belt, ecology, impact upon residential amenity, noise, light pollution and drainage have been assessed in the report above.
- A separate application (61239) has been submitted to provide a larger turning area to allow deliveries of vehicles to take place within the site.
- The cottages were demolished under Part 11 of Class B to Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015. Prior approval was required and was granted on 12 July 2017 and as such, the demolition of

the proposed dwellings was permitted development.

- The design of the building is not the subject of this application and as such, is not a material planning consideration.
- The identity of the applicant has no bearing on the planning decision reached and cannot be taken into consideration.
- The staff have been parking on the adjacent residential streets, in particular Sandy Close and High Bank Drive, which has been the subject of complaints to various departments within the Council and matters that the local ward councillors are aware of.
- The Council has to consider all applications submitted to it.
- Due to the topography of the land and the steep slope, it is unlikely that any further expansion could take place at the rear of the site.
- There are no planning obligations associated with the proposed development.
- The draft GMSF is due to be re-written and a new draft GMSF consulted upon. As such, the policies within the Draft GMSF have limited weight when determining planning applications.
- PPS1 has been replaced by the NPPF and the other policies quoted have been assessed in the report above.
- All applications are considered with regard to The Human Rights Act 1998.
- The applicant has confirmed that there would be negative commercial implications associated with reducing the number of cars stored on site.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in 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 39902-AWP-XX-XX-DR-C-001 A1, 39902-AWP-XX-XX-DR-C-002 A6 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. All trees to be retained on site shall be 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.
4. Prior to the commencement of the development hereby approved, a 5 year



ecological management plan shall be submitted to and approved in writing by the Local Planning Authority. The ecological management plan must demonstrate how the woodland would be enhanced and maintained over the 5 year period. Only the approved ecological management plan will be implemented.

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.

5. Prior to the commencement of any earthworks on site, a survey of the site and to include 30 metres from the northern boundary for badger setts shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures must be implemented prior to the commencement of the development.  
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.
6. No works shall be carried out to the trees that would disturb nesting birds between 1st March and 31st August inclusive in any year.  
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 (*Fallonia Japonica*, *Rouse Decraene*, *Polygonum Cuspidatum*) and Himalayan Balsam (*Impatiens Glandulifera*) 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. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
8. No development shall commence unless and until a scheme for low level lighting has been submitted to and approved in writing by the Local Planning Authority. The approved scheme only shall be implemented prior to the use hereby approved first being brought into use, and thereafter maintained.  
Reason. Information has not been submitted at application stage. To protect the amenity of nearby occupiers and residents pursuant to Bury Unitary development Plan Policies EN1/2 - Townscape and Built Design, EN7 - Pollution Control and S4/4 - Car Showrooms, car sales Areas and Petrol Filling Stations.
9. Prior to the commencement of any earthworks on site, a method statement to ensure no unnecessary suffering to hedgehogs shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures must be implemented prior to the commencement of the development.  
Reason. In order to ensure that no harm is caused to a species of ecological value 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.
10. The car parking indicated on the approved plans shall be surfaced, demarcated

and made available for use prior to the development hereby approved being first brought into use.

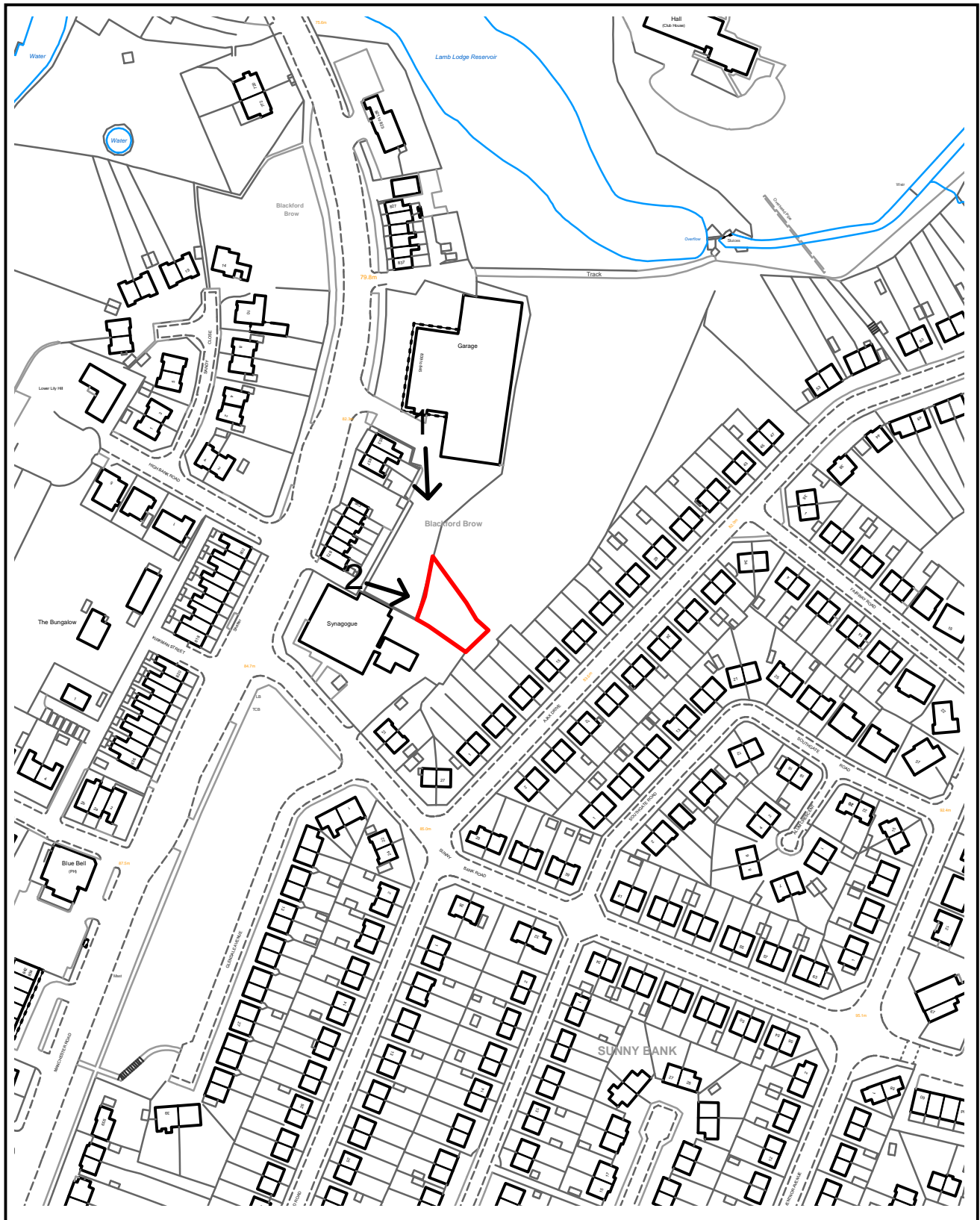
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies S4/4 - Car Showrooms, Car sales Areas and Petrol filling Stations and HT2/4 - Car Parking and New Development.

11. The staff car park indicated on the approved plans shall only be used for parking by staff and shall not be used for the storage or display of vehicles or for parking by customers.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Bury Unitary Development Plan Policies S4/4 - Car Showrooms, Car sales Areas and Petrol filling Stations and HT2/4 - Car Parking and New Development.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61834**

**ADDRESS: Mercedes Benz Of Whitefield  
845 Manchester Road**

**Bury  
Planning, Environmental and Regulatory Services**



**Bury**  
COUNCIL

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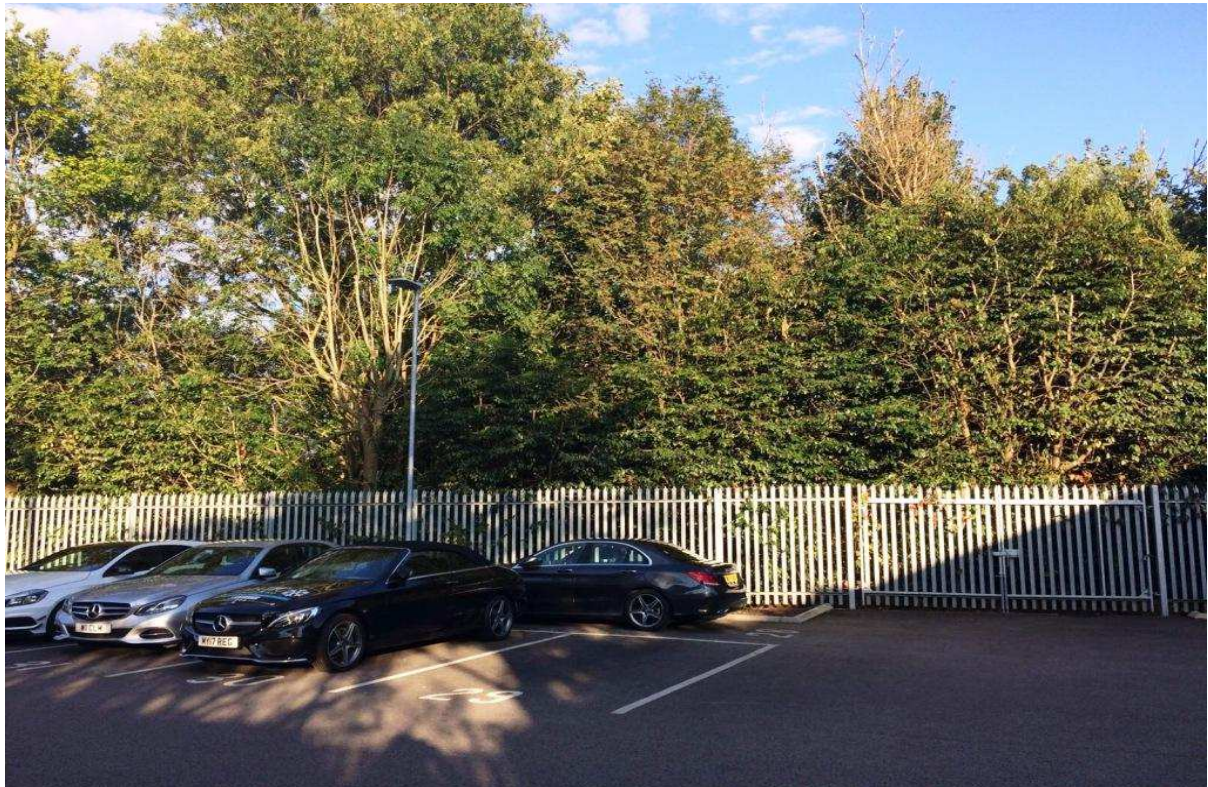


61834

Photo 1



Photo 2











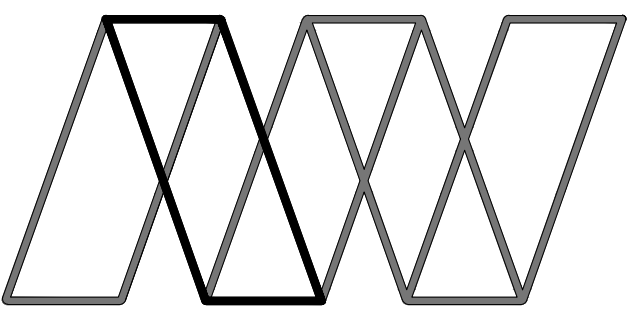
EXISTING PART SITE PLAN  
SCALE 1:100



SITE LOCATION PLAN  
SCALE 1:500

- NOTES:
1. THESE NOTES ARE INTENDED TO AUGMENT DRAWINGS AND SPECIFICATIONS. WHERE CONFLICT OF REQUIREMENTS EXIST THE ORDER OF PRECEDENCE SHALL BE AS SHOWN IN THE SPECIFICATION. OTHERWISE THE STRICTEST PROVISION SHALL GOVERN.
  2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS.
  3. DRAWINGS NOT TO BE SCALED. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR. ANY DISCREPANCIES TO BE NOTIFIED TO THE ENGINEER AND FURTHER INSTRUCTIONS OBTAINED BEFORE WORK IS COMMENCED.

A1	REVISED TO SUIT CLIENT COMMENTS	11-08-17	JMc	JJS	JJS
Rev	Description	Date	By	Chk	App



Alan Wood & Partners

<b>Sheffield Office</b> Hallamshire House Meadow Court Hayland Street Sheffield S9 1BY	<b>Consulting Civil &amp; Structural Engineers</b> Project Managers Building Surveyors
T. 01142 440077 www.alanwood.co.uk	Hull Lincoln London Scarborough York
	T. 01482 442138 T. 01522 300210 T. 02071 860761 T. 01723 865494 T. 01904 611594

Project:	Proposed Car Park Extension Mercedez-Benz, Manchester Road, Bury						
Client:	LSH Auto Properties						
Drawing:	Existing Car Park General Arrangement						
Role:	Civil						
Drawing Status:	For Approval						
Job. no.	39902		Scale@ A1: As Shown			Rev. A1	
Project	Originator	Volume	Level	Type	Role	Number	
39902 - AWP - XX - XX - DR - C - 001							



**Ward:** Bury East

**Item** 08

**Applicant:** Quick Sale UK Ltd

**Location:** 29 Knowsley Street, Bury, BL9 0ST

**Proposal:** Change of use from community centre/radio station (Class D2) to 9 bed house of multiple occupation (HMO) (Sui Generis)

**Application Ref:** 61850/Full

**Target Date:** 13/10/2017

**Recommendation:** Approve with Conditions

### **Description**

The application relates to a 3 storey red brick mid terrace property which is located within approximately 5 minutes walk of Bury Town Centre. The property is positioned fronting a main road, with Tower Gardens, a public amenity area located directly opposite. There is short term metered parking on both sides of the main road. To the rear is a cobbled single wide road which serves all the properties on this row and from which the rear yard areas and limited parking for each property is accessed.

The application premises is currently in use as a community centre and local radio station. The other properties on this row comprise a mix of uses of commercial and business types, such as legal practices, dental surgeries, tuition services and charity/advisory offices, as well as private residential dwellings.

The application seeks a change of use to a House in Multiple Occupation (HMO), consisting of 9 units in total, 5 ensuite and 4 sharing two bathrooms. The bedrooms would be laid out over the 3 floors, with two on the ground floor, four on the first floor and three on the upper floor. A communal kitchen and dining area would be provided at the ground floor with a doorway leading out to the rear yard area, a bin store and 9 secured cycle stands. There is no proposal to provide car parking for the scheme.

External alterations would comprise the replacement of and insertion of window and door openings on the rear and side elevations. A new 1.8m high wall with a secure gate would be erected to enclose the rear yard.

### **Relevant Planning History**

51280 - Single storey rear extension and disabled access ramp - Approve with Conditions  
26/06/2009

09/0377 - Change of use - 21/08/2009

09/0387 - Change of use to radio station - 07/11/2009

### **Publicity**

18 letters sent on 21/8/2017 to properties at 26-37 The Sidings, Frenchville Court; 23-37 Knowsley Street.

Two letters received from No 37 Knowsley Street and No 24 Silver Street which raises the following issues:

- This side of Knowsley Street is a business area, generally professional services and not conducive for residential.
- Already busy with restricted parking.
- Shortage of office space in Bury suitable for professional service businesses;
- Too many multiple occupancy office buildings and not enough single occupancy buildings for growing professional businesses in Bury

- Knowsley street is among just a few locations in the centre of Bury that provide for the needs of local businesses requiring high quality office accommodation. Manchester Road and St Mary's Place and the area close to the Town Hall all attract established firms and ambitious young professional's due to the type and nature of the accommodation on offer;
- We have to occupy 3 separate offices in shared accommodation which is not conducive to the requirements of our professional consultancy business but choices are limited;
- If the amount of office space continues to reduce we need to consider relocating elsewhere.

The objector has been informed of the Planning Control Committee meeting.

### **Consultations**

**Traffic Section** - No objection

**Urban Renewal** - No response received.

**Waste Management** - No response received.

**Greater Manchester Police - designforsecurity** - No objection. Advise implementation of security measures which will be included as an informative.

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

NPPF	National Planning Policy Framework
Area	Manchester Road/Knowsley Street
BY4	
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/4	Conversions
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
HT6	Pedestrians and Cyclists
HT6/1	Pedestrian and Cyclist Movement
SPD13	Conversion of Buildings to Houses in Multiple Occupation
SPD11	Parking Standards in Bury

### **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.

**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, it is 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.

**The Crime and Disorder Act 1998** imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

**Policies** - UDP Policy H1/2 - Further Housing Development states that regard with be given to the following factors when assessing proposals for housing development:

- the need to direct development towards the urban area;
- the availability of infrastructure;
- the need to avoid the release of open land;
- the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses.

UDP Policy H2/4 - Conversions states that applications for the conversion of a building into a house of multiple occupation will have regard to:

- the effect on the amenity of neighbouring properties through noise, visual intrusion, the position of entrances, impact on parking areas, extension and fire escapes;
- the general character of the area and concentration of flats;
- the amenity of occupants;
- the effect on the street scene of any changes to the external appearance of the building;
- car parking and servicing requirements.

Area BY4 - Manchester Road/Knowsley Street - The Council will consider favourably proposals for business (B1), office, hotel/conference facilities, car parking and civic uses within the Manchester Road/Knowsley Street area of the town centre.

**Principle** - The application premises are unallocated in the adopted Bury Unitary Development Plan (UDP). They do however fall within Area BY4 covering the Manchester Road/Market Street area of Bury town centre. Area Policy BY4 states that the Council will consider favourably proposals for business (B1), office, hotel/conference facilities, car parking and civic uses within the Manchester Road/Knowsley Street area of the town centre.

The UDP's Area Policies are intended to reflect existing uses and the general aspirations for an area. The reference to supporting proposals for business and office development is largely to reflect the site allocations for these uses that were identified within this area of the town centre, namely at Townside, Haymarket Street, Glenmore Street and Ashlor Street. Whilst it is likely that a proposal to change the use of the application premises to offices would be supported under Policy BY4, this is not to say that proposals for other uses, such

as residential, are in conflict with the general aspirations of the Policy.

The UDP includes Policy EC2/2 which seeks to protect existing employment land and premises where these are considered suitable for continued employment use. This Policy covers land and premises within use class B i.e. business (including offices), general industrial and warehousing uses. Policy EC2/2 applies to the proposals involving the redevelopment or re-use of sites within these B uses for non employment uses.

However, this application is for the change of use as a community centre (use class D2). As such, the building is not currently in an office or any other employment use and Policy EC2/2 is not applicable to the proposal.

The site is located within the urban area close to the town centre and in an area of mixed commercial and residential uses. The proposed development would therefore would not conflict with the surrounding land uses and would be located in a sustainable area with good access to public transport and services. The premises would be capable of conversion without significant alterations required. Therefore the proposal is considered to be acceptable in principle and would be in accordance with UDP Policies H1/2 and H2/4 and the principles of the NPPF.

**Layout** - Externally, the proposal would not differ greatly from what is already existing. The rear yard would continue to be used for bin storage with 9 racks provided for cycles. The yard would be secured by the erection of a new boundary wall and gate. There would also be an access for the occupiers via a back door leading into the communal kitchen and dining area.

The existing main entrance on the frontage would be retained and would lead to a corridor and stairs to access all units.

Minimal alterations would enable the property to be brought into an acceptable standard for residential occupancy as a HMO, and as such the proposed layout is considered to comply with UDP Policies EN1/2 and H2/4.

**Impact on local residential amenity** - The property is in the middle of a row of premises in mixed use development, including residential accommodation where there are comings and goings at all times of the day and evening. It is considered that the use of the property to accommodate 9 separate residential occupiers would not cause any more noise or disturbance or create any significant parking issues than would be generated by commercial or business occupiers.

The alterations to the window and door openings would not create any additional overlooking or impacts on privacy than already exist.

As such, it is considered there would not be an impact on the amenity of occupiers of the adjacent properties and as such the proposal would comply with EN1/2 and EN2/4.

**Impact on amenity of future occupiers** - The applicant would be required to obtain a HMO license from the Local Planning Authority and would need to demonstrate criteria such as proper standards are being applied at the property and that the HMO is reasonably suitable for occupation by the number of tenants allowed with at least the minimum of prescribed standards of amenity and facilities.

HMO Standards require bedroom accommodation to be more than 10.2sqm. The proposed development would provide bedroom accommodation between 10.7sqm and 15.8sqm of floor space which would comply with national guidance and regulations.

Shared amenity area would be provided by a kitchen/dining area located towards the rear of the building, with a direct access out to the yard area at the rear. This would be of a sufficient size for bin storage, cycle storage and a drying area for clothes and would be



commensurate to the number of residential occupiers.

Whilst there is no car parking proposed, occupiers would be aware of this before taking up residency. Town centre living invariably does not provide parking and given the proximity of the site in relation to public transport, services, work and amenities, it is considered that this is acceptable.

As such, it is considered that the amenity of future occupiers would not be comprised by the proposed development and as such would comply with H2/4.

**Parking** - There are no specific car parking standards for an HMO in SPD11. The development does not propose to provide any car parking, but would provide 9 secure bicycle racks with in the rear yard area. There is also a public car park opposite.

It is acknowledged that an HMO use tends to have a lower level of car usage than for a single residential dwelling and it is generally expected that town centre living would not necessarily or automatically provide parking, and any future occupiers would be aware of this fact before taking up residence. The site is in a highly sustainable location, within walking distance to the town centre and within easy access to the metrolink and central bus depot, as well as the main shopping centre, local amenities and services.

There is short term meter parking on Knowsley Street which restricts parking in the area, and residential permit parking schemes for dwellings in the surrounding locality which would stop occupiers of the property from parking off road and in nearby side streets. There is a public car park directly opposite for visitors.

National Planning Policy in the NPPF advocates the principles of sustainable development, including the encouragement and reliance on public transport and the move away from private car use. Given the town centre location, the proximity of facilities and transportation services nearby, and that HMO occupancy tends to rely less on car use, the development is considered to be acceptable. The Highway's Section have raised no objection to the application.

As such, the proposal is considered to be acceptable and would be in line with the principles of the NPPF and UDP Policies H2/4 - Conversions and HT2/4 - Car parking and New Development.

### **Response to objector**

The issues raised by the objectors have been covered in the above report.

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

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

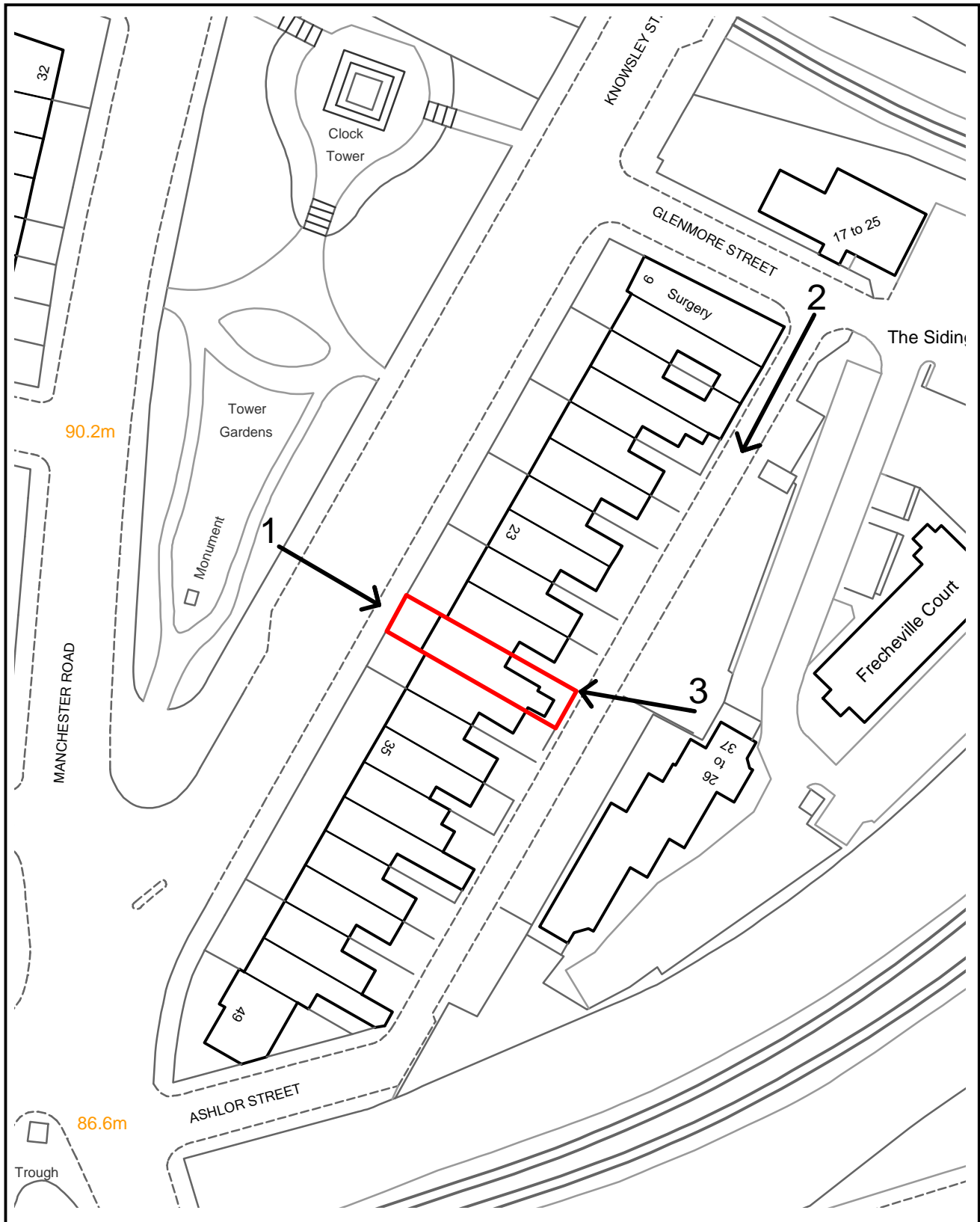
of this permission.

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings - Location plan and site plan (-0)A001; (-9)A002; (-2)A003; (-9)A001; (0-)A002 Rev B 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. The external finishing materials for the proposal hereby approved shall match those of the existing building.  
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. The cycle parking indicated on the approved plans shall be installed and made available for use prior to the use hereby approved commencing and thereafter maintained at all times.  
Reason. To secure satisfactory cycle facilities on site and in accordance with Unitary Development Policies HT6 - Pedestrians and Cyclists; HT6/1 - Pedestrians and Cycle Movement.
5. No development shall commence unless and until a scheme to provide soundproof insulation of the flats, which shall be in accordance with standards of construction specified in current Building Regulations, has been submitted to and approved by the Local Planning Authority. Such works that form the approved scheme shall be completed before the development is brought into use and thereafter maintained.  
Reason. The application contains insufficient detail in order to demonstrate that the required scheme would maintain the residential amenities to protect the residential amenities of the future occupiers of the flat pursuant to UDP Policies EN7/2 Noise Pollution and H2/4 - Conversions.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61850**

**ADDRESS: 29 Knowsley Street  
Bury**

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL

61850

Photo 1



Photo 2

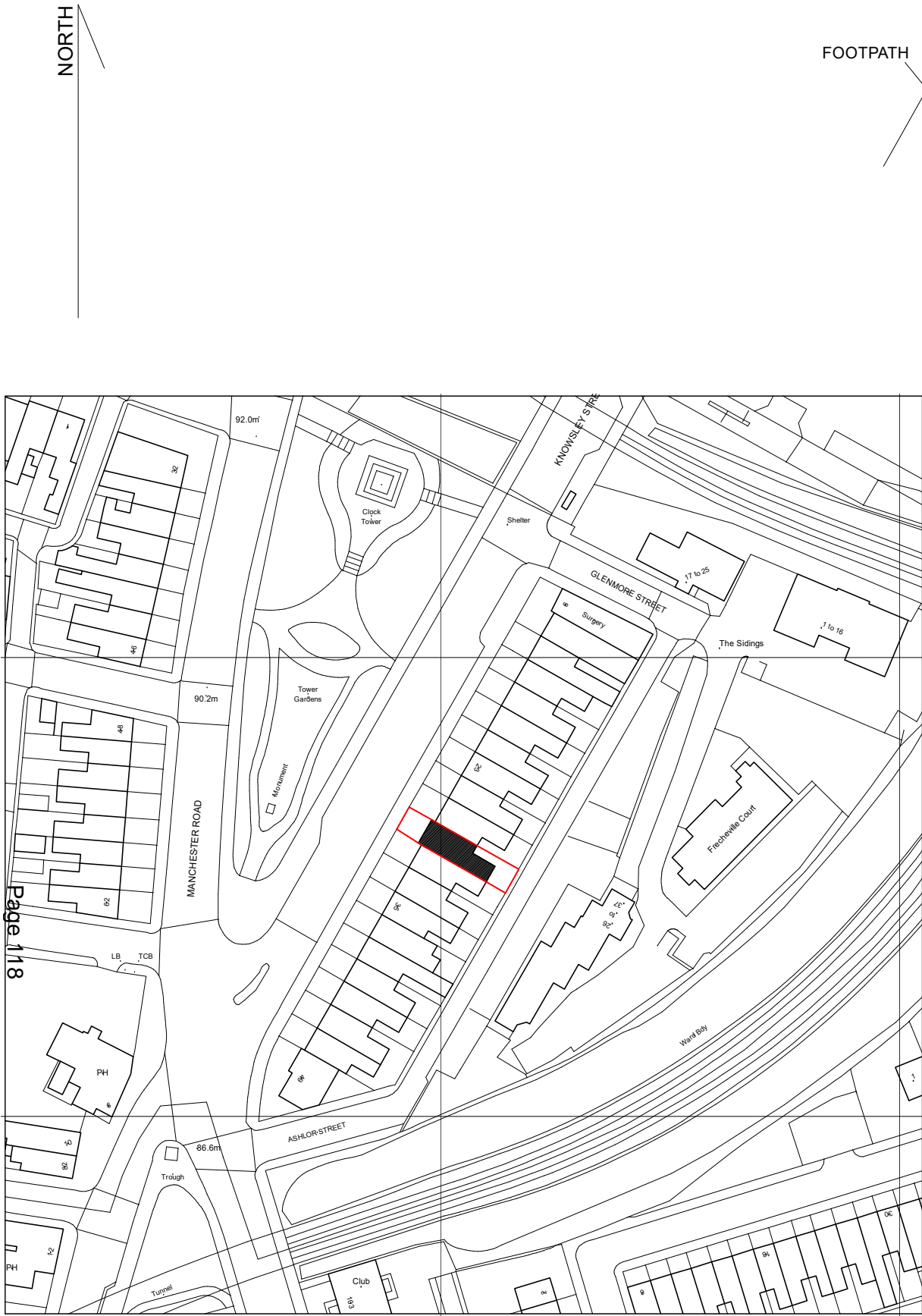




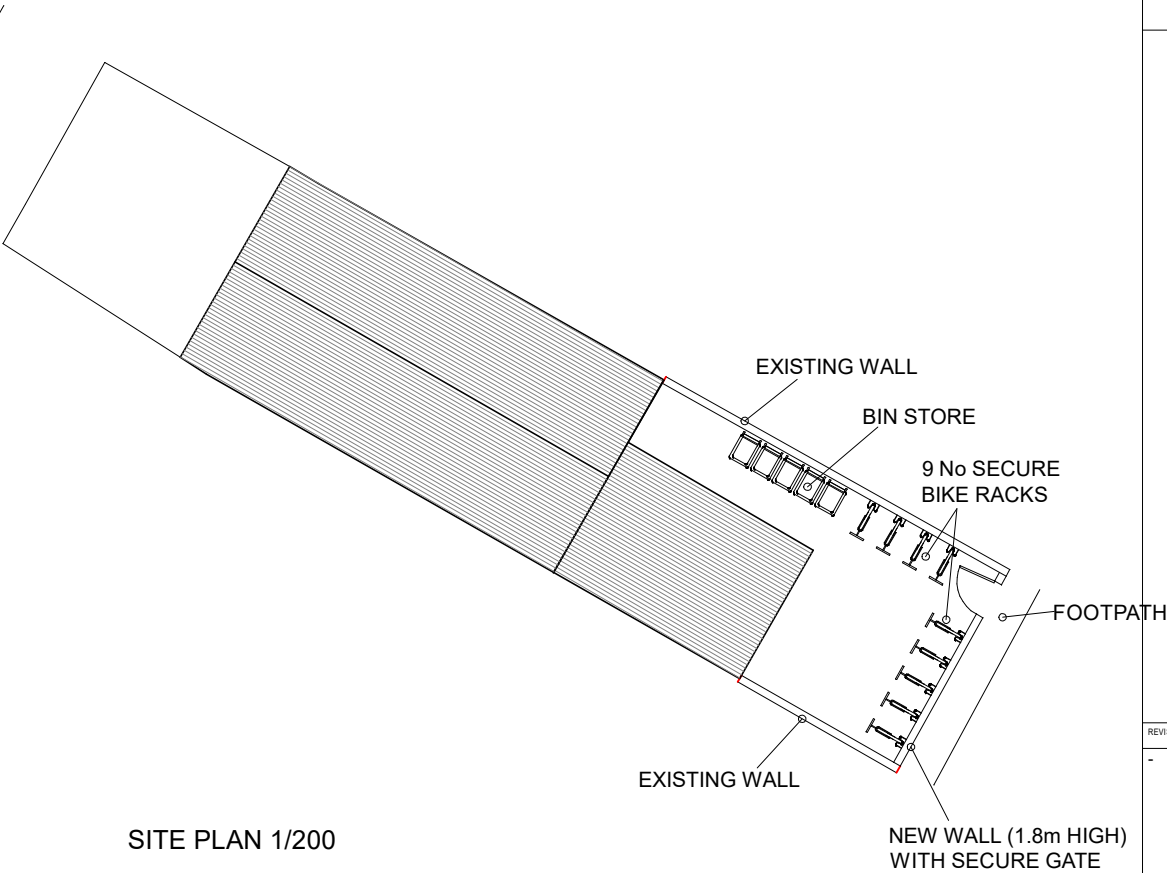
61850

Photo 3





LOCATION PLAN 1/1250



SITE PLAN 1/200

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## NOTES

All work to be carried out in strict accordance with current Codes of Practice, Building Regulations and to the complete satisfaction of the Local Authority. All dimensions to be checked on site prior to work commencing by contractor. All timbers to be treated with wood preservatives before use.

REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
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**GRANT ERSKINE ARCHITECTS**

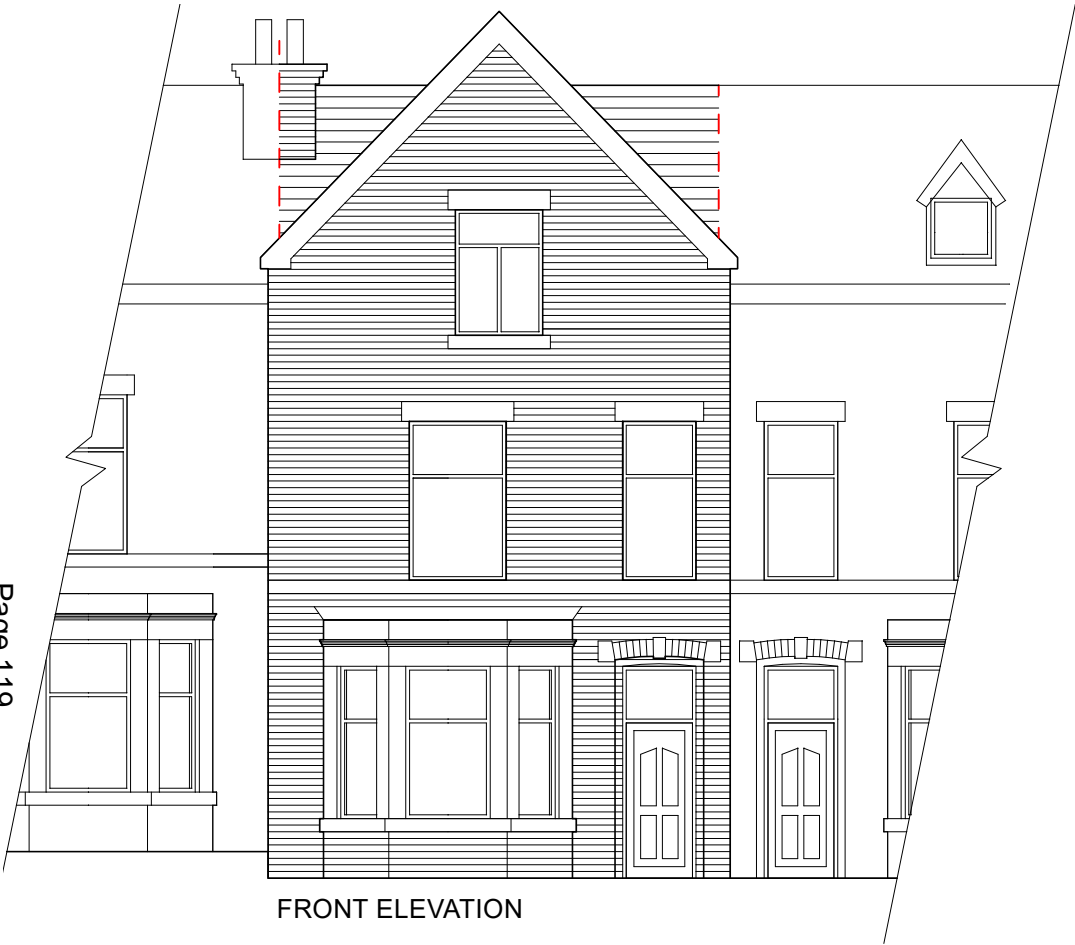
Suite 5, 3rd Floor  
61 Mosley Street  
Manchester  
M2 3HZ

07974 099796  
0161 236 9761

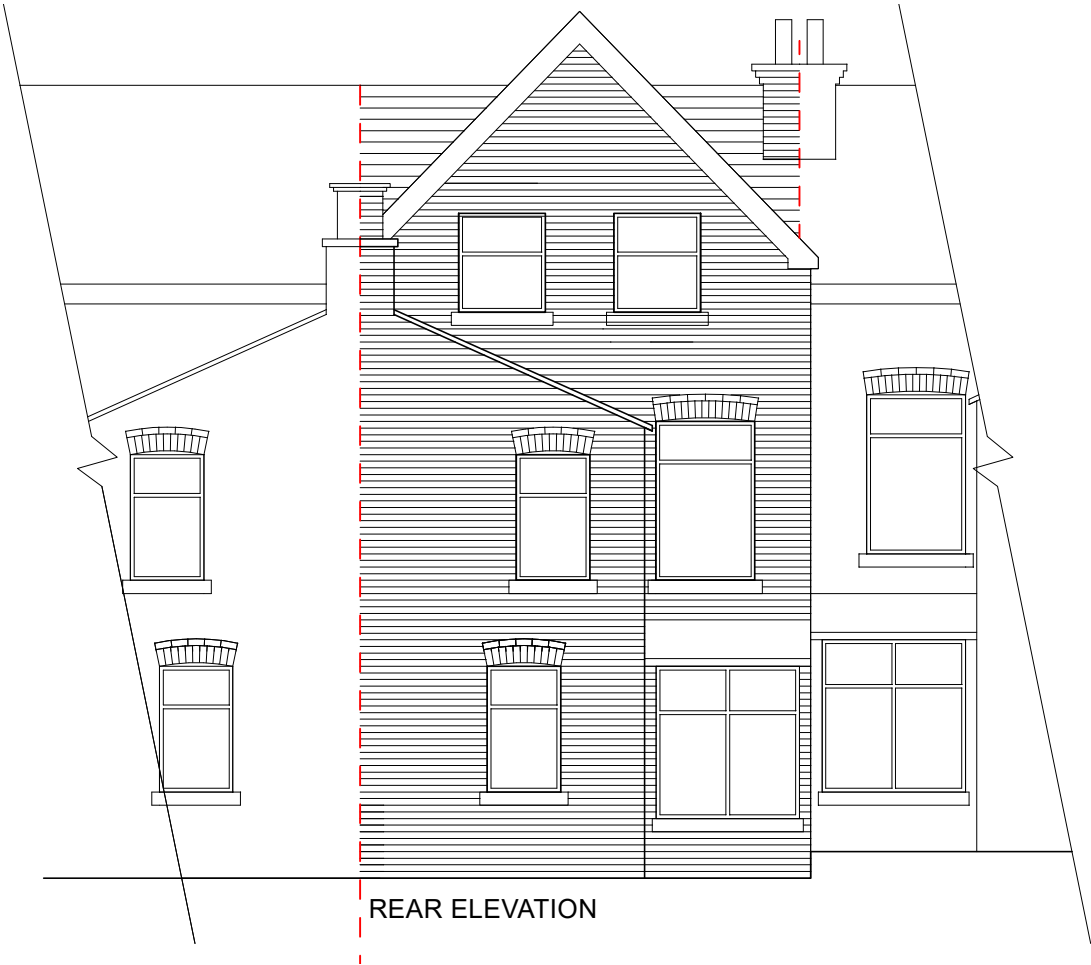
[gpe@granterskinearchitects.com](mailto:gpe@granterskinearchitects.com)  
[www.granterskinearchitects.com](http://www.granterskinearchitects.com)

Grant Erskine Architects Limited Reg. No. 07477118

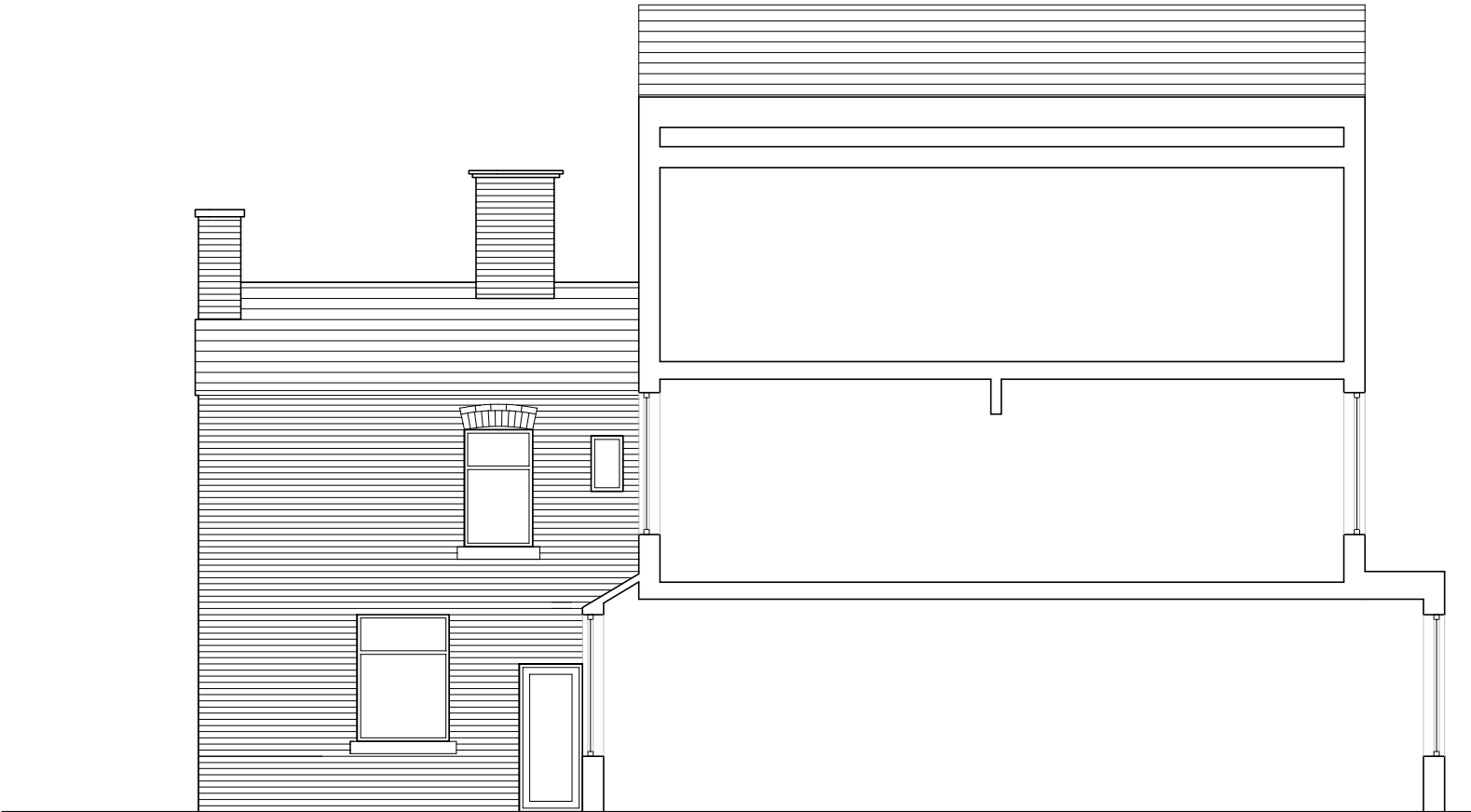
PROJECT TITLE 29 KNOWSLEY STREET BURY	
PROJECT NUMBER 20170718	
DRAWING TITLE LOCATION PLAN AND SITE PLAN	SCALE NOTED@A3
	DATE 19/07/2017
DRAWING No. (-0)A001	REVISION -



FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION

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REVISION / DESCRIPTION	DRAWN	CHECKED	DATE

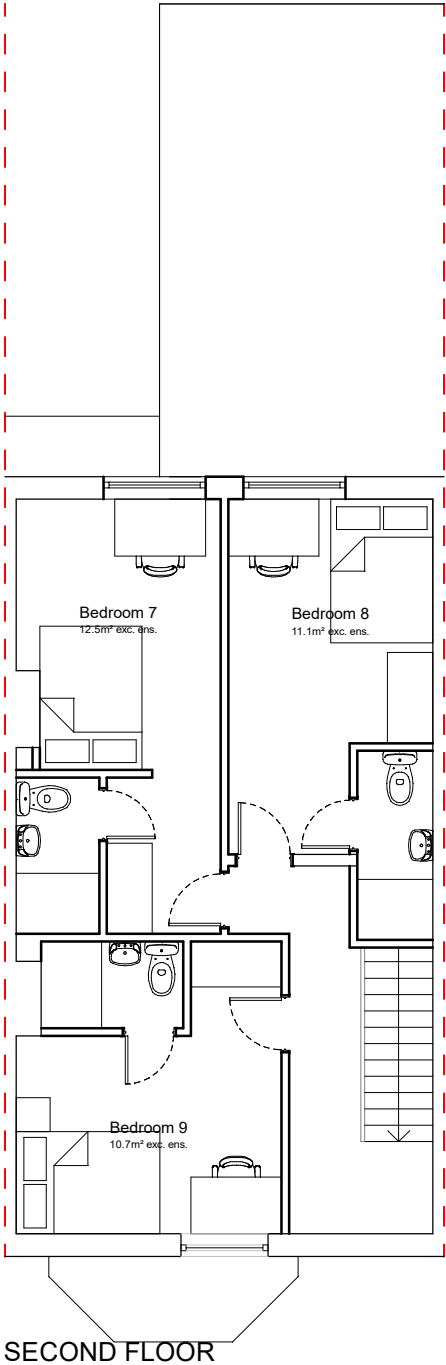
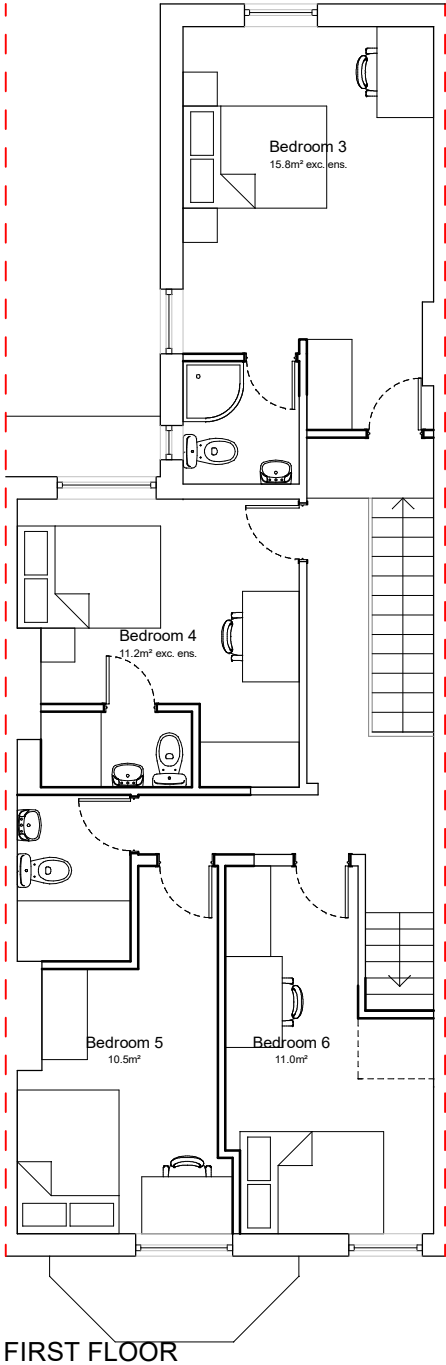
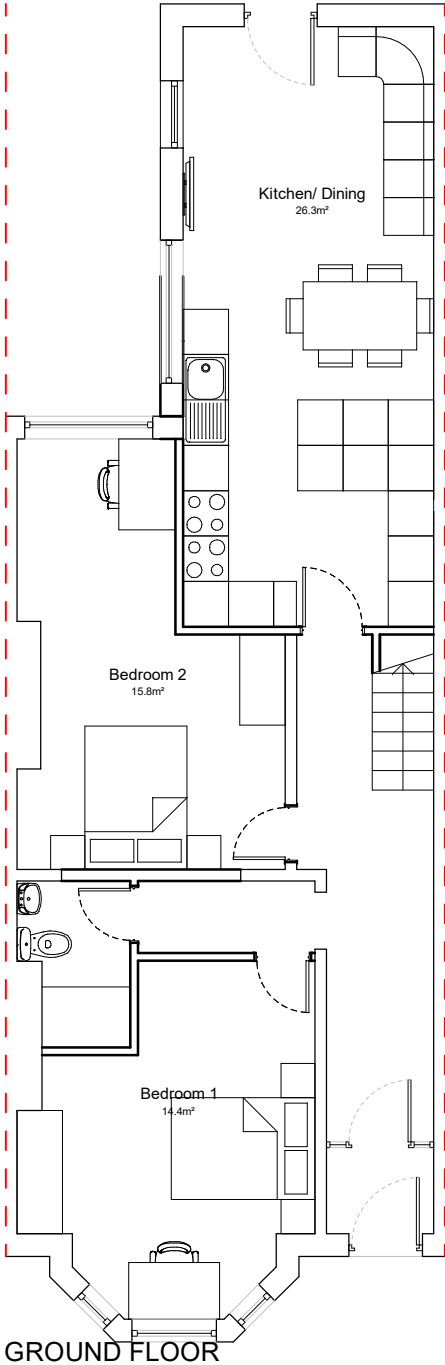
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[www.granterskinearchitects.com](http://www.granterskinearchitects.com)

Grant Erskine Architects Limited Reg. No. 07477118

PROJECT TITLE 29 KNOWSLEY STREET BURY	
PROJECT NUMBER 20170718	
DRAWING TITLE PROPOSED ELEVATIONS	SCALE 1:100 @A3
	DATE 19/07/2017
DRAWING No. (-2)A003	REVISION -



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NOTES

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REVISION / DESCRIPTION	DRAWN	CHECKED	DATE
A - MINOR REVISIONS	GPE	GPE	25/07/17
B - PLANNING AMENDS	GPE	GPE	5/10/17

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Grant Erskine Architects Limited Reg. No. 07477118

PROJECT TITLE 29 KNOWSLEY STREET BURY	
PROJECT NUMBER 20170718	
DRAWING TITLE PROPOSED FLOOR PLANS OPTION 2	SCALE 1:100 @A3
	DATE 19/07/2017
DRAWING No. (0-)A002	REVISION B



**BURY COUNCIL**  
**DEPARTMENT FOR RESOURCES AND REGULATION**  
**PLANNING SERVICES**

**PLANNING CONTROL COMMITTEE**

**24 October 2017**

**SUPPLEMENTARY INFORMATION**

**Item:01 77 Bury Road, Radcliffe, Manchester, M26 2UT Application No. 59984**  
Outline - Demolition of existing care home and erection of 13 no. dwellings

**Consultations**

**Coal Authority** - Require further information in relation to the depth to rockhead used in the calculations, as there is a recorded drift thickness of 19.5 metres and boreholes in the local area indicate the rockhead being between 14 metres and 17 metres.

**Item:02 853 & 857 Manchester Road, Bury, BL9 9TP Application No. 61239**  
Enlargement of service vehicle turning area and change of use of land to form parking area for use by customers

**Publicity**

A petition containing 20 signatures from Sandy Close and High Bank Road has been received, which has raised the following issues:

- Sandy Close is a narrow road and cannot accommodate safe parking and allow pedestrians to use the pavements.
- Parking in this area obstructs access to driveways and occasionally, deliveries and bin collections have had to be re-arranged. Photographic evidence has been provided.
- The parking at the synagogue could be lost, which would force parking onto High Bank Road and Sandy Close. As such, we request parking restrictions on these roads with no parking between 08.00 and 16.00.
- Wish to support the application for a staff car park subject to the following conditions:
  - Additional parking restrictions are enforced on High Bank Road and Sandy Close as stated above.
  - The front and rear parking areas on applications 61239 and 61834 are employee and customer parking only.
  - Temporary parking restrictions are enforced during construction to prevent the addition of contractors parking on the residential roads.
  - The centre line on Manchetser Road is correctly centred to prevent near misses and noise.

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

**Response to objectors** - The issues raised have been addressed in the main committee report.

**Item:03 Land at Kersal Vale Road, Prestwich, Salford, M7 3NT Application No. 61474**  
Outline - residential development to provide up to 118 residential units (Class C3) including means of access

Amend wording to first bullet point in condition 18 to read:

No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- *Hours of operation in relation to the number of vehicle movements;*

the site;

- Parking on site of operatives' and construction vehicles together with storage on site of construction materials.
- Details of 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 development operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety.

**Item:04    Land adjacent to Warth Road, Bury, BL9 9NB    Application No. 61752**

Variation of condition no. 2 (approved plans) of planning permission 60424 to show kitchen windows to both side elevations of apartment blocks - Plots 1-15 and 51-65

Nothing further to report

**Item:05    15 Oakwell Drive, Bury, BL9 8LB    Application No. 61798**

Change of use of garage from residential (Class C3) to dog grooming salon (Sui Generis) with external alterations

**Item:06    Land adjacent to 51 Humber Drive, Bury, BL9 6SJ    Application No. 61829**

Erection of 2 no. semi-detached dwellings with detached garages

No further responses received from the consultees.

The tree on the site is not subject to or worthy of a tree preservation order as it is not of any significant merit.

Add condition 12:

No development shall commence until details of foul and surface water drainage aspects have been submitted to and approved by the Local Planning Authority. This must include details of proposed SuDS schemes for surface water drainage. No surface water from this development should be discharged either directly or indirectly to the combined sewer network. This site must be drained on a separate system, with only foul drainage connected into the foul sewer.

Reason. To reduce the increased risk of flooding and pursuant Chapter 10 of the National Planning Policy Framework (PPS 1 (22) and PPS 25 (F8)) and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.

**Item:07    Mercedes-Benz of Whitefield, 845 Manchester Road, Bury, BL9 9TP    Application No. 61834**

Change of use of land to form a surface level staff vehicular parking area with 19 no.

spaces and associated infrastructure and landscape works

### **Publicity**

A petition containing 20 signatures from Sandy Close and High Bank Road has been received, which has raised the following issues:

- Sandy Close is a narrow road and cannot accommodate safe parking and allow pedestrians to use the pavements.
- Parking in this area obstructs access to driveways and occasionally, deliveries and bin collections have had to be re-arranged. Photographic evidence has been provided.
- The parking at the synagogue could be lost, which would force parking onto High Bank Road and Sandy Close. As such, we request parking restrictions on these roads with no parking between 08.00 and 16.00.
- Wish to support the application for a staff car park subject to the following conditions:
  - Additional parking restrictions are enforced on High Bank Road and Sandy Close as stated above.
  - The front and rear parking areas on applications 61239 and 61834 are employee and customer parking only.
  - Temporary parking restrictions are enforced during construction to prevent the addition of contractors parking on the residential roads.
  - The centre line on Manchester Road is correctly centred to prevent near misses and noise.

1 letter has been received from the occupiers of 70 Brecon Drive, Bury, which has raised the following issues:

- The site is designated as wildlife corridor, river valley and Green Belt and is at the head of Parr Brook, which may lead to pollutants leaching from cars into the brook.
- Frogs, smooth newts and palmate newts use the drained lodge to the north.
- There are no proposals for clean up of fly tipping/garden tipping or enhancement for wildlife.

A letter has been received from Councillor Mallon, who is unable to attend the Planning Committee, which has raised the following issues:

- Residents in High Bank and Sandy Close have been suffering from constant parking obstructions in accessing their properties caused by employees of Mercedes-Benz parking their cars on High Bank and Sandy Close.
- On occasions even ambulance access has proved to be particularly difficult.
- Deliveries to residents homes have not always been possible and have to be rearranged, sometimes with agreement from Mercedes-Benz.
- Residents are having to ask for the showroom employees cars to be moved so they can go about their usual activities.
- Parking on the footpaths is forcing pedestrians to walk on the road.
- The above is an example of the many complaints I have received regarding the vehicle parking at this location. This situation began from the first day the car showrooms were opened.
- Following several attempts to resolve these problems, Bury Council Highways has started a phased introduction of yellow lining on High Bank and parts of Sandy Close.
- This ongoing action is being taken to ensure general road safety. This parking situation has been causing dangerous situations on the main A56 Manchester road.
- Residents have expressed their concerns many times at the ongoing problems on



their roads. The current situation is still not acceptable due to continued difficulties with access.

- After this prolonged period of negativity between the residents and Mercedes-Benz, I am hoping these applications for a delivery area and staff car park can bring us to a solution which allows this neighbourhood to address these significant issues and build a more positive neighbourhood relationship.
- I accept that this is a complex decision before you and I believe the following points may need to be considered:-
  - The impact on the local environment and
  - The benefit to overall road safety on the A56 and High Bank Rd and Sandy Close.
- These applications are important to local residents and motorists using the A56. However, it is also important that consideration be given to local employment opportunities and employees attending their workplace.
- By way of helping to support new positive relationships and with the considerations needed with these applications, I offer the managers at the car showroom an opportunity to work with me and other local councillors in improving the various accessible green spaces we have across the Unsworth and Whitefield area.
- If I may, I would like to place on record my thanks and those of Unsworth councillors, to Sunnybank Synagogue who have proactively helped in offering part of the solution by offering use of their car park facilities. We very much appreciate their positive attitude and practical help.

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

**Response to objectors** - The issues raised have been addressed in the main committee report.

### **Conditions**

Condition 4 should be amended to read:

4. Prior to the commencement of the development hereby approved, a 5 year ecological management plan shall be submitted to and approved in writing by the Local Planning Authority. The ecological management plan must demonstrate how the woodland would be enhanced and maintained over the 5 year period. Only the approved ecological management plan will be implemented to an agreed timetable. 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.

### **Item:08 29 Knowsley Street, Bury, BL9 0ST Application No. 61850**

Change of use from community centre/radio station (Class D2) to 9 bed house of multiple occupation (HMO) (Sui Generis)

Nothing further to report

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# REPORT FOR DECISION

Agenda Item 5



Agenda  
Item

5

<b>DECISION OF:</b>	<b>PLANNING CONTROL COMMITTEE</b>
<b>DATE:</b>	<b>24 October 2017</b>
<b>SUBJECT:</b>	<b>DELEGATED DECISIONS</b>
<b>REPORT FROM:</b>	<b>HEAD OF DEVELOPMENT MANAGEMENT</b>
<b>CONTACT OFFICER:</b>	<b>DAVID MARNO</b>
<b>TYPE OF DECISION:</b>	<b>COUNCIL</b>
<b>FREEDOM OF INFORMATION/STATUS:</b>	This paper is within the public domain
<b>SUMMARY:</b>	The report lists: Recent delegated planning decisions since the last PCC
<b>OPTIONS &amp; RECOMMENDED OPTION</b>	The Committee is recommended to the note the report and appendices
<b>IMPLICATIONS:</b>	
<b>Corporate Aims/Policy Framework:</b>	Do the proposals accord with the Policy Framework? Yes
<b>Statement by the S151 Officer: Financial Implications and Risk Considerations:</b>	Executive Director of Resources to advise regarding risk management
<b>Statement by Executive Director of Resources:</b>	N/A
<b>Equality/Diversity implications:</b>	No
<b>Considered by Monitoring Officer:</b>	N/A
<b>Wards Affected:</b>	All listed
<b>Scrutiny Interest:</b>	N/A

**TRACKING/PROCESS****DIRECTOR:**

Chief Executive/ Strategic Leadership Team	Executive Member/Chair	Ward Members	Partners
Scrutiny Committee	Committee	Council	

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**1.0 BACKGROUND**

This is a monthly report to the Planning Control Committee of the delegated planning decisions made by the officers of the Council.

**2.0 CONCLUSION**

That the item be noted.

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**List of Background Papers:-None****Contact Details:-**

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Planning Services, Department for Resources and Regulation  
3 Knowsley Place  
Bury BL9 0EJ

**Tel: 0161 253 5291**

**Email: [d.marno@bury.gov.uk](mailto:d.marno@bury.gov.uk)**

# Planning applications decided using Delegated Powers

Between 11/09/2017 and 15/10/2017



Ward: **Bury East**

<b>Application No.:</b>	61792	<b>App. Type:</b>	ADV	22/09/2017	Split Decision
<b>Location:</b>	Pure Gym, The Rock, Bury, BL9 0QP				
<b>Proposal:</b>	A: Internally applied window vinyl (Item 10) B: 2 no. Internally illuminated flex face signs (Items 1 & 4); Internally applied window vinyls (Items 2,3,5,6,7)				
<b>Application No.:</b>	61807	<b>App. Type:</b>	FUL	14/09/2017	Approve with Conditions
<b>Location:</b>	High Grove, Broad Oak Lane, Bury, BL9 7NL				
<b>Proposal:</b>	Change of use from dwellinghouse (Class C3) to residential care home (Class C2)				
<b>Application No.:</b>	61818	<b>App. Type:</b>	FUL	22/09/2017	Approve with Conditions
<b>Location:</b>	151 The Rock, Bury, BL9 0ND				
<b>Proposal:</b>	Change of use from shop (Class A1) offices (Class B1a) including co-working space on ground floor				
<b>Application No.:</b>	61842	<b>App. Type:</b>	GPDE	27/09/2017	Prior Approval Not Required - Extension
<b>Location:</b>	59 Fourth Avenue, Bury, BL9 7RH				
<b>Proposal:</b>	Prior notification of proposed single storey rear extension				
<b>Application No.:</b>	61849	<b>App. Type:</b>	ADV	05/10/2017	Approve with Conditions
<b>Location:</b>	15-17 Silver Street, Bury, BL9 0EU				
<b>Proposal:</b>	1 No. externally illuminated fascia sign with 4 no. downward facing 150w halogen flood lights and acid etching to glazing above entrance				
<b>Application No.:</b>	61868	<b>App. Type:</b>	LBC	05/10/2017	Approve with Conditions
<b>Location:</b>	15-17 Silver Street, Bury, BL9 0EU				
<b>Proposal:</b>	Listed building consent for 1 no. externally illuminated fascia sign with 4 no. downward facing 150w halogen flood lights, acid etching to glazing above entrance and repainting of timber frames				

Ward: **Bury East - Moorside**

<b>Application No.:</b>	61714	<b>App. Type:</b>	RES	11/10/2017	Approve with Conditions
<b>Location:</b>	Land between Geoffrey Street, Taylor Street & Brook Street, Bury, BL9 6DN				
<b>Proposal:</b>	Reserved matters application following outline approval 60717 for 18 No. dwellings with details of appearance, landscaping, layout and scale				
<b>Application No.:</b>	61740	<b>App. Type:</b>	FUL	09/10/2017	Approve with Conditions
<b>Location:</b>	Lascar Works, Tanpits Road, Bury, BL9 5BY				
<b>Proposal:</b>	Energy storage system, comprising battery storage containers, ancillary buildings, security fencing and CCTV				



<b>Application No.:</b>	61793	<b>App. Type:</b>	FUL	22/09/2017	Refused
<b>Location:</b>	71 Milbourne Road, Bury, BL9 6PU				
<b>Proposal:</b>	Two storey side extension				
<b>Application No.:</b>	61817	<b>App. Type:</b>	GPDE	29/09/2017	Prior Approval Required Refused - Ext
<b>Location:</b>	17 Milner Avenue, Bury, BL9 6NG				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				
<b>Application No.:</b>	61824	<b>App. Type:</b>	FUL	22/09/2017	Approve with Conditions
<b>Location:</b>	Units 6, 8 & 15, Fernhill Mill, Hornby Street, Bury, BL9 5BL				
<b>Proposal:</b>	Installation of 3 no. new fire exit doors to Hornby Street				
<b>Application No.:</b>	61841	<b>App. Type:</b>	FUL	03/10/2017	Approve with Conditions
<b>Location:</b>	66 Badger Street, Bury, BL9 6AD				
<b>Proposal:</b>	First floor rear extension				
<b>Application No.:</b>	61875	<b>App. Type:</b>	LDCP	02/10/2017	Refused
<b>Location:</b>	Link House, 35 Walmersley Road, Bury, BL9 5AE				
<b>Proposal:</b>	Certificate of lawfulness for proposed change of use for two first floor offices at 35 Walmersley Road				
<b>Application No.:</b>	61894	<b>App. Type:</b>	FUL	05/10/2017	Approve with Conditions
<b>Location:</b>	Unit 5, Park Road, Bury, BL9 5BQ				
<b>Proposal:</b>	Proposed MOT testing station ancillary to existing motor vehicle repairs (Class B2)				

## Ward: **Bury East - Redvales**

<b>Application No.:</b>	61669	<b>App. Type:</b>	FUL	03/10/2017	Approve with Conditions
<b>Location:</b>	10 Fletcher Fold Road, Bury, BL9 9RX				
<b>Proposal:</b>	Two storey extension at front/side/rear and single storey extension at rear; Front porch				
<b>Application No.:</b>	61781	<b>App. Type:</b>	FUL	21/09/2017	Approve with Conditions
<b>Location:</b>	5 Rhiwlas Drive, Bury, BL9 9DD				
<b>Proposal:</b>	Two/single storey extension at rear				
<b>Application No.:</b>	61783	<b>App. Type:</b>	FUL	20/09/2017	Approve with Conditions
<b>Location:</b>	64 Cornwall Drive, Bury, BL9 9EX				
<b>Proposal:</b>	Dormers to front and rear; Single storey extension at rear				
<b>Application No.:</b>	61808	<b>App. Type:</b>	FUL	21/09/2017	Approve with Conditions
<b>Location:</b>	7 Kent Drive, Bury, BL9 9DL				
<b>Proposal:</b>	Two storey side and rear extension				

<b>Application No.:</b>	61814	<b>App. Type:</b>	FUL	22/09/2017	Refused
<b>Location:</b>	1 Parkhills Road, Bury, BL9 9AU				
<b>Proposal:</b>	Change of use from 2 no. shops (Class A1) to restaurant/cafe (Class A3); Single storey side extension				
<b>Application No.:</b>	61844	<b>App. Type:</b>	GPDE	12/09/2017	Prior Approval Not Required - Extension
<b>Location:</b>	105 Horne Street, Bury, BL9 9HS				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				
<b>Application No.:</b>	61891	<b>App. Type:</b>	FUL	10/10/2017	Approve with Conditions
<b>Location:</b>	Beacon Centre, Bury College, Market Street, Bury, BL9 0AT				
<b>Proposal:</b>	Erection of aluminium canopy store structure				
<b>Application No.:</b>	61908	<b>App. Type:</b>	FUL	05/10/2017	Refused
<b>Location:</b>	44 Cornwall Drive, Bury, BL9 9EU				
<b>Proposal:</b>	Part single storey/part two storey extension at rear				

**Ward: Bury West - Church**

<b>Application No.:</b>	61720	<b>App. Type:</b>	FUL	02/10/2017	Approve with Conditions
<b>Location:</b>	19 Waddington Close, Bury, BL8 2JB				
<b>Proposal:</b>	Two storey extension at side				

**Ward: Bury West - Elton**

<b>Application No.:</b>	61758	<b>App. Type:</b>	FUL	14/09/2017	Approve with Conditions
<b>Location:</b>	325 Tottington Road, Bury, BL8 1SZ				
<b>Proposal:</b>	Change of use of former public house/bistro (Class A4) to 2 no. residential units (Class C3) and change of use of part of ground floor to office (Class A2) with external alterations				
<b>Application No.:</b>	61815	<b>App. Type:</b>	FUL	14/09/2017	Approve with Conditions
<b>Location:</b>	40 Lomond Drive, Bury, BL8 1UL				
<b>Proposal:</b>	Two storey/single storey rear extension				
<b>Application No.:</b>	61854	<b>App. Type:</b>	FUL	26/09/2017	Approve with Conditions
<b>Location:</b>	67-73 Crostons Road, Bury, BL8 1LB				
<b>Proposal:</b>	Change of use of 67-69 Crostons Road from hot food takeaway (Class A5) and 71-73 Crostons Road from offices (Class A2) to a mixed use of hot food takeaway and restaurant (Class A3/A5)				
<b>Application No.:</b>	61857	<b>App. Type:</b>	GPDE	26/09/2017	Prior Approval Not Required - Extension
<b>Location:</b>	24 Elterwater Close, Bury, BL8 1UW				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				

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**Application No.:** 61929      **App. Type:** FUL      10/10/2017      Approve with Conditions  
**Location:** 18 Tamworth Drive, Bury, BL8 1DP  
**Proposal:** Porch at front

**Ward:** North Manor

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**Application No.:** 61601      **App. Type:** FUL      29/09/2017      Approve with Conditions  
**Location:** Greenhalgh Fold Cottage, Whipney Lane, Tottington, Bury, BL8 4HT  
**Proposal:** Change of use from a barn to a supplementary family annex

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**Application No.:** 61607      **App. Type:** FUL      11/09/2017      Approve with Conditions  
**Location:** Kenyons Farm, 300 Bolton Road, Tottington, Bury, BL8 4JN  
**Proposal:** Erection of 1 no. detached dwelling

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**Application No.:** 61806      **App. Type:** FUL      15/09/2017      Approve with Conditions  
**Location:** 51 Longsight Road, Ramsbottom, Bury, BLO 9TE  
**Proposal:** Single storey/first floor extensions to side elevation and replacement single storey garage roof

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**Application No.:** 61833      **App. Type:** FUL      03/10/2017      Refused  
**Location:** 1 Hazel Hall Cottages, Hazel Hall Lane, Ramsbottom, Bury, BLO 9UR  
**Proposal:** Two storey/first floor side extension

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**Application No.:** 61836      **App. Type:** ADV      22/09/2017      Refused  
**Location:** Walmersley Post Office, 678 Walmersley Road, Bury, BL9 6RN  
**Proposal:** 1 No. internally illuminated fascia sign, 2 no. non-illuminated fascia signs and 1 no. non-illuminated projecting sign

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**Application No.:** 61848      **App. Type:** FUL      03/10/2017      Approve with Conditions  
**Location:** 18 Palatine Drive, Bury, BL9 6RL  
**Proposal:** Single storey rear extension

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**Application No.:** 61867      **App. Type:** FUL      03/10/2017      Approve with Conditions  
**Location:** 1 Greenside Close, Tottington, Bury, BL8 4LE  
**Proposal:** Variation of Condition 2 (approved plans) of planning permission 55183 to vary the design of the front dormer

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**Application No.:** 61885      **App. Type:** GPDE      11/09/2017      Prior Approval Required Refused - Ext  
**Location:** 264 Bolton Road, Tottington, Bury, BL8 4JN  
**Proposal:** Prior notification for proposed single storey rear extension

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**Application No.:** 61893      **App. Type:** FUL      13/10/2017      Approve with Conditions  
**Location:** 451 Bolton Road West, Ramsbottom, Bury, BLO 9RN  
**Proposal:** Formation of new vehicular access/driveway with boundary wall and alterations at front

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**Application No.:** 61895      **App. Type:** FUL      12/10/2017      Approve with Conditions  
**Location:** 55 Newton Drive, Tottington, Bury, BL8 4DH  
**Proposal:** Single storey extension at rear

---

**Application No.:** 61915      **App. Type:** FUL      04/10/2017      Approve with Conditions  
**Location:** 10 Caldry Drive, Ramsbottom, Bury, BL0 9TY  
**Proposal:** Single storey side extension

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**Ward: Prestwich - Holyrood**

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**Application No.:** 61697      **App. Type:** PIAPA      20/09/2017      Prior Approval Not Required  
**Location:** 424 Bury Old Road, Prestwich, Manchester, M25 1PR  
**Proposal:** Prior approval for a proposed change of use of the 1st floor of a building (Class A2) to a dwelling (Class C3)

---

**Application No.:** 61700      **App. Type:** FUL      13/10/2017      Approve with Conditions  
**Location:** 227 Bury Old Road, Prestwich, Manchester, M25 1JE  
**Proposal:** Alterations to garage roof to form raised terrace with balustrade & new external staircase

---

**Application No.:** 61776      **App. Type:** FUL      12/09/2017      Approve with Conditions  
**Location:** 34 Guest Road, Prestwich, Manchester, M25 3DL  
**Proposal:** Single storey side and rear extension

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**Application No.:** 61832      **App. Type:** FUL      10/10/2017      Approve with Conditions  
**Location:** Land adjoining 31 Poppythorn Lane, Prestwich, Manchester, M25 3BX  
**Proposal:** Erection of 1 no. new dwelling

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**Application No.:** 61874      **App. Type:** FUL      05/10/2017      Approve with Conditions  
**Location:** 71 Parrenthorn Road, Prestwich, Manchester, M25 2RL  
**Proposal:** Single storey extension at side/front

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**Application No.:** 61881      **App. Type:** GPDE      18/09/2017      Prior Approval Required Refused - Ext  
**Location:** 15 Noreen Avenue, Prestwich, Manchester, M25 1LT  
**Proposal:** Prior notification of proposed single storey rear extension

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**Ward: Prestwich - Sedgley**

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**Application No.:** 61820      **App. Type:** TEL      02/10/2017      Prior Approval Required and Granted  
**Location:** Pavement fronting 21-29 Bury Old Road, Prestwich, Manchester, M25 0EY  
**Proposal:** Prior notification for 17.5 m high streetworks pole including 1 antennae and equipment cabinets

<b>Application No.:</b>	61845	<b>App. Type:</b>	FUL	12/10/2017	Approve with Conditions
<b>Location:</b>	48 Craigwell Road, Prestwich, Manchester, M25 OFE				
<b>Proposal:</b>	Two storey extension at side/front				
<b>Application No.:</b>	61866	<b>App. Type:</b>	GPDE	02/10/2017	Prior Approval Required Refused - Ext
<b>Location:</b>	114 Albert Avenue, Prestwich, Manchester, M25 OLU				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				
<b>Application No.:</b>	61880	<b>App. Type:</b>	FUL	11/10/2017	Approve with Conditions
<b>Location:</b>	27 Sheepfoot Lane, Prestwich, Manchester, M25 OBP				
<b>Proposal:</b>	Two storey extension at side with first floor extension above existing garage including balcony to front and side elevation (amendment to planning permission 61670)				
<b>Application No.:</b>	61884	<b>App. Type:</b>	FUL	12/10/2017	Approve with Conditions
<b>Location:</b>	152 Albert Avenue, Prestwich, Manchester, M25 OHE				
<b>Proposal:</b>	Two storey extension at rear (basement & ground floor level) with part single storey element, installation of light-well at side and external alterations				
<b>Application No.:</b>	61889	<b>App. Type:</b>	FUL	29/09/2017	Approve with Conditions
<b>Location:</b>	15 Breeze Mount, Prestwich, Manchester, M25 OAH				
<b>Proposal:</b>	First floor extension at side/rear				
<b>Application No.:</b>	61896	<b>App. Type:</b>	FUL	13/10/2017	Refused
<b>Location:</b>	16 Arlington Avenue, Prestwich, Manchester, M25 9NF				
<b>Proposal:</b>	Loft conversion with dormers at front and rear				
<b>Application No.:</b>	61901	<b>App. Type:</b>	FUL	03/10/2017	Refused
<b>Location:</b>	38 Parkway, Prestwich, Manchester, M25 OJB				
<b>Proposal:</b>	Single storey basement level extension and two storey extension at side/rear; Front porch				
<b>Application No.:</b>	61904	<b>App. Type:</b>	GPDE	19/09/2017	Prior Approval Required Refused - Ext
<b>Location:</b>	42 Fairway, Prestwich, Manchester, M25 OJH				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				
<b>Application No.:</b>	61911	<b>App. Type:</b>	FUL	12/10/2017	Approve with Conditions
<b>Location:</b>	1 Arlington Avenue, Prestwich, Manchester, M25 9NF				
<b>Proposal:</b>	Loft conversion with dormer roof extension at rear				
<b>Application No.:</b>	61939	<b>App. Type:</b>	GPDE	25/09/2017	Prior Approval Required Refused - Ext
<b>Location:</b>	21 Sedgley Avenue, Prestwich, Manchester, M25 OLS				
<b>Proposal:</b>	Prior notification for proposed single storey rear extension				



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**Application No.:** 61944      **App. Type:** GPDE      25/09/2017      Prior Approval Required Refused - Ext  
**Location:** 26 George Street, Prestwich, Manchester, M25 9WS  
**Proposal:** Prior notification for proposed single storey rear extension

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**Application No.:** 61974      **App. Type:** GPDE      29/09/2017      Prior Approval Required Refused - Ext  
**Location:** 21 Sedgley Avenue, Prestwich, Manchester, M25 0LS  
**Proposal:** Prior notification for proposed single storey rear extension

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**Application No.:** 61984      **App. Type:** GPDE      05/10/2017      Prior Approval Required Refused - Ext  
**Location:** 21 Sedgley Avenue, Prestwich, Manchester, M25 0LS  
**Proposal:** Prior notification for proposed single storey rear extension

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

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**Application No.:** 61640      **App. Type:** FUL      02/10/2017      Approve with Conditions  
**Location:** 3 Long Knowle Cottages, Hilton Lane, Prestwich, Manchester, M25 9QU  
**Proposal:** Two storey extension at front and roof extension to form two storey dwelling with dormers to side and rear: Formation of patio at rear

---

**Application No.:** 61683      **App. Type:** FUL      22/09/2017      Split Decision  
**Location:** 20 Prestwich Park Road South, Prestwich, Manchester, M25 9PE  
**Proposal:** A - Retention of replacement windows to side and rear elevations  
B - Retention of replacement windows to front elevation

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**Application No.:** 61723      **App. Type:** FUL      15/09/2017      Refused  
**Location:** 115 Butterstile Lane, Prestwich, Manchester, M25 9UP  
**Proposal:** Two storey extension at side and single storey extension at side/rear

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**Application No.:** 61795      **App. Type:** FUL      21/09/2017      Approve with Conditions  
**Location:** 10 Sandylands Drive, Prestwich, Manchester, M25 9SH  
**Proposal:** Two storey extension at front; single storey extension at rear and first floor balcony at rear

---

**Application No.:** 61838      **App. Type:** FUL      02/10/2017      Approve with Conditions  
**Location:** 18 Prestwich Park Road South, Prestwich, Manchester, M25 9PE  
**Proposal:** Single storey rear extension

---

**Application No.:** 61856      **App. Type:** FUL      13/10/2017      Approve with Conditions  
**Location:** 40 Mountside Crescent, Prestwich, Manchester, M25 3JH  
**Proposal:** Single storey extension at rear; Demolition of existing garage and creation of raised extended patio

---

**Application No.:** 61871      **App. Type:** FUL      10/10/2017      Approve with Conditions  
**Location:** Our Lady of Grace RC Primary School, Highfield Road, Prestwich, Manchester, M25 3AS  
**Proposal:** Variation of condtions 2 & 6 of planning permission 60580 to revise the car park layout

## Ward: Radcliffe - East

---

**Application No.:** 61788      **App. Type:** FUL      21/09/2017      Approve with Conditions  
**Location:** 34 Bury Road, Radcliffe, Manchester, M26 2UU  
**Proposal:** Single storey extension at rear; Conversion of existing gym/store to day room

---

**Application No.:** 61888      **App. Type:** FUL      25/09/2017      Approve with Conditions  
**Location:** 5 Riverside Close, Radcliffe, Manchester, M26 2PJ  
**Proposal:** Single storey extensions at side/rear

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## Ward: Radcliffe - North

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**Application No.:** 61745      **App. Type:** FUL      11/09/2017      Refused  
**Location:** 22 Parnham Close, Radcliffe, Manchester, M26 3XU  
**Proposal:** Erection of two storey ancillary family annex and partial demolition of existing single storey detached triple garage

---

**Application No.:** 61876      **App. Type:** FUL      10/10/2017      Approve with Conditions  
**Location:** 54 Plymouth Grove, Radcliffe, Manchester, M26 3WU  
**Proposal:** Two storey side extension and single storey extensions to front and rear

---

**Application No.:** 61877      **App. Type:** FUL      09/10/2017      Approve with Conditions  
**Location:** 11 Carrslea Close, Radcliffe, Manchester, M26 4NP  
**Proposal:** Two storey side extension

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## Ward: Ramsbottom + Tottington - Tottington

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**Application No.:** 61747      **App. Type:** FUL      13/09/2017      Approve with Conditions  
**Location:** Springbank Farm, Turton Road, Tottington, Bury, BL8 3QG  
**Proposal:** Erection of agricultural building, relocation of manure heap, concreting of existing access track and hardcoring of yard area

---

**Application No.:** 61799      **App. Type:** ADV      26/09/2017      Approve with Conditions  
**Location:** Bolholt Hotel, Walshaw Road, Bury, BL8 1PU  
**Proposal:** 2 No. externally illuminated single side post mounted signs and 1 no. externally illuminated double sided post mounted sign

---

**Application No.:** 61830      **App. Type:** FUL      26/09/2017      Approve with Conditions  
**Location:** 305 Turton Road, Tottington, Bury, BL8 3QF  
**Proposal:** Single storey extension at side

---

**Application No.:** 61831      **App. Type:** FUL      26/09/2017      Approve with Conditions  
**Location:** Grassington Court, Walshaw, Bury, BL8 3AW  
**Proposal:** Replacement windows and doors

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**Application No.:** 61839      **App. Type:** FUL      12/10/2017      Approve with Conditions  
**Location:** 4 Peel Cottages, Watling Street, Tottington, Bury, BL8 3QN  
**Proposal:** Front porch; single storey extension at rear; car port at side with first floor extension above and first floor balcony at rear

---

**Application No.:** 61851      **App. Type:** FUL      26/09/2017      Approve with Conditions  
**Location:** Coach House & Stables, 34 Hall Street, Walshaw, Bury, BL8 3BH  
**Proposal:** Two storey extension at rear and modification of existing extension at side

---

**Application No.:** 61852      **App. Type:** LBC      26/09/2017      Approve with Conditions  
**Location:** Coach House & Stables, 34 Hall Street, Walshaw, Bury, BL8 3BH  
**Proposal:** Listed building consent for two storey extension at rear and modification of existing extension at side

---

**Application No.:** 61898      **App. Type:** FUL      05/10/2017      Approve with Conditions  
**Location:** 17 Holthouse Road, Tottington, Bury, BL8 3JP  
**Proposal:** Two storey extension at side

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**Ward: Ramsbottom and Tottington - Ramsbottom**

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**Application No.:** 61803      **App. Type:** FUL      22/09/2017      Approve with Conditions  
**Location:** 111 Holcombe Old Road, Ramsbottom, Bury, BL8 4NF  
**Proposal:** Demolition of sheds/stone wall/outside toilet, removal of fence and erection of two storey extension at side

---

**Application No.:** 61804      **App. Type:** FUL      14/09/2017      Approve with Conditions  
**Location:** 185 Bolton Street, Ramsbottom, Bury, BL0 9JD  
**Proposal:** Single storey extension at rear

---

**Application No.:** 61809      **App. Type:** FUL      22/09/2017      Approve with Conditions  
**Location:** 1 Alba Street, Ramsbottom, Bury, BL0 4NA  
**Proposal:** Stone faced porch at rear

---

**Application No.:** 61810      **App. Type:** LBC      22/09/2017      Approve with Conditions  
**Location:** 1 Alba Street, Ramsbottom, Bury, BL0 4NA  
**Proposal:** Listed building consent for stone faced porch at rear

---

**Application No.:** 61870      **App. Type:** FUL      05/10/2017      Approve with Conditions  
**Location:** 1 Spring Close, Ramsbottom, Bury, BL0 9SQ  
**Proposal:** Conversion of garage into kitchen/utility room

---

**Application No.:** 61919      **App. Type:** GPDE      11/10/2017      Prior Approval Not Required - Extension  
**Location:** 7 Tagg Wood View, Ramsbottom, Bury, BL0 9XP  
**Proposal:** Prior notification for proposed single storey rear extension

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**Application No.:** 61940      **App. Type:** FUL      13/10/2017      Approve with Conditions  
**Location:** 12 Knowl Close, Ramsbottom, Bury, BL0 9YY  
**Proposal:** First floor extension at side/front

**Ward:** **Whitefield + Unsworth - Besses**

---

**Application No.:** 61773      **App. Type:** FUL      18/09/2017      Approve with Conditions  
**Location:** 16 Billberry Close, Whitefield, Manchester, M45 8BL  
**Proposal:** Two storey side/rear extension

**Ward:** **Whitefield + Unsworth - Pilkington Park**

---

**Application No.:** 61483      **App. Type:** FUL      04/10/2017      Approve with Conditions  
**Location:** 194 Park Lane, Whitefield, Manchester, M45 7QL  
**Proposal:** Demolition of existing dwelling (retrospective) and erection of 1 no. two storey dwelling and widening of existing driveway

**Application No.:** 61754      **App. Type:** FUL      12/09/2017      Approve with Conditions  
**Location:** 135 Radcliffe New Road, Whitefield, Manchester, M45 7RP  
**Proposal:** First floor rear extension

**Application No.:** 61778      **App. Type:** FUL      05/10/2017      Approve with Conditions  
**Location:** 1 Ringley Chase, Whitefield, Manchester, M45 7UA  
**Proposal:** Demolition of existing dwelling and erection of 1 no. replacement dwelling

**Application No.:** 61796      **App. Type:** FUL      18/09/2017      Approve with Conditions  
**Location:** 1B Ringley Drive, Whitefield, Manchester, M45 7BX  
**Proposal:** Formation of new vehicular access; addition of gate opening and extension to existing driveway

**Application No.:** 61862      **App. Type:** FUL      18/09/2017      Approve with Conditions  
**Location:** 334 Stand Lane, Radcliffe, Manchester, M26 1JB  
**Proposal:** Two storey extension at side

**Application No.:** 61902      **App. Type:** FUL      10/10/2017      Approve with Conditions  
**Location:** 139 Higher Lane, Whitefield, Manchester, M45 7WH  
**Proposal:** Roof extension with loft conversion and dormers at front and rear; Two storey extension at side/rear, first floor extension at rear and single storey extension at rear; Two/single storey extension at front

**Application No.:** 61914      **App. Type:** FUL      13/10/2017      Approve with Conditions  
**Location:** 19 Marle Croft, Whitefield, Manchester, M45 7NB  
**Proposal:** First floor front extension and new front porch

## Ward: **Whitefield + Unsworth - Unsworth**

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**Application No.:** 61717      **App. Type:** FUL      18/09/2017      Approve with Conditions

**Location:** 959 Manchester Road, Bury, BL9 8DN

**Proposal:** Hip to gable roof extension with loft conversion; dormer to the rear; single storey extension at the rear; new bay window to the front; external alterations to all elevations; new boundary wall/railings with electric gate to the front boundary.

---

**Application No.:** 61819      **App. Type:** FUL      25/09/2017      Approve with Conditions

**Location:** 270 Sunny Bank Road, Bury, BL9 8LA

**Proposal:** Two storey extension at front, side and rear and first floor extension at rear; Single storey extension at rear; Single storey extension at front and alterations at front

---

**Application No.:** 61823      **App. Type:** FUL      05/10/2017      Approve with Conditions

**Location:** 5 Plantation Grove, Bury, BL9 8LS

**Proposal:** Two storey and single storey rear extensions

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**Application No.:** 61837      **App. Type:** FUL      11/09/2017      Approve with Conditions

**Location:** 18 Whalley Road, Whitefield, Manchester, M45 8UZ

**Proposal:** Single storey side extension

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**Application No.:** 61858      **App. Type:** FUL      10/10/2017      Approve with Conditions

**Location:** 8 Linksway Drive, Bury, BL9 8EP

**Proposal:** Two storey extension at side

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**Application No.:** 61879      **App. Type:** FUL      22/09/2017      Approve with Conditions

**Location:** 380 Bury New Road, Whitefield, Manchester, M45 7SY

**Proposal:** Single storey rear extension

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**Total Number of Applications Decided:**      **100**



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# REPORT FOR DECISION

Agenda Item 6

**Bury**  
COUNCIL

Agenda  
Item

6

<b>DECISION OF:</b>	<b>PLANNING CONTROL COMMITTEE</b>
<b>DATE:</b>	<b>24 October 2017</b>
<b>SUBJECT:</b>	<b>PLANNING APPEALS</b>
<b>REPORT FROM:</b>	<b>HEAD OF DEVELOPMENT MANAGEMENT</b>
<b>CONTACT OFFICER:</b>	<b>DAVID MARNO</b>
<b>TYPE OF DECISION:</b>	<b>COUNCIL</b>
<b>FREEDOM OF INFORMATION/STATUS:</b>	This paper is within the public domain
<b>SUMMARY:</b>	<p>Planning Appeals:</p> <ul style="list-style-type: none"> <li>- Lodged</li> <li>- Determined</li> </ul> <p>Enforcement Appeals: None</p> <ul style="list-style-type: none"> <li>- Lodged</li> <li>- Determined</li> </ul>
<b>OPTIONS &amp; RECOMMENDED OPTION</b>	The Committee is recommended to the note the report and appendices
<b>IMPLICATIONS:</b>	
<b>Corporate Aims/Policy Framework:</b>	Do the proposals accord with the Policy Framework? Yes
<b>Statement by the S151 Officer: Financial Implications and Risk Considerations:</b>	Executive Director of Resources to advise regarding risk management
<b>Statement by Executive Director of Resources:</b>	N/A
<b>Equality/Diversity implications:</b>	No
<b>Considered by Monitoring Officer:</b>	N/A

<b>Wards Affected:</b>	All listed
<b>Scrutiny Interest:</b>	N/A

## TRACKING/PROCESS

## DIRECTOR:

Chief Executive/ Strategic Leadership Team	Executive Member/Chair	Ward Members	Partners
Scrutiny Committee	Committee	Council	

### 1.0 BACKGROUND

This is a monthly report to the Committee of the Planning Appeals lodged against decisions of the authority and against Enforcement Notices served and those that have been subsequently determined by the Planning Inspectorate.

Attached to the report are the Inspectors Decisions and a verbal report will be presented to the Committee on the implications of the decisions on the Appeals that were upheld.

### 2.0 CONCLUSION

That the item be noted.

### List of Background Papers:-

#### Contact Details:-

David Marno, Head of Development Management  
Planning Services, Department for Resources and Regulation,  
3 Knowsley Place ,Bury BL9 0EJ

**Tel: 0161 253 5291**

**Email: [d.marno@bury.gov.uk](mailto:d.marno@bury.gov.uk)**

**Planning Appeals Lodged  
between 11/09/2017 and 15/10/2017**



**Application No.:** 61646/PMBPA

**Appeal lodged:** 05/10/2017

**Decision level:** DEL

**Appeal Type:** Written Representations

**Recommended Decision:** Prior Approval Required

**Applicant:** Mr Andrew Winstanley

**Location** Lower Dickfield Farm, Holcombe Road, Ramsbottom, Bury, BL8 4PD

**Proposal** Prior approval for the proposed change of use of an agricultural building to a dwellinghouse (Class C3) and for associated operational development under Class Qa and Class Qb

---

**Total Number of Appeals Lodged: 1**

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## REPORT FOR NOTING

Agenda Item 7



Agenda  
Item

7

**MEETING:** PLANNING CONTROL COMMITTEE

**DATE:** 24<sup>th</sup> OCTOBER 2017

**SUBJECT:** PLANNING OUTCOMES REPORT

**REPORT FROM:** HEAD OF DEVELOPMENT MANAGEMENT

**CONTACT OFFICER:** DAVID MARNÓ – DEVELOPMENT MANAGER

---

**TYPE OF DECISION:** NONE

**FREEDOM OF INFORMATION/STATUS:** This paper is within the public domain

---

**SUMMARY:** The report provides summary on the visits undertaken and analysis provided by Members on the outcomes tour undertaken on 10<sup>th</sup> August 2017.

**OPTIONS & RECOMMENDED OPTION** The Committee is recommended to note the report.

---

### IMPLICATIONS:

**Corporate Aims/Policy Framework:** Do the proposals accord with the Policy Framework?  
N/A

**Financial Implications and Risk Considerations:** N/A

**Statement by Director of Finance and E-Government:** N/A

**Equality/Diversity implications:** No

**Considered by Monitoring Officer:** N/A

**Are there any legal implications?** N/A

**Staffing/ICT/Property:** N/A

**Wards Affected:** ALL

**Scrutiny Interest:** N/A

## TRACKING/PROCESS

## DIRECTOR:

Chief Executive/ Management Board	Executive Member/Chair	Ward Members	Partners
Scrutiny Commission	Executive	Committee	Council

### 1.0 BACKGROUND

- 1.1 This report presents a brief analysis of the views of the members of the Planning Control Committee who, as part of the on-going training programme, undertook an outcomes visit to a number of sites in the Borough where development had been implemented.
- 1.2 In all, eight sites were visited and each site was scored on the basis of perceived quality of the decision, implementation and an overall general assessment of the scheme as built.
- 1.3 The outcomes tour is an annual assessment programme and training initiative to enable both Members and Officers to visit sites upon completion and to provide a view upon the success of the development assessed against policy, the surrounding environment and context and to determine any lessons that could be learned in future proposals.
- 1.4 This year, the visits took place on 10th August 2017 and a total of 8 sites were visited. Nine Planning Control Committee Members attended the tour this year together with a number of officers. A standardised questionnaire was devised to enable marking/scoring to take place and to enable strengths and weaknesses of individual developments to be identified.

### 2.0 SITES VISITED AND ANALYSIS

- 2.1 The sites inspected by Members were:
  - McCarthy & Stone Apartments (Former Claremont Home), Park View Road, Prestwich
  - Land adjacent to 15 Prestfield Road
  - Former garage colony between 22 and 24 Whalley Road, Whitefield
  - Whittaker Street, Radcliffe
  - Land off Wellington Street, Bury
  - Former garage colony at Greymont Road, Bury
  - Twine Valley Farm, Church Road, Shuttleworth

- McCarthy & Stone Apartments, Longsight Road, Holcombe Brook

Each of the sites were considered on the basis of -

- Visual Amenity – Scale, mass, appearance and quality of finish
- Landscaping, trees and ecology
- Relationship to neighbours
- Highways issues – access and parking
- Regeneration
- Environmental Impacts – landscaping, trees, crime & security
- Overall assessment

## 2.2 The Sites and assessment

### 1. Site of former Claremont Home, Park View Road

	1	2	3	4	5	N/A	Total Score
<b>Visual Amenity/ Scale/mass</b>				4	13		81/85
<b>Visual Amenity/Design /appearance</b>				3	14		82/85
<b>Neighbours</b>				6	11		79/85
<b>Highways</b>				6	11		79/85
<b>Parking</b>		1	3	10	3		66/85
<b>Regeneration</b>			1	7	8	1	71/80
<b>Overall View</b>				4	12		76/80
							<b>534/585</b> <b>91.2%</b>

#### Comments

A well-received scheme scoring highly in most respects. There was a strong level of support for the design, height, scale and mass, given that the building is sited on a large plot within the urban area. Impacts upon neighbours were considered to be minimal and the building was considered to be well designed. There were some reservations on parking which during the visit did dominate the immediate access areas and there was some conflict between servicing and general parking which could have been better resolved. The building was considered to sit well within mature trees that had been retained.

## 2. Land Adjacent to 15 Prestfield Road

	1	2	3	4	5	N/A	Total Score
Visual Amenity/ Scale/mass			11	6			57/85
Visual Amenity/Design /appearance	1	2	8	6			53/85
Neighbours		2	11	4			53/85
Highways		2	6	9			58/85
Parking			7	10	1		66/90
Regeneration			5	8	3	1	62/80
Overall View		6	8	1			40/75
							<b>389/585</b> <b>66.4%</b>

### Comments

The redevelopment of this site has been a long time in the making and feelings seem reasonably content with the scheme. Some elements scored highly such as regeneration and the general relationships in terms of neighbours and parking provision were acceptable. The site had a difficult role to perform in relation to the motorway and noise generated from it, thus keeping the height meant that overlooking was a potential. However, the design that forced the solution was reasonable in terms of the scoring but a few were less convinced with the finish of the build and there was a feeling of a lack of landscaping.

## 3. Former garage colony site between 22 and 24 Whalley Road

	1	2	3	4	5	N/A	Total Score
Visual Amenity/ Scale/mass			4	12	2		70/90
Visual Amenity/Design /appearance			4	13	1		69/90
Neighbours			3	11	4		73/90
Highways			8	9	1		65/90
Parking		3	10	5			56/90
Regeneration			1	9	6	1	69/80
Overall View			2	13	2		68/85
							<b>470/615</b> <b>76.4%</b>

### Comments

One of two similar schemes for residential redevelopment of a former garage sites. Overall considerations were that the scheme was well received and that the site presented itself appropriately in the urban area. The scores reflect that there was a high level of delivery by the scheme above the average, reflecting the difficulties of developing small plots. However, the execution of the development was rated as successful. There were elements of the development that could be re-looked at such as parking provision

increased and better located as well as the appearance of the highways being dominant visually.

#### 4. Whittaker Street, Radcliffe

	1	2	3	4	5	N/A	Total Score
Visual Amenity/ Scale/mass			1	9	7		74/85
Visual Amenity/Design /appearance			2	8	7		73/85
Neighbours				9	8		76/85
Highways				8	9		77/85
Parking			1	10	6		73/85
Regeneration			1	7	7	1	66/75
Overall View			7	7			49/70
							<b>488/570</b> <b>85.6%</b>

#### Comments

A highly scoring site delivering social housing/care needs. The site scored above average in all cases with most of the scores in the upper quartile of consideration. There was some consideration that the scale and mass could have been improved, design improved as well as parking and regeneration qualities. However, the vast majority of the considered responses were satisfied that the scheme delivered what it needed to and raised no real concerns.

#### 5. Land at Wellington Street, Bury

	1	2	3	4	5	N/A	Total Score
Visual Amenity/ Scale/mass				5	13		85/90
Visual Amenity/Design /appearance			1	2	14		81/85
Neighbours				3	12	3	72/75
Highways				7	11		83/90
Parking				3	15		87/90
Regeneration				4	14		86/90
Overall View				3	12		72/75
							<b>566/595</b> <b>95.1%</b>

#### Comments

This site as a training centre for GMFRS is an unusual one and has a role of functionality, training and scenarios to deliver which is difficult to achieve. However the public face of the site is such that there were no concerns expressed about location and what is seen from outside the site. Within the site, the GMFRS have made significant efforts to ensure that the appearance is well maintained, is well landscaped and has brought about a very



much needed level of regeneration to the area. As a facility, the general responses rated this site very highly.

## 6. Garage site at Greymont Road, Bury

	1	2	3	4	5	N/A	Total Score
<b>Visual Amenity/Scale/mass</b>			1	10	4		63/75
<b>Visual Amenity/Design/appearance</b>			5	9	1		56/75
<b>Neighbours</b>			3	8	3		56/70
<b>Highways</b>				8	6		62/70
<b>Parking</b>				8	7		67/75
<b>Regeneration</b>			1	5	8	1	63/70
<b>Overall View</b>			2	10	2		56/70
							<b>423/505</b> <b>83.7%</b>

### Comments

Another former garage colony redeveloped for residential purposes scored highly and above the third quartile. Considered to be a successful redevelopment of an urban site and scoring well in terms of height, design and appearance. Parking was considered to be appropriate and did not detract from the street scene and the development had good relationships to neighbours in this well established residential area.

## 7. Twine Valley Farm, Church Road, Shuttleworth

	1	2	3	4	5	N/A	Total Score
<b>Visual Amenity/Scale/mass</b>	8	5					18/65
<b>Visual Amenity/Design/appearance</b>	2	6	4	1			30/65
<b>Neighbours</b>	4	2	3			4	17/45
<b>Highways</b>	3	1	1	2		6	16/35
<b>Parking</b>	4	1	1	1		6	13/35
<b>Regeneration</b>	7	1				4	9/40
<b>Overall View</b>	6	3	2				18/55
							<b>121/340</b> <b>35.5%</b>

### Comments

An unusual case following the grant of permission by the Planning Inspectorate, this building was constructed under the prior approval notices procedures and therefore the input that Local Planning authorities have is extremely limited. An agricultural building in the Green Belt sited high above the surrounding area and built form, is largely the reason for the low scores attributed to the development. Evidently, the general consensus of not being able to express local planning input into a scheme is not well received but is an example of deregulation, which overall, placed the consideration of this development in the lowest quartile.

## 8. McCarthy Stone Retirement Apartments, Holcombe Brook

	1	2	3	4	5	N/A	Total Score
Visual Amenity/ Scale/mass			3	10	2		59/75
Visual Amenity/Design /appearance			2	10	3		61/75
Neighbours			3	10	2		59/75
Highways			1	11	3		62/70
Parking				10	4		60/70
Regeneration			4	7	2	1	50/65
Overall View				13	1		57/70
							<b>408/500</b> <b>81.6%</b>

### Comments

This is the follow up development to a site visited last year where the tennis club that occupied this site had moved and developed out their new facility of a nearby site. This development, constructed as a second phase, delivered accommodation with care facilities availability for the over 55's. A general perception of the scheme was that it was appropriate in terms of its appearance, height and relationship to neighbours and caused no concerns in terms of parking or highways. A few considered that the scheme was average but overall, the views were that the site performed well in planning terms.

### Summary table of scores

Land at Wellington Street, Bury	95.1%
Site of former Claremont Home, Park View Road	91.2%
Whittaker Street, Radcliffe	85.6%
McCarthy Stone Retirement Apartments, Holcombe Brook	81.6%
Garage site at Greymont Road, Bury	83.7%
Former garage colony site between 22 and 24 Whalley Road	76.4%
Land Adjacent to 15 Prestfield Road	66.4%
Twine Valley Farm, Church Road, Shuttleworth	35.5%

## 3.0 CONCLUSION

- 3.1 The outcomes tour provides an insight to schemes that have been considered by Members, how they have been carried out and their integration into the surrounding context in which they are located.
- 3.2 The scoring of the sites visited this year demonstrates that development is of a very good standard, shows successful implementation and integration. The site of least success was an example of deregulation where intervention is constrained.

- 3.3 Overall the valuable lessons learnt from the exercise are that the issues assessed by officers and duly considered in the respective reports demonstrate that the planning process is working well and that feedback from this exercise continues to guide how future proposals are considered.
- 

**List of Background Papers:** - The respective planning applications

**Contact Details:-**

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Web site: [www.bury.gov.uk/e-planning](http://www.bury.gov.uk/e-planning)

# REPORT FOR INFORMATION

Agenda Item 8



Agenda  
Item

8

<b>DECISION OF:</b>	<b>PLANNING CONTROL COMMITTEE</b>
<b>DATE:</b>	<b>24<sup>th</sup> October 2017</b>
<b>SUBJECT:</b>	<b>PLANNING ENFORCEMENT</b>
<b>REPORT FROM:</b>	<b>HEAD OF DEVELOPMENT MANAGEMENT</b>
<b>CONTACT OFFICER:</b>	<b>DAVID MARNO – HEAD OF DEVELOPMENT MANAGEMENT</b>
<b>TYPE OF DECISION:</b>	<b>COUNCIL (NON KEY DECISION) COUNCIL</b>
<b>FREEDOM OF INFORMATION/STATUS:</b>	This paper is within the public domain
<b>SUMMARY:</b>	This Report provides statistical information on Enforcement activity between 1 <sup>st</sup> July 2017 and 30 <sup>th</sup> September 2017.
<b>OPTIONS &amp; RECOMMENDED OPTION</b>	The Committee is recommended to note the Report
<b>IMPLICATIONS:</b>	
<b>Corporate Aims/Policy Framework:</b>	Do the proposals accord with the Policy Framework? No
<b>Statement by the S151 Officer: Financial Implications and Risk Considerations:</b>	Executive Director of Resources to advise regarding risk management N/A
<b>Statement by Executive Director of Resources:</b>	N/A
<b>Equality/Diversity implications:</b>	No (see paragraph below)
<b>Considered by Monitoring Officer:</b>	Yes                      Comments

<b>Wards Affected:</b>	ALL
<b>Scrutiny Interest:</b>	N/A

## TRACKING/PROCESS

## DIRECTOR:

Chief Executive/ Strategic Leadership Team	Executive Member/Chair	Ward Members	Partners
Scrutiny Committee	Committee	Council	

## 1.0 BACKGROUND

This report presents a brief analysis of Enforcement performance and activity for the period between 1<sup>st</sup> July 2017 and 30<sup>th</sup> September 2017 and includes table 1 (below) showing a statistical analysis of performance over that period.

All Enforcement Notices served and Actions taken are considered against the provisions of the Human Rights Act 1998. In taking account of whether to serve an Enforcement Notice or take Action, which is a discretionary power afforded to Councils under the Town and Country Planning Act 1990 (as amended), consideration is taken as to whether the individual's rights are affected and whether it is expedient to serve such a Notice or take Action against the individual.

Any Enforcement Notice served is considered as to whether it is expedient to do so in accordance with the Council's adopted Unitary Development Plan, National Planning Policy Framework and National Planning Policy Guidance.

Table 1 provides a detailed breakdown of the number and type of notice issued and other actions such as prosecutions during the quarter period. It also includes a performance standard in terms of the speed of the responses to initial site visits having been carried out.



Table 1

	Period 1/07/17 to 30/09/17
Number of Complaints received	131
% where initial site visit within 10 working days	98% (average time to visit 3 working days)
Number of complaints resulting in a breach of Planning Control	61 (47% of complaints resulted in a breach of planning control)
Number of Enforcement Notices served	1
Number of Stop Notices served	0
Number of Breach of Condition Notices served	1
Number of Section 215 Untidy land/building Notices served	1
Number of Temporary Stop Notices served	0
Number of Planning Contravention Notices served	0
Number of Injunctions served	0
Number of Prosecutions made	0
Number of Prosecutions referred to Legal for Prosecution	0
Number of Formal Cautions issued / Interviews Under Caution	0
Number of Works in Default actions taken	0
Number of High Hedges Remedial/Tree Replacement Notices served	0
<b>Total Number of Notices/Actions</b>	<b>3</b>

## 2.0 ISSUES

### CURRENT STAFFING LEVELS AND WORKING ARRANGEMENTS

The Enforcement Team currently comprises of a Senior Planning Enforcement Officer and a Planning Enforcement Officer, who are employed full time. The Officers deal with complaint cases on a Borough wide basis, in accordance with the Council's Customer Charter for the Planning Enforcement Service.

### 3.0 WORKLOAD/COMPLAINT CASES RECEIVED AND TRENDS IDENTIFIED

Table 1 above sets out statistical information for the period 1<sup>st</sup> July 2017 to the 30<sup>th</sup> September 2017.

During this period, we received 131 complaints that required a formal investigation, this number is below average compared to previous quarters. Out of the 131 complaints 61 resulted in breaches of planning control following investigation. The vast majority of these cases in this period were again resolved without recourse to formal Enforcement Action, having been resolved by other means such as negotiation, or where appropriate, the invitation of planning applications. The number of complaints where an initial site visit was carried out within 10 working days remains high at 98%, with the average number of working days taken to make an initial site visit being 3.

### **3.1 FORMAL NOTICES SERVED/ACTIONS TAKEN**

Some notable cases which have resulted in formal action being taken during the period include: -

**Parkers Fishing Lodge, Elton Vale Road, Bury** – This site is an existing recreational fishing lodge and at the sites eastern boundary it is located immediately adjacent to the rear gardens of the residential properties on Lodge Side, which sit at a much lower level compared to the fishing lodge site. The owner of fishing lodge erected a timber outbuilding, used as a summerhouse for the members of public using the site for recreational fishing. The land to which it was erected upon was previously covered with shrubs and vegetation and it is immediately behind the residential properties. Due to the raised position of the outbuilding and the proximity to the rear gardens of Lodge Side this has resulted in a loss of privacy in the rear gardens and is therefore detrimental to residential amenity. An Enforcement Notice was issued following negotiations with the land owner being unsuccessful, the notice requires the demolition of the outbuilding. The owner has indicated he will appeal the Enforcement Notice and any appeal decision will be reported to the Committee at a later date.

**Former Waterside PH, Summerseat** – This property was the subject to severe structural damage as a result of the flash flooding in December 2015, the building had to be demolished as a dangerous building under the Building Act 1984. The resulting materials were stored on site and whilst co-operation was being sought from the owner to remove the materials, which were affecting the amenity of the area, removal was not forthcoming. A Section 215 Notice was issued requiring all the material to be removed and pleasingly, the notice has been complied with in full.

**130 Bury New Road, Whitefield** – This property is a hot food takeaway which was granted planning permission subject, to amongst other things, a condition restricting the hours of operation. Complaints were received that the property was operating outside the approved hours of use and a Breach of Condition Notice was issued requiring compliance with the condition. As a result of this, a planning application was submitted to vary the approved hours condition and the applicant was granted a one hour increase on the previously approved hours of operation. The new condition is now being complied with.

Members will also be interested in other complaints received during the period, please see Appendix 1 for the full list of complaints formally investigated during this quarter.

#### **4.0 CONCLUSION**

The need to serve formal notices during this quarter has been lower than average as the vast majority of cases were resolved without recourse to formal action. On average initial site visits were carried out within 3 days and the number of cases resulting in a breach of planning control is consistent with previous quarters.

The need to thoroughly investigate complaints, draft and issue the formal notices, monitor existing enforcement notices served for compliance, prepare appeal statements is continuing to have a big impact on the workload of the Enforcement Team.

The service provided is primarily a reactive one in that we respond to complaints received from members of the public.

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#### **Appendix 1 – List of Enforcement complaints received between 01/07/2017 and the 30/09/2017**

##### **Contact Details:-**

David Marno  
Head of Development Management  
Regulation and Resources  
3 Knowsley Place  
Duke Street  
Bury BL9 0EJ

**Tel: 0161 253 5291**

**Email: [d.marno@bury.gov.uk](mailto:d.marno@bury.gov.uk)**

## Appendix 1 -Enforcement Complaints received between 01/07/2017 and 30/09/2017

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17/0413	MH	1 Barnhill Road, Prestwich, Manchester, M25 9WH
19/09/2017		Subdivision of dwelling; erection of outbuilding
17/0376	MH	1 Belgrave Drive, Radcliffe, Manchester, M26 4DH
22/08/2017		Porch at front
17/0395	MH	1 Belgrave Drive, Radcliffe, Manchester, M26 4DH
05/09/2017		Building porch without permission
17/0296	MH	1 Belgrave Drive, Radcliffe, Manchester, M26 4DH
03/07/2017		Not being built in accordance with approved plans - application 60744
17/0412	MH	1 Borough Avenue, Radcliffe, Manchester, M26 2QG
19/09/2017		Running business from residential dwelling
17/0326	LPS	1 Greenfield Close, Bury, BL8 2LY
24/07/2017		Erection of 1.8m high fencing to front boundary
17/0317	MH	1 Lyndhurst Avenue, Prestwich, Manchester, M25 0GF
17/07/2017		Windows on Gable
17/0367	MH	1 Lyndhurst Avenue, Prestwich, Manchester, M25 0GF
16/08/2017		Residential development at rear over 8ft high
17/0307	MH	1 Riverbank Drive, Bury, BL8 1UR
10/07/2017		Greenhouse in side garden and high trellis fencing
17/0306	MH	10 Butterstile Lane, Prestwich, Manchester, M25 9PW
10/07/2017		Metal balcony and staircase to front
17/0304	MH	100 Stopes Road, Radcliffe, Manchester, M26 3TW
07/07/2017		Running dog sitting club from home
17/0378	MH	103 Rectory Lane, Prestwich, Manchester, M25 1EN
22/08/2017		Wooden structure forward of the front elevation
17/0318	MH	106 Kings Road, Prestwich, Manchester, M25 0FY
18/07/2017		Building works to rear

17/0400	LPS	109A Holcombe Old Road, Ramsbottom, Bury, BL8 4NF
11/09/2017		Structure being erected in rear garden and glass in side window of approved application 61402 is clear glass not obscure as shown on approved plans
17/0301	MH	11 Abingdon Close, Whitefield, Manchester, M45 8PU
04/07/2017		Running DIY/Garden business from home
17/0397	LPS	11 Second Avenue, Bury, BL9 7RL
07/09/2017		Change of use of land to residential; rebuilt double garage; siting of storage container and erection of fencing
17/0374	MH	110 St Anns Road, Prestwich, Manchester, M25 9GJ
21/08/2017		Erection of front wall with fencing on top
17/0379	LPS	114 Booth Way, Tottington, Bury, BL8 3JT
22/08/2017		Not built in accordance with approved plans (56267)
17/0354	LPS	118 Walmersley Road, Bury, BL9 6DX
08/08/2017		Extension at rear
17/0423	LPS	119 - 121 Rochdale Road, Bury, BL9 7BA
26/09/2017		Building work commenced
17/0332	MH	128 Sunny Bank Road, Bury, BL9 8LJ
26/07/2017		Extension at rear without permission, large pile of rubbish in front garden
17/0392	LPS	13 Second Avenue, Bury, BL9 7RL
04/09/2017		Erection of fence and change of use of land
17/0410	MH	14 Blenmar Close, Radcliffe, Manchester, M26 2XE
18/09/2017		Erection of wooden outbuilding
17/0359	MH	14 Lowther Road, Prestwich, Manchester, M25 9QQ
10/08/2017		Running business from residential property
17/0418	MH	14 Marks Street, Radcliffe, Manchester, M26 2TF
21/09/2017		Operating vehicle repair business at residential property
17/0320	MH	14 Park Avenue, Whitefield, Manchester, M45 7PZ
17/07/2017		1m high wooden gate
17/0407	MH	150 Cross Lane, Radcliffe, Manchester, M26 2RF
13/09/2017		Change of use to residential



17/0316	MH	152 Heywood Road, Prestwich, Manchester, M25 1LD
17/07/2017		Creation of new driveway encroaching onto public highway
17/0360	LPS	16 Birch Lea Close, Bury, BL9 9RZ
11/08/2017		Erection of outbuilding and shed
17/0409	MH	16 Medlock Way, Whitefield, Manchester, M45 8HX
18/09/2017		Erection of outbuilding
17/0396	LPS	16-18 Market Place, Ramsbottom, Bury, BL0 9HT
05/09/2017		Works at rear
17/0419	LPS	162A Bolton Road, Bury, BL8 2NP
22/09/2017		6ft high gate and fencing
17/0330	MH	17 Standmoor Road, Whitefield, Manchester, M45 7PJ
25/07/2017		Extension at rear (near to boundary)
17/0338	MH	18 George Street, Whitefield, Manchester, M45 7SZ
27/07/2017		Erection of fence
17/0351	LPS	18 Palatine Drive, Bury, BL9 6RL
07/08/2017		Erection of conservatory
17/0368	LPS	18 Wilton Drive, Bury, BL9 8BG
16/08/2017		Alterations not conforming to plan - Door at side of the extension
17/0314	MH	1A Colshaw Close East, Radcliffe, Manchester, M26 3PE
13/07/2017		Operating a business from a residential property
17/0362	LPS	2 Hazel Avenue, Bury, BL9 7QT
11/08/2017		Untidy lane
17/0370	MH	217 Bury Old Road, Prestwich, Manchester, M25 1JF
17/08/2017		Breach of condition regarding the extraction ventilation
17/0365	LPS	22 Spring Close, Ramsbottom, Bury, BL0 9SQ
15/08/2017		Running business from residential dwelling
17/0422	LPS	22 Spring Close, Ramsbottom, Bury, BL0 9SQ
26/09/2017		Building work commenced

17/0389	MH	223A Bury Old Road, Prestwich, Manchester, M25 1JE
04/09/2017		Breach of condition no. 3 of approved planning permission 61274
17/0321	LPS	235 Walmersley Road, Bury, BL9 5DJ
17/07/2017		Creation of vehicular access onto a classified road
17/0402	MH	24 Ogden Street, Prestwich, Manchester, M25 1JL
11/09/2017		Advertisement sign covering the whole of the front window
17/0377	MH	25 Downham Gardens, Prestwich, Manchester, M25 0DA
22/08/2017		Wooden structure at front of house
17/0358	MH	28 Fairway, Prestwich, Manchester, M25 0JH
10/08/2017		Extension not built in accordance with approved plans
17/0399	MH	3 Dovehouse Close, Whitefield, Manchester, M45 7PE
08/09/2017		Rear wall
17/0357	MH	30 Hilton Crescent, Prestwich, Manchester, M25 9NQ
09/08/2017		Breach of condition (obscured glazing)
17/0331	LPS	31 Woodley Street, Bury, BL9 9HZ
25/07/2017		Running business from home (many different vehicles at the house)
17/0372	LPS	33 Thornfield Road, Tottington, Bury, BL8 4BX
18/08/2017		Not being built in accordance with approved plans 60793
17/0414	MH	34 Manchester Road, Bury, BL9 0SX
19/09/2017		Change of use from dwelling (Class C3) to HMO (Class C4)
17/0387	MH	36 Church Lane, Prestwich, Manchester, M25 1AJ
30/08/2017		Erection of boundary wall
17/0299	LPS	37 & 39 Heywood Street, Bury, BL9 7EB
03/07/2017		Block paving to front gardens
17/0312	LPS	381 Bury Road, Tottington, Bury, BL8 3DS
12/07/2017		Running business from home
17/0416	MH	424 Bury Old Road, Prestwich, Manchester, M25 1PR
20/09/2017		Alterations to elevations at ground and first floor; installation of roller shutters.

17/0398	MH	45 Knowles Street, Radcliffe, Manchester, M26 4DU
08/09/2017		Running salon from home
17/0401	MH	46 Merton Road, Prestwich, Manchester, M25 1PL
11/09/2017		Removal of leylandi trees along the rear boundary
17/0371	MH	47 Eastleigh Road, Prestwich, Manchester, M25 0BX
17/08/2017		Structures at the rear
17/0309	MH	5 Arthur Lane, Radcliffe, Bolton, BL2 5PW
10/07/2017		Erection of stables
17/0411	MH	5 Wells Avenue, Prestwich, Manchester, M25 0GN
19/09/2017		Development not to plan: high boundary wall
17/0310	LPS	53 Birks Drive, Tottington, Bury, BL8 1JF
10/07/2017		Erection of fencing and gate at rear
17/0319	MH	59 Whitecroft Drive, Bury, BL8 2TR
17/07/2017		Rear extension
17/0308	MH	6 Sandylands Drive, Prestwich, Manchester, M25 9SH
10/07/2017		Rear extension
17/0352	LPS	60 Bolton Street, Bury, BL9 0LL
07/08/2017		Breach of condition no. 2 of planning approval 61300 - Operating hours
17/0383	LPS	60 Leyton Drive, Bury, BL9 9TS
26/08/2017		Extension not built in accordance with approved plans (61252)
17/0382	MH	69 Ainsworth Road, Radcliffe, Manchester, M26 4FA
25/08/2017		Erection of climbing frame
17/0381	MH	8 Melrose Close, Whitefield, Manchester, M45 8XZ
24/08/2017		Erection of fence
17/0305	MH	8 Okehampton Close, Radcliffe, Manchester, M26 3LT
07/07/2017		Extension
17/0355	MH	845 Manchester Road, Bury BL9 9TP
08/08/2017		Breach of condition no. 3 (lighting) of planning permission 58184

17/0405	MH	9 Suthers Street, Radcliffe, Manchester, M26 1JW
11/09/2017		Extension at rear and conversion of dwelling into 2 no. flats
17/0324	LPS	90 Cornwall Drive, Bury, BL9 9EX
21/07/2017		Front porch; front dormer and boundary fence over 1m high
17/0388	LPS	90 Fieldhead Avenue, Bury, BL8 2NA
30/08/2017		Untidy property
17/0302	MH	97 Wellington Road, Bury, BL9 9AG
04/07/2017		Block paving to front and rear
17/0346	MH	98 Albert Avenue, Prestwich, Manchester, M25 0LU
03/08/2017		Building a single storey rear extension
17/0325	MH	98 Scholes Lane, Prestwich, Manchester, M25 0AU
24/07/2017		Change from hip to gable roof and rear dormer extension
17/0394	MH	Alpine Lodge, St Anns Road, Prestwich, M25 9GD
05/09/2017		New brick boundary wall and protected tree works
17/0356	MH	Bottom of Edward Street, Radcliffe, Manchester, M26 1RL
08/08/2017		Digger excavating site
17/0406	LPS	Bury Atheneum Club, Moss Street, Bury, BL9 0DF
12/09/2017		Plastic banner sign to Haymarket Street elevation at first floor level
17/0417	LPS	Bury Salvage, Unit 1, Pimhole Business Park, Pimhole Road, Pimhole, Bury, BL9 7ET
20/09/2017		Breach of condition (height of stacked vehicles)
17/0386	MH	Coggra House, Bradley Fold Road, Radcliffe, Bolton, BL2 6RL
30/08/2017		Car sales from residential property
17/0391	MH	Crowded House, 626 Manchester Road, Bury, BL9 9SU
04/09/2017		Roller shutter on front door
17/0393	LPS	Denewood, St Anns Road, Prestwich, M25 9LD
05/09/2017		Work carried out to 6 no. TPO trees along the boundary with 48 Prestwich Park Road South
17/0375	LPS	Electricity Sub Station Next To 6 Coniston Close, Ramsbottom, Bury, BL0 9YE
21/08/2017		Works to sub station

17/0300	MH	Farraday House, 60 - 78 Tottington Road, Bury, BL8 1LL
04/07/2017		Breach of condition - Application 60002
17/0323	LPS	Fern Grove House, Ferngrove, Bury, BL9 6JN
20/07/2017		Trees are being cut down which are subject to a T.P.O.
17/0335	MH	Flat 9, Eagles Nest, Butterstile Lane, Prestwich, Manchester, M25 9PP
26/07/2017		Business operating from a residential property
17/0380	LPS	Former Church Inn, 81-83 Spring Street, Bury, BL9 0RN
23/08/2017		Change of use to snooker hall/DVD shop
17/0404	LPS	Former Pack Horse, 201 Manchester Road, Bury, BL9 9HL
11/09/2017		Erection of rear extension
17/0421	LPS	Former Walshaw Road Filling Station, Walshaw Road, Bury, BL8 1PY
25/09/2017		Car sales and unauthorised advertisements
17/0327	LPS	Higher Tops Barn, Moor Road, Ramsbottom, Bury, BL8 4NU
24/07/2017		Creation of access track from Helmshore Road to the top of the field
17/0297	MH	J O Transport, Wellington Works, Stopes Road, Little Lever, BL3 1NP
03/07/2017		Razor wire fitted to top of 2m high fencing
17/0345	MH	Jemma's Hairdressing Salon 17 - 19 Bury Street, Radcliffe, Manchester, M26 2GB
03/08/2017		Opening hairdressers outside business hours (until 9pm weekdays) and opening on Sunday
17/0361	MH	Junction of Halls Close, (off Dumers Lane), Radcliffe
11/08/2017		Erection of fence
17/0311	MH	Land adjacent to 62 Peveril Close, Whitefield, Manchester, M45 6NR
11/07/2017		Erection of 1.8m fence in connection with development of 2 no. dwellings (59713)
17/0315	MH	Land Adjacent To Spenside, Bury & Bolton Road, Radcliffe, Manchester, M26 4LA
17/07/2017		Rear Extension
17/0347	MH	Land adjacent to 15 Prestfield Road, Whitefield, Manchester, M45 6BD
02/08/2017		Condition 22 of 58918 (landscaping)
17/0341	MH	Land at Mode Hill Lane, Whitefield, Manchester, M45 8JF
28/07/2017		Breach of Conditions 59296



17/0349	LPS	Land At Kirklees Street, Tottington, Bury, BL8 3NS
07/08/2017		Mature tree been felled
17/0415	LPS	Land at Lower Kirkless Street, Tottington, Bury, BL8 3NY
19/09/2017		Importation of bricks/rubble, earthworks and cutting down of trees
17/0424	MH	Land at rear of 227 Manchester Road, Bury, BL9 9HJ
27/09/2017		Two storage sheds in rear garden
17/0385	LPS	Land at Shaw Street/Gladstone Street, Bury, BL9 7QD
30/08/2017		Breach of Conditions
17/0390	MH	Land at side of 3 Myrtle Grove, Radcliffe, Manchester, M45 7RR
04/09/2017		Breach of condition of planning permission 59194
17/0408	MH	Land at side of 35 Belgrave Street, Radcliffe, Manchester, M26 4DG
14/09/2017		Untidy land
17/0373	LPS	Land At Spen Moor, Bury & Bolton Road, Radcliffe, M26 4JY
21/08/2017		Erection of gabion wall
17/0342	LPS	Land At Spen Moor, Bury And Bolton Road, Radcliffe, Manchester, M26 4JY
31/07/2017		Breach of condition no.4 of planning approval 58810 - TPO trees being felled at rear of 8 - 12 Sunningdale Close
17/0420	LPS	Land behind 10 Calderwood Close, Tottington, Bury, BL8 3LE
22/09/2017		Wooden structure erected
17/0339	MH	Land behind 65-75 Bury Street, Radcliffe, Manchester, M26 2GB
28/07/2017		Siting of caravan
17/0369	MH	Land between 13 & 14 Scholes Walk, Prestwich, Manchester, M25 0AZ
17/08/2017		Untidy Land
17/0303	LPS	Land North Of Play Area, Woodhill Road, Bury, BL8 1XH
07/07/2017		Change of use to car storage/parking
17/0340	LPS	Land off Lowes Road, Bury, BL9 6QS
28/07/2017		Deliveries outside permitted times
17/0348	LPS	Land rear of Mile Lane Clinic, Mile Lane, Bury, BL8 2JR
04/08/2017		Extension to car park

17/0328	LPS	Land To The Rear Of 353 & 365 Bury Road, Tottington, Bury, BL8 3DS
24/07/2017		Breach of conditions 4 - 8 of planning permission 54991
17/0366	LPS	Lower Gollinrod Farm, Manchester Road, Ramsbottom, Bury, BL9 5NB
15/08/2017		Running HGV business from agricultural building
17/0333	MH	Masjid Muslim Centre, 52 Bury Old Road, Prestwich, Manchester, M25 0ER
26/07/2017		Tented structure erected on site
17/0353	LPS	Morrisons Supermarket, King Street, Ramsbottom, Bury, BL0 9AA
07/08/2017		ANPR cameras fitted to car park
17/0343	MH	Mulberry Bush Day Nursery, Sefton Street, Whitefield, Manchester, M25 7ET
01/08/2017		Erection of boundary fence to Sefton Street
17/0336	MH	Nutt Farm, Nutt Lane, Prestwich, Manchester, M25 2SJ
26/07/2017		Revised house type and layout to plots 3 and 4
17/0363	MH	Nutt Farm, Nutt Lane, Prestwich, Manchester, M25 2SJ
14/08/2017		Dwelling (plot 2) not being built in accordance with approved plans 60286
17/0329	MH	Nutt Farm, Nutt Lane, Prestwich, Manchester, M25 2SJ
24/07/2017		Dwelling (plot 1) not built in accordance with the approved plans ref. 60286
17/0364	LPS	Old Brewers Court, 681 Walmersley Road, Bury, BL9 5JD
15/08/2017		Breach of condition 13 (reinstatement of redundant vehicular access) on planning permission 46049
17/0337	MH	Prestfield Court, land adjacent to 15 Prestfield Road, Whitefield, Manchester, M45 6BD
27/07/2017		Condition 4 of 58918 (traffic calming measures)
17/0403	MH	Prestwich Heys FC, Sandgate Road, Whitefield, Manchester, M25 5WG
12/09/2017		Siting of 4 no. storage containers
17/0384	MH	Ramsbottom Service Station, Stubbins Lane, Ramsbottom, Bury, BL0 0PU
29/08/2017		Breach of condition no. 3 (opening hours) of planning permission 25094
17/0350	MH	Ramsbottom Service Station, Stubbins Lane, Ramsbottom, Bury, BL0 0PU
07/08/2017		Breach of condition - operation hours
17/0334	MH	Shrewsbury House, Lowther Road, Prestwich, Manchester, M25 9QG
26/07/2017		Breach of condition 19 (drainage) for planning application 60194

17/0425	LPS	Site of The Brandlesholme, 402 Brandlesholme Road, Bury, BL8 1HP
27/09/2017		Breach of condition - Flooding
17/0344	LPS	Tower View, Lumb Carr Road, Ramsbottom, Bury, BL8 4NN
01/08/2017		Erection of fence
17/0295	MH	White Brow House, Hollins Brow, Bury, BL9 8DD
03/07/2017		Unauthorised advert
17/0322	LPS	Woodhey Road, Ramsbottom, Bury, BL0 9RB
19/07/2017		Carrying out works to the road which is damaging the trees

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