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AGENDA FOR

PLANNING CONTROL COMMITTEE



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To: All Members of Planning Control Committee

Councillors : G McGill (Chair), C Boles, D Duncalfe,
U Farooq, J Harris, M Hayes, B Ibrahim, D Quinn,
G Staples-Jones, D Vernon and M Walsh

Dear Member/Colleague

Planning Control Committee

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

Date:	Tuesday, 2 September 2025
Place:	Council Chamber, Bury Town Hall
Time:	7.00 pm
Briefing Facilities:	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.

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 THE 22ND JULY 2025 *(Pages 3 - 6)*

The Minutes of the meeting held on Tuesday the 22nd July 2025 are attached.

4 PLANNING APPLICATIONS *(Pages 7 - 178)*

Reports attached.

5 DELEGATED DECISIONS *(Pages 179 - 194)*

A report from the Head of Development Management on all delegated planning decisions since the last meeting of the planning control committee is attached.

6 PLANNING APPEALS *(Pages 195 - 212)*

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

7 TREE PRESERVATION ORDER CONFIRMATION *(Pages 213 - 244)*

A report from the Head of Development Management sets out the issues relating to the current temporary tree preservation order Tree Preservation Order (No. 365) 2024 at 48 Hilda Avenue, Tottington.

8 URGENT BUSINESS

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

Minutes of: PLANNING CONTROL COMMITTEE

Date of Meeting: 22nd July 2025

Present: Councillor G McGill (in the Chair)
Councillors D Berry, C Boles, D Duncalfe, J Harris, M Hayes,
B Ibrahim, D Quinn, G Staples-Jones and D Vernon

Public Attendance: 9 members of the public were present at the meeting.

PCC.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillor U Farooq and M Walsh.

Councillor D Berry acted as a substitute representative for Councillor Walsh.
There was no substitute representative for Councillor Farooq.

PCC.2 DECLARATIONS OF INTEREST

Councillor J Harris declared an interest in planning application 71738, Erection of new 2.4m high boundary fencing and access gates, St Stephens C Of E Primary School, Colville Drive, Bury. Councillor Harris was a Governor at the school and was a local ward Councillor for that area and had heard comments made by local residents.

Councillor Harris left the meeting during deliberations on this application.

Councillor D Vernon declared in relation to the planning application on the agenda 71738, Erection of new 2.4m high boundary fencing and access gates, St Stephens C Of E Primary School, Colville Drive, Bury. Councillor Vernon was a local ward Councillor who had been contacted by local residents but had not formed an opinion or pre determined the application and cast pre judgement. Therefore, he would remain in the meeting during deliberation of this application and take part in the determination and voting.

Councillor G Staples Jones declared an interest in planning application 71834, Bury Interchange and land bounded by Pyramid Park/East Lancashire railway line, Knowsley Place/Duke Street, Bury, BL9 0EJ.

Councillor Staples Jones was the current Chair of the Bury Local Bee Network Forum for the municipal year 2025-2026. At a recent meeting held in June he had observed a presentation on this development and made comments during that meeting. Councillor Staples Jones left the meeting during deliberations on this application.

The Chair placed on record that Councillor D Berry, Councillor M Hayes and Councillor D Vernon would also take no part in the meeting during deliberation of the application 71520, Change of use from shop to restaurant and the retention of extract flue and AC unit, 65 Windsor Road, Prestwich, Manchester, M25 0DB. This was due to none of the Members being present at the June meeting which deferred the application for a site visit.

PCC.3 MINUTES OF THE MEETING HELD ON THE 24TH JUNE 2025

Delegated decision:

That the Minutes of the meeting held on the 24th June 2025 be approved as a correct record and signed by the Chair.

PCC.4 PLANNING APPLICATIONS

A report from the Head of Development Management was submitted in relation to applications for planning permission.

There was supplementary information to add in respect of application numbers 71834, 71963 and 71520.

The Committee heard representations from an applicant and objector in respect of the applications submitted. This was limited to three minutes for the speaker.

Delegated decisions:

1. That the Committee **Approved with Conditions** the following application in accordance with the reasons put forward by the Development Manager in the report submitted and subject to all other conditions included: -

St Stephens C Of E Primary School, Colville Drive, Bury, BL8 2DX

Erection of new 2.4m high boundary fencing and access gates

2. That the Committee **Approved with Conditions** the following application in accordance with the reasons put forward by the Development Manager in the report submitted and the revised conditions contained in the supplementary information and all other conditions included: -

Bury Interchange and land bounded by Pyramid Park/East Lancashire railway line, Knowsley Place/Duke Street, Bury, BL9 0EJ

Full planning application for the infill of the existing underpass, engineering works (including remediation works; foundation/piling works; and other associated engineering works) to recontour the land within Pyramid Park to tie into existing levels, the construction of a fully accessible pedestrian bridge structure (including alterations to Metrolink-related infrastructure) across the existing Metrolink line to allow access between Knowsley Place, the Metrolink platform (via lift and stairs) and Pyramid Park; improvements to the existing Metrolink platforms and canopies; construction of a new sloped footpath with stairs within Pyramid Park site from bridge; hard/soft landscaping; and associated drainage and lighting schemes.

3. That the Committee **Approved with Conditions** the following application in accordance with the reasons put forward by the Development Manager in the report and the revised conditions contained in the supplementary information submitted and subject to all other conditions included: -

Ivy House, Bolton Road West, Ramsbottom, Bury, BL0 9RW

Variation of condition no.2 (approved plans) on planning permission 65114 (1 no. dwelling): Amendments to previously approved dwelling and garage - size, position and external alterations

4. That the Committee **Refused the following application** contrary to the conditions put forward by the Development Manager recommendation as per the report and the supplementary information submitted, with the reasons listed as the retention of the proposed extractor flue would be seriously detrimental to the residential amenities of the neighbouring property by reason of its size and appearance in addition to the smells emanating from it whilst in operation. The proposed development therefore conflicts with the following policy of the Bury Unitary Development Plan: S2/6 Food and Drink.

65 Windsor Road, Prestwich, Manchester, M25 0DB

Change of use from shop to restaurant and the retention of extract flue and AC unit

PCC.5 DELEGATED DECISIONS

A report from the Head of Development Management was submitted listing all recent planning application decisions made by Officers using delegated powers since the last meeting of the Planning Control Committee.

Delegated decision:

That the report and appendices be noted.

PCC.6 PLANNING APPEALS

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

Delegated decision:

That the report and appendices be noted.

PCC.7 SITES OF BIOLOGICAL IMPORTANCE: 2022 REVIEW

A report from the Head of Development Management was submitted identifying the latest changes made to the GM Register of Sites of Biological Importance for the Borough. It also described the purpose and application of the Register. During the review period 2022 no sites were added to or removed from the Register, however gains were made at three sites.

Delegated decision:

That the report and 2022 update of the Register of Sites of Biological Importance for use in development planning and management be noted.

PCC.8 URGENT BUSINESS

No urgent business was reported.

COUNCILLOR G MCGILL
Chair

(Note: The meeting started at 7.10pm and ended at 8.40pm)

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Title	Planning Applications
To:	Planning Control Committee
On:	02 September 2025
By:	Development Manager
Status:	For Publication

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.

01	Township Forum - Ward: Radcliffe - West	App No. 71888
	Location: Shore Top Farm, Kearsley Road, Radcliffe, Manchester, M26 1FA	
	Proposal: Construction, operation and decommissioning of a Battery Energy Storage System (BESS) facility and associated infrastructure	
	Recommendation: Approve with Conditions	Site Visit: N
02	Township Forum - Ward: Prestwich - Sedgley	App No. 71422
	Location: 52 Bury Old Road, Prestwich, Manchester, M25 0ER	
	Proposal: Demolition of the Existing Mosque and Community Facility and the Erection of a Replacement Mosque and Community Facility (F1 (f)).	
	Recommendation: Minded to Approve	Site Visit: N
03	Township Forum - Ward: Whitefield + Unsworth - Pilkington Park	App No. 72089
	Location: 34 Ringley Road, Whitefield, Manchester, M45 7LE	
	Proposal: Change of use from dwellinghouse (Class C3(a)) to children's residential care home (Class C2)	
	Recommendation: Approve with Conditions	Site Visit: N
04	Township Forum - Ward: Tottington	App No. 71700
	Location: Land at 12 Holthouse Road, Tottington, Bury, BL8 3JP	
	Proposal: Application for reserved matters (access, appearance, landscaping, layout and scale) following outline approval (67830) erection of 1 no. dwelling	
	Recommendation: Approve with Conditions	Site Visit: N
05	Township Forum - Ward: Ramsbottom	App No. 71320
	Location: Land at side of 32 Manchester Road, Ramsbottom, Bury, BL0 0DH	
	Proposal: Erection of 1 no. dwelling and erection of undercover parking for proposed dwelling & No. 32 Manchester Road	
	Recommendation: Approve with Conditions	Site Visit: N
06	Township Forum - Ward: Whitefield + Unsworth - Unsworth	App No. 71842
	Location: 527 Manchester Road, Bury, BL9 9SH	
	Proposal: Change of use from dwelling (Class C3) to 7 no. bedroom/ 7 person HMO (Sui Generis); Rear dormer extension; Fenestration alterations to rear and cycle storage	

Recommendation: Approve with Conditions

Site Visit: N

Ward: Radcliffe - West

Item 01

Applicant: Taiyo Power & Storage Ltd

Location: Shore Top Farm, Kearsley Road, Radcliffe, Manchester, M26 1FA

Proposal: Construction, operation and decommissioning of a Battery Energy Storage System (BESS) facility and associated infrastructure

Application Ref: 71888/Full

Target Date: 21/08/2025

Recommendation: Approve with Conditions

The site relates to an irregular shaped field located in a rural area near Outwood which is in the Green Belt, a Landscape Character Area and River Valley.

The Outwood Trail footpath runs linear to the east with the footpath continuing along the northern boundary of the site beyond which is a National Grid sub-station approximately 70m away. There is open grazing land to the south and west.

The nearest dwelling is a farmhouse to the south approximately 240m away with terraced houses on Wood Street over 320m to the south.

The proposed development is for the installation of a 11 MW Battery Energy Storage System (BESS) facility.

The proposed development would comprise the following -

- 13 battery containers measuring L6.1m, W2.6m, H3.1m
- a storage container,
- 1 sub-station on behalf of the Distribution network operator (DNO)
- fire water tank.

The development would be enclosed by a 2.4m high palisade fence with CCTV columns located along the perimeter fence line. There would be no lighting other than when maintenance is being carried out.

A landscape buffer would be created around the south and western boundaries.

The development would also involve the creation of a temporary access from Wood Street for construction purposes which would be across fields to the south of the site from Wood Street. It is also proposed to construct a temporary compound at the site.

Both the access and compound would be removed once the development has been constructed.

Purpose of a battery store

A battery storage facility supports the operation of the electricity network to ensure a reliable supply of electricity.

The battery storage would provide a means of allowing electricity from the Grid to be imported and stored at times of low demand/high generation which can then be transported back into the Grid at times of higher demand/system stress.

The circulation of power from renewable sources can be intermittent and unpredictable and

the times when electricity can be produced does not always overlap with peak demand This is where the battery storage is vital to help smooth out the peaks and troughs in power generation and help match it to demand.

The storage facility would have a cable connection to the electricity sub-station

The plant would be expected to operate for up to 40 years at the end of which it would be decommissioned and the land restored.

Relevant Planning History

N/a

Publicity

Letters sent to 22 properties on 30/5/25.

Site notice posted 13/6/25

Press advert 19/6/25

13 objections

2 support

Objections

Inappropriate Development in the Green Belt

- The construction of a BESS facility does not fall within these exceptions.
- The applicant has not demonstrated "very special circumstances" nor has there been a thorough assessment of alternative, non-Green Belt sites.

Visual Impact and Harm to Landscape Character

- The introduction of industrial infrastructure, including battery containers, fencing, and access roads, would significantly alter the rural character of the area.
- This visual intrusion would be detrimental to the openness and visual amenity of the Green Belt, contrary to policies aimed at preserving the natural landscape.

Potential Noise Pollution

- The operation of a BESS facility involves cooling systems and other mechanical equipment that can generate continuous noise.
- Need a comprehensive noise assessment.

Fire Risk and Safety Concerns

- Lithium-ion battery storage systems have been associated with fire risks, including thermal runaway incidents.
- The application lacks detailed information on fire prevention measures, emergency response plans, and the capacity of local emergency services to handle potential incidents. Toxic emissions from the facility.

Ecological Impact

- The development could disrupt local wildlife habitats and biodiversity.
- There is insufficient information on ecological surveys or mitigation strategies to address potential harm to flora and fauna in the area, which may be protected under local and national conservation policies.

Traffic and Access and Parking Issues

- Construction and maintenance of the facility would increase traffic on Kearsley Road. The application does not adequately address the impact on local traffic, road safety, or the condition of existing infrastructure.

- Mud on the roads and damage to Wood Street and the local roads from contractors vehicles.
- Parking problems for residents on Wood Street and restricted access.
- Wood Street would be parked on by contractors. Noise and vehicle pollution would increase on Wood Street.
- Where would visitors park for Outwood Trail.
- Horse Riders, Ramblers, Cyclists, Runners and children would be denied access to Wood Street

Lack of Community Consultation

- There appears to have been minimal engagement with the local community regarding this proposal. Effective consultation is essential to address public concerns and ensure transparency in the planning process.

Response submitted on behalf of Outwood Country Park summarised as -

- The principal is not line with national and local planning policies
- Should build on brownfield, not Green belt and no VSC
- Loss of valuable farmland
- Impacts on ecology without mitigation for biodiversity net gain
- No engagement from the applicant
- Major fire risk and no emergency response plan in place
- Would result in the spread of invasive species
- the cable routes would disturb tree roots
- Conflicts between construction vehicles and pedestrians.

In the event of approval, request conditions and/or consideration of the following -

- Implementation of fire safety measures
- Property community consultation with residents on Wood Street and local community groups
- Sourcing of material locally
- Provision of funding to re-instate ecology
- Guarantee on-going monitoring of invasive species
- Re-surfacing and maintenance of Wood Street
- Volunteer time for maintenance/upkeep of Outwood Park
- Parking for the site during construction
- Confirmation of any tree felling.

Support

- The site is currently a heavily trampled meadow of little ecological value. Nothing but grass grows there, everything else is eaten by livestock.
- We badly need more environmentally-friendly ways of using and storing electricity, and this site will do little to no damage to the immediate area.
- It would be very nice if any community funding from this application could be used to upgrade the nearby Outwood Trail such as a ramp from Wood Street and upgrade the route from St Aidan's Close onto the Outwood Trail.
- It's no more than 100 metres away to an existing National Grid transformer site.
- Any form of electricity storage is beneficial for the future. The continue move to renewable energy sources makes any form of storage essential.
- The UK has multiple sources of weather dependent electricity generation requiring storage
- Nuclear stations are permanently on and can charge a facility like the one proposed when there's little or no load requirement. i.e. Most late nights and very early mornings.
- The same argument applies to wind generation, also which once installed is essentially

free.

- What happened last year in Southern England, and this year in Spain highlights the need for energy storage with low start up inertia.
- It makes the UK less dependent on imported energy supplies.
- It provides well paid skilled jobs.
- Once installed, it's relatively pollution neutral and effectively carbon neutral.

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

Statutory/Non-Statutory Consultations

Traffic Management - No objection subject to conditions

Borough Engineer - Drainage Section - No response received

Env Health Contam Land/ Air Quality - No objection subject to conditions

Pollution Control, Environmental Health - No objection

United Utilities (Water and Waste) - No objection subject to condition

Public Rights of Way Officer - No objection

Minerals and Waste Planning Unit (Urban Vision Partnership Ltd) - No response received

Electricity North West Ltd - No objection subject to informative

Cadent Gas Ltd (formerly National Grid) - No response received

Greater Manchester Ecology Unit - No objection subject to conditions and informatives

The Coal Authority - No objection

Greater Manchester Police - designforsecurity - No response received

Greater Manchester Fire and Rescue Service - Advise the National Fire Chiefs Council (NFCC) guidance is used.

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

Development Plan and Policies

NPPF National Planning Policy Framework

EN1/1 Visual Amenity

EN1/2 Townscape and Built Design

EN1/3 Landscaping Provision

EN1/5 Crime Prevention

EN4/1 Renewable Energy

EN6/4 Wildlife Links and Corridors

EN8/2 Woodland and Tree Planting

EN6/3 Features of Ecological Value

OL1/2 New Buildings in the Green Belt

OL5/2 Development in River Valleys

RT3/1 Protection of Existing Recreation Prov in the Countryside

JP-S1 Sustainable Development

JP-S2 Carbon and Energy

JP-S3 Heat and Energy Networks

JP-S4 Flood Risk and the Water Environment

JP-S5 Clean Air

JP-G1 Landscape Character

JP-G2 Green Infrastructure Network

JP-G7 Trees and Woodland

JP-G8 A Net Enhancement of Biodiversity and Geodiversity

JP-G9 The Green Belt

JP-P1 Sustainable Places

JP-C2 Digital Connectivity

JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development

Issues and Analysis

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

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

Principle - Green Belt

The application site falls within the Green Belt as designated under PfE policy JP-G9.

Paragraph 152 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

Paragraph 153 states that 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 resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 154 of the NPPF is clear that a local planning authority should regard the construction of new buildings as inappropriate in the Green Belt unless it meets the listed exceptions. The proposal does not meet any of the exceptions listed within paragraph 154.

Paragraph 155 of the NPPF states that the development of homes in the Green Belt should also not be regarded as inappropriate where all the following apply:

- a) The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;
- b) There is a demonstrable unmet need for the type of development proposed;
- c) The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and
- d) Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157.

Grey belt is defined by the NPPF as "land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143. 'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development."

The application site does not impact assets referred to in footnote 7. As such, the first test is to determine whether the land does or does not contribute strongly to any purposes (a), (b) or (d) of paragraph 143.

Paragraph 143 of the NPPF states that Green Belt serves 5 purposes, and those of relevance

are:

- a) to check the unrestricted sprawl of large built-up areas; and
- b) to prevent neighbouring towns merging into one another.

Planning guidance published on 27th February 2025 for assessing a site against these purposes is relevant to determine whether the land constitutes grey belt for decision making (Paragraph: 005 Reference ID: 64-005-20250225). As such, the site's contribution to these purposes is considered below.

Purpose (a) - unrestricted sprawl

The site comprises 1.3ha of open land which is not adjacent to the built-up area. The development would not result in an incongruous pattern of development as it would be contained within the BESS compound area. The development of the site would not lead to the unrestricted sprawl of the built up area. Therefore, it is considered that the site makes a weak contribution toward Purpose (a).

Purpose (b) - Prevent neighbouring towns merging

The guidance specifies this is in reference to the merging of towns, not villages. The site, at 1.3ha, does not form a substantial gap between the towns of Radcliffe and Kearsley, or any other town. The site would be able to be developed without any significant impact on the visual separation of towns. As such it is considered that the site makes a weak contribution toward purpose (b).

As the site does not make a strong contribution to the Green Belt purposes (a) or (b), the site falls within the definition of Grey Belt Land. However, for the proposal to be considered as not inappropriate development it must satisfy all of the criterion, a to c, listed in NPPF paragraph 155.

Criterion A Considering the impact on the remaining Green Belt in the plan area

This criterion requires that the development would not fundamentally undermine, the purposes, when taken together, of the remaining Green Belt across the area of the plan. The guidance (Paragraph: 008 Reference ID: 64-008-20250225) adds that in reaching this judgement, authorities should consider whether, or the extent to which, the release or development of Green Belt land would affect the ability of all the remaining Green Belt across the area of the plan from serving all five of the Green Belt purposes in a meaningful way.

The only other Green Belt purpose which would be breached by the proposal is Purpose C safeguarding the countryside from encroachment as the development would represent an encroachment of built form into the countryside. However, the area to be lost is small in relation to the totality of the remaining Green Belt land both in the local area, and the wider plan area and the development would be decommissioned after a 40 year period and the land restored. Consequently, the overall effect on the countryside would be moderate. The proposal includes landscaping around the site to provide a screening buffer.

Therefore, it is considered that the development of the site in principle, which represents a small part of this parcel, would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan.

Criterion B Demonstrable unmet need for the type of development proposed.

This criterion requires there to be a demonstrable unmet need. The submitted Planning and Design and Access Statement states that BESS is essential to support the transition away from fossil fuels in two ways:

- Capacity provision - Consumption fluctuates however the move toward renewable energy sourced generation creates a gap in capacity. BESS allows renewable power to be

collected when it is plentiful (e.g. on a windy day, or a sunny afternoon) and utilised when consumers need it, rather than a power cut to homes, industry or essential infrastructure.

- Quality of supply - The necessary shift to renewable power generation has degraded the stability of the National Grid owing to its dependence on natural and therefore variable resources, which results in an unpredictable supply frequency. The electricity distribution networks were not designed to cope with variations in frequency however local BESS facilities can provide a stable supply by discharging stored energy into the grid network when supply frequency is unstable.

This is considered to be a demonstrable unmet need.

Criterion C Sustainable location

NPPF paragraph 155(c) requires consideration of whether the development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the Framework.

Paragraph 110 states that the planning system should actively manage patterns of growth to support the sustainable transport objectives in paragraph 109, however this is largely in relation to significant development. Paragraph 115 states that it should be ensured that sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location.

The Planning and Design and Access Statement advises that during normal operation, there would be no permanent staff as the plant is operated remotely. However, engineers would visit the Site periodically to carry out checks and undertake general maintenance. As such, once operational vehicular activity associated with this development would be minimal. The site is approximately 500m from the A667 and a suitable access track is proposed to be constructed. As such, taking into account the type of development proposed which would be operated remotely, and generate a minimal vehicular activity, the site is in accordance with paragraph 115 and is considered to be in a sustainable location for the type of development proposed.

Conclusion

The site falls within the definition of Grey Belt Land and is considered to be 'not inappropriate' in accordance with NPPF paragraph 155 criteria a-c. NPPF paragraph 155(d) and the 'Golden Rules' are not applicable in this case.

Therefore, the proposal is considered to be acceptable in principle.

Landscape Character

The site is within the River Irwell (south Bury) and River Croal Landscape Character Area (LCA16), an area of Incised Urban Fringe Valleys as assessed by the GM Landscape Character and Sensitivity Assessment. This LCA is judged by the assessment to have moderate-high sensitivity to commercial/industrial development as they contain existing large development, such as electricity substations, water treatment works and industrial complexes. Policy JP-G1: Landscape Character states that development within a Landscape Character Type should reflect and respond to the special qualities and sensitivities of the key landscape characteristics of its location, including having regard to:

- Topography, geology and drainage;
- Land use and field patterns;
- Semi-natural habitats and woodland cover;
- Archaeology and cultural heritage;
- Settlement, road pattern and rights of way; and
- Views and perceptual qualities.

The interface of new development with the surrounding countryside/landscape is of particular importance. These transitional areas require well-considered and sensitive treatment. In particular, opportunities to improve the intactness and condition of the landscape should be taken.

The Landscape and Visual Impact Assessment indicates that the development would be largely screened or filtered by boundary vegetation and woodland cover. Visibility is most notable in short-range views from parts of the Irwell Sculpture Trail and local Public Rights of Way (PRoWs) which pass through or near the site.

In terms of the construction and decommissioning of the site, these activities are anticipated to be short term and not likely to result in long term landscape effects.

The construction of the temporary access from Wood Street may result in perceptible changes to the landscape but effects would be reversible and temporary and the land reinstated and restored to its former state should it be approved.

The assessment proposes a landscape mitigation strategy. This would be conditioned.

The proposed development is therefore considered acceptable and would comply with JP-G1.

Carbon and Energy

At the National level, whilst there are no specific policies relating to BESS development in the NPPF, there are policies on the impacts of climate change and specifically relating to the development of renewable energy projects.

Paragraph 161 confirms that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. There is a strong strategic policy framework which supports renewable and low carbon development proposals. The Framework also confirms in paragraph 168 that applicants are not required “to demonstrate the overall need for renewable or low carbon energy” and local planning authorities should give significant weight to the benefits associated with renewable and low carbon energy generation and the contribution to a net zero future.

PfE Policy JP-S2 - Carbon and Energy states the aim of delivering a carbon neutral greater Manchester no later than 2038 with a dramatic reduction in greenhouse gas emissions which will be supported through a range of measures, including taking a positive approach to renewable and low carbon energy schemes.

The application states that once operational the battery storage will enable energy from renewable generation sources such as solar and wind to be stored and released as required. The facility would provide a means of storing energy, to be released when need arises and so provides a vital element of infrastructure which supports the use of intermittent renewable energy.

The proposed scheme would therefore make a valuable contribution to cutting greenhouse gas emissions, by increasing the opportunity to store energy and complies with Policy JP-S2 and the principles of the NPPF.

Siting

The primary function of the facility is to provide storage and standby electricity capacity for the local network at peak times to avoid fluctuations and blackouts and reduce transmission losses when electricity is transmitted over long distances. Ultimately, the aim is towards a low carbon economy and sustainable energy provision.

In terms of choosing a suitable site for a BESS facility, a site needs to have the ability to connect to the energy distribution network to store and discharge energy and the land capable of hosting such a facility. Other requirements include suitable separation distances from residential properties, existing landscape screening or the ability for new planting, a relatively level and clear site and located outside of a flood zone.

The applicant has carried out a comprehensive site selection methodology to identify appropriate sites for such a facility and followed a 3 step process, starting with a large geographic area consisting of the ENW region. A fundamental requirement for an energy project is a suitable grid connection point with potential export capacity which was sequentially narrowed down to the Radcliffe Primary sub-station.

The next step in the sequential approach involved identifying a site a viable distance from the sub-station and taking into account planning, environmental and transport considerations.

The proposed site was selected due to its proximity to the point of connection, (requiring less cabling and minimising electricity loss) as well as distance away from residential properties, suitable transport routes and connections, avoidance of heritage and ecological designations, minimal visual impacts due to the topography of the land and existing screening. the site was also of a suitable size to offer on-site biodiversity net gain.

The site would be a field which is located off the Outwood Trail. The field has a gentle slope with land falling westwards towards the River Irwell Valley. The site is visually contained by existing vegetation, including mature woodland, field boundaries and tree belts to the north and east. The site is more open to the west and south but there is existing infrastructure, including pylons, field boundaries and some vegetation.

The site is not subject to any natural heritage designations and does not contain any designated heritage assets or cultural associations.

The site does contribute to the wider landscape and general openness of the area but in itself it makes only a limited contribution to the wider strategic green network or contribute to functions such as recreation or connectivity.

The landscape is of Medium-Low value and the site itself is considered to have a Medium overall sensitivity to the type of change proposed.

The proposed facility would be set on a hard standing and comprise 13 battery containers, each 6.1m long, 2.6m wide and 3.1m high set in two rows. The storage container and small sub-station would be located along the eastern boundary and would be no higher than 3m.

The development would be located close to the eastern boundary of the field and vegetation and planting along the field boundaries and beyond to the north and east provides significant screening. Proposals for planting along the west and southern boundaries would aide in screening the site from close and long range views.

Whilst there will be some views of the facility these would be mainly from short range. From the Outwood Trail and Outwood Country Park, views of the facility would not be likely given the substantial tree, hedge and shrub planting along the site boundary. The proposal to provide a landscape buffer would also aide to screen the site from views further away.

The development would comprise low level infrastructure which given its siting close to field boundaries, would be visually contained by existing vegetation and woodland. Where views are more open and most notable from short range views from the Public Right's of Way, they would be limited, localised and temporary especially with the additional landscaping which is proposed to the south and west field boundaries which would also screen areas of the site from views and visually contain the infrastructure. The development will be located in an area

of former grassland and will not fundamentally alter key characteristics of the wider landscape.

The proposed development would result in some visual changes to the area, but it is considered these would not be of such significance to outweigh the benefits of the development and would be limited in extent due to the containment of the site and proposals to integrate a landscape strategy for the site.

As identified above, the site is considered to be in a sustainable location for this type of facility. The applicant has demonstrated there are no alternative sites feasibly available to serve this part of the network. The proposed development would also bring significant economic and social benefits to the area.

The siting of the proposed development is therefore considered to be acceptable and would comply with policies JP-S1, JP-S2 and the principles of the NPPF.

Noise

The application is accompanied by a noise assessment. Noise surveys were undertaken and the results used to verify predictions of the short term and long term effects of noise from the proposed development.

Although the development would not operate continuously, the assessment assumed that the plant associated with the BESS equipment would always be fully operational during the daytime and night time periods.

From nearest sensitive receptors (including Shore Top Farm, dwellings on Ringley Road west, Wood Street and public footpaths on the Outwood Trail and Irwell Sculpture Trail, noise associated with the proposed development would result in the Lowest Observed Adverse Effect Level in accordance with BS 4142 criteria when compared against the existing daytime and nighttime background noise levels.

Cumulative operational noise sources associated with the site were predicted to fall within the No Observed Adverse Effect Level.

It has also been predicted that on-site operational noise effects associated with the development would be within the Lowest Observed Adverse Effect level and therefore the development would have a low impact in relation to noise in the area.

The Pollution Control Section have been consulted and concur the noise assessment carried out considers that the development will not adversely effect or put sensitive receptors at risk from noise pollution, and no significant adverse effects are predicted to occur. There is no objection from the section.

The proposed development is therefore considered acceptable and would comply with policies EN7/2 and the principles of the NPPF.

Highway issues

The NPPF paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The proposal shows access to the site would be taken from Wood Street, a no-through route which is an unmade and unadopted road and a PRoW (7SS). Wood Street serves a row of 12 terraced houses on the western side and residents park either in front of their houses or opposite the road. This area can also be used to park by users of the Outwood Trail.

at the top end of Wood Street is a barrier, whereon the road turns into a single track

The Construction Traffic Management Plan (CTMP) details, amongst other things, how the site would be accessed from the wider highway network. All construction traffic would route to and from Ringley Road although it is worth noting that all large vehicles, including 16.5m articulated vehicles would route to and from the west only due to the limitations turning right from the easterly direction. The construction of this particular BESS would not require deliveries by abnormal loads (ie over 16.5m).

The construction period is estimated to take place over a period of 20 weeks. Based on a 20 week delivery and construction schedule, it is forecast there will be approximately 329 deliveries (658 arrivals and departures) and where possible, the trips would be spread across the day and aimed to primarily avoid conflict with typical network peak hours.

It is expected that there would be a maximum of 15 construction workers on site at one time and staff vehicle movements would typically occur at the start and end of the working day and generally not coincide with the movement of large construction vehicles. Vehicle parking for site workers during all stages of construction will be accommodated on-site. This could be secured by condition.

For the purposes of the construction of the BESS facility, a temporary access would be created from the end of the houses on Wood Street via a new gated access track which would continue through the fields to the site. Where the access track crosses PRoW 9SS (access to Yew Tree Farm to the east), a gate would be put in place to ensure pedestrian priority and safety is maintained at this crossing. The temporary access track would thereon follow the eastern side of the field where it would split to enable access to both sides of the site and for the construction compound area for deliveries, parking and the storage of materials. The temporary access track within the fields would comprise heavy duty roadway matting.

Post construction, the temporary access route would be reinstated to its former state and the compound area would be surfaced by a grassland mix.

For maintenance/operation purposes, access would be from Ringley Road to the west of Wood Street and along PRoW 9SS which runs past Yew Tree and which is used farm vehicles, horse boxes and other vehicles of similar sizes.

Trips to the site would be circa twice a month, the majority of which would be by a light vehicle. This access is also suitable for emergency vehicles.

It is noted that there have been objections to the development on the basis of highway safety, the ability of the road network to accommodate the type and frequency of traffic necessary to construct the development, impacts on Wood Street itself including parking for residents and users of the Outwood Trail.

As noted above, the application has provided details of use of the local highway network, types and size and frequency of deliveries, parking and details of how the site would be accessed via Wood Street and the temporary access track.

A Construction traffic Management Plan also details how the site would be managed during the construction works and what remediation and reinstatement works would be in place following completion of the development. Other than the route along Wood Street and past the terraced houses, during the construction period, no other works are proposed to the area which serves users of the Outwood Trail Public Right of Way. The applicant states that local residents on Wood Street would be informed by the contractor as and when deliveries would be carried out.

There will undoubtedly be an impact during construction works with a higher volume of traffic

accessing the site than the current usage. However, there is no reason to conclude that the impacts would be so severe as to warrant a refusal in NPPF terms. Disturbance will occur as it does with any development and measures can be put in place to manage construction traffic as set out above.

In terms of the operational phase, the intention is that these facilities are unmanned with limited vehicle movements (twice a month) associated with them.

The details have been assessed by the Local Highway Authority are satisfied with the level of detail provided, subject to conditions including submission of a dilapidation survey and implementation of the measures detailed in the construction traffic management plan.

Therefore, having regard to all of the above, it is considered that subject to conditions, the proposal is considered acceptable in terms of its impact on the local highway network, highway safety and the interaction with the PRoW's and would therefore comply with policies HT2/4, JP-C5, JP-C6, JP-C8 and the principles of the NPPF.

Ecology

Summary

There are no significant ecological issues with this development. Issues relating to bats, nesting birds and invasive species can be dealt with via condition. 10% Biodiversity net gain is achievable on-site.

Bats

Two trees were identified as requiring further assessment if they need to be removed to facilitate the development, both however appear to be retained. GMEU therefore recommend a condition is applied to any permission as follows -

The removal of two oaks may have the potential to cause harm to bats as identified in the Preliminary Ecological Appraisal ADAS ref: 1052520/WNT69105-1860 (00) section 7.3.2 and shall not in any circumstances occur unless further survey is carried out and provided to and agreed in writing by the local planning authority

Other Protected Species

Whilst other protected species such as otter and badger are likely to be present in the wider area and ponds are present within 250m, GMEU are satisfied given the nature of the development site, short grazed grassland that the likelihood of an offence is very low. GMEU would also note that the ponds within 250m have been surveyed historically and no great crested newts found. No further survey information is required and that general precautionary working measures will be adequate.

Nesting Birds

Whilst the main development site is short grassland, trees and scrub may require cutting back to enable access, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied that no works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

Other Wildlife

As noted by the consultant species such as badger and amphibians could utilise the site on occasion as could other wildlife. There is therefore a low risk of harm during construction. GMEU therefore recommend a condition that prior to any earthworks or vegetation clearance a precautionary working measures method statement for mammals and amphibians will be provided to and agreed in writing by the LPA.

Invasive Species

Himalayan balsam, giant hogweed and Japanese knotweed are located in close proximity to the site, with associated biosecurity risks primarily as a result of access and seed tracked off-site. Given the extent of these species in the locality eradication would be unreasonable. GMEU therefore recommend a condition that prior to any machinery on-site a precautionary working measures method statement including biosecurity protocols, will be provided to and agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

The development will result in the loss of around half a hectare of low value grassland to development, with a similar area of low value grassland enhanced and a hedge planted around the site. There appear to be no significant species issues.

A BNG assessment has been provided that indicates 10% net gain can be easily achieved on the site. GMEU accept that this is the case, the only query being whether the baseline has been over-estimated as the applicant has identified the woodland on the site as high value habitat and GMEU are aware that the majority of the woodland on Outwood was plantation following the restoration of Outwood Colliery and the power station in the 1980's. Some is however natural regeneration that could have developed into Lowland deciduous woodland.

As this does not materially change the proposals, any amendments to the baseline can be left to discharge of conditions stage.

The habitat creation and enhancement proposals on the site are significant as defined by Defra. Therefore a habitat management and monitoring plan for the other neutral grassland and species rich hedgerow with trees should be provided. A legal agreement or condition will also be required to control the HMMP over a 30 year period. Based on the number of units generated a legal agreement would be proportionate, but given the simplicity of the habitat created and fact that there is flexibility to reduce the post development habitat condition and still achieve 10% net gain, GMEU would have no issues with a standard condition and would be for the LPA to decide.

To discharge the statutory biodiversity condition the finalised metric, HMMP and biodiversity gain plan will be required.

With regards wildlife, GMEU agree with the consultant that the provision of bird and bat boxes on retained trees should occur. The details can be provided via condition.

With regards to ecological issues, it is considered with mitigation measures and conditions, the proposed development would be acceptable and comply with policies JP-G7, JP-G8 and the principles of the NPPF.

Fire safety

In terms of hazards and potential risks associated with BESS facilities, these can relate to manufacturing or installation errors, damage to battery cells due to environmental risks, release of toxic gases and chemical spills.

The applicant has provided a Fire Statement regarding the fire safety management systems which would be employed on the proposed BESS and submitted an Outline Battery Safety

Management Plan which would be in place in the event of an accident.

The primary response to managing risks is in the implementation of preventative measures, including manufacturing and construction/installation standards, regular and effective maintenance routines, appropriate site selection and layout, remote monitoring, automatic detection, venting and shutdown, and security (physical and cyber).

BESS facilities are fitted with remote and automatic detection systems for fire detection, alarms, emergency shut off, and fire suppression. New BESS facilities are also designed to contain fires to individual units and prevent cascading thermal events to other containers and as a result, safety related incidents are rare in the UK.

For the proposed Radcliffe BESS, the applicant sought pre-application consultation from the Greater Manchester Fire and Rescue Service (FRS) and formal written advice was received in September 2024. Their response made no objection to the proposal, subject to compliance with advice relating to access road standards, provision of an on-site static water tank supply for firefighting purpose, separation between units and vegetation and emergency/risk management.

In response to the FRS, the BESS design was reconsidered, with key changes including the addition of a secondary access and provision of an on-site static water supply for firefighting purposes. The advice received from the FRS is consistent with the National Fire Chiefs Council (NFCC) Grid Scale Battery Energy Storage System Planning Guidance for FRS document, and Approved Document B Volume 2.

In their consultation response to the planning application, the FRS advised that the vehicular access should be in line with Approved Document B Vol 2 that new sites should have an outline battery storage safety management plan and that the National Fire Chiefs Council (NFCC) guidance be used for the Grid Scale Battery Energy Storage Systems.

The submitted Outline Battery Safety Management Plan includes an outline emergency response plan, the main objectives are to -

- contain and control an incident to minimise effects and limit damage to persons, the environment and property;
- identify key organisations and operator staff and their respective roles when responding to an incident
- communicate the necessary information to the emergency services and authorities concerned in the area
- provide information on risks and hazards presented on site, alongside detail of risk management, detection, mitigation and response measures in place.

In summary, the outline safety management plan including the emergency response plan confirms that the design, layout and emergency procedure for the BESS facility would be consistent with the National Fire Chiefs Council Grid Scale Battery Energy Storage System Planning Guidance for FRS document, Approved Document B Volume 2 draft National Fire Chiefs Council planning guidance.

A condition would be included that before the commencement of development, the applicant submit a full and detailed Battery Safety Management Plan to be prepared when the BESS specification is chosen and when the relevant emergency site contacts are known, in consultation with Manchester Fire Service.

It is therefore considered the proposed development, with the mitigation and measures in place advised and assessed by professional bodies would be acceptable and comply with

Policy JP-S1, JP-P1 and the principles of the NPPF.

Coal Authority

The Coal Authority confirm that part of the site falls within the defined Development High Risk Area.

The Coal Authority records that the southern part of the site is in an area of historic recorded likely unrecorded coal workings at shallow depth. Voids and broken ground associated with such workings may pose a potential risk to surface stability and public safety.

They note that this application has been accompanied by a Phase I Geo-Environmental Assessment Report (LN/M5678/13072 Rev B) prepared by Brownfield Solutions Limited, dated 7th April 2025. The report has been based upon a review Coal Authority data and geological information, and concludes that "The area where built development is proposed is not in the Development High Risk Area. Thus, a Coal Mining Risk Assessment is not considered to be required at this stage."

In light of the above, the Coal Authority confirm that the proposed Battery Energy Storage System (BESS) facility and associated infrastructure would be sited entirely outside the defined Development High Risk Area, with only the proposed access track maintenance access located within the High Risk Area.

The Coal Authority's Planning & Development Team wishes to raise no objection to this planning application. An informative note would be included to direct the applicant to contact the Coal Authority should any coal mining features be encountered during development.

Electricity North West

Electricity North West Ltd (ENWL) confirm there is infrastructure located on land associated with this application.

The applicant should be advised that great care should be taken at all times to protect electrical apparatus and any personnel working in its vicinity. Anyone working in proximity to any of our apparatus (whether above or underground) should be referred to two relevant documents produced by the Health and Safety Executive (available from The Stationery Office Publications Centre and The Stationery Office Bookshops), and advised to follow the guidance given.

The documents are as follows:-

HS(G)47 - Avoiding danger from underground services

GS6 - Avoidance of danger from overhead electric lines

ENWL offer a fully supported mapping service, providing up to date information about the location and status of our apparatus. Further information can be found at <https://www.enwl.co.uk/advice-and-support/line-search-before-you-dig>, alternatively you can call us on 0800 195 4141.

It is advisable that the developer and/or their contractors make contact with ENWL as soon as reasonably practicable to discuss the location of our assets and their proposals, to ensure there is no unnecessary delay to any works they wish to carry out.

United Utilities

Confirm the drainage proposals are acceptable in principle subject to a condition the development be carried out in accordance with the approved details.

UU have identified that a public sewer crosses the site and it is the applicant's responsibility to

investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development.

They have also identified that a sludge pipeline operating at high pressure crosses the proposed site red edge (access road). It must not be built over or their access to the pipeline compromised in any way.

This would be a matter for the applicant to address.

Planning balance

The development would result in some harm to the visual appearance of the landscape. However, given the wide topography, natural containment of the site, landscaping mitigation measures and limited value of the site as a recreational function in itself, it is considered this harm would be limited and outweighed by the public benefits of the proposal. The proposal has been found not to be inappropriate development in the Green Belt and would and it would also deliver significant biodiversity net gain.

National and local planning policy recognises the importance of supporting and renewable energy projects and the BESS facility would support the ongoing shift to renewable energy to help combat climate change.

A BESS facility also requires connections to the local grid which in this case would be to the electricity sub-station.

The Site Selection process identified that the site would present the only viable [option for the facility and as such it is considered a rational and considered approach has been taken to choosing the selected site.

Technical matters can be adequately addressed through the imposition of appropriate conditions.

The BESS facility would also be a temporary facility and decommissioned after 40 years, where after the land would be reinstated.

It is therefore considered that the proposed development would be acceptable and comply with local and national planning policies.

Response to objectors

The applicant has submitted a response to the objections raised by local residents, summarised as follows -

Fire risk

- Grid scale Battery Energy Storage Systems (BESS) are no longer a new technology, and the fire safety of them is constantly improving, both by way of reduced combustion risk and improved emergency response planning from operators and fire and rescue services. As a result, safety related incidents involving BESS facilities are rare in the UK.
- BESS facilities are fitted with remote and automatic detection systems for fire detection, alarms, emergency shut off, and fire suppression. New BESS facilities are also designed to contain fires to individual units and prevent cascading thermal events to other containers.
- The proposed BESS Facility has been designed consistent with the Greater Manchester Fire and Rescue Service advice.
- Some of the objections suggest there would be benefit in the producing an emergency response and risk management plan. The applicant routinely prepares such documents for all its BESS facilities and therefore would be accepting of this requirement as a pre-commencement condition.

Construction traffic

- Several objections raise concern regarding construction traffic impacts to residents, horses, stock and wildlife due to noise, dust and vibration.
- A comprehensive Construction Traffic Management Plan has been submitted with the application and includes a suite of best practice measures to mitigate impacts to nearby residents.
- The duration of the construction would be limited to a short period of 6 months and mitigation measures would be in place including wheel washing facilities, water suppression road sweeping.
- Emissions would not be significantly more perceptible than occurs on the surrounding road network and the LPA Air Quality Section did not require an air quality assessment.
- Some minor vehicle vibrations may be perceptible but not significant to cause damage to houses.
- Heavy goods movements would be an average of 10 trips a day (weeks 4-8), reducing to 2 trips a day (weeks 12-20)

Public Rights of Way

The construction would not require the closing of any PRow. Where vehicles cross PRow 7SS and 9SS, signage and gates would be put in place with a banksman to direct all vehicles.

Damage to Wood Street

- A walk-over condition survey and photographic record made pre and post construction would be carried out in agreement with the LHA. Any damage attributed to the BESS development would be rectified.

Operational traffic

- Estimated at 2 visits per month by a 4x4 vehicle or van, trips would be minimal and impacts considered negligible.

Parking on Wood Street

- Parking for residents on Wood Street will be maintained for the duration of construction as outlined in the CTMP.
- Construction worker parking and deliveries would be within the site compound areas and would not occur on Wood Street.
- Deliveries would be managed and residents alerted prior to all deliveries to the site.

Biodiversity

- The Preliminary Ecological Assessment confirms only habitat lost would be modified grassland, of negligible ecological importance.
- nearby woodland would be retained and unaffected.
- Enhancements would include BNG of 39.47% through the planting of hedgerows and meadows, bat roost boxes, seeding with wildflower, eradication of invasive species.
- Surveys concluded there would be no significant impact on bats.

Spread of invasive species

- The Invasive Non-native Species survey recommended an eradication programme and control methods to be implemented during construction.

Operational noise

- The application is supported by a Noise Impact Assessment that models and assesses the operational noise emissions that would be experienced at the nearest sensitive receptors. Noise would be within the lowest Observed Adverse level Effect during day and night periods, which would be in accordance with WHO and IEMA Guidelines for Environmental Noise Impact Assessment. and as such noise impacts would be low.

Location within the Green Belt

- The application advances a case for Grey Belt. The following are also considered to be Very Special Circumstances - No significant harm to openness, small footprint of development, landscape mitigations, temporary nature of the development, support for the renewable energy transition to meet net zero targets, Support in national planning policy and a Biodiversity Net Gain of 39.47% through the planting of hedgerows and meadows.
- Recent case law has supported BESS developments in the Green Belt, six relevant appeal decision have been cited in the Planning, Design and Access Statement.
- A comprehensive Site Selection Report was submitted with the application which sets out the sequential process that has been used to appraise the suitability of potential alternative sites. The report concludes that, although the site is within the Green Belt, there are no other more preferential, suitable or available locations either within or outside of the Green Belt within the required area of search.

Visual impact

- A Landscape and Visual Appraisal (LVA) has been submitted
- The Irwell Sculpture Trail passes through the northern extent of the site and follows its eastern boundary. From here, the development will be partially visible but will be experienced in the context of existing infrastructure and wooded landscape.
- Outwood Trail, Irwell Valley Trail and National Cycle Route 6 are located to the east of the site. Views of the site from here are largely filtered by woodland but may be available in some sections.
- The Rotary Way walking route is located 181m to the southwest, where intervening hedgerows and trees provide some screening, with only glimpsed and filtered views of the development possible.
- The effects will be localised, minor, and reversible following decommissioning.

Permanency

- The facility would be for a temporary period, and the applicant is willing to accept a time limited grant of planning permission and a condition requiring the preparation of a decommissioning strategy at the end of the 40 year period.

Air quality (other than traffic)

- Normal ongoing operation of the development will not cause air quality related impacts, nor generate dust.
- Limited excavation is proposed to be undertaken, during which workers will employ sediment and erosion controls.

Cable route

- In order to avoid impacts to existing trees, a horizontal directional drill method is proposed to be used to install the cables underneath the trees without impact.

Community Consultation

- A Statement of Community involvement has been submitted with the application which outlines how the applicant took measures to engage with the community to outline the proposals, prior to the submission of a formal application, which is considered proportionate to the scale and nature of the development.
- One consultation letter was sent out to 22 local residents on 4th March 2025. The letters provided contact details inviting community members to get in touch and share their views of the proposal. No contact was made from community members in response to the letters.
- Consultation with Manchester Fire and Rescue Services has also informed the design layout in relation to access roads, locating nearby fire hydrants, sizing of the on-site static water tank supply, separation between units and vegetation, and emergency/risk management.

Support

It is also noted that two public comments have been received which cite the following factors -

- Close proximity to existing substation.
- Energy storage is essential to support a move to renewable energy that produce energy intermittently.
- The low cost of renewable energy development, relative to other technologies.
- Renewable energy reduces the UK's dependence on imported energy.
- Job creation.
- Relative lack of pollution emissions.
- Carbon neutrality.
- Low ecological value on the site, noting its grassed nature.
- Lack of significant impact to the immediate area.

Response to other considerations

- The Arboricultural Report confirms there would be no tree removal
- The development would result in a biodiversity net gain of 39.47% which exceeds the statutory 10% requirement and as such unreasonable to require additional contributions.
- A dilapidation survey (including photographs) would be carried out pre and post construction. Any repair works required would be funded by the applicant.
- Volunteering to become involved in Outwood Country Park would be a private matter for the applicant.
- The applicant would be required to submit a detailed Battery Safety Management Plan prior to the commencement of development.

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 Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. Permission is hereby granted for a limited period only, namely for a period expiring 40 years from the date of first operation of the development. Written confirmation of the first import of electricity date shall be provided to the Local Planning Authority within one month after the event. The facility/structures, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued at the end of the said period.
Reason. In view of the temporary nature of the development and in order to retain control over its continued use having regard to the particular nature of the site and surroundings pursuant to The National Planning Policy Framework.

3. Not later than 12 months before the expiry of the permission, a decommissioning and site restoration scheme shall be submitted for the written approval by the Local Planning Authority. The scheme shall make provision for the removal of the development and the subsequent restoration of the site. The scheme shall include but not be limited to details of:

- the extent of equipment and foundation removal and the site restoration to be carried out
- the management and timing of any works
- a traffic management plan, access arrangements and timings of vehicle movements
- an environmental management plan to include details of measures to be taken during the decommissioning period to protect wildlife, habitats and tree features
- location of materials lay down areas
- full details of the site restoration.

The approved scheme shall be implemented in full accordance with the agreed details and agreed decommissioning programme.

Reason. To ensure safe and satisfactory procedures and operations are in place to protect the site, surrounding environment and amenities of nearby occupiers and ensure the site is returned to an acceptable condition pursuant to policies JP-S1, JP-P1 and the principles of the NPPF.

4. In the event the development ceases to export electricity to the grid for a continuous period of 2 years, a scheme for the restoration of the site in accordance with the details required under condition 3 of this permission for the decommissioning of the site, shall be submitted to and approved by the Local Planning Authority within 3 months of the end of the 2 year period. The approved scheme of restoration and decommissioning details shall thereafter be fully implemented in accordance with an agreed timetable.

Reason. To ensure the site is returned to an acceptable condition within reasonable timescales and ensures safe and satisfactory procedures and operations are in place to protect the site, surrounding environment and amenities of nearby occupiers and ensure the site is returned to an acceptable condition pursuant to policies JP-S1, JP-P1 and the principles of the NPPF.

5. This decision relates to drawings and supporting documents/reports -

Location plan 121-10014 rev 14

Proposed site layout compound area 121-10002 rev 014

Proposed site layout 121-100003 rev 016

Proposed site layout with construction compound area 121-100024 rev 014

Transformer Station 121-10011 rev 002

Fire sprinkler tank dated 8/10/24

Proposed elevations and floor plan - Customer sub-station 121-10009 rev 002

Proposed elevations and floor plan - BESS battery container 121-10010 rev 002

Proposed elevations and floor plan - DNO substation 121-100014 rev 002

Proposed elevations and floor plan - Storage container 121-10009 rev 002

Landscape masterplan 1120099-ADAS-XX-XX-DR-L-8000 02

BESS cross section 121-10007 rev 003

BESS cross section north-south 121-100017 rev 001

Palisade fence and CCTV 121-10005 rev 001
Heras fencing gate 121-10015 rev 001
Access track 121-10008 rev 004

Topographical survey NE001445_0021_A_Figure_2
Topographical survey GPP1011-001
Topographical survey GPP1011-002
Topographical survey GPP1011-003

Landscape and Visual Appraisal 1120099-L-RP-01 dated March 2025

Flood Risk Assessment and Drainage Strategy 8/4/2025
Outline SUDS Design NE001445_0031_A_Figure_4

Updated Construction Traffic Management Plan July 2025 issue 2

Arboricultural Impact Assessment 10 April 2025 ref 1765-AIA-V1-A
Invasive Non-Native Species Survey dated April 2025 version 3.0
Preliminary Ecological Appraisal 1052520 / WNT69105-1860 (00) version 4

Site selection Assessment 31st March 2025
Noise Impact Assessment project no. 784-B065648 dated 4/4/25

Outline Battery Safety Management Plan dated 14th August 2025

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

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

6. The removal of two oaks may have the potential to cause harm to bats as identified in the Preliminary Ecological Appraisal ADAS ref: 1052520/WNT69105-1860 (00) section 7.3.2. The removal of the oaks shall not in any circumstances occur unless and until a further survey is carried out and a report submitted to and agreed in writing by the local planning authority including any mitigation measures to be approved and any such mitigation measures shall be fully implemented prior to the commencement of the works. The mitigation works shall remain in situ on the site for an approved period of time thereafter.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policy 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 between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

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

8. Prior to any earthworks or vegetation clearance a precautionary working measures

method statement for mammals and amphibians will be provided to and agreed in writing by the LPA. The agreed measures shall thereafter be implemented prior to the commencement of the development and thereafter maintained for the duration of the construction of the development.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policy EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

9. Prior to any machinery on-site a precautionary working measures method statement for mitigating the transportation of invasive species, Himalayan balsam, giant hogweed and japanese knotweed, including biosecurity protocols, shall be submitted to and agreed in writing by the LPA. The approved precautionary measures shall be implemented prior to the commencement for the development hereby approved and thereafter maintained for the duration of the construction works and the precautionary methods employed following any subsequent visits for maintenance purposes post construction.

Reason. To avoid transportation and dispersion of an invasive species for the safe and satisfactory development of the site pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

10. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:

1. a non-technical summary;
2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

has been submitted to, and approved in writing by, the local planning authority.

Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

11. Notwithstanding the details indicated on the approved plans and 'Construction Traffic Management Plan' (24-0306 Issue No. 2 dated July 2025), no development shall commence unless and until

a) a dilapidation survey of the Public Rights of Way leading to, abutting and crossing the proposed site access route in the event that subsequent remedial works are required following construction of the development. Any required remedial works and details subsequently approved shall be implemented to an agreed programme.

b) a dilapidation survey of Wood Street in the event that subsequent remedial works are required following construction of development. Any required remedial works and details subsequently approved shall be implemented to an agreed programme.

Reason. To ensure good highway design and to maintain the integrity of the adopted highway pursuant to Policies EN1/2 and JP-C8.

12. The site access arrangements, measures, including pedestrian signage, and facilities detailed in the approved 'Construction Traffic Management Plan' (24-0306 Issue No. 2 dated July 2025), along with 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, shall be adhered to throughout the construction period.
Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent Public Rights of Way, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Policies EN1/2 and JP-C8.
13. Notwithstanding the submitted Outline Safety Battery Management Plan Issue 2 dated 14/8/25, prior to the commencement of development, a detailed Safety Management Plan shall be submitted for approval. The approved mitigation measures and recommendations of the Plan shall thereafter be implemented prior to first use of the development and retained for the duration of the development hereby approved.
Reason. To ensure the safe and satisfactory development of the site and future operations of the site pursuant to policies JP-P1, JP-S1 and JP-C8 and the principles of the NPPF.
14. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing NEO01445_003I_A_Figure_4, Rev A - Dated 03/03/2025 which was prepared by Neo Environmental. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding pursuant to PFE Policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
15. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

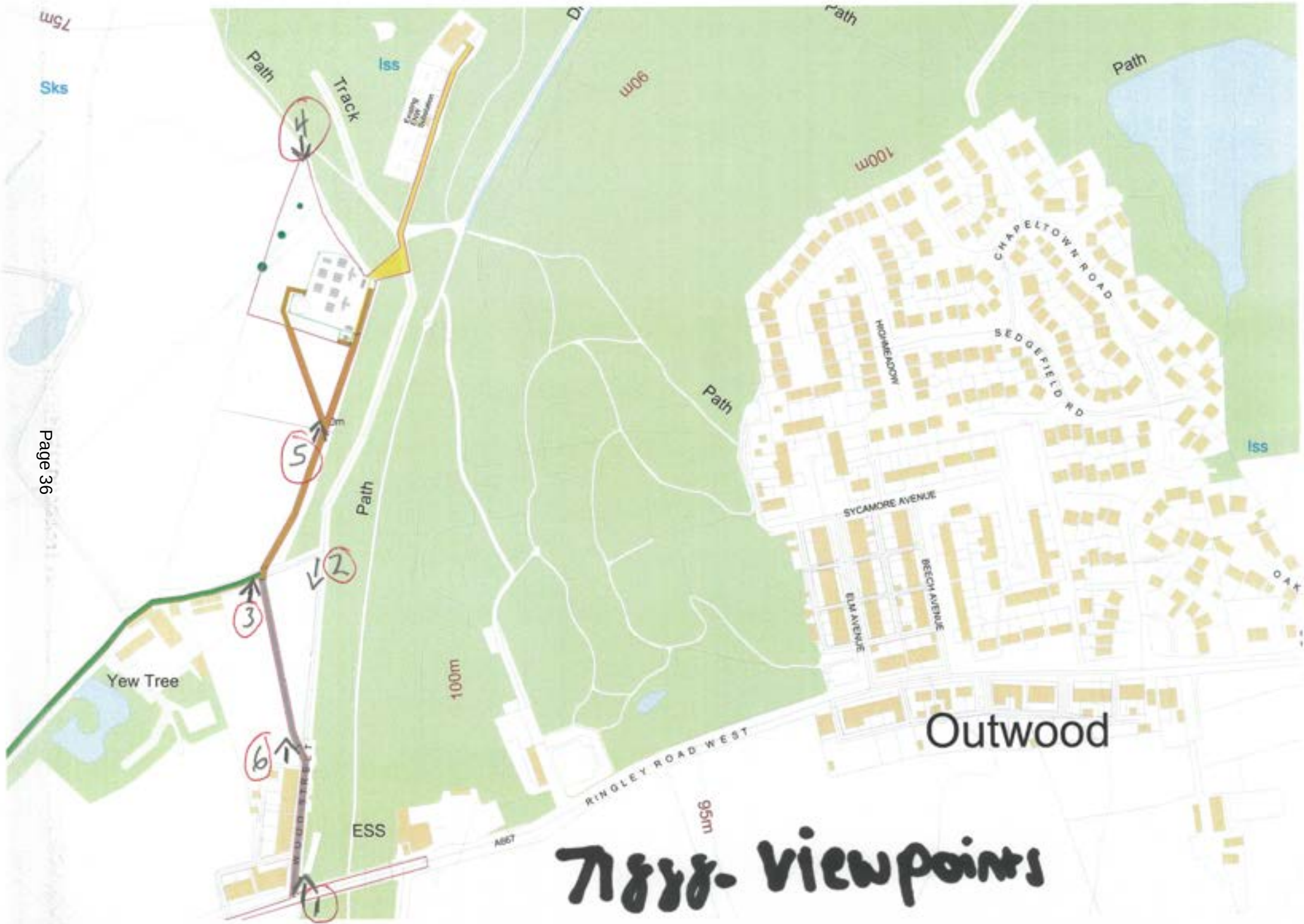
If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and

Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

16. Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.
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 the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).
17. The development hereby approved shall be carried out in accordance with the landscape mitigation strategy outlined in chapter 9 of the Landscape and Visual Impact Assessment and in accordance with the Landscape Masterplan (1120099-ADAS-XX-XX-DR-L-8000 rev 02). The existing trees and vegetation on site shall be retained and protected in accordance with BS 5837:2012, the proposed hedge shall be of a native type and a bat and bird box should be provided on retained trees prior to first use of the development and thereafter maintained. The approved landscaping shall be implemented not later than 12 months from the date the development is first brought into use or within the first available tree planting season; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. In the interests of visual amenity and to secure the satisfactory development of the site pursuant to Policies JP-G1, EN1/1 and EN8/2 – Woodland and Tree Planting
18. No external lighting shall be installed on the site unless and until details of the lighting including intensity of illumination and predicted lighting contours have been submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with the approved details.
Reason. To ensure the site and surround environment are not adversely affected by unnecessary or harmful light pollution pursuant to policies EN1/2, JP-P1 and the principles of the NPPF.

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



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Photo 1



Photo 2



71888

Photo 3



Photo 4



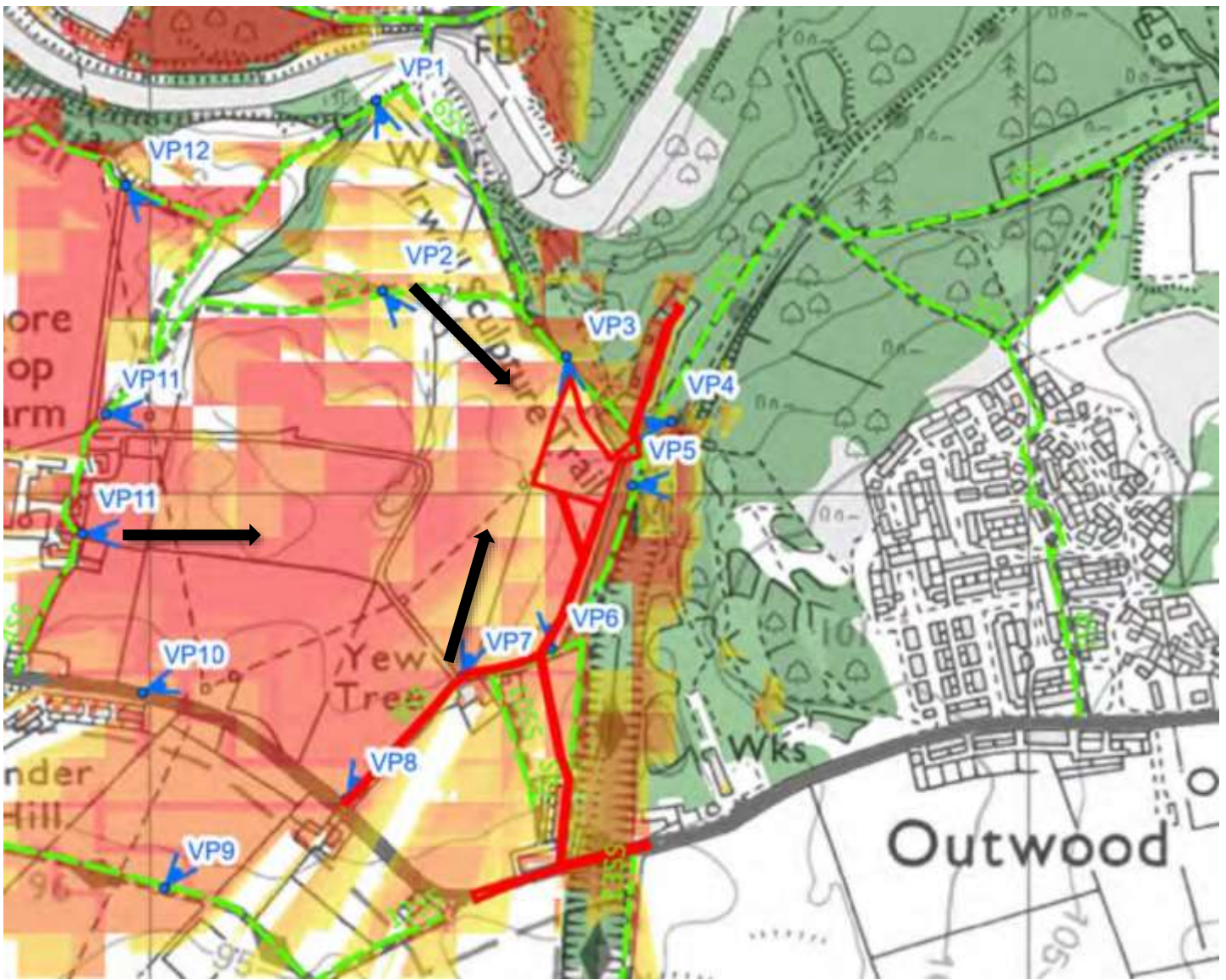
71888

Photo 5



Photo 6





Viewpoints of photomontage





Notes
This photomontage illustrates location, size, colour and degree of visibility of proposal. The photomontage illustrates the massing of the proposal overlaid onto the original photograph. It aims to provide an impression of the proposed development subject to the limitations of those photographic, IT and printing technologies used in this production. This photomontage visualisation has been produced using current best practice methodology.

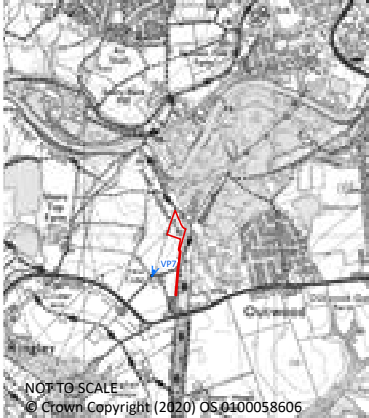
How To Use This Visualisation
This visualisation is a tool for assessment and is best used for comparison in the field from the viewpoint location noted. It cannot be considered a substitute for visiting the viewpoint location.

Viewpoint 7: Looking north east towards the site from PRoW 955

Project: Shore Top House Figure number: 1120099-ADAS-XX-XX-FG-L-8003 Issue: 01 Date of issue: 06/08/2025	Grid reference: 377355, 405793 Altitude (AOD): 95 Camera height above ground level: 1.6m Distance from site boundary: 10m Conditions: Cloudy	Date: 15/02/23 Time: 11:45 Camera: Canon 6D (Full frame sensor) Lens: Canon EF 50 mm f/1.8 II Equipment: Manfrotto pano head and leveller	Horizontal field of view: 90° Paper size: A1 (594 x 841mm) Image size: 820mm x 250mm Projection: Cylindrical Enlargement factor: 96% at A1
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Notes
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How To Use This Visualisation

This visualisation is a tool for assessment and is best used for comparison in the field from the viewpoint location noted. It cannot be considered a substitute for visiting the viewpoint location.

Viewpoint 11: Looking east towards the site from PRoW 4SS and Shore Top House

Project: Shore Top House Figure number: 1120099-ADAS-XX-XX- FG-L-8003 Issue: 01 Date of issue: 06/08/2025	Grid reference: 376951, 406091 Altitude (AOD): 90 Camera height above ground level: 1.6m Distance from site boundary: 480m Conditions: Cloudy	Date: 15/02/23 Time: 15:08 Camera: Canon 6D (Full frame sensor) Lens: Canon EF 50 mm f/1.8 II Equipment: Manfrotto pano head and leveller	Horizontal field of view: 90° Paper size: A1 (594 x 841mm) Image size: 820mm x 250mm Projection: Cylindrical Enlargement factor: 96% at A1
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Notes

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Viewpoint 11: Looking east towards the site from PRoW 4SS and Shore Top House

Project: Shore Top House Figure number: 1120099-ADAS-XX-XX- FG-L-8003 Issue: 01 Date of issue: 06/08/2025	Grid reference: 376951, 406091 Altitude (AOD): 90 Camera height above ground level: 1.6m Distance from site boundary: 480m Conditions: Cloudy	Date: 15/02/23 Time: 15:08 Camera: Canon 6D (Full frame sensor) Lens: Canon EF 50 mm f/1.8 II Equipment: Manfrotto pano head and leveller	Horizontal field of view: 90° Paper size: A1 (594 x 841mm) Image size: 820mm x 250mm Projection: Cylindrical Enlargement factor: 96% at A1
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Notes

1. If in conflict to be resolved against the submitted documents within 14 working days from the date of issue. This will be deemed as being approved.

**THIS DRAWING
IS NOT FOR
CONSTRUCTION**

- Red Line Boundary
- Security Fence
- Cable Route/ Corridor
- Access Track
- Temporary Access Track
- Maintenance Access
- Overhead Line
- Compound Area Hardcore
- Landscape Buffer
- Tree
- Battery Container
- Transformer/
Inverters
- Storage
- Customer Substation
- DNO Substation
- CCTV
- Gate
- Water Tank

Drawn By	Checked By	REV	
WTP	PC		012
Date	Approved By		
22.02.2025	PC		

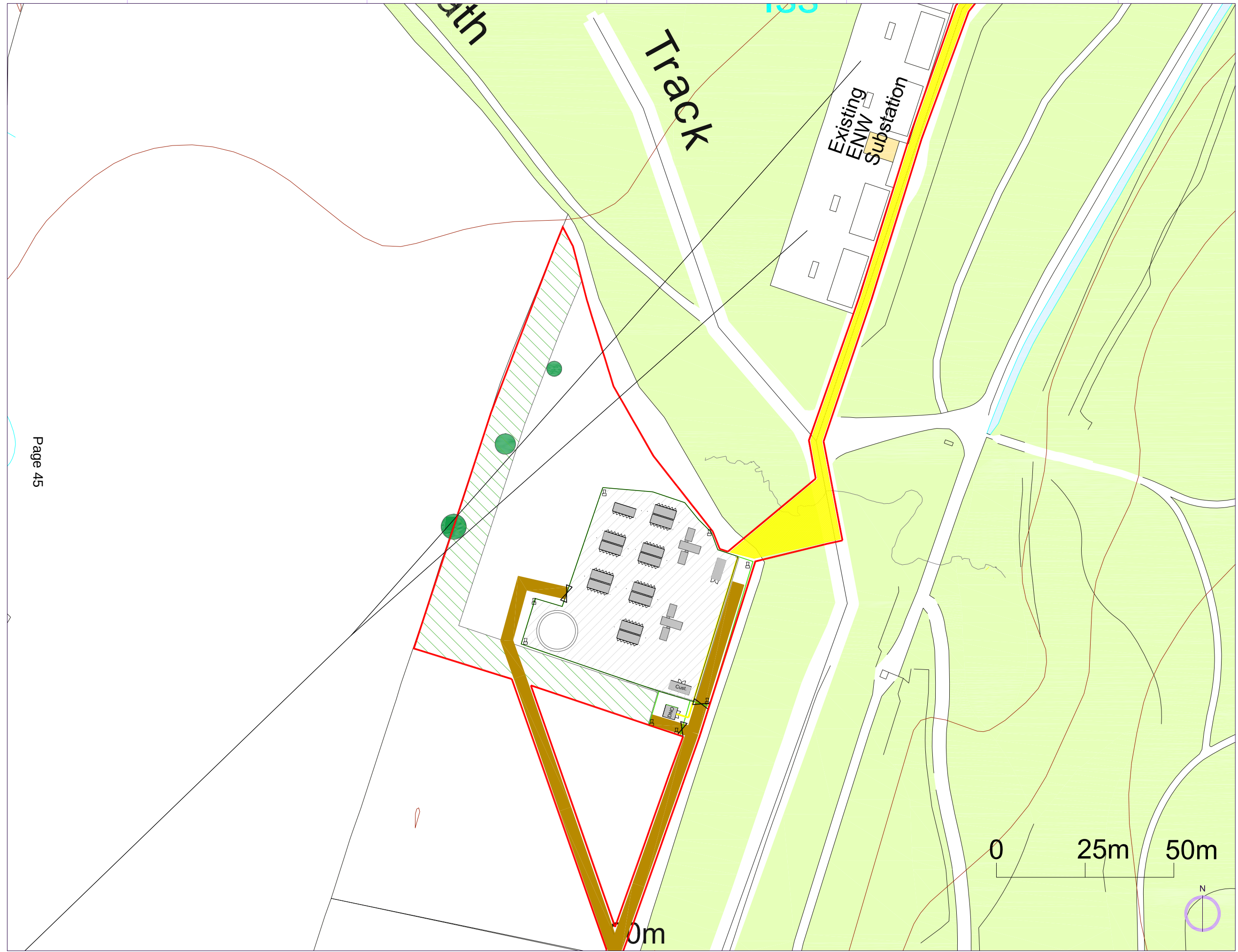
PROJECT Shore Top Farm BESS

TITLE Proposed Site Layout

CLIENT Taiyo Power & Storage Ltd.

STATUS	Overall Plan	Sheet Size
Sheet No.	1	A3
Scale	Drawing Number	
1:5000	121-10003	





Notes

1. If no comment is received against the submitted document within 10 working days from the date of issue, this will be deemed as being approved.

THIS DRAWING IS NOT FOR CONSTRUCTION

- Red Line Boundary
- Security Fence
- Cable Route / Corridor
- Access Track
- Maintenance Access
- Overhead Lines
- Compound Area Hardcore
- Landscape Buffer
- Tree
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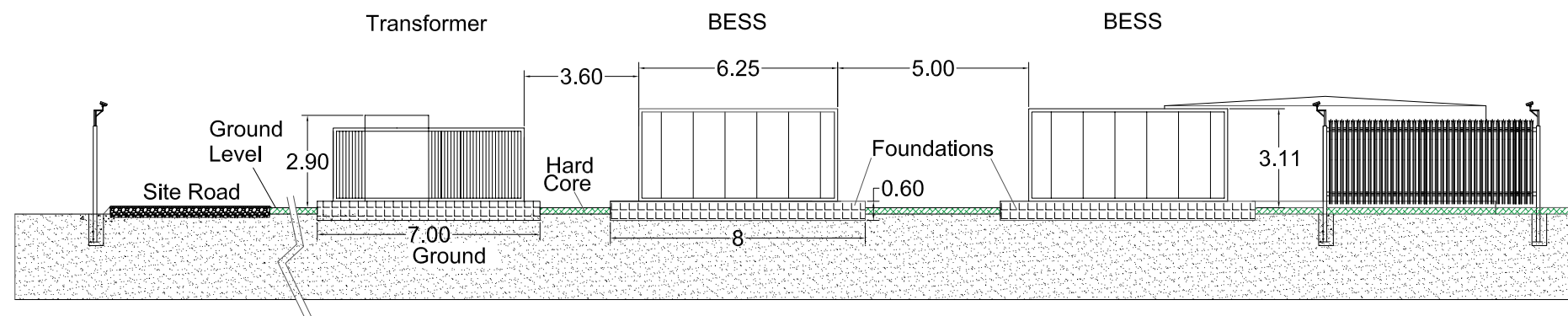
Drawn By MSTP	Checked By CD	REV	014
Date 20.03.25	Approved By CD		
PROJECT			
TITLE	Raddcliffe BESS Proposed Site Layout Compound Area		
CLIENT	Taiyo Power & Storage Ltd.		
STATUS			
Sheet No ENTERSHEETNO	Bess Compound 1	Sheet Size A3	
Scale	Drawing Number		
1:1000	121-10002		



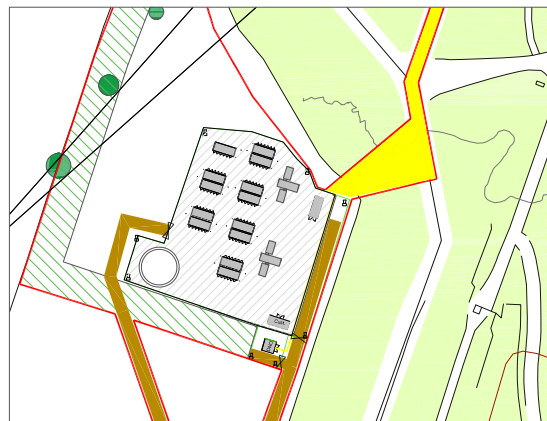
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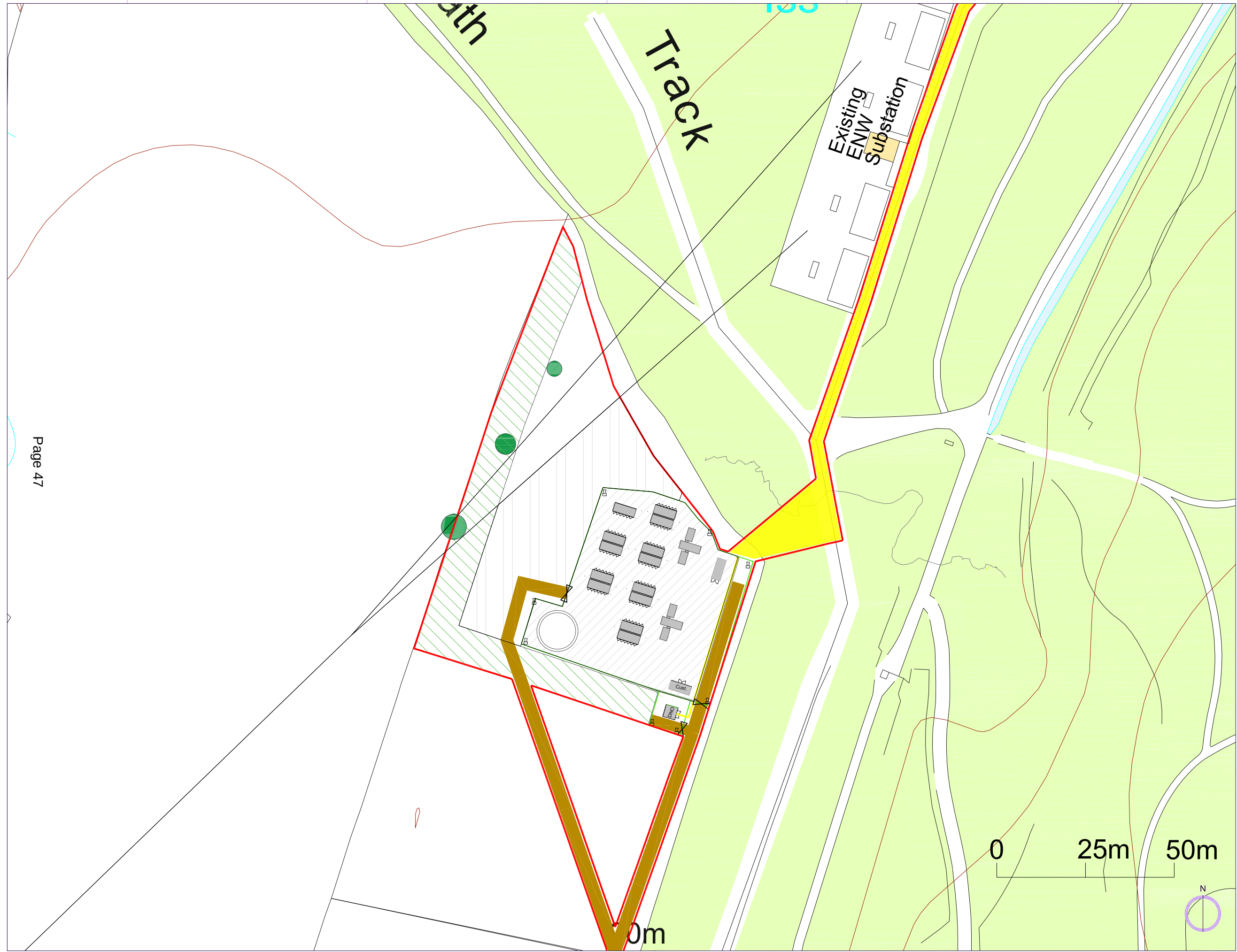
1. If no comment is received against the submitted document within 10 working days from the date of issue, this will be deemed as being approved.

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View





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Notes

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Red Line Boundary

Security Fence

Cable Route / Corridor

Access Track

Maintenance Access

Overhead Lines

Compound Area Hardcore

Landscape Buffer

Construction Compound

Tree

Battery Container

Transformer/ Inverters

Storage

Customer Substation

DNO Substation

CCTV

Gate

Water Tank

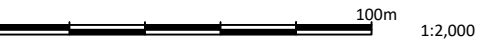
Drawn By	Checked By	REV	014
MSTP	CD		
Date	Approved By		
24.03.25	CD		

PROJECT	Radcliffe BESS		
TITLE	Proposed Site Layout With Construction Compound Area		
CLIENT	Taiyo Power & Storage Ltd.		

STATUS		
Sheet No	Bess Compound	Sheet Size
ENTERSHEETNO	1	A3
Scale	Drawing Number	
1:1000	121-10024	



Notes:
Do not scale from this drawing.
Not to be used for construction purposes.
Existing vegetation on Site to be retained and enhanced. Exact planting specification/locations to be agreed via planning conditions / the final conditioned Landscape and Ecological Management Plan (LEMP).



- KEY**
- Site Boundary (1.39ha)
 - Existing Trees and Vegetation (Showing canopy extents)
 - Proposed Hedgerow with Trees (To be maintained at a minimum height of 3m)
 - Grassland Mix - Emorsgate EM2 'Standard General Purpose Meadow Mix' or similar approved
 - Proposed SuDs Basin - Emorsgate EM8 'Meadow Mixture for Wetlands' or similar approved
 - Existing Overhead Lines
 - Proposed Fence
 - Proposed Maintenance Track
 - Proposed Hardstanding
 - Public Rights of Way
 - Existing Footpath

02	23/04/25	SuDs Basin added	SC	RG
01	24/03/25		SC	RG
Rev	Date	Description	Drawn	Appr'd

RSK ADAS Ltd.
E: landscape@adas.co.uk

Manchester
ADAS, Fourways House, 57 Hilton St,
Manchester, M1 2EJ

Oxford
ADAS, 11D Park House, Park Dr, Milton, Abingdon,
Oxford, OX14 4RS

Client:
Taiyo Power & Storage Ltd.

Project No:
1120099

Project:
Radcliffe BESS

Drawing Title:
Landscape Masterplan

Drawn on: 24/03/2025	Drawn by: SC	Approved by: RG
Scale: 1:2000	Size: A3	Status: DRAFT
Drawing No. 1120099-ADAS-XX-XX-DR-L-8000	Revision 02	

Ward: Prestwich - Sedgley

Item 02

Applicant: on behalf of Prestwich Muslim Welfare Trust

Location: 52 Bury Old Road, Prestwich, Manchester, M25 0ER

Proposal: Demolition of the Existing Mosque and Community Facility and the Erection of a Replacement Mosque and Community Facility (F1 (f)).

Application Ref: 71422/Full

Target Date: 11/04/2025

Recommendation: Minded to Approve

The application is subject to a s106 Agreement to secure a contribution towards additional parking enforcement officers.

Description

The application relates to an existing single storey building which serves as a mosque and teaching facility for the local Muslim community. The building sits within a rectangular shaped plot, circa 1350 sq m in size and is set back from the frontage by approx 19m, running linear and adjacent to the north western boundary. Due to the gradual rise in levels through the site, the building sits at a higher level to Bury Old Road.

There is a private car park in front of the building for 17 cars and a sperate public car park to the south east which shares the access off Bury Old Road. The site is bounded by a 1.5m wall along the Bury Old Road frontage behind which is a timber fence with a wall and fence bounding the rear of the site

To the north east are houses on Woodthorpe Grange, behind the site boundary are houses on Woodthorpe Court to the north east and to the south west across Bury Old Road is a row of shops designated as a Local shopping centre which are served by a separate access road and lay-by for parking. There are houses which continue along the frontage of Bury Old Road to the south.

The building has been extended in an ad hoc manner over a period of years and the building had deteriorated in its state. The applicant states that it provides limited facilities for the Mosque community and is no longer viable or feasible to continue to add to the existing building.

This application seeks to demolish the existing building and provide a new place of worship, teaching and community facilities.

The footprint of the proposed building would be sited approximately 6.5m from the back edge of the pavement on Bury Old Road and would project towards the rear of the site by 27m. It would run linear to the boundary with Nos 2 and 4 Woodthorpe Grange and would be 16.5m wide. A landscape buffer and paved area would be provided from the front entrance to Bury New Road and a paved pathway would continue round the perimeter of the building for access purposes.

Twenty parking spaces in total would be provided, 11 (including 2 accessible spaces) would located in a row along the south eastern elevation and a further 9 spaces at the back of the site along the northern boundary where there would also be an area for a drop-offs and a

cycle stand for 18 bikes and bin store.

The existing shared site access would continue to be used and there would be no loss of parking provided within the public car park as a result of the development

On the matter of design and appearance, the building would be 3 storey in height comprising a lower ground floor, ground floor and first floor which would be set back from the main front elevation by 5m. Due to the gradient of the site and difference in levels, part of the site would be excavated and the building would be located at a lower ground level.

The design of the building would be bespoke, and the building designed to be identifiable for a particular religious community. The build would comprise sandstone elevations with ashlar stone surrounds and detailing with full height glazed openings along the front and side elevation facing the car park. The north western elevation would be blank and the rear elevation would have windows to part of the ground and first floors and a second access to the back of the site.

Whilst the size of the building and footprint area would increase, the intention is to provide the same but improved community facilities.

The lower ground floor would provide a youth recreation room, library and community meeting space, ablution room, storage and WC facilities. On the ground floor would be the prayer hall with 200 sqm of floorspace (the same floorspace as the existing prayer hall), mortuary, ablution room, office and storage and WC facilities.

The first floor would contain the teaching areas comprising separate male and female lecture/teaching rooms and 4 classrooms, an office and store. Access through the building would be via lift or stairs.

The main entrance would be on the front with a secondary entrance at the rear.

The applicant has provided a breakdown of the existing and proposed floor areas as follows -

Existing

Whole building - 466 sqm

Main prayer hall - 200 sqm

Office - 20 sqm

Circulation areas - 71 sqm

Classroom 70 sqm

Ablution area - 72 sqm

Proposed

Whole building - 1205 sqm

Lower ground floor level - 410 sqm (youth recreation room 134 sqm, library and community space 111 sqm, ablutions 12 sqm, office, WC's and plant room 47 sqm)

Ground floor - 410 sqm (main prayer hall - 200 sqm, mortuary 21 sqm, ablutions 24 sqm, toilets, mortuary 21 sqm, office, store, WC's and plant 43 sqm)

First floor - 385 sqm (male and female teaching lecture rooms 166 sqm, 4 classrooms 67 sqm, office, store and plant 28 sqm).

It is stated that the proposal would not intensify the use at any one time to what is already provided within the existing building. The purpose being to provide better quality and more

functional spaces and facilities, with no increase in the number of people who would visit the main prayer room or number of children taught.

The size of the proposed main prayer hall would not change from what is currently provided, staying the same size at 200 sqm.

Relevant Planning History

02891/E - Demolition of existing mosque and Islamic Centre and proposal for the erection of replacement mosque/Islamic Centre (Class F1(f)) - Enquiry completed 13/05/2024

53283 - Single storey extension (retrospective) - Refused 24/01/2011

56824 - Single storey extensions to form washroom facilities and kitchen (retrospective) - Approve with Conditions 21/01/2014

60004 - Temporary Siting (for 3 years) of 1 no. Portacabin for use as a Classroom and Alterations to Car Park Layout - Approve with Conditions 27/07/2016

68057 - Extension of temporary permission of 3 years for retention of existing portacabin for use as a classroom with the addition of main entrance extension and toilet facility at rear; Alterations to car park layout - Approve with Conditions 24/06/2022

Publicity

Letters sent to 31 properties on 15/1/25.

Site notice posted 21/1/25

Press advert 23/1/25

A total of 1180 representations have been received

Objections - 164

Support - 1009 and a petition with 1630 signatures

Comments - 7

Objections (includes 3 objections from planning agents on behalf of residents)

Parking and traffic issues

- Already insufficient parking available to accommodate the mosque's users.
- During prayer times, vehicles park at corners, block residential driveways, park on pavements and create hazardous conditions for other road users. Enforcement has either not been carried out effectively or has been entirely absent, allowing the problem to worsen.
- As the responsible authority, Bury Council must take immediate and sustained action to enforce parking laws and ensure that residents are no longer subject to repeated obstruction and inconvenience.
- The current situation is not sustainable and places an unfair burden on local residents, in direct violation of the Council's statutory duties under the Highways Act 1980, the Road Traffic Regulation Act 1984, and the Traffic Management Act 2004.
- Congestion caused by uncontrolled parking is restricting access for emergency vehicles and other road users, creating a serious risk to public
- Inadequate parking capacity for the anticipated rise in visitors
- The Council owned car park is barricaded off and unusable for shoppers and marshals have not resolved any issues.
- Over 2 and a half times bigger than existing, over 3 storeys and only 3 additional parking spaces.
- Negligible net gain of parking for 3 extra spaces
- As local residents we constantly face parking issues at prayer times.
- Parking issues have been raised with local councillors on numerous occasions and no

resolutions found

- The development relies totally on the existing access to Brooklands Car Park and 2 bays will not be used during drop of classes to enable vehicles to manoeuvre
- Insufficient information to understand travel distances of the congregation.
- The applicants appear to have limited control over the access and no control of the public car park.
- Clear current worshippers do not find modes other than the car to travel to the site. No concrete strategy is offered to reduce car use.
- No formal agreement to secure off-street parking and needs a full and transparent assessment of traffic and parking impacts and a realistic mitigation strategy.
- Proposal to provide parking at Heaton Park would not be feasible. There is no evidence of formal agreement, control, or long-term viability. Lack of enforceable usage control make this proposal speculative and unfit to be relied upon in determining a major development.

Impact on residential amenity

- The proposed development is out of scale and character with the surrounding residential area
- Overbearing and overlooking to adjacent houses
- Impacts on privacy
- Noise and disturbances with the extended operational hours and increased occupancy

Environmental issues

- Increased traffic will exacerbate air pollution in an area that already struggles with clean air standards
- Additional vehicles and congestion will be worse and contrary to objectives of reducing pollution and improving sustainability.
- Tree removal with environmental impacts

Design

- Overspill of people at the front will block pavements and cause obstructions
- Imposing, dominant to the streetscene
- The architectural design is unsympathetic to the area and the features are incongruous with the existing terraces, detached houses, and shops.
- Materials of white render on images but white sandstone on plans
- Impact is compounded by the selection of white coloured materials over 3 storeys.
- Little or no space for landscaping
- Contrary to what the applicant says, an increased size of 250% will significantly intensify the use of the building and people using it.

Other issues

- Could set a precedent for further non-residential developments in this quiet residential area.
- A mortuary is now proposed - a number of funeral processions would therefore start at the mosque - intensified use
- Should find an alternative location which can accommodate the scale of building and parking needed
- Strain on local services due to increased visitors and users causing more issues for residents.
- Continuous overlapping of activities is a significant intensification of use.
- The schedule of activities was submitted late in the application process and raises questions over the true extent of the original description.
- The Schedule of Activities and Parking Addendum were both submitted after the formal consultation window closed. These documents materially alter the understanding of the proposed development's scale and impact.
- Introducing these documents at this stage undermines transparency and procedural fairness for neighbours, consultees, and members of the public.

- Request that the Council refuse the application as submitted or require a revised application that provides a complete and transparent mitigation strategy backed by secured mechanisms, and demonstrably aligned with adopted parking standards and national policy.

Support

- Keeping this mosque ensures continued contribution to education, charity, and social harmony, preserving diverse, inclusive, and thriving community for generations.
- Desperately need a new mosque and community facility. the existing building is not fit for purpose.
- There is only one in Bury South within a 6 mile radius to serve the community
- Current building cannot accommodate the worshippers at prayers times nor is it suitable for the children's classes that take place their every evening.
- A new mosque is not just about increasing physical space; it's about expanding opportunities for spiritual growth, community engagement, and collective well-being.
- The proposed extension will allow for improved facilities, educational growth, community Services
- There are several volunteers from the mosque, identifiable by their high-visibility jackets, who are on-site to assist with parking and ensure minimal disruption in the area
- The new mosque design aims to be modern and environmentally sustainable, demonstrating a commitment to reducing carbon footprint.
- The proposals has been reduced in height from the full 3 storeys
- There are no windows which would overlook neighbouring properties
- Parking, while currently a challenge during specific times of the week will be significantly improved by the proposed 20 spaces
- Arrangements have been made to rent out a nearby car park to accommodate additional vehicles.
- This development is not expected to increase footfall
- Improved toilet and ablution facilities would be provided and upgrade a poor building
- An open space at the front would minimise crowding and 2 entrances would prevent congestion.
- The mosque has the potential to strengthen inter faith relations and contribute to the social fabric of Prestwich.

Petition of support

The planning application fits in with the Bury Council's 'Inclusion Vision for Bury 2030 - and Inclusion Strategy and Objectives 2021-2025

- The mosque is an asset to the community of Bury South in terms of its numerous activities that are held and to maintain this community structure and facility which has been vastly beneficial over the years.

The proposed building would not result in an increased congregation but will allow for much needed necessary facilities

- Careful to make sure the building would fit in with the surrounding area and the height of the building would not surpass the other surrounding buildings. The additional space in the proposed building
- the additional space would be for accommodating extra facilities which would not increase the flow of traffic as they are no part of main Friday prayer facilities. In short the number of parishioners would remain the same in the new building and numbers attending Friday prayers would remain the same.

There would be 20 parking spaces excluding the 48 spaces in Maccabi and excluding bury Council car park.

- SCP (an independent organisation) carried out a parking assessment which concluded

there was capacity on street to park.

- The number attending the mosque would not increase
- Bury council's parking standards are set out as maximums and as such the proposal does not need to meet these maximum requirements. in context the site is in a highly sustainable location for walking and cycling.
- should not be refused on highway grounds, as there is sufficient evidence there will not be an impact on capacity or safety
- There should be a review of the Travel plan and marshalling plan and are open to agreeing a localised traffic plan for a residents parking scheme.

Response to objections by applicant

The applicant has provided a response to the objections and concerns raised, which are summarised as follows -

Parking and Traffic Issues

- Proactively sought to address both current and potential issues arising from the proposed development.
- Engaged transport specialists who carried out a parking survey of the area focusing on peak prayer times, particularly a Friday.
- The management has successfully implemented a traffic marshal system and which has significantly reduced congestion, leading to a proposal to continue the Traffic Marshal System on Fridays.
- Whilst the new building would have a larger footprint than the current, its function and purpose would remain unchanged.
- The prayer hall would remain the same size as the existing at 200 sqm. The classrooms would be purpose built with segregated teaching and bathroom facilities.
- The mosque serves a local community where majority of visitors reside within walking distance, typically less than a five-minute journey. The site is in a highly sustainable location, encouraging walking and cycling, with a significant Muslim population and a relatively low level of car ownership.
- The proposed development aligns with sustainable transport measures.
- The development includes cycle stands to promote alternative modes of transport.

Pollution

- The development encourages sustainable transport options and the implementation of travel plans will further mitigate any potential environmental impact.
- In respect of traffic concerns related to the nearby school, it is located 0.9 miles away from the mosque and school dismissal times do not overlap with peak periods.
- Initiatives including cycling club, walking club will encourage healthier and more environmentally friendly commuting options.

Scale and design concerns

- It is not feasible or viable for continued extensions to the building which have in the past been ad hoc and not relate well to the building or area.
- The proposed building has been scaled down and reduced in height from initial designs. It still addresses the streetscene but set back from the frontage to align better with the surrounding development pattern.
- a significant number of religious buildings are a focal point of the community and it would be uncharacteristic for them to be hidden away. They should be open, visible, available and solidify the character of a particular area.
- The build would not be much higher than the adjacent dwellings on Woodthorpe grange and only 2m taller than No 48 Bury old road. This is due to the raised levels of the neighbours properties and flat roof design of the proposed mosque.
- There is significant separation distance between the proposed building and the dwelling

- at 48 Bury Old Road (32m).
- Screen planting would also be provided between the highway and the building to soften the buildings appearance within the street.
- Given the above, the height and size would not appear out of scale or character to the detriment of the surrounding built environment. The build would make better use of the site in this sustainable location.

Impact on Residential Amenity and Privacy

- To the houses on Woodthorpe Grange/Court, there is tree planting along a sizable boundary fence and wall which greatly limits views into the site. There would be a distance of 37m from the rear of these houses to the side elevation of the building. The dwellings on Woodthorpe Court are positioned on a substantially greater land level and the build would also retain a distance of 27m to the backs of these properties.
- It is considered height above existing ground levels would not represent an overbearing or dominant feature and would meet the interface distances between properties as set out by the Council. Given the level differences and boundary, there would not be overlooking or privacy issues.
- A daylight and sunlight assessment has been carried out which concluded impacts on neighbours would be minimal.
- On-site noise monitoring concluded no adverse impact would be experienced.
- The new layout will improve vehicle flow and reduce congestion, with dedicated drop-off points and increased parking spaces.

Social and Community Impact

- This is an existing established facility which has operated from the site for more than 20 years. Generally, it has an excellent relationship with all faith groups in the surrounding area.
- The new mosque would address community needs by providing a purpose built facility catering for all ages and genders to offer better quality facilities and services.
- Would provide a long term and durable use for the future

Environmental Impact

- A detailed landscaping scheme is included as part of the development to ensure biodiversity within the site and bat and bird boxes provided within the development.
- BNG would be provided off-site to meet biodiversity objectives.
- vehicle emission would not increase to cause harm to air pollution.

Economic Impact

- The number of attendees would not increase, the building would be more fit for purpose.
- The value of properties is not a material consideration. This would be a local community project and would enhance the social and amenity benefits in the area.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Borough Engineer - Drainage Section - No comments received

Environmental Health - Contaminated Land - No objection subject to conditions

Environmental Health - Pollution Control - No objection

Waste Management - No objection

Greater Manchester Police - designforsecurity - No comments received

United Utilities (Water and waste) - Recommend a drainage condition

Greater Manchester Ecology Unit - No objection subject to conditions

Property & Technical Services - Estates Consultancy - No response received.
Prestwich Village Neighbourhood Forum - No response received.

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

Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/7	Throughroutes and Gateways
EN7/2	Noise Pollution
CF1/1	Location of New Community Facilities
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-P1	Sustainable Places
JP-P3	Cultural Facilities
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
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), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

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

Public Sector Equality Duty

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.

Religion or belief is a protected characteristic under the 2010 Act and the main report sets out how, in considering this application, regard has been had to how any implications in relation to equality is based on objective material planning considerations.

Principle

PfE Policy JP-P3 - Cultural Facilities - Seeks to protect existing cultural and community venues, facilities and uses and supports the development of new cultural venues in town centres and places with good public transport connectivity. The policy also seeks to promote new, or enhancing existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal.

UDP Policy CF1/1 - Location of New Community Facilities takes into account the following factors -

- impact on residential amenity and the local environment;
- traffic generation and car parking provision;
- the scale and size of the development;
- where applicable, access to shops and other services;
- if the use is intended to serve a local community or catchment area, the suitability of the chosen location in relation to that community or catchment area;
- accessibility by private and public transport;
- the needs and requirements of the disabled.

The site and building has an established use as a place for public worship and teaching and the principle of the redevelopment of the site for the same purpose in land use terms would be acceptable.

The main issues relate to the scale, design and appearance of the building, access and parking and impacts on the surrounding area. arising from the constraints of the existing building's size and state of dilapidation.

These issues are covered in the report below.

Layout and siting

The layout and siting of the building have been largely informed by factors including the need to provide a more functional, accessible, and safer facility to serve the needs of the community, balanced with providing parking whilst being sensitive to the surrounding residential properties and the relationship of the building within the streetscene.

Having investigated various options, it is proposed to set the building back from the pedestrian footway on Bury Old Road by approximately 6.5m. This would result in the frontage positioned halfway between No 2 Woodthorpe Grange to the north (set close to the main road)) and No 50 Bury Old Road to the south (which is set further back) and as such it is considered the building would integrate appropriately between the existing built development and assimilate within the streetscene.

There would be a paved area and landscape buffer which would provide a safe area away from the pavement and highway for people to meet before entering the building. Planting along the frontage would also soften the front of the site.

The building would extend 27m towards the rear of the site and would cover a footprint area of approximately 460 sqm. Around the perimeter of the building, a paved pathway would be provided which would facilitate the safe movement of pedestrians away from the car parks and facilitate access to the rear of the building and the secondary entrance.

The proposed parking would now be moved to the side and rear of the building to provide a total of 20 parking. There would be 11 spaces (including 2 accessible spaces) located in a row along the south eastern elevation and 9 spaces along the rear boundary. Moving the parking away from the frontage would remove the sense of parking at the front

and allow the building to address the streetscene in a positive way.

The rear of the site would provide a bin store and cycle parking for 18 bikes.

The development would continue to use the existing access which is shared with the adjacent public car park and which ramps upwards into the site from Bury Old Road.

Whilst the proposed re-development of the site would result in changes to the current layout, including size and position of the building's footprint, location of the parking which is now proposed to the side and rear of the building and servicing and store area, the usability of the site would be bettered for pedestrians by creating a safer and route to and from the area and around the building and would maximise the parking potential. The set back of the building from the highway and planting and paved area to the frontage would also provide a relief within the street scene.

The proposed development would deliver a practical and functional facility for the community as opposed to the existing building which has past served its purpose.

It is therefore considered the proposed development would be acceptable and comply with policies EN1/2, CF1/1 and JP-P3.

Scale, design and appearance

The final design of the building has been influenced by a number of factors. Providing a usable and modern building with segregated facilities for children including welfare facilities, accessible and safe for all was a critical consideration for the applicant in terms of the how the building could serve the community now and into the future, whilst being aware of the surrounding development and sensitive receptors.

Having scaled back the building from initial design stages, where a 3 storey build set close to the front of Bury Old road was proposed, and whilst in parts the build would still be 3 storeys, the second floor would be set back from the ground and first floors by 5m and the footprint moved back 6.5m from the road frontage and as such this would aide in reducing the massing and scale within the streetscene.

Comparative to the surrounding properties, which are residential in both character and scale, the building would not be dissimilar in height and this is due to the topography of the site where houses on Bur Old Road to the south east are set back from the road and in a higher position, the elevated houses on Woodthorpe Court to the north east.

Land levels within the site would also be reduced and the flat roof design of the building would aide in the integration of the building within the streetscape and therefore not overly dominant or overbearing within the context of the surrounding area.

In terms of the actual design and elevations, the building form derives from a specific religious community and this is acknowledged in the design features which have been incorporated, including ornamental infill patterns, feature arches and domes and main entrance arch above which would be the name of the place of worship. Aluminium curtain wall glazing would also feature primarily on the south east elevation facing the car park and on the front elevation. The primary material would be a sandstone build with ashlar surrounds and detailing and the final palette of materials would be secured by condition.

As a building to serve a specific need and community group, the building has a role to play comparative to the surrounding existing development and as such it is accepted that the design approach reasonably identifies the intended form and function.

It is therefore considered that the scale, design and appearance would be acceptable within the streetscene and in this location and as such considered to be acceptable and comply with policies CF1/1, EN1/2, JP-P3 and the principles of the NPPF.

Impact on residential amenity

There are residential properties to three boundaries of the site.

Woodthorpe Grange

To the north west are houses on Woodthorpe Grange. The building would be set 1.5m away from the shared boundary with Nos 2 and 4 and would run linear to this shared boundary.

The applicant has carried out a daylight and sunlight assessment to these properties given they are the closest and likely be the most affected.

The study shows that to the windows at Nos 2 and 4 Woodthorpe Grange, the loss of vertical sky would equate to no more than 1.8% and loss of sunlight during both the summer and winter months would be no more than 2% as a result of the development.

There would be some overshadowing to the gardens of these houses but it would be at the far end of the gardens and affect a thin strip of land to the western side of the garden only.

The building would be approximately 37m from the rear elevations of the houses and whilst visible from these dwellings and gardens, there are substantial trees along the rear boundary which would screen the new building to some degree.

It is therefore considered that there would not be a significantly adverse impact on these neighbours in terms of overshadowing, loss of light or overbearing relationship.

Woodthorpe Court

To the rear of the site are houses on Woodthorpe Court which are set at a higher level to the site. The proposed site section plan shows that apart from the projecting structures on the roof of the proposed building, given the levels differences and that the lower ground floor would be excavated into the land, the top of the main roof would be no higher than the dwellings on Woodthorpe Grange and the relationship similar to that of a 2 storey building. There would be a separation distance of 26m.

Given the level of separation and difference in levels it is considered the proposed development would be acceptable and there would not be a detrimental impact on occupiers of Woodthorpe Court.

Bury Old Road

To the south of the site are houses which front Bury Old Road. No 50 is located next to the boundary with the public car park and there would be a distance of more than 28m from the side elevation of the dwelling to the new building.

Given the distance away and the intervening car park and that windows on the side elevation of this dwelling appear to be to non-habitable rooms it is considered that impacts on occupiers would be limited.

Whilst the development would result in a larger sized building in terms of both its footprint and height on the site, with the separation distances and level differences to the adjacent houses, impacts on privacy, outlook and sunlight are considered not to be adverse or detrimental to impact neighbours to any significant degree.

It is therefore considered that the proposed development would be acceptable and comply with policies CF1/1 and EN1/2.

Highway issues

PfE Policy JP-C8 - Transport Requirement of New Developments - requires new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. Appropriate provision for deliveries and servicing should be provided.

UDP Policy HT2/4 - Car Parking and New Development requires development to make adequate provision for parking and servicing requirement.

SPD 11 - Parking Standards in Bury provides further detail and specifies that for a place of worship, 1 parking space per 10 sqm of public floorspace would need to be provided and 1 cycle space per 200 sqm.

Parking overview

The main parking problems arise reflecting the Friday prayer time, from 12pm to 3pm, which is the time the building is most intensely used and visited. Attendance numbers are generally in the region of between 100 and 150 people.

Residents who live nearby and local businesses have objected on the matter of parking, with local streets heavily parked, fly parking on the footways of Bury Old Road, cars blocking driveways and complaints of not being able to park on the adjacent public car park adjoining the site.

This has been a problem for a period of time and continues to be a problem.

The existing mosque car park provides 17 spaces and this gets full early on at main Friday prayers. Similarly the adjacent public car park is heavily parked at this time. Under an informal agreement which has been in place for a few years, additional parking at the Maccabi sports centre 170m to the north is used as an 'overflow' car park for those attending Friday prayers although there is no formalised agreement and it cannot be relied on should the sports club decide to no longer make this available to the mosque.

This application proposes to provide 20 spaces which would be located along the side elevation next to the public car park and at the rear of the building.

Whilst the building itself would have a combined floor area of circa 2 and 1/2 times that of the existing over 3 floors, it is important to note that the size of the proposed main prayer hall at 200 sqm would be the same as currently provided in the existing building and would serve only the existing congregation.

However, as there is an existing problem and potential for increased capacity of the building, the proposed new development should seek to improve current conditions.

The Highway Authority have maintained concerns about the increased floor area and scale of the proposed development, with limited proposed on site parking and the existing problem of on street parking without any contingencies or additional parking formally secured off-site

To summarise the issues -

- There would be an increase in floor space in the new building comparative to the existing building (from 466 sqm to 1205 sqm) and therefore the potential for a worsened parking situation should some or all of the uses be available at one time, particularly if the uses occur at the main Friday prayer time
- Only 3 additional parking spaces (20 in total) for the increased floorspace.

- Existing and unacceptable pressure on street parking in the area during main Friday prayer times
- Lack of any formal and long term agreement to provide additional parking in the vicinity.

Applicant's proposals for parking and alternative travel

The applicant has carried out a travel survey to understand how attendees travel to the mosque. Of those who responded to the survey, 70% travelled to the mosque as a one-off journey with 30% on their way to or from another location.

A significant proportion, 55% chose to travel by car, 31% travelled on foot, 8% car shared, 5% cycled and 1% arrived by public transport. There is clearly scope for a change in behaviour about the way some attendees travel to the site.

In finding a way forward, a number of initiatives have been secured to address the obvious parking problems which occur at the Friday prayer time.

Contribution to additional parking enforcement

In discussion with the Highway Authority, the applicant has agreed to make a financial contribution of £6,000 which would be secured by a s106 legal agreement to fund additional parking enforcement officers. This contribution would initially cover a 12 month period and would be reviewed annually with periodical monitoring to identify how many tickets have been issued to those visiting the mosque and when the tickets were issued.

Should unlawful parking on the streets cease, or noticeably decline at the main Friday prayer times, then a revised contribution could be negotiated and agreed with the applicant. Annual reviews however would remain in place should the parking problems arise again in the future.

The applicant has also agreed to a condition to restrict the use of the mosque so that during the Friday prayer times, no other programmed activity, teaching session of any other facility be provided or available, or that any other part of the mosque be hired out for use whilst Friday prayers take place.

During the week and evenings, there appears to be a much lesser problem with parking. That said, the building's footprint would significantly increase comparative to what is there now and the building could offer a combination of facilities at any one time.

Building utilisation - combined uses and times

In terms of the different uses and the times they would be held, the applicant has provided a breakdown of each use and the times they would take place.

Prayer Hall - upper ground floor

Prayers - 5 times daily and up to 25 attendees.

Friday prayers - two afternoon gatherings between 100-150 attendees

Youth recreation space - lower ground floor

Main use at weekend for youth activities

Library and community space - lower ground floor

New facility for public use and drop-ins

4 classrooms/lecture room - first floor

Children's education classes, Monday to Friday 5-7pm, up to 50 attendees

Adult education, weekends 10am to 4pm, up to 20 people

The above breakdown shows that after the Friday prayer time, the next popular facility

would be the children's education classes where 4 classrooms would be provided. In total the classrooms would comprise 67 sqm of floor area. There is currently one classroom which is 70 sqm in area.

The proposed teaching rooms would provide better educational facilities and enable different year groups and curriculums to be taught. There would not be an increase in floor area or the number of children attending the classes.

Adult education would be at the weekends, limited to approximately 20 people. The youth recreation room would mainly be used at weekends with expected limited activities.

In terms of the other uses, there would be less demand for parking than for the Friday prayer time.

This notwithstanding, there is the opportunity for services and facilities to expand and for more people to use and visit the mosque at other times of the week. It is this 'unknown' which still gives rise to concerns that parking problems could occur on the local highway. This being the case, the S106 contribution would cover additional enforcement officers during the week for a period of time. Again, this would be monitored and if enforcement officers are no longer needed or if no problem arises, the scope would be reviewed.

The legal agreement and contribution would necessarily need to be fluid and flexible and be so designed to ensure controls are in place in the event future parking issues arise but also be reasonable and rationale for the applicant.

Other parking initiatives

The applicant has also secured parking spaces off site at Heaton Park (accessed from Sheepfoot Lane). The agreement with the park would secure 25 permits which could be used 24 hours a day 7 days a week, to be renewed on an annual basis. The permits would be allocated those who regularly drive to the mosque who would then park up and either walk to the mosque or catch a pre-arranged minibus for the Friday prayer times. Should the agreement cease, the applicant would need to secure off-site parking elsewhere. This is written into a Travel Plan which would be conditioned.

The Travel Plan also sets out a number of objectives and targets to reduce the reliance on the car and promote alternative modes of travel. Measures proposed are as follows -

- Travel awareness - provide a travel information pack for all attendees, to include maps of the local area highlighting public transport routes and local cycle and walking routes, taxi contact details.
- Promote walking initiatives
- Promote cycling including provision of cycle stands and storage (9 cycle stands proposed which would comply with SPD11).
- Promote car sharing
- The Travel Plan would be monitored and reviewed annually and it is hoped the secured off-site parking and these initiatives would see a reduction in car users.

The applicant has confirmed they are agreeable to the condition for the Travel Plan to be adhered to.

The informal agreement with Maccabi would also continue.

Conclusion

There are a number of factors to consider -

- The current building operates lawfully with a prayer room floorspace of 200 sqm and this proposal would offer the exact same floor area for the prayer room.
- A condition would be included to restrict any other facility or activity at the mosque during Friday peak prayer time.
- Agreed contribution towards funding additional parking enforcement officers
- Off-site parking at Heaton Park which would be secured by conditioning the travel plan.
- Informal arrangement with Maccabi sports club
- Fallback position that the existing building could continue to operate at the same capacity during Friday prayer times without any additional benefits.
- The site is also in a highly sustainable and accessible area. PfE Policy JP-C1: An Integrated Network seeks to deliver an accessible, low carbon Greater Manchester by delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes and by locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. The applicant is committed to promoting sustainable modes of travel to and from the mosque which are detailed in the Travel Plan (to be conditioned).

It is therefore considered that given the above, in view of the contribution to fund additional parking enforcement, controls which would be put in place and the applicant's commitment to working with the Council, the proposals seek to minimise adverse highway impacts which would otherwise warrant refusal of the application on highway grounds.

The proposed development is therefore considered acceptable and would comply with policies CF1/1, EN1/2, HT2/4, JP-P3, JP-C1, JP-C5 and JP-C6.

Drainage

United Utilities (UU) have been notified of the application.

Following review of the revised Drainage Strategy, UU have confirmed there is no objection in principle and recommend a condition that the development be carried out in accordance with the submitted strategy.

Ecology

Summary

Ecological Issues include nesting birds, wall cotoneaster and biodiversity net gain.

Bats

An updated bat assessment has been provided. As previously the building was assessed as having negligible bat roosting potential. GMEU have no reason to doubt the findings of the report. No further information or measures are required.

Nesting Birds

Bramble scrub will be lost, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied to any permission to restrict the removal of vegetation.

Wall Cotoneaster

This species is listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to introduce or cause to grow wild any plant listed under this schedule. Only one specimen was however recorded, the site would not be regarded as wild and this species is primarily an issue in calcareous areas. GMEU are therefore

satisfied that the risk of an offence is very low and that all that is required is an informative to advise the applicant of their responsibilities under the Wildlife & Countryside Act 1981.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021). The development will result in the loss of an area of bramble scrub and associated bird nesting habitat. The consultant has also taken in to account previously cleared vegetation along the frontage in line with government guidance. This included a line of likely leylandii and two trees facing on to Bury Old Road. Wildlife issues are restricted to loss of bird nesting opportunities. New soft landscaping is proposed along the road frontage.

The development is subject to the general biodiversity gain condition. A BNG assessment and metric have been provided. These indicate that off-site compensation will be required for area based habitats, to cover a shortfall of 0.28 units. There is a net gain of linear units in excess of 10%. The loss is small and therefore off-site compensation should not result in an obstacle to the discharge of the general biodiversity gain condition.

The consultant has correctly identified the line of tree and trees along the frontage and taken a precautionary approach.

There is however potentially evidence that the two trees on the frontage could be assessed otherwise, based on historical streetview imagery, which show both the trees lost to be sycamore. They also appear not to have reached maturity or to have any ecological niches. Second, it is also arguable that they form part of a hedge with trees.

GMEU are therefore willing to accept an amendment to the baseline for this habitat.

GMEU have responded in terms of BNG, the on-site measures include urban tree and section of hedge.

Both are medium distinctiveness habitats but the units generated very small.

Therefore whilst defined as distinctive under defra guidance, control by legal agreement would be unreasonable. GMEU therefore recommend the mitigations are retained for 30 years via a simplified HMMP condition. The statutory general gain condition will also apply with regards both the on and off-site measures

GMEU recommend provision of a bird box on one of the mature trees adjacent to the site and there is the potential for the inclusion of swift bricks within the development. The details can be provided via condition.

The proposed development would therefore be acceptable and comply with policies JP-G8 and the principles of the NPPF.

Air quality

Environmental Health Officers have been consulted on the proposals. The site is not located within an Air Quality Management Area. Due to the scale of the development, it is considered very unlikely that the development would not create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

The proposed development will have off-street parking. Bury Council has been identified by

DEFRA as an area requiring to significantly improve air quality. The required measures to do this are currently under discussion. Due to this requirement, and the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), the team recommends a condition to be placed on any grant of permission for a minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

PfE Policy JP-S2 - Carbon and Energy

Sets out the steps required to achieve net zero carbon emissions and development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy.

The applicant states that energy efficient measures and renewable energy technologies would be integral to the building's design and specification and passive design measures have also been included to prevent overheating and subsequently reduce carbon emissions.

Compliance with Building Regulations will be achieved through high levels of thermal insulation and efficient heating systems and the development would provide EV charge points in line with Part S of Building Regulations.

It is therefore considered the development would comply with Policy JP-S2.

PfE Policy JP-C2 - Digital Connectivity

Requires new development to have full fibre to premises connections unless technically infeasible and/or unviable.

The applicant states they would ensure the new development would have future ready digital infrastructure including full fibre connections and multiple provider capacity and would encourage local community involvement to identify specific needs and shape digital connectivity.

Response to objections

Procedural matters

- The submitted schedule of activities does not introduce any new information which is not already contained in the Planning Statement and the Design and Access Statement. The schedule of activities provides a more readable comparison of the proposed facilities and when they would be used. The proposed floor plans have not changed which also show the full extent of the proposed uses. There is no requirement for re-notification of neighbours if further information is subsequently submitted and in this case, the information was supplemental to the original application.
- In terms of the use of the building, Places of Worship are often used for other community uses such as education and training which are in the same use class. Any other facility/use within the building would be considered to be ancillary to the main use.
- All other issues 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 Paragraph 38 of the National Planning Policy Framework.

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.

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

2. This decision relates to drawings

Location plan LU281-P01C
Existing site plan LU281-P02A
Existing section LU281-P03
Existing floor plans and elevations LU281-P04
Proposed site plan LU281-P05H
Proposed floor plans LU281-P06D
Proposed site section LU281-P07E
Proposed elevations LU281-P08A
Swept path analysis 360-22-4

Revised drainage plan by Redford dated 18th February 2025
Acoustic Survey and Assessment by martin Environmental Solutions Feb 2024
report no. 2663-1
Carbon and energy statement Nov 2024
Digital connectivity statement April 2025
Travel Plan by SCP ref 240049 August 2024
Addendum to Travel Plan dated May 2025

Biodiversity Net Gain Assessment by Pennine ecological November 2024
Preliminary ecological Appraisal by Pennine ecological November 2024
Arboricultural Impact assessment

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

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

3. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

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

4. Prior to occupation the applicant shall provide:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

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

5. The (Biodiversity Gain Plan and) Habitat management and monitoring plan shall be prepared in accordance with on-site habitat creation proposals within the Biodiversity Net Gain Assessment dated November 2024 and prepared by Pennine Ecological. The HMMP shall include:

1. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
2. the management measures to implement and maintain the proposed tree and species rich native hedge for a period of 30 years from the completion of development; and
3. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to and agreed by the local planning authority

Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

6. No scrub removal shall occur between the 1st March and 31st August in any year

unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

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 15 - Conserving and enhancing the natural environment.

7. The landscaping shown on the approved site plan LU281-P05H shall be implemented prior to the first occupation/use of the development hereby approved. The development shall also provide a bird box on a mature tree adjacent to the site which shall thereafter be maintained. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design, EN6/3 - Features of Ecological Value and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

8. The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing Proposed Drainage Layout , Dated 18/02/2025 which was prepared by REFORD. For the avoidance of doubt surface water must drain at the restricted rate of 8.9 l/s. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding pursuant to PFE policy JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

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

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

10. Other than Friday prayers, no other facility or activity in the mosque shall take place or be available on a Friday between midday and 3pm.

Reason. To control and manage the occupation and use of the building to limit trips and activity to the site and the surrounding area in the interests of highway safety and to protect the amenity of nearby occupiers pursuant to policies EN1/2, CF1/1 and JP-P1.

11. The development hereby approved shall be carried out in accordance with the approved Travel Plan and 'Addendum to the Travel Plan' dated May 2025 which shall be implemented on first use of the building hereby approved. The Travel Measures shall thereafter be retained.

Reason. To promote alternative sustainable modes of travel and secure off-site parking to support the development in the interests of residential amenity and the

amenity of the users of the development pursuant to policies EN1/2, HT2/4, JP-P1 and JP-C8 and the principles of the NPPF.

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

- (1) Formation of the proposed vehicular and pedestrian access alterations and improvements to a scope and specification to be agreed, incorporating the reconstruction of the Bury Old Road footway abutting the site, replacement of the tactile paved crossing point at the shared Brooklands public car park/site access, demarcation of the limits of the adopted highway, and all associated highway and highway drainage remedial works.
- (2) Formation of the proposed 'Paved Area' abutting Bury Old Road, to a level, scope and specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to prevent the discharge of surface water onto the adopted highway, measures to prevent vehicle encroachment of/access to the pedestrianised area from both Bury Old Road and the adjacent car parking areas, demarcation of the limits of the adopted and all associated highway and highway drainage remedial works.
- (3) Provision of visibility splays on land within the applicant's control at the junction of the site access with Bury New Road in accordance with the standards in Manual for Streets for a design speed of 30mph, with no obstructions with the splays above the height of 0.6m.
- (4) Scheme of carriageway resurfacing works on the shared access between Bury Old Road and the new car park access to the rear of the building, to a scope and specification to be agreed.
- (5) Measures to demarcate the proposed 'Public Access'/pedestrian route to the north of the shared access between Bury Old Road and the new car park access to the rear of the building, to a scope and specification to be agreed.
- (6) Provision of new give-way markings at the junction with Bury Old Road and all required alterations to refreshing of existing road markings/waiting restrictions abutting the site.
- (7) Swept path analysis of the proposed refuse collection arrangements/access to the proposed bin store at the rear of the building on land within the applicant's control and in a vehicle size to be agreed, incorporating, if required, alterations to the proposed servicing and car parking arrangements.

The details subsequently approved shall be implemented to an agreed programme prior to the development hereby approved being brought into use.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies HT2/4, JP-C5, JP-C6 and JP-C8.

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

- (1) Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are

required following demolition works, construction of the development and as a result of statutory undertakers connections to the site.

(2) Access route for all demolition/construction vehicles to the site from the Key Route Network.

(3) Access point/arrangements for demolition/construction traffic, taking into consideration the need to maintain safe pedestrian/vehicular access to adjacent Brooklands public car park and all temporary works required to facilitate access for demolition/construction vehicles.

(4) Hours of work for site preparation, delivery of materials and demolition/construction works and number of vehicle movements.

(5) Arrangements for the parking of vehicles for site operatives and visitors on land within the applicant's control, together with storage on site or on land within the applicant's control of demolition/construction materials.

(6) Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres including details of areas designated for the loading, unloading and storage of plant and materials.

(7) Details of the siting, height and maintenance of any required security hoarding clear of adequate visibility splays onto Bury Old Road.

(8) The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted and unadopted highways and Public Right of Way that crosses the site.

(9) A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access.

(10) Arrangements for the provision of wheel washing facilities for vehicles accessing the site.

(11) Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways or shared car park access as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to control the emission of noise, dust and dirt during construction.

(12) A scheme for recycling/disposing of waste resulting from construction works.

(13) A strategy to inform neighbouring occupiers (which as a minimum, shall include those adjoining the site boundaries) of the timing and duration of any piling operations, and contact details for the site operator during this period.

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

Reason. Information not submitted at application stage. 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 and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Policies EN1/2 and JP-C8.

14. The turning facilities indicated on the approved plans, including at 'Bay 7 and 8 to be kept clear during class times to aid manoeuvring within rear car park area', shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times/times specified.

Reason. To minimise the standing and turning movements of vehicles on the

highway in the interests of road safety pursuant to policies HT2/4 and JP-C8.

15. The car and cycle parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.

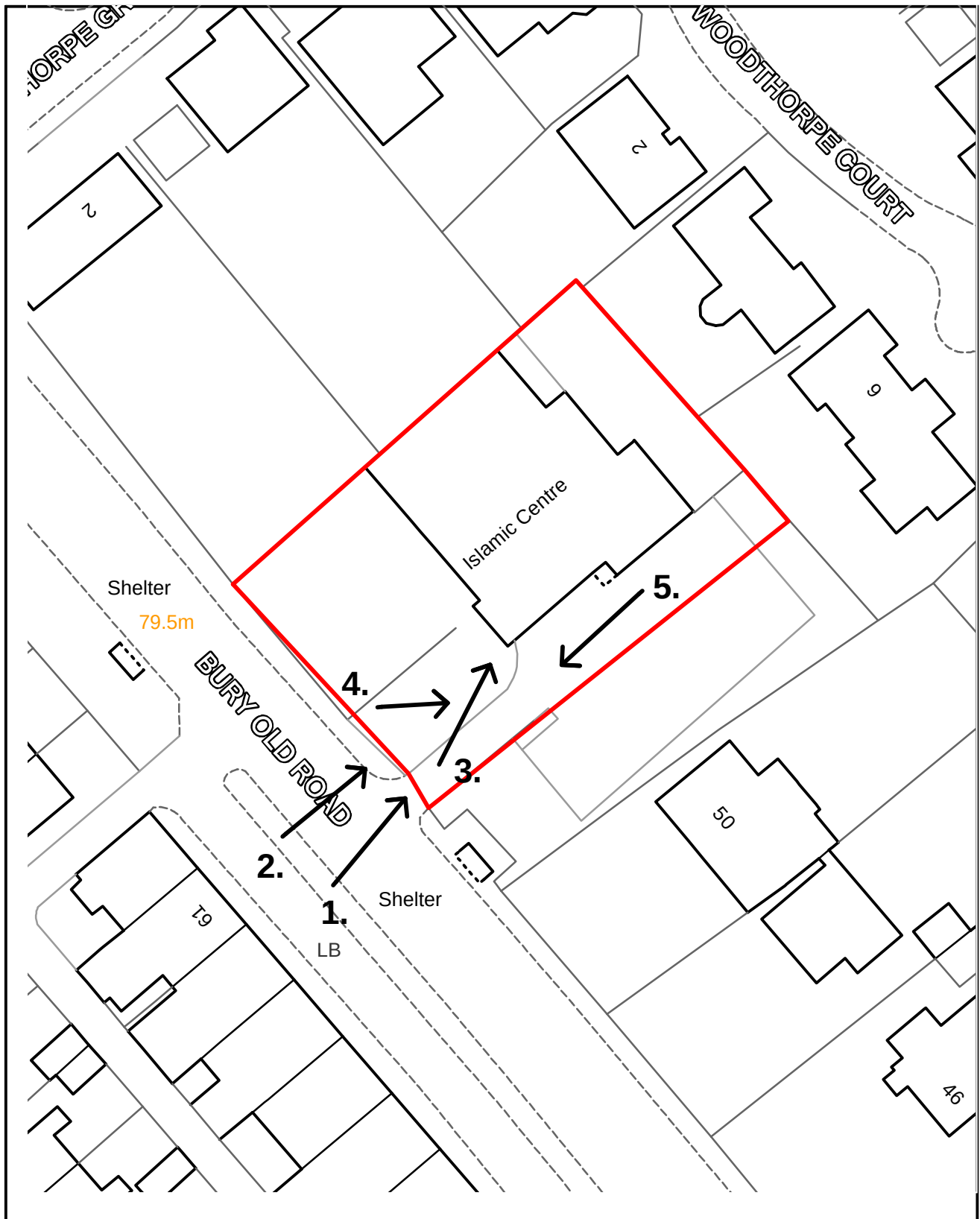
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

16. The refuse storage and access arrangements to be provided within the curtilage of the site shall be made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to policy JP-C8.

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

Viewpoints



**ADDRESS: 52 Bury Old Road, Prestwich,
Manchester, M25 0ER**



Bury
Council

Planning, Environmental and Regulatory Services

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71422

Photo 1



Photo 2



71422

Photo 3



Photo 4



71422

Photo 5





EXISTING SITE PLAN
1:200

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LU281-P02A

Revisions

revision	date	comments
A	22.11.23	Red line amended

W

N

E

S

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Existing Site Plan

Scale

1:200 @ A1

Date

07.10.22

Drawn

uf

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PROPOSED SITE PLAN
1:200

LUM

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LU281-P05H

Revisions

revision	date	comments
A	22.07.23	Building repositioned Parking amended Exit lane removed Adjacent levels shown
B	17.08.23	Levels amended
C	22.11.23	Red line amended
D	24.11.23	Further detail clarified
E	22.12.23	Building moved back and tiered
F	22.03.24	Top tier moved further back
G	18.11.24	Retaining wall removed. Dis spaces added, bollards added, EV points
H	18.11.24	Cycle store relocated path made continuous

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Site Plan

Scale

1:200 @ A1

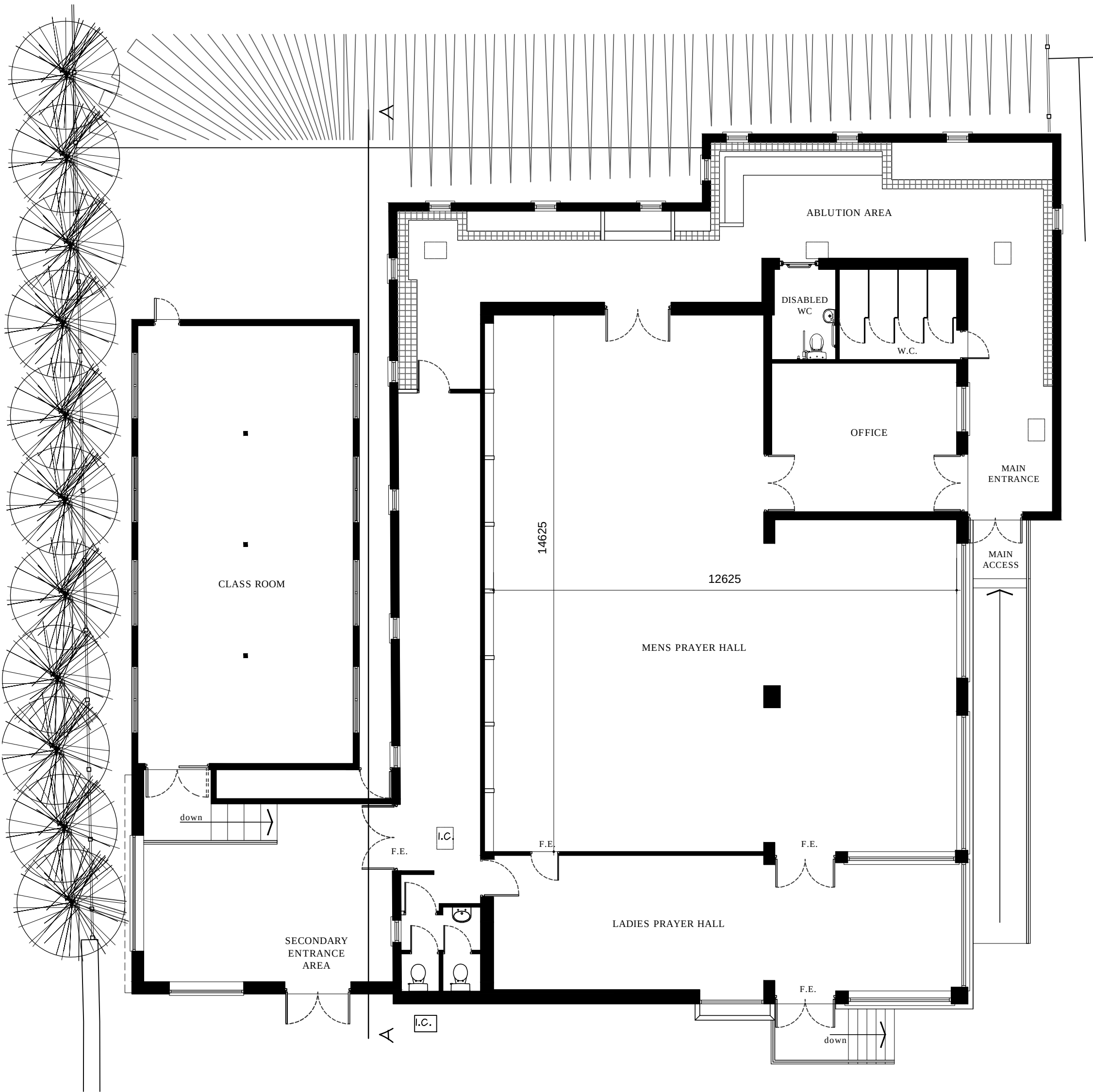
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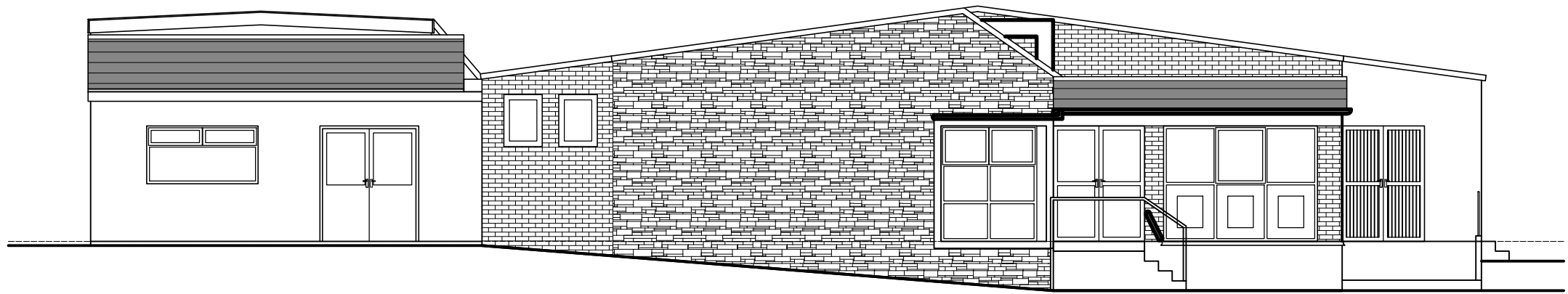
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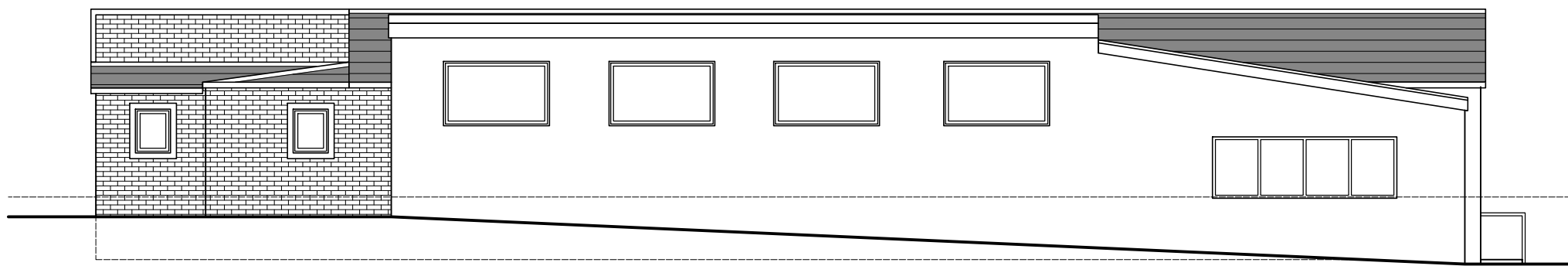


EXISTING GROUND FLOOR PLAN
1:100

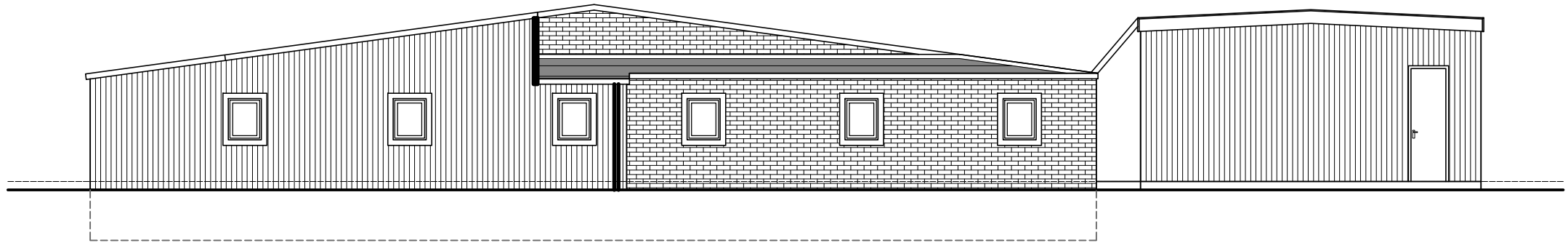
EXISTING FLOOR AREA	
WHOLE BUILDING	466m2
MENS PRAYER HALL	155m2
WOMENS PRAYER HALL	45m2
OFFICE	20m2
CIRCULATION AREAS	71m2
CLASSROOM	70m2
ABLUTION AREA	72m2



EXISTING FRONT ELEVATION(SW)
1:100



EXISTING SIDE ELEVATION(NW)
1:100



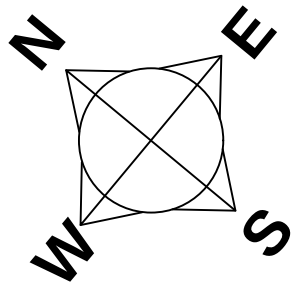
EXISTING REAR ELEVATION(NE)
1:100



EXISTING SIDE ELEVATION(SE)
1:100

Revisions

revision	date	comments
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Job Title
Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address
Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title
Existing drawings

Scale
1:100 @ A1

Date
07.10.22

Drawn
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EXISTING FLOOR AREAS

WHOLE BUILDING	466m2
MENS PRAYER HALL	155m2
WOMENS PRAYER HALL	45m2
OFFICE	20m2
CIRCULATION AREAS	71m2
CLASSROOM	70m2
ABLUTION AREA	72m2

NOTE:

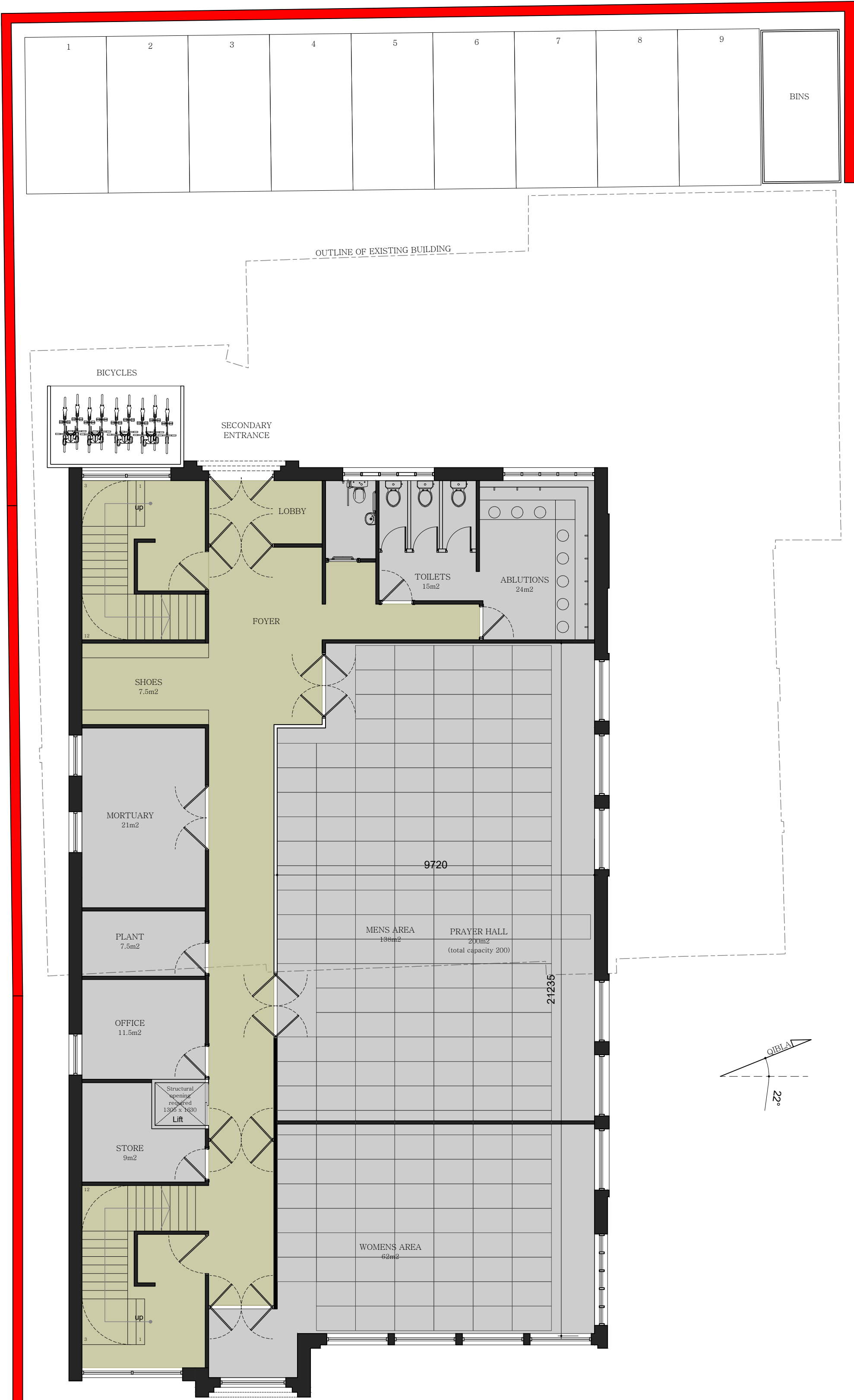
PLANS SHOWN FOR PLANNING
SUBMISSION AND MAY BE SUBJECT TO
CHANGE

PROPOSED FLOOR AREAS

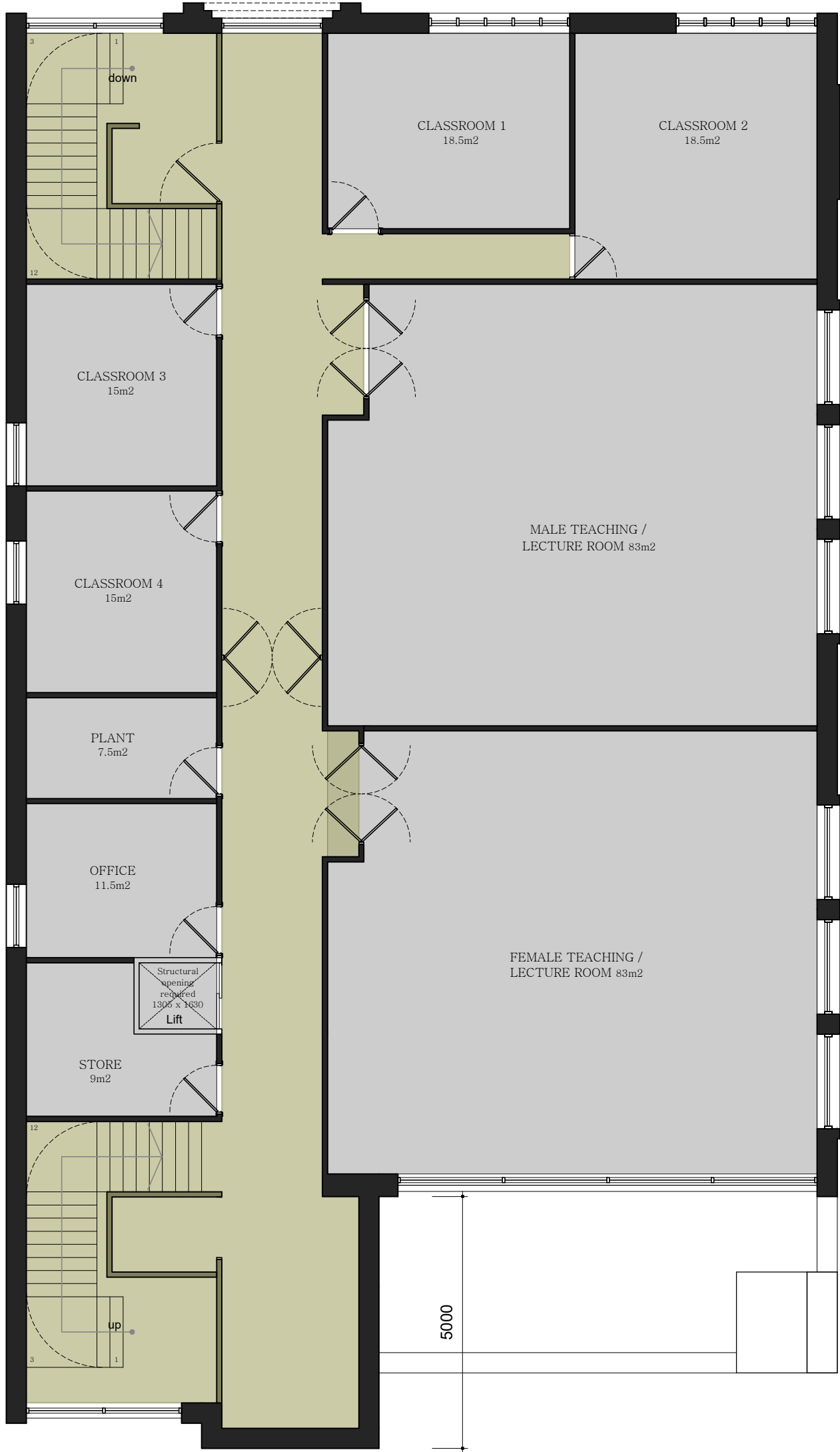
WHOLE BUILDING	1205m2
LOWER GROUND FLOOR LEVEL	410m2
UPPER GROUND FLOOR LEVEL (Prayer hall size)	410m2 200m2
FIRST FLOOR LEVEL	385m2



PROPOSED LOWER GROUND FLOOR PLAN
1:100



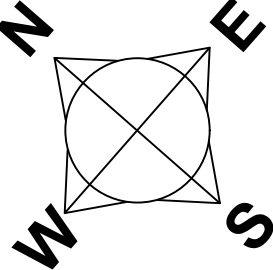
PROPOSED UPPER GROUND FLOOR PLAN
1:100



PROPOSED FIRST FLOOR PLAN
1:100

Revisions

revision	date	comments
A	28.07.23	Building moved back / left
B	22.12.23	Building set back, tier formed
C	22.03.24	Upper tier set back further
D	18.11.24	Cycle store relocated



Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed floor plans

Scale

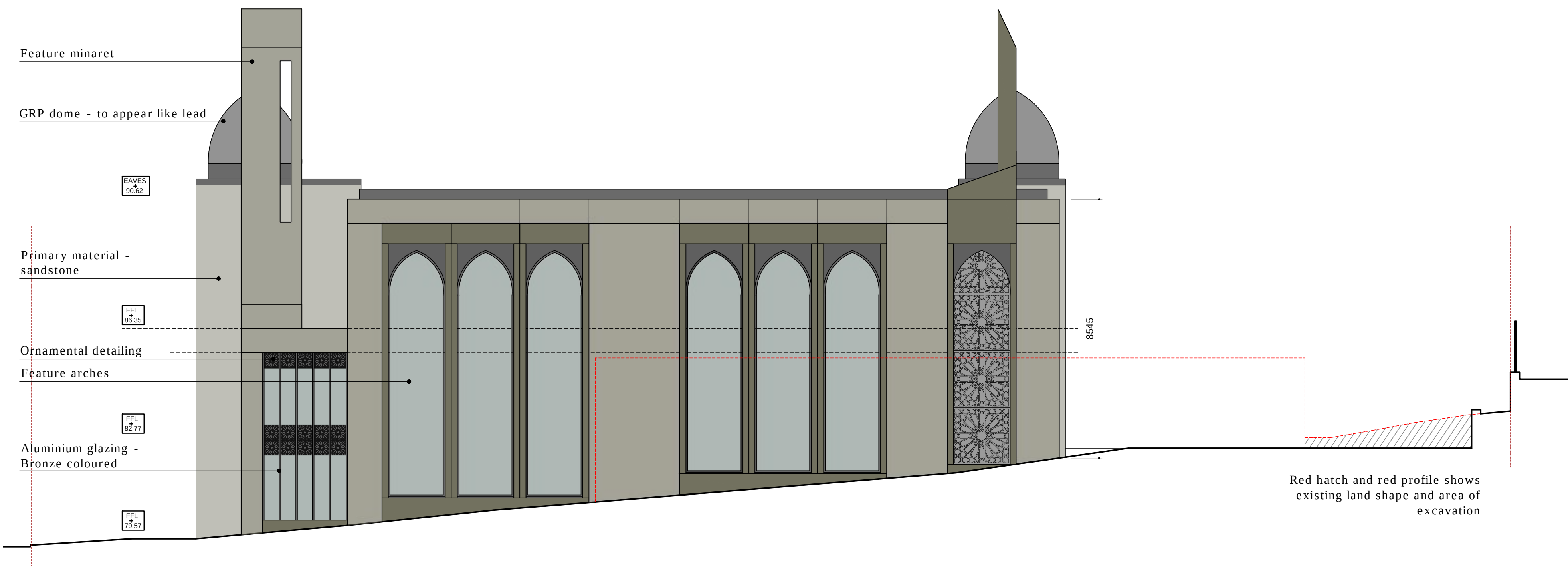
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Date

07.10.22

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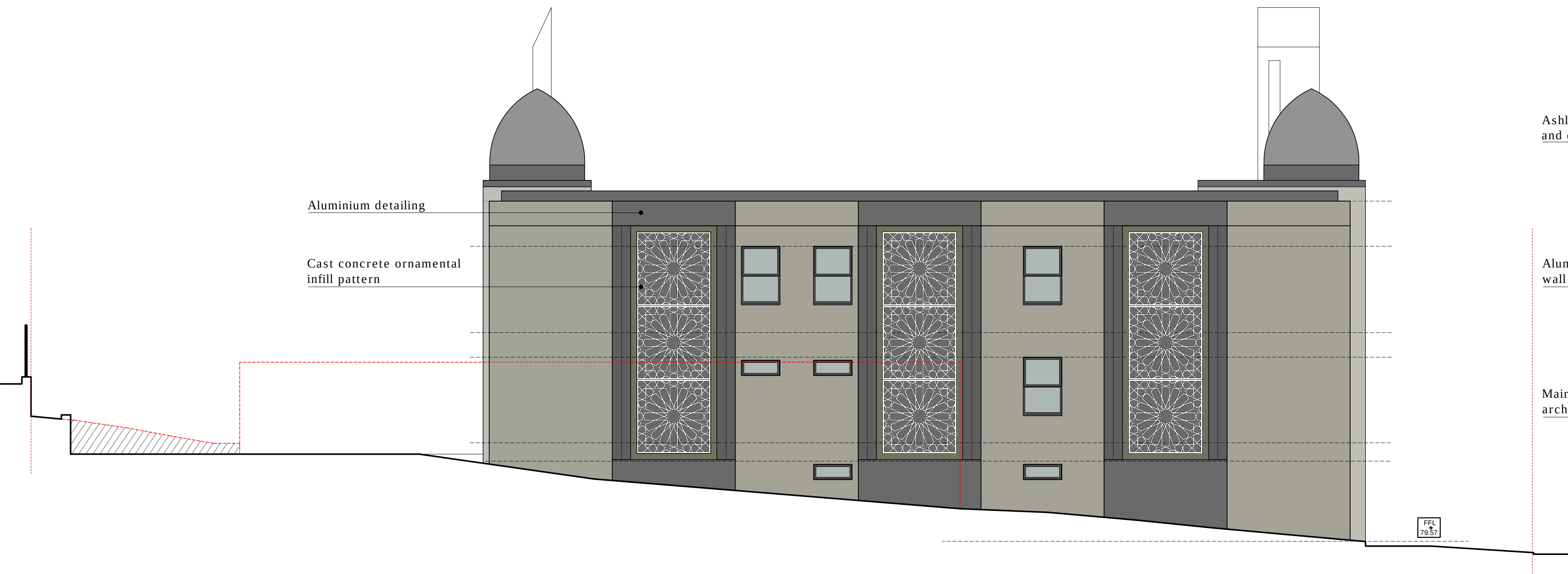
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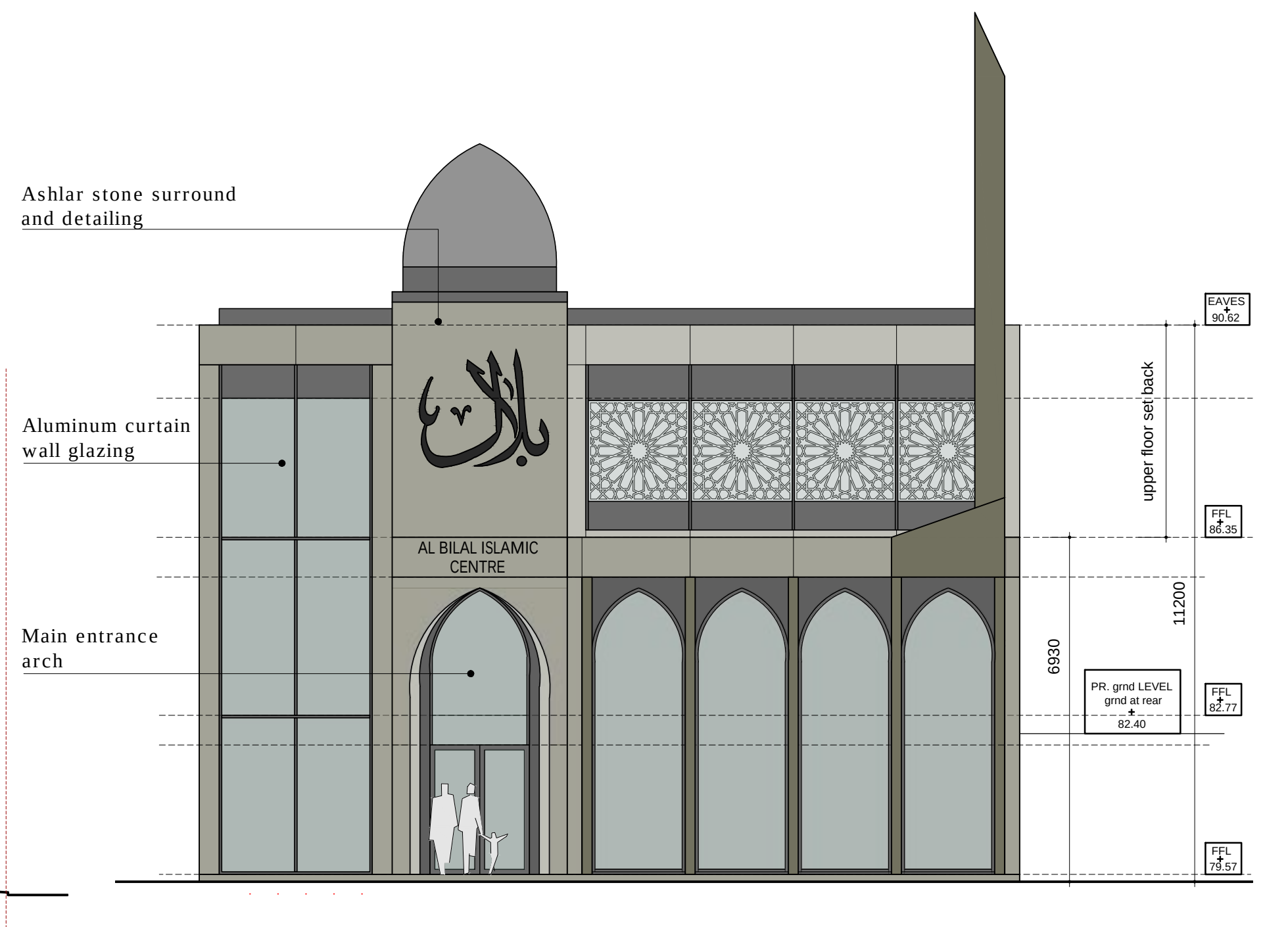
PROPOSED SIDE ELEVATION
1:100



PROPOSED REAR ELEVATION
1:100



PROPOSED SIDE ELEVATION
1:100



PROPOSED FRONT ELEVATION
1:100

LUM

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LU281 - P08A

Revisions

revision	date	comments
A	22.12.23	Building setback and tiered
B	22.03.24	Full details added, top tier set further back

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Elevations

Scale

1/100/1:200 @ A1

Date

17.08.23

Drawn

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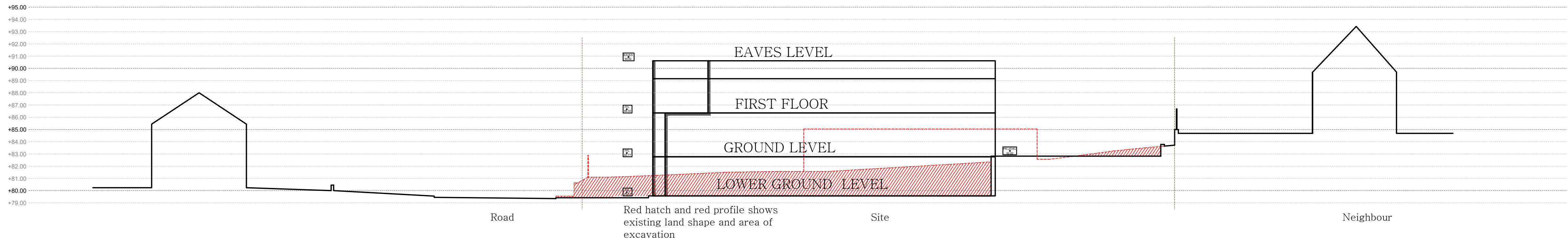
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Page 81

Revisions

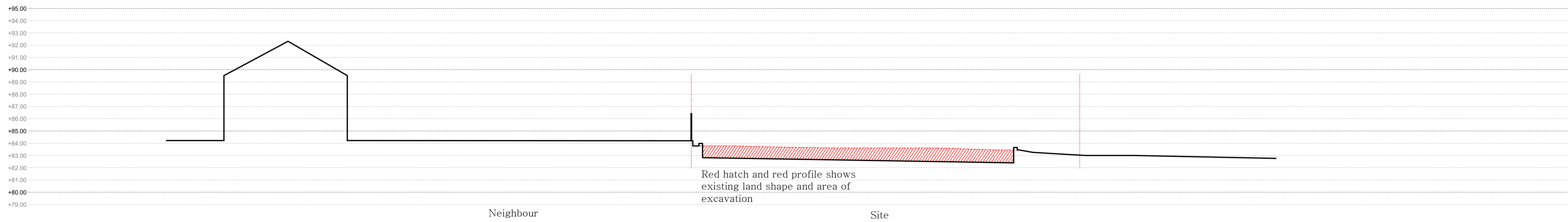
revision	date	comments
A	25.07.23	Building shown in new position
B	17.08.23	Levels updated
C	22.12.23	Building setback and tiered
D	22.03.24	Top tier set further back
E	18.11.24	All sections updated



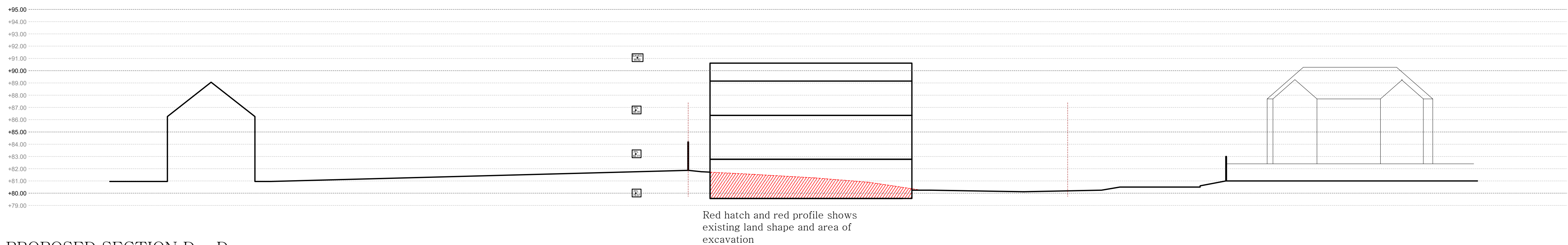
PROPOSED SECTION A - A
1:200



PROPOSED SECTION B - B
1:200



PROPOSED SECTION C - C
1:200



PROPOSED SECTION D - D
1:200

Job Title

Demolition of existing Al-Bilal Mosque and erection of new purpose built Islamic Community Centre

Site Address

Al Bilal Islamic Centre
52 Bury Old Rd
Prestwich
M25 0ER

Drawing Title

Proposed Site Sections

Scale

1:200 @ A1

Date

07.10.22

Drawn

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Ward: Whitefield + Unsworth - Pilkington Park

Item 03

Applicant: Titan Holdings Corporation Ltd

Location: 34 Ringley Road, Whitefield, Manchester, M45 7LE

Proposal: Change of use from dwellinghouse (Class C3(a)) to children's residential care home (Class C2)

Application Ref: 72089/Full

Target Date: 16/09/2025

Recommendation: Approve with Conditions

Description

The application relates to a detached two storey dwelling on the north side of Ringley Road. The site is bound by detached residential properties. The application site is accessed from Ringley Road, along a driveway that leads to parking to the front of the property. The dwelling currently comprises of 6 no. bedrooms at first floor, with a lounge, snug, kitchen, dining and attached garage/outbuilding at ground floor. Gardens are located to the front and rear of the site with a number of trees located within the grounds covered by Area TPO 71.

Planning permission is sought for the change of use from dwellinghouse (Class C3(a)) to children's residential care home (Class C2). The proposal would include 4 no children's bedrooms and 2 no. staff bedrooms at first floor and include the conversion of the existing ground floor snug into an office.

Relevant Planning History

58779 - Side and rear extensions - Approved 08/07/2015.

71040 - New front porch; various extensions at front / side and rear; full height glazed windows to ground and first floor rear and side elevations; first floor balcony and dormer window at front; raising of height of ridge of roof and formation of second floor living accommodation and formation of basement - Approve with Conditions 17/10/2024

Publicity

Neighbour letters sent to 44 properties on 23/07/2025

Site notice posted outside of the property 30/07/2025

Councillor Bernstein has raised the following issues:

- The proposed change of use would introduce the risk of significant harm to the area. The design and access statement states that the children would have complex and traumatic experiences with challenging behaviour. In this quiet area, there is likely to increase the risk of anti-social behaviour, where there are a number of older residents and this perception would create unnecessary distress.
- The NPPF states that decisions should ensure that developments will function well and add to the overall quality of the area and create places that are safe, inclusive and promote health and wellbeing with a high standard of amenity and where crime and disorder and the fear of crime do not undermine the quality of life or community cohesion and resilience.
- This application will not increase the quality of the area and it could very well compromise the safety of the area and the fear of crime mentioned earlier could undermine community cohesion.

- I am concerned whether this is the best place for the children. The road and many of those nearby is gated and mainly consists of an older community.
- There are no facilities in the centre of Whitefield near the proposed home that the children could independently access.
- The area is wholly residential with shops over half a mile away and no facility for young people (unrestricted by membership) unless you go to the border with Prestwich (1 mile), Radcliffe town centre (1.1 miles) or Prestwich town centre (1.7 miles). This means the children will find it difficult to make friends and could end up lonely and isolated.
- Whilst there is another care home around half a mile away, this is for adults without the level of social, emotional and mental health requirements described in the application. So it is not an appropriate comparison of other care facilities in the vicinity.

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

- UDP Policy CF1/1 supports the provision of such uses but highlights the need to consider the impact on residential amenity, traffic and parking.
- Conflicts with emerging draft Policy LP-BE8.
- Throughout the integrated assessment of Bury integrated Local Plan 2025 it repeatedly highlights the need for assessing cumulative impacts and compatibility with surrounding uses.
- Would be better served in an area that is walking distance to amenities and parkland.
- In the middle of large houses on a main road.
- The application suggests that the residents will be from the locality. I would offer a view that this is a stretch and highlight that the residents may feel uncomfortable being in a different locality to their norm; there is a risk that they could feel somewhat alienated and exposed as not fitting in with the norm.
- This contrast can worsen feelings of exclusion, shame, or "otherness," and may unintentionally reinforce a negative self-image.
- The surrounding area is affluent and socially cohesive, with norms and lifestyles that may feel alien or unrelatable to children from backgrounds of instability or trauma.
- If placed far from their original support structures, they may lose consistency of care, which is critical for long-term emotional recovery.
- There is limited access to the types of trauma-informed services and support networks these children are likely to need.
- Without careful preparation, the placement may increase behavioural difficulties or emotional distress, rather than help resolve them.
- There has been no information provided about the children who may be placed in this home, including their backgrounds, needs, or any potential risks.
- Children placed in homes such as this can be considered unsuitable for foster care.
- Intensification of a property in an area characterised by low-density, family homes.
- Transforms the site into a commercial enterprise rather than domestic.
- Rear garden is small for a family never mind a children's home.
- Potential for this to disrupt the current community cohesiveness.
- Will set a precedent or institutional creep in residential zones.
- This is not a minor adjustment - it fundamentally alters the nature of the property and its impact on neighbours.
- Not accompanied by sufficient evidence of local need for this type of facility in this exact location, nor does it demonstrate that this residential street is suitable for the operational and safeguarding demands of such a home.
- Plans under estimate the level of activity/visitors which will create parking and traffic issues on Ringley Road.
- Intensification of vehicular movements on a residential street could lead to congestion,

reduced visibility and general highway safety concerns especially in an area with narrow roads.

- Unclear if there would be any deliveries made to the site eg food and laundry which would be different to the traditional residential use.
- Car parking area looks "tight" for 4 cars showing 1 would be blocked.
- 5 parking spaces would be needed.
- The applicant does not have a credible track record of business nor shown any previous interest in child welfare.
- Rotation, 24 hour oversight care model would cause disruption and remove privacy.
- While the applicant seeks to provide care, it should not come at the expense of the well-being, peace, or safety of the existing settled local population.
- Loss of residential amenity due to operational noise, safeguarding-related alarms, and potential disruption from behavioural incidents, which the applicant's own documents acknowledge may occur. This contradicts Policy DM35 of the Bury Unitary Development Plan.
- Potential for high-risk behaviours by residents.
- Confidently say that these homes attract a following of disreputable young and old adults.
- The children in these homes are vulnerable and open to being preyed upon.
- Police and ambulance will be a common occurrence.
- The inhabitants are not subject to an enforcement curfew and as such will be prowling the streets at all times of day and night.
- 1-1 care suggests children are not safe to be alone.
- These homes are not prisons and the inhabitants are not locked in.
- Increased noise.
- Adolescent care brings with it, in general terms, adolescent behaviour. Whilst this can be acceptable in an individual house as the children do eventually tend to grow up, this will not occur in an institution devoted to such an age group.
- Anxiety and concerns amount neighbouring families, especially those with young children.
- Emergency response incidents that may occur and disrupt area.
- No proactive steps have been taken to inform or involve neighbours during this application phases.
- Only 2 staff sleeping over night and only 1 member of staff a shift changeover. Where is the 1/1 24 hour care submitted in the D&A.
- Bury's 2025 "Homes for Children in Care: Striving for Sufficiency for Bury - clear need in Bury for more foster homes and equipping foster carer's with the skills to support children in care to ensure that Bury reduces use of residential homes.
- The emerging Local Plan includes a draft policy on homes for looked after children and care leavers which makes it clear that clustering or over concentration of provision for looked after children in any particular area of the Borough will not be supported. Assume such an exercise has been carried out for this proposed development?
- Children Act 1989 and Care Standards Act 2000, which require that children's homes be operated by fit and proper persons.
- Ofsted registration requirements, which mandate robust governance and operational capacity.
- Why haven't neighbours been consulted?
- No transport statement of shift/parking management plan has been provided. No swept path or turning analysis has been undertaken.
- No operational noise management plan or amenity impact assessment has been undertaken.
- This objection does not object to childrens in care as a group, but focuses on the operational land use and the impacts of a 24 hour staffed institution within a quiet

residential area.

- This is a setting markedly different from the children's backgrounds and will heighten their isolation.
- The Design and access statement asserts a much needed local capacity but cites no evidence for this.
- If the Council is minded to approve the scheme, it must limit the occupants to 3 and limit staff numbers, condition fixed handover windows and no taxis to idle or pick up on street, noise management plan with no outside activity after 9pm, all staff and visitors to only park on the drive, condition a community liaison plan.
- The proposal will allow children living with traumatic experience to live in this area, which will disturb the existing residents.
- The proposal would not increase the quality of the area and would compromise safety.
- There are no facilities close by for the children and the area consists of predominantly older people. It is not a suitable area for this use.
- The applicant has no experience in residential child care and raises concerns about their capacity to run a safe, appropriate facility.
- This institution would contradict the low density, family based nature of Ringley Road
- The properties in this area are of high value and should not be affected by troublesome individuals who will bring disturbance and anti-social behaviour to the area.
- The safeguarding of the area would be unachievable.
- The childrens home would not bring the right type of residents to Ringley Road.
- The proposal will have an adverse impact upon property values.
- As a qualified psychotherapist and having worked with children with a variety of complex behaviours, the small and isolated care facility in a purely residential area would be at odds with any development that a child would need educationally or socially.
- There is no identified need for a care home in Whitefield. In the absence of data supporting the location, the change of use is unjustified.
- Unclear if any deliveries would be made to the site for food or laundry and whether appropriate parking and turning facilities would be provided.
- The surrounding area is affluent and socially cohesive, with norms and lifestyles that may feel alien or unrelatable to children from backgrounds of instability or trauma. This contrast can worsen feelings of exclusion, shame, or "otherness," and may unintentionally reinforce a negative self-image.
- If placed far from their original support structures, they may lose consistency of care, which is critical for long-term emotional recovery. There is limited access to the types of trauma-informed services and support networks these children are likely to need.
- The design and access statement references Fern Hill Road, which is incorrect.
- Object on health and safety grounds - the proposed change of use will introduce frequent staff and visitor vehicle movements on an already busy road and alongside extreme-value residential properties. The Council has a duty under the Health and Safety at Work Act 1974 to prevent such hazards.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objections, subject to the inclusion of condition relating to access and parking alterations.

Children's Commissioning Team - No response.

Environmental Health - Pollution Control - No comments.

Waste Management - Any response will be reported in the Supplementary Report.

Designforsecurity - Any response will be reported in the Supplementary Report.

Pre-start Conditions - Not relevant.

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
H2/4	Conversions
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-S2	Carbon and Energy
JP-P1	Sustainable Places
JP-S5	Clean Air
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
NPPF	National Planning Policy Framework
SPD13	Conversion of Buildings to Houses in Multiple Occupation
SPD11	Parking Standards in Bury
SPD6	Supplementary Planning Document 6: Alterations & Extensions

Issues and Analysis

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

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

Principle (Use) - The NPPF advocates the objectives to achieve sustainable development, one such objective is to support strong, vibrant and healthy communities by fostering well-designed and safe built environments with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.

Chapter 8 - Promoting healthy and safe communities, states that policies and decisions should aim to achieve healthy, inclusive and safe places which, amongst things, promote social interaction, are safe and accessible and enable and support healthy lifestyles. Account should also be taken to support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.

Policy CF1/1 states that proposals for new and improved community facilities will be considered with regard to the following factors:

- impact on residential amenity and the local environment;
- traffic generation and car parking provision;

- the scale and size of the development;
- where applicable, access to shops and other services;
- if the use is intended to serve a local community, or catchment area, the suitability of the chosen location in relation to that community or catchment area;
- accessibility by public and private transport;
- the needs and requirements of the disabled.

This is supported by Policy CF3 - Social Services, which states that the Council will, where appropriate, consider favourably proposals for the provision of new, and the improvement of existing social services facilities for children, young people, elderly people, people with mental and/or physical handicaps and illnesses, and other groups with special needs.

Policy H3/1 states that the Council will assess proposals for the development of non-confirming uses in primarily residential areas and will not permit proposals considered to be incompatible. Factors which will be taken into account when assessing such proposals will include noise, vibration, smell, fumes, smoke, soot, ash, grit, dust, visual intrusion, traffic generation and parking arrangements, and hours of operation.

Policy H4/2 states that the Council will encourage the provision of special needs housing. Proposals will be assessed with regard to the following factors:

- sites should be conveniently located for local shops, public transport and community facilities;
- the location of health care facilities;
- the gradient of the site;
- the gradient between the site and the public transport network;
- the necessary car parking and amenity space (including gardens) should be provided;
- the development should be of a high standard in terms of design, layout and landscaping so that a satisfactory environment is achieved.

The Places for Everyone Joint Development Plan confirms within their vision for Greater Manchester that they seek to "A place where all children are given the best start in life and young people grow up inspired to exceed expectations."

Policy JP-H3 states development across the plan area should seek to incorporate a range of dwelling types and sizes including for self build and community led building projects to meet local needs and deliver more inclusive neighbourhoods. Where appropriate, this should include incorporating specialist housing for older households and vulnerable people. supports specialist housing for older households and vulnerable people.

This is further supported by PfE Policy JP-P1 that states that all development, where appropriate should be socially inclusive:

- A. Responding to the needs of all parts of society;
- B. Enabling everyone to participate equally and independently;
- C. Providing opportunities for social contact and support; and
- D. Promoting a sense of community.

The proposal relates to a detached 6 no. bedroom family dwelling located within a well-established residential area. The application proposes to provide living accommodation for children in a setting that would be as close to a family environment as practicable. The property would not be required to be extended and permanent residents (i.e. the children) and up to 5no. staff would occupy the dwelling. 2 no. staff would sleep at the property over night in a manner broadly akin to occupation by a family.

In terms of shift patterns the proposal seeks to provide a manager and deputy manager would be in the home Monday – Friday 09:00 – 17:00. 3 staff that are supporting children will work between the hours of 07:30 – 23:00 with 2 staff sleeping in and 1 leaving the home to leave shift at 23:00, then change-over of staff in the morning between 07:30 – 8:00. Handover period only requires 1 staff member. It would not be out of the ordinary for a person to be entering/leaving a residential property at 23.00 and between 07.30 - 08.00. As such, the movements of the staff would not cause a significant noise issue and would be appropriate in terms of hours of operation and noise.

It is acknowledged that during the day additional staff would be on site in a management capacity. However, C3 dwellings also have levels of additional visitors and given the scale of the existing property this can be accommodated within the existing building. Dependent on individual needs there would appear to be a mixture of children attending schools and on-site education services proposed. Children may also get access to extracurricular activities and opportunities. As such, the proposed development would be of an appropriate size and scale.

The site is located within 650 metres of Stand Lane neighbourhood shopping centre. Stand Cricket Club is located within 550 metres of the site and a public park (Hamilton Road Park) is located to the rear of this club. Beyond this park is the District Shopping Centre of Whitefield which would be approximately 800 metres from the site, if accessed via Church Lane. Schools are also located within the vicinity of the site due to its established residential nature. As such, it is considered that the site would have access to shops and community facilities and is located within a sustainable location in terms of access of future residents to amenities.

Given the above, the proposed use would provide a valuable facility for more vulnerable members of society that would be compliant with the above policies and the principles of the NPPF. The proposed development would be acceptable in principle and would be in accordance with Policies CF1/1, CF3 and H3/1 and H4/2 of the Bury Unitary Development Plan and Policy JP-H3 of the Places for Everyone Joint Development Plan and the NPPF.

Layout and Design - In addition to the policies set out above UDP Policy EN1/2 - Townscape and Built Design seeks to protect the character and townscape of the boroughs towns. PfE Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places.

The proposal would not require any external changes to facilitate the change of use. Given this, the building would continue to have the character and appearance of a passive suburban dwelling and there would be no detrimental impact on the street scene or residential character of the locality.

It is acknowledged than an objection has raised a concern in relation to the size of the garden. The proposal would not amend the size of the rear garden, which, excluding the area to the rear of the garage and the indicated hedge measures approximately 116 square metres and has been utilised as a residential garden for a 6 no. bed property. There are also areas of garden to the front and a small area to the side of the property. As such, the level of private amenity space would be acceptable and would adequately provide for the needs of the proposed occupiers.

Given the above, it is considered the proposed development would be in accordance with Policy EN1/2 of the Bury Unitary Development Plan and Policy JP-P1 of the Places for Everyone Joint Development Plan.

Amenity - In addition to UDP Policies H2/4 and H3/1, UDP Policy EN7/2 seeks to restrict

development that would lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users.

No new habitable room windows would be introduced following the change of use of the property.

As discussed above, it is considered that the character and the scale of the use would be consistent with that of a large family household occupying the existing 6no. bedroom detached dwelling, with 4no. bedrooms utilised by children and 2no. bedrooms by staff members.

Households can take many forms and the current dwelling could be occupied by a family of up to around 7 individuals. Furthermore, without planning permission, the dwelling could be utilised as a house in multiple occupation for up to 6 occupants.

The dwelling is detached, which would reduce the immediate noise from, and indeed to the future occupants. Occupants would engage in activities as any child would when occupying the dwelling as a family home.

Given such circumstances, and the potential alternative iterations for occupation of the dwelling, it is not considered that the proposed change of use of the dwelling would have a significantly greater impact upon the neighbouring properties in terms of noise and disturbance. As such, it is considered that the proposal would not conflict with the character of the area or have an adverse impact on the amenity of local residents. Therefore, the proposed development would be in accordance with Policies H2/4, H3/1 and EN7/2 of the Bury Unitary Development Plan.

Highways issues - Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. PfE Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy JP-C8 requires new development to be located and designed to enable and encourage walking, cycling and public transport use and to reduce the negative effects of car dependency.

Access to the site and driveway remains unaltered whether it is in C2 or C3 use and the proposal complies with the required in curtilage parking standards for the proposed use (see below).

The existing 6 no. bed house, with double garage and 4 no. car driveway would generate a number of vehicular and pedestrian movements. In addition, there would also be the usual servicing vehicles or deliveries made to the site, which are typical of everyday life.

Deliveries, vehicular movements and visitors would also be required for the proposed C2 use. A family occupying the dwelling could also create the same amount of demand for access as the proposed C2 use at the scale proposed. After consideration of the objections raised, a condition will be added to limit the number of children that can be accommodated at the site to a maximum of 4. It is important to note that this limitation would not be possible if the site was retained in a purely C3 use.

The Traffic Section has no objections, subject to the inclusion of condition relating to access and parking alterations.

Paragraph 111 of the NPPF states that development should only be prevented or refused

on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Given the proposed use would be similar to that of residential dwelling and the permitted development rights for use of the property as a HMO, the proposed development of a care home with 4 children and a maximum of 5 staff would not have a significant adverse impact that would warrant or sustain refusal of the application, especially as the access and parking arrangements remain unaltered from the existing use.

Therefore, the proposed development would not be detrimental to highway and pedestrian safety and would be in accordance with Policies H4/2 and EN1/2 of the Bury Unitary Development Plan and Policies JP-C5, JP-C5 and JP-C8 of the Places for Everyone Joint Development Plan.

Parking - PfE Policy JP-C8 and UDP Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document (SPD) 11 provides parking standards for developments.

The site is located within Zone 4 as defined by SPD 11. There would be a maximum of 5 no. members of staff on site. SPD 11 would require 1 space per 2 members of staff, and 1 space per 4 no. beds. As such the proposal would require 2.5 spaces for staff members, and 1 space for the 4 no. children's bedrooms. Rounding up, the proposed development would need to provide 4 spaces.

These 4 spaces are marked on the proposed site plan and can be adequately provided within the curtilage of the site. In terms of cycle storage SPD 11 confirms that the proposal should provide 1 space per 5 staff members. This can easily be accommodated within the retained garage.

Given the above, the proposed development would comply with the parking standards set out within SPD11 and would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and Policy JP-C8 of the Places for Everyone Joint Development Plan and SPD11.

Carbon and Energy - PfE Policy JP-S2 - Carbon and Energy sets out the steps required to achieve net zero carbon emissions.

A carbon and energy statement has been submitted with the application that confirms that the existing property would be upgraded where necessary to minimise energy demands, maximise efficiency and that any required conversion works would be in accordance with Part L of the Building Regulations.

Digital Connectivity - JP-C2 - Digital Connectivity - this policy requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. The policy supports the provision of free, secure, high-speed public wi-fi connections, particularly in the most frequented areas.

The existing property currently benefits from access to superfast broadband via local network providers. As part of the conversion to a care home, digital connectivity would be retained and upgraded as necessary to meet the operational needs of the facility.

Biodiversity Net Gain - While every grant of planning permission in England is deemed to have been granted subject to the biodiversity gain condition, commencement and transitional arrangements, as well as exemptions, mean that certain permissions are not subject to biodiversity net gain.

The proposed change of use would occupy an existing building and therefore the de-minimis exemption applies.

Response to Representations

It is considered the material planning considerations in relation to principle, amenity, vehicular access and parking have been assessed within the main body of the report.

The Draft Local Plan policy referenced in a number of objections, LP-BE8 is not an adopted policy at this time. Policy DM35 is also not a Policy within Bury UDP or the Draft Local Plan.

Planning application assessments are based on land use, and not on who the applicant or future occupants would be. This is not relevant to the planning decision.

The Local Planning Authority (LPA) has to assess the land use of the proposed use and its impacts upon the wider environment. The planning acts are clear that the planning system should not replicate conditions or controls of other legislation, but should trust the regulatory bodies to act. In this case, the Local Planning Authority must allow the appropriate bodies, Children Services and Ofsted, to monitor and manage the facility in accordance with their rules and regulations. Should Ofsted, and/or the Local Authority Childrens services, find a problem with the care home or its operator, it would take the necessary action which could, in extreme circumstances, include closing the home.

Children's Services and Greater Manchester Police were consulted and invited to comment as a consultee and received the same notification as any other consultee. No response was received.

Where relevant to the assessment of the planning application, the issues raised by the objectors have been addressed in the main report. Several objections have made references to the affluent nature of the area, and the proportion of family homes in the area, the NPPF however suggests that a suitable mix of tenures and residents is preferable to concentrations of similar groups in a particular area. Indeed paragraph 96 confirms that *"planning decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments."*

Children in care homes come from a wide range of backgrounds and experiencing a range of issues. With the proper safeguarding procedures in place, regulated by Ofsted and Childrens services, it would be unreasonable to assume the children occupying the property are a serious danger to the public or even criminally minded. Whilst the concerns about the proposed care home amongst residents are recognised to a point, the proposal has to be assessed on adopted policies and material considerations.

With regard to the safety of children, the carers would be suitably qualified to ensure that the proper safeguarding measures are in place and the children are adequately supervised both in the property and outside.

As set out above, 44 immediately adjoining neighbours were consulted and a site notice was posted outside of the address.

A condition restricting the occupants to 4 no. children has been added and a condition requiring the parking to be available for use has been added. It would not be reasonable to restrict usage of outdoor space and this would fail the test for a condition to be applied. Hand over times for staff and liaison with the community would be an issue for Ofsted.

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 Paragraph 38 of the National Planning Policy Framework.

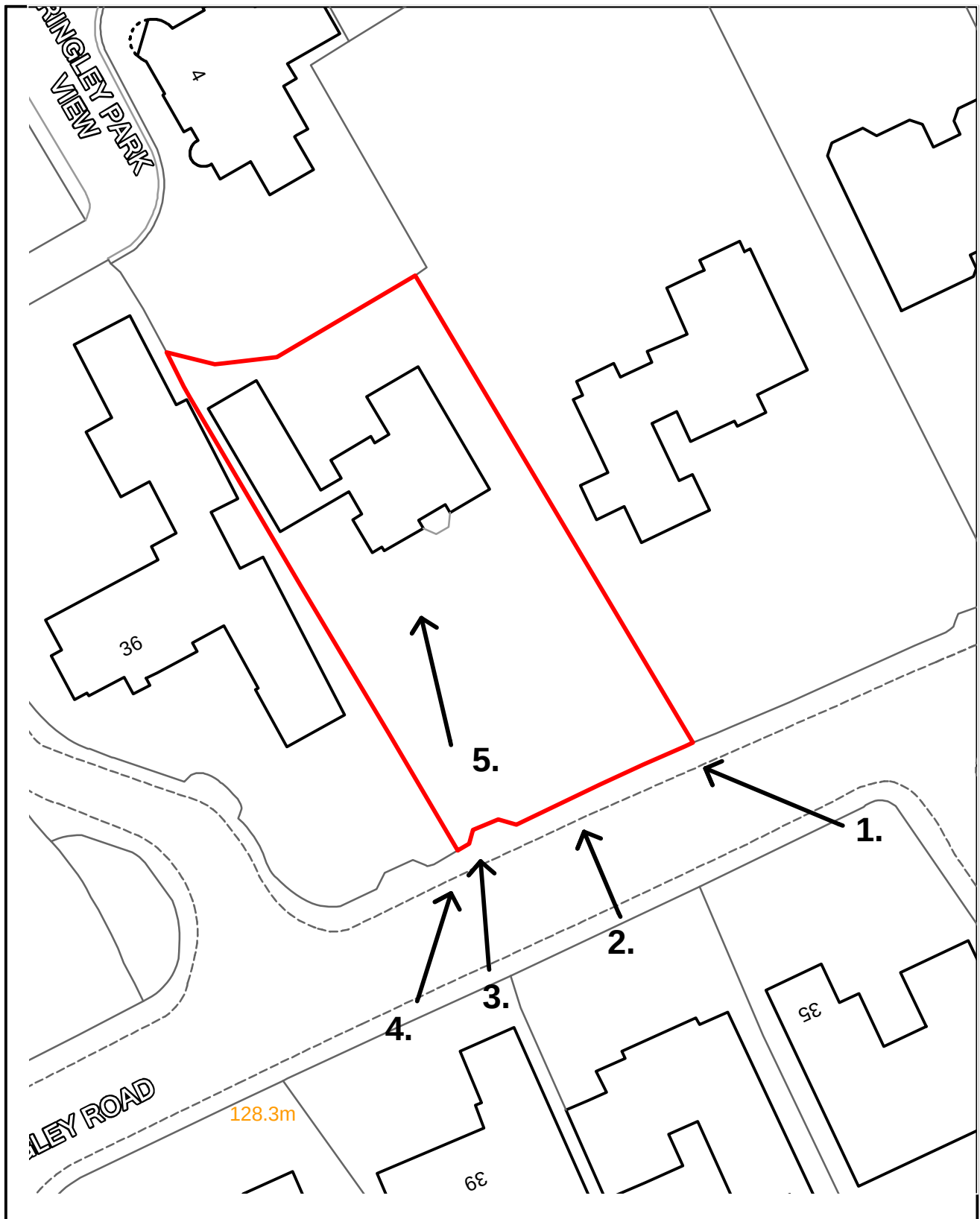
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 1000 Rev A, 1001 Rev A, 1002 Rev A, 2000 Rev A, 2001 Rev A, 2002 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.
3. The premises to which this approval relates shall be used for residential care only to a maximum of 4no. children/young persons and for no other purpose (including any other purpose in Class C2 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).
Reason. To ensure the intensification and scale of uses in the property does not extend beyond acceptable levels which could cause impact to residential amenity and highway safety in respect of the associated parking, access and servicing requirements or general activity and disturbance pursuant to policies EN1/2 - Townscape and Built Design, CF3 - Social Services, H4/2 - Special Needs Housing, HT2/4 - Car Parking and New Development, JP-P1 - Sustainable Places, JP-C5 Streets for All, JP-C6 -Walking and Cycling and JP-C8 - Transport Requirements of New Development.
4. The use hereby approved shall not be commenced unless and until the access and parking alterations indicated on approved plan reference 2000 Revision B, incorporating inward opening vehicular access gates set back to the position shown and amended parking/turning facilities, have been implemented and thereafter maintained.
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 and Supplementary Planning Document 11 - Parking Standards in Bury.

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

Viewpoints



**ADDRESS: 34 Ringley Road, Whitefield,
Manchester, M45 7LE**



Bury
Council

Planning, Environmental and Regulatory Services

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Photo 1



Photo 2



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Photo 3



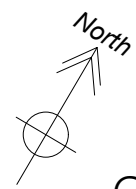
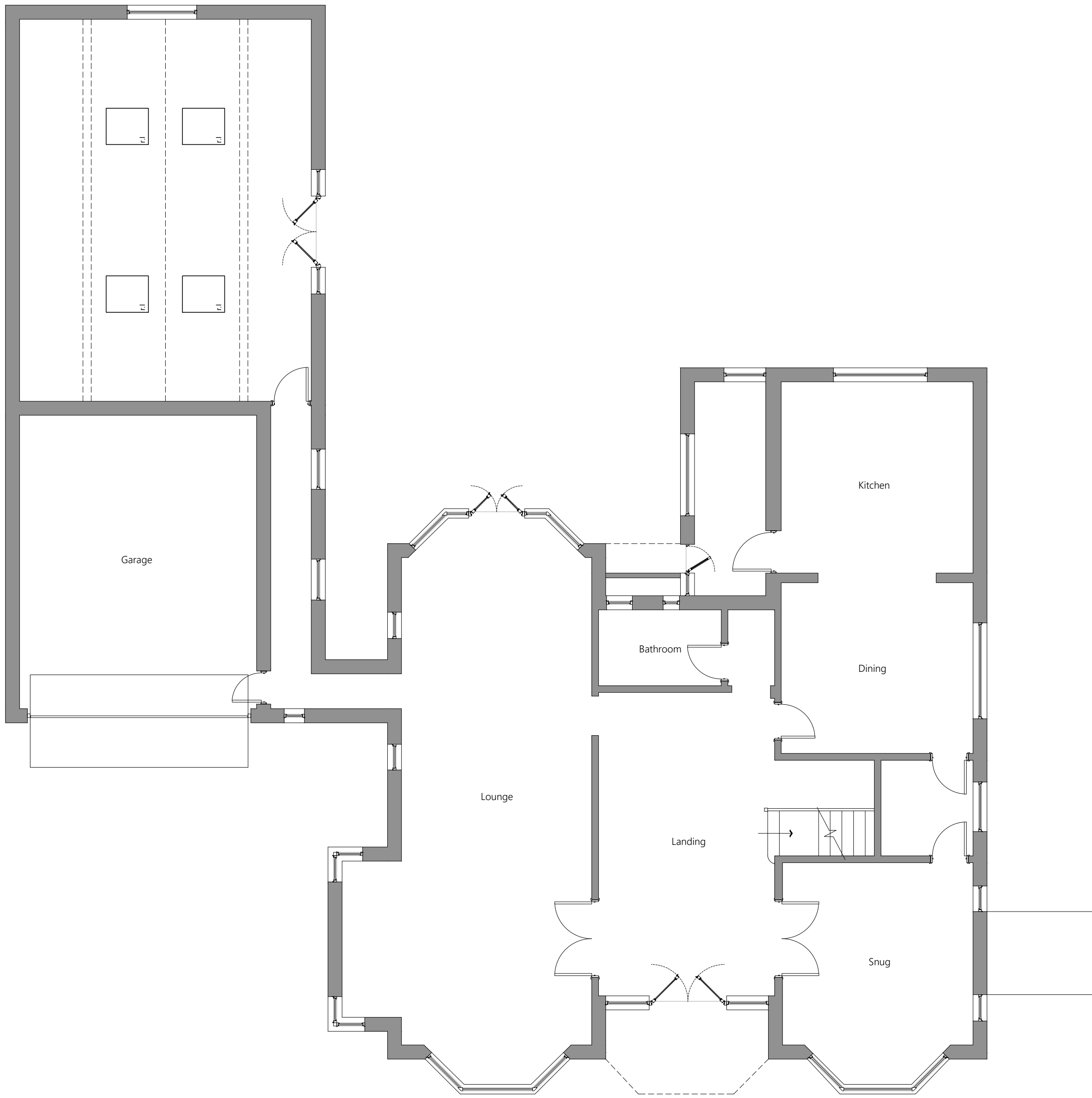
Photo 4



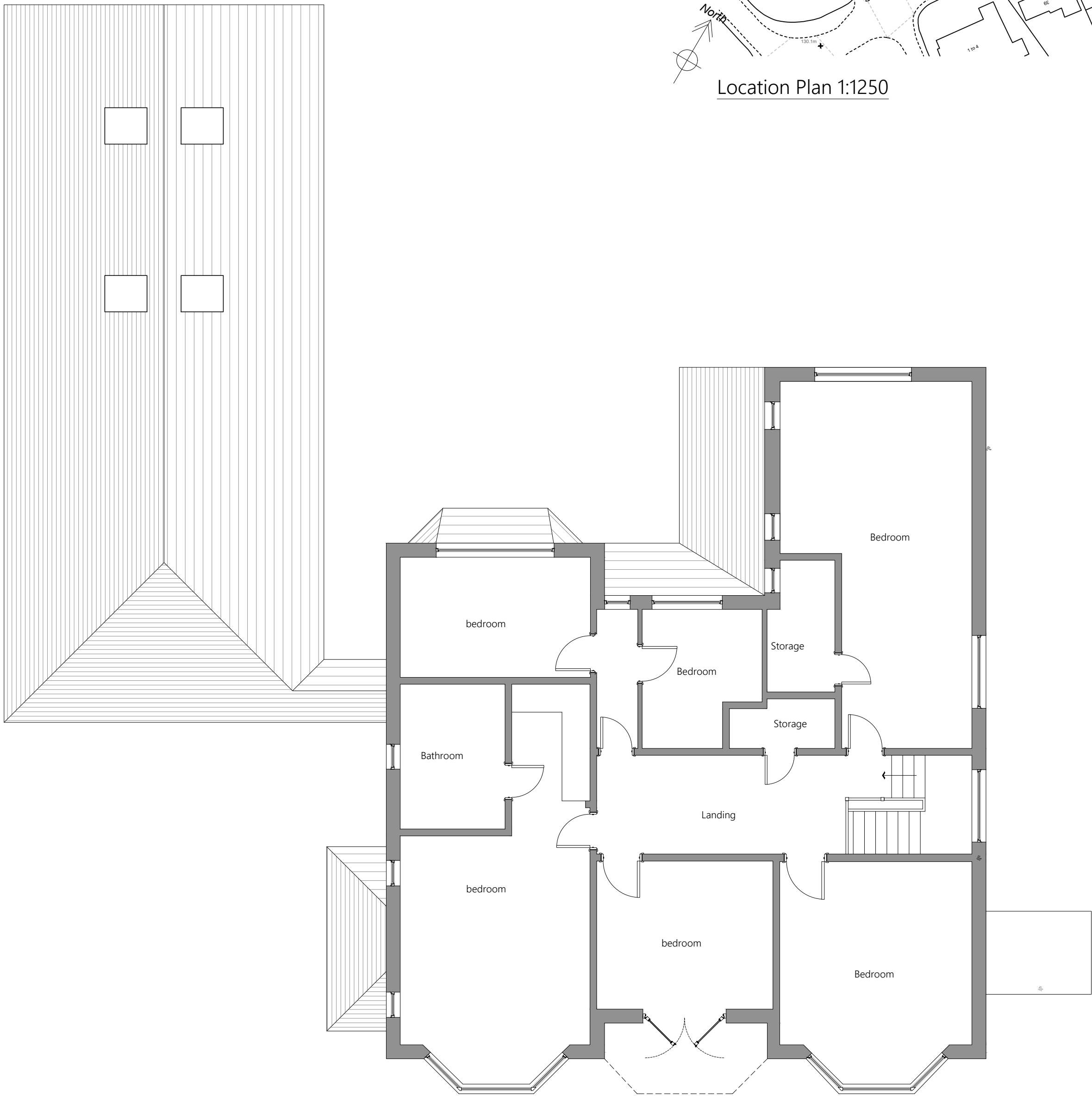
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Photo 5

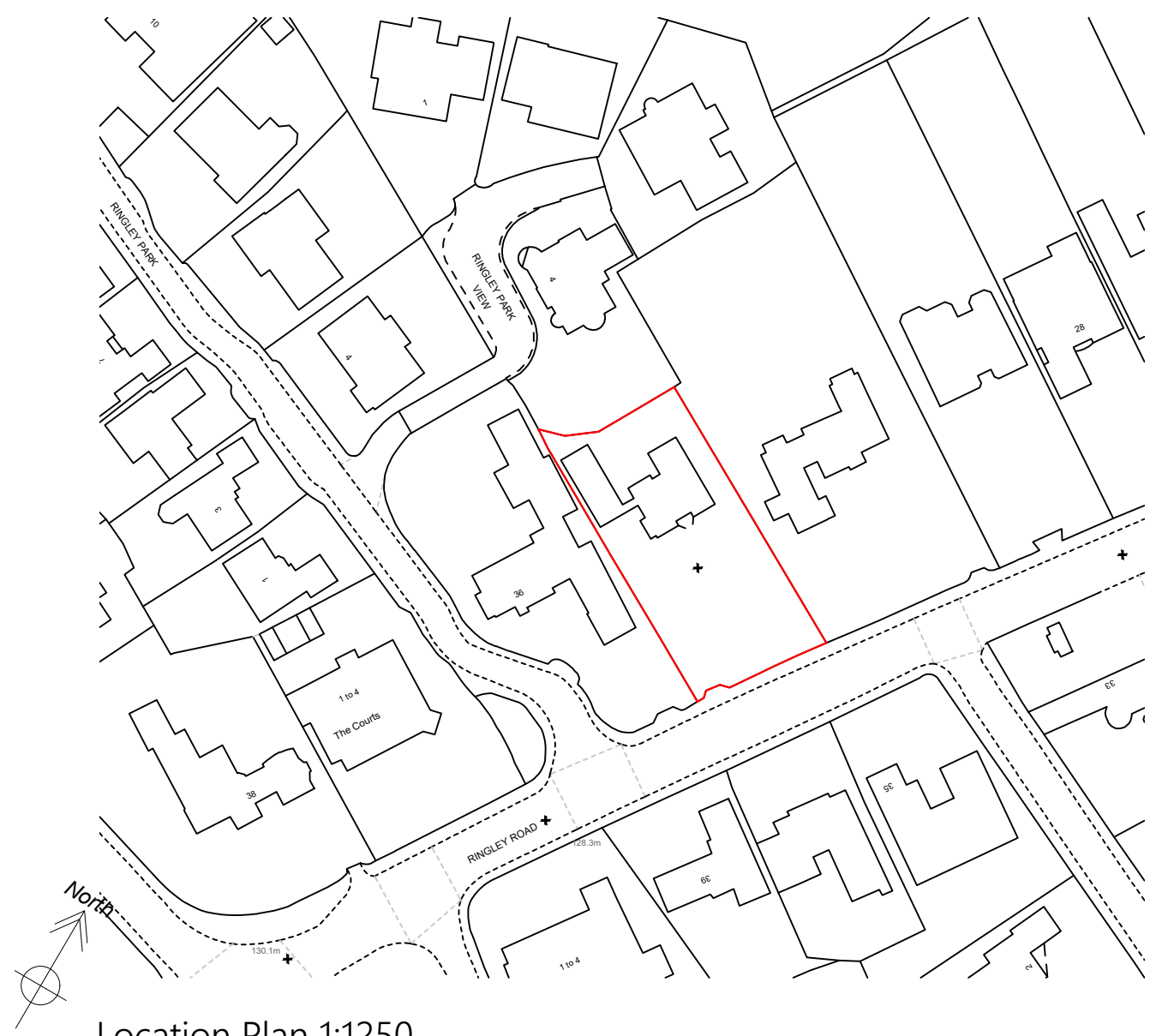




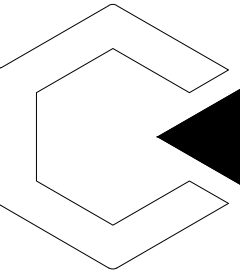
Ground Floor 1:75



First Floor 1:75



Location Plan 1:1250

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	Existing Floor Plans	J149	
		Drawing No:	
		1001	
	Site Address:	Rev No:	
	34 Ringley Road, Whitefield, Manchester, Bury	A	
Cleek Design	E: cleekdesign@gmail.com	T: 07984653582	Scale:
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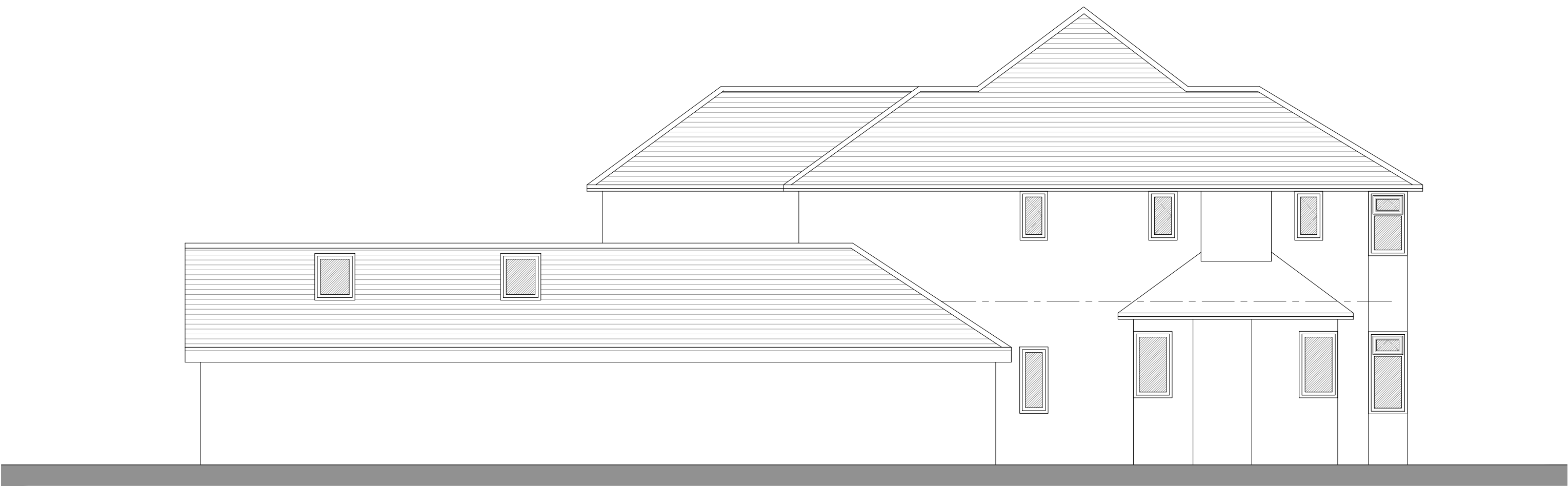
South Elevation 1:75



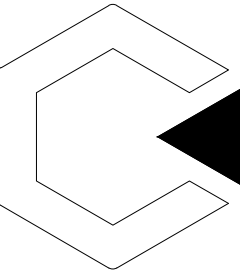
North Elevation 1:75



East Elevation 1:75



West Elevation 1:75

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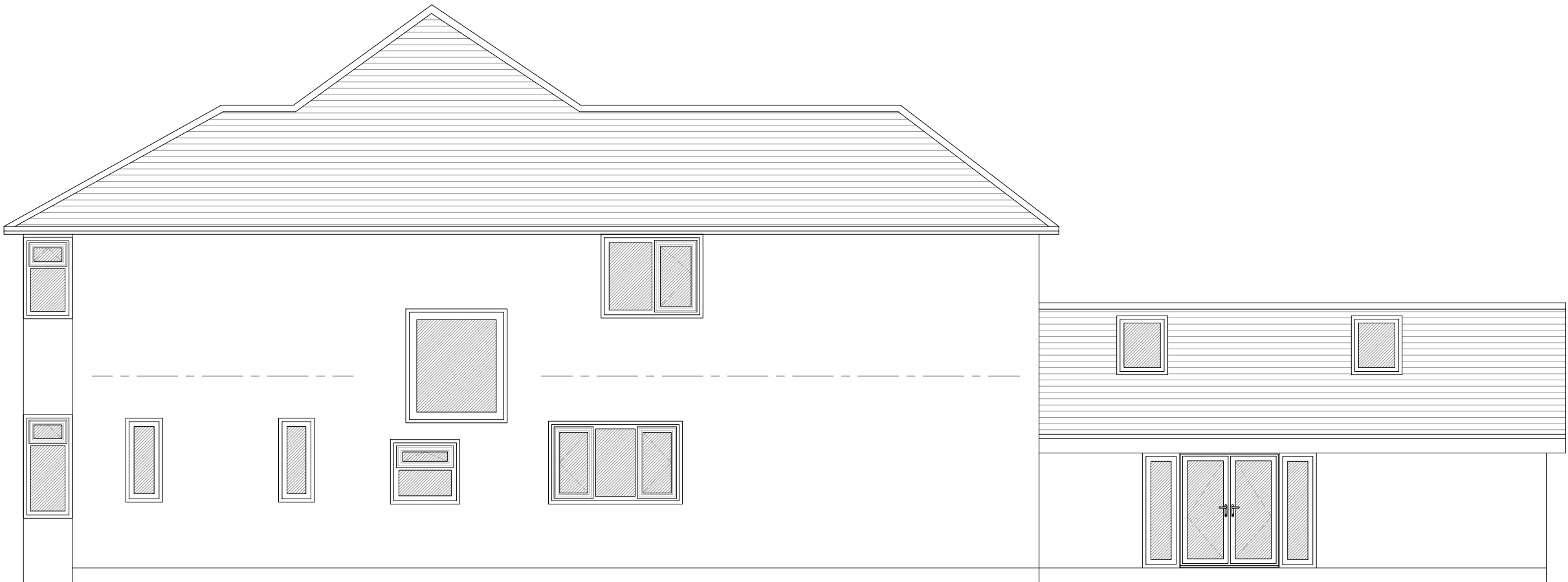




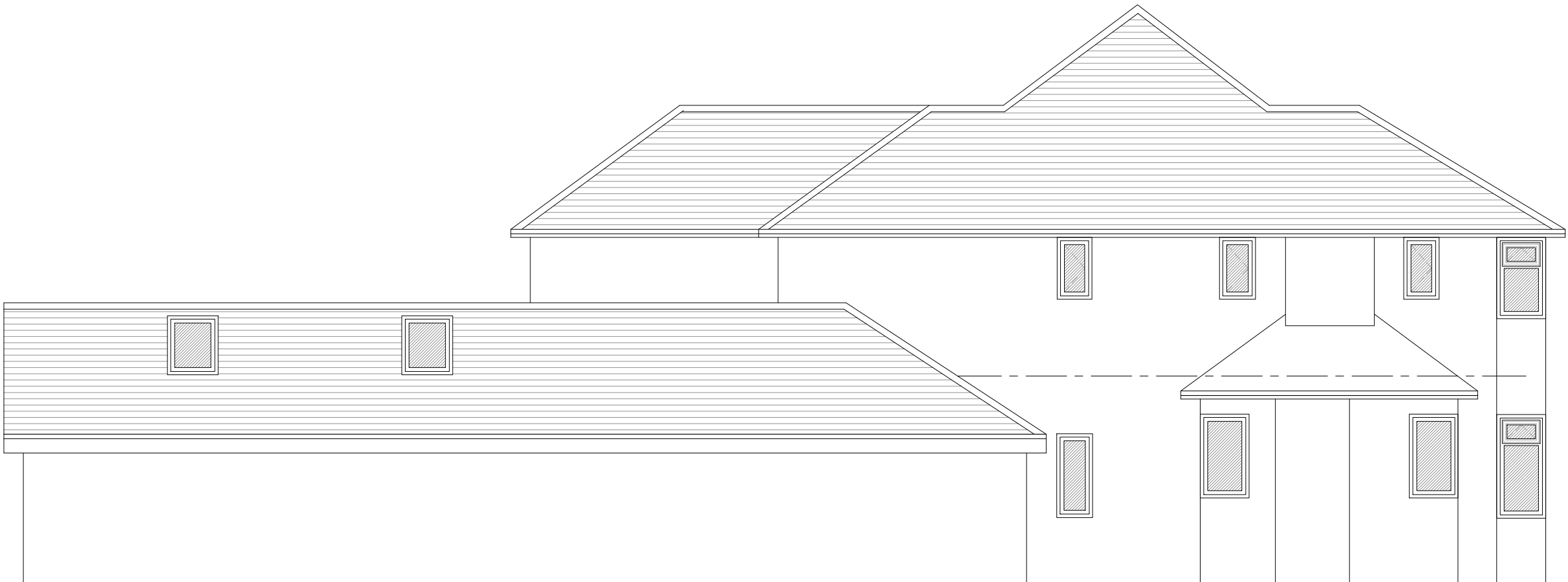
South Elevation 1:75



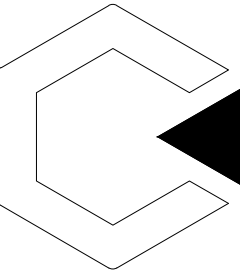
North Elevation 1:75

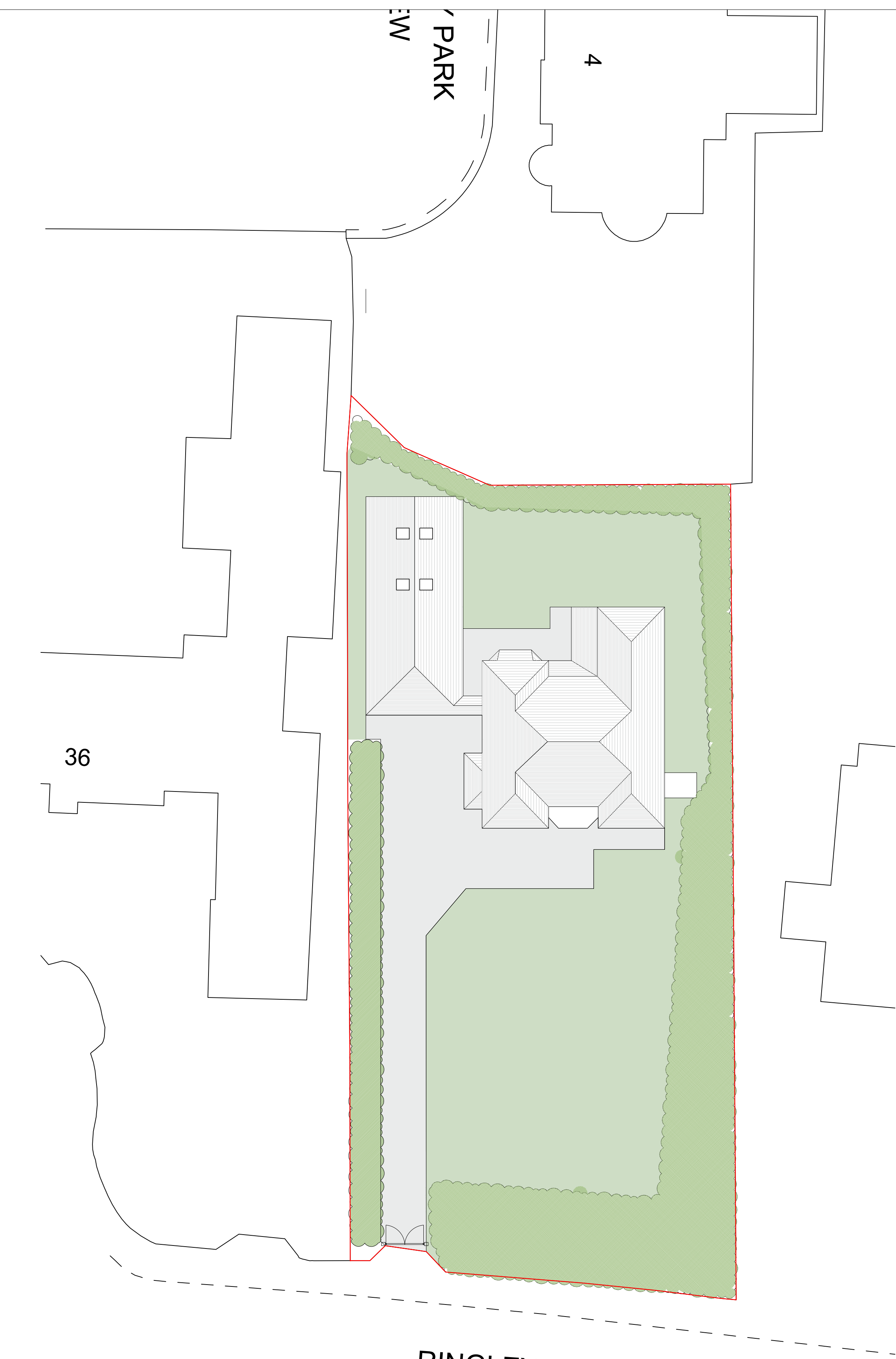


East Elevation 1:75



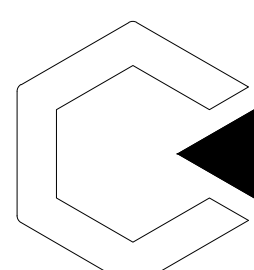
West Elevation 1:75

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	Proposed Elevations	J/149	
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	34 Ringley Road, Whitefield, Manchester, Bury	A	
Cleek Design	E: cleekdesign@gmail.com	T: 07984653582	Scale:
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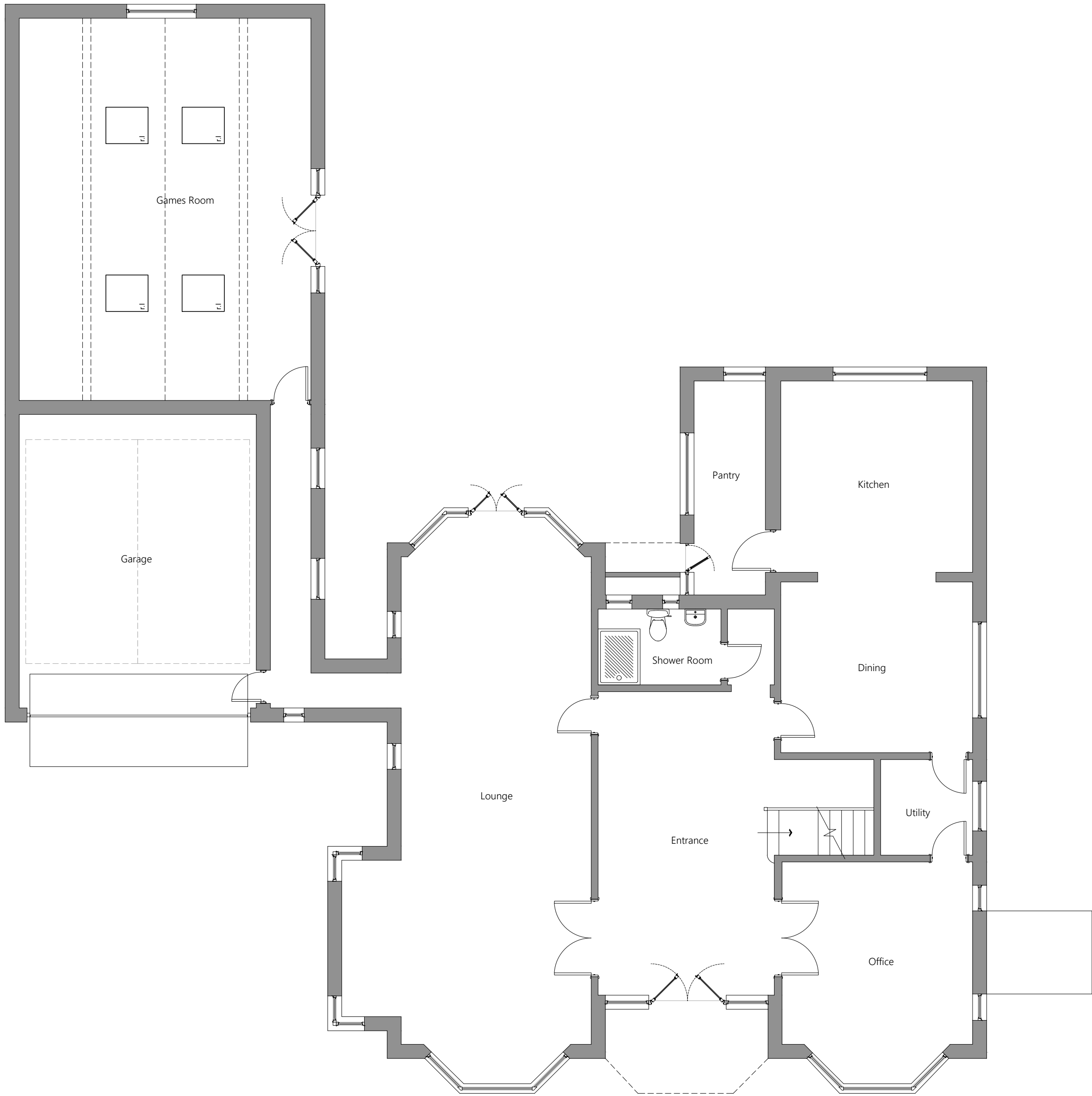


North
Site Plan 1:200

Key	
	Extent of development
	Concrete - Access Road
	Private grassed area
	Proposed - Tree
	Existing - Native hedge planting 2m high approx

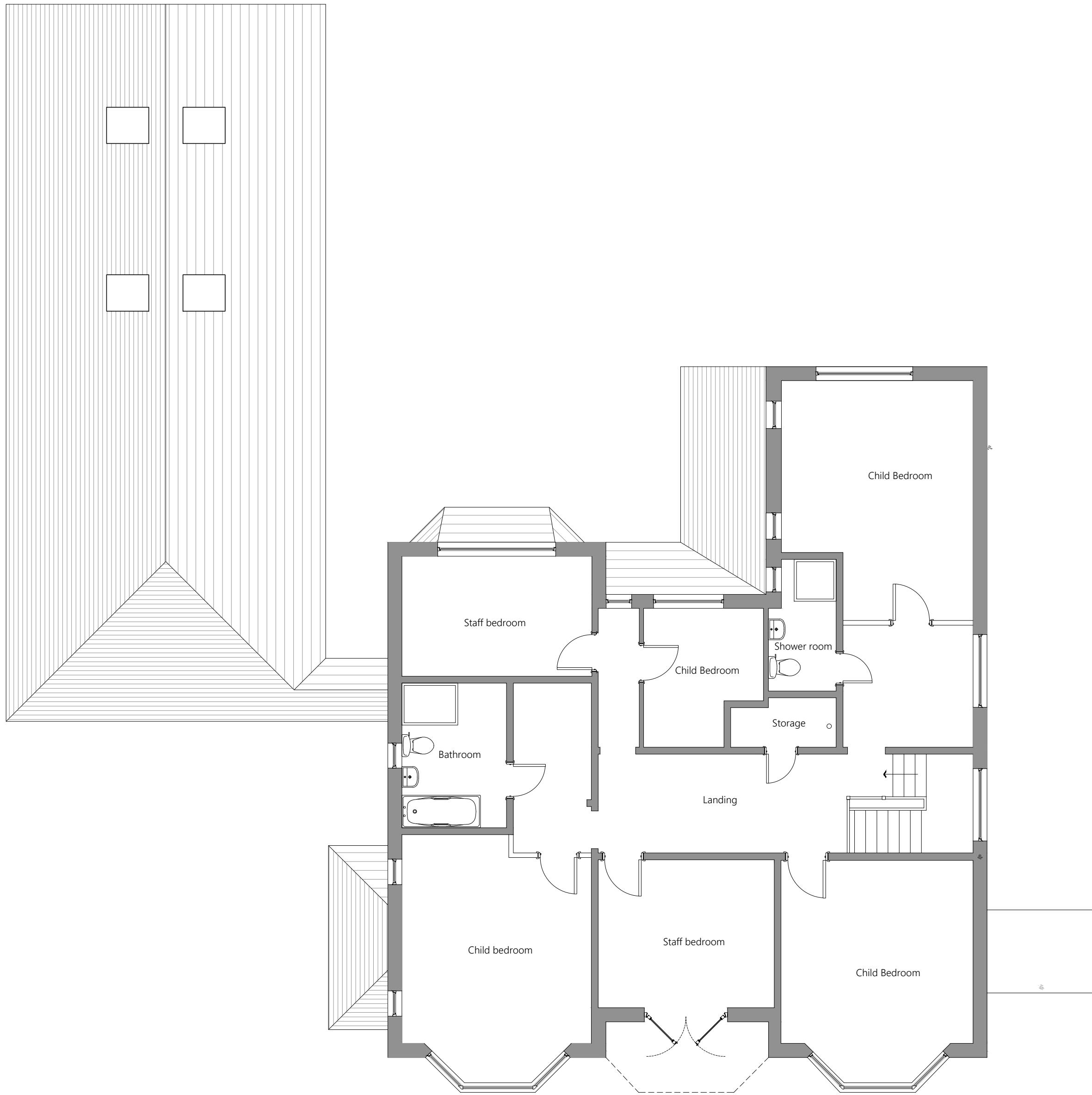
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	Existing Site Plan	J/149	
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	Site Address:	Rev No:	
	34 Ringley Road, Whitefield, Manchester, Bury	A	
Cleek Design	E: cleekdesign@gmail.com	T: 07984653582	Scale:
			1:200
			Date :
			JUN 25

North
Ground Floor 1:75



Boundary Line

First Floor 1:75



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7. All references refer to accompanying specification.

Domestic and commercial projects are notifiable to the HSE under CDM 2015 if the construction work on site is scheduled to:
a) Last longer than 30 working days and have more than 20 workers working simultaneously at any point in the project; or
b) Exceed 500 person days.

Drawing Title:		A1	SCALE	DATE	JOB NO	DRG NO
Proposed Floor Plans			1:75	JUN 25	1456	2002
Site Address:	11 Woodvale Crescent, Bingley West Yorkshire, BD16 4AJ Tel - 01274 317002 e mail - michael@madp.co.uk web: madp.co.uk					
34 Rinley Road, Whitefield, Manchester, Bury						



Ward: Tottington

Item 04

Applicant: Mrs Tracey Smith

Location: Land at 12 Holthouse Road, Tottington, Bury, BL8 3JP

Proposal: Application for reserved matters (access, appearance, landscaping, layout and scale) following outline approval (67830) erection of 1 no. dwelling

Application Ref: 71700/Reserved matters

Target Date: 06/05/2025

Recommendation: Approve with Conditions

Description

The site relates to a vacant piece of grassed and vegetated land on Holthouse Road which is located within a residential housing estate.

The adjacent neighbours which form boundaries to the site are Nos 8, 10 and 12 Holthouse Road. No 10 lies to the east and has a long garden which forms a boundary to the site. No 8 has a similarly long garden with the furthest part forming a boundary with the northern part of the site.

No 12 is positioned to the west of the plot and is set at a higher level due to the gradient of Holthouse Road.

Houses on Holthouse Road are of a similar style, predominantly dormer bungalows in character and design.

The site itself is unusual and irregular in shape. Adjacent to No 12 Holthouse Road to the west, it is approximately 17m in depth and it extends lengthways along Holthouse Road by approximately 48m to the eastern corner where it narrows to a depth of 4.5m. The plot is mostly open to the street but part is bounded by a brick wall and there is evidence of what appears to be an access part way down Holthouse Road.

Outline planning consent has been granted for 1 no. new dwelling on this plot in 2022. All matters (access, appearance, layout, scale and landscaping) were reserved.

This application seeks consent for those matters reserved.

Given the challenge of the irregular shaped site, it is proposed to position the house in the western side of the plot, adjacent to the boundary with No 12. The proposed dwelling would be 1.65m further forward of No 12 and its adjoining neighbour and would extend rearwards by approximately 6m leaving a small triangular piece of land at the rear as part of the dwelling's amenity space.

The access and driveway would be formed to the east of the new property and would provide 2 spaces and an area to store bins.

The remaining land would be the garden area, with an area at the rear enclosed by a 1.8m high fence. The frontage would be bounded by a 600mm high brick wall behind which would be a hedge.

Relevant Planning History

62064 - Outline application for 1 no. new dwelling (all matters reserved) - Approve with Conditions 15/12/2017

67830 - Outline application for 1 no. dwelling - Approve with Conditions 07/04/2022

11/0158 - Untidy property - 15/04/2011

12/0276 - Untidy land & property - 30/05/2012

12/0462 - Untidy property - 08/10/2012

14/0046 - Untidy land and property - 01/04/2014

16/0049 - Untidy building - 18/02/2016

Publicity

Letters sent to 23 properties on 13/3/25.

6 objections and 1 support received.

Objections

- Loss of light: The proposed new house would cast a shadow over our home and garden during most of the day. Being orientated to the west of our property this will lead to premature loss of light in the afternoon, which will reduce the light to our house and windows which provides natural heat.
- Loss of privacy: The house would overlook our property, even at ground level due to the elevation of the land. Occupants of the house would look down into our garden and home.
- Parking: It is already difficult to park on the road, another house will result in more vehicles. Holthouse Road is a narrow road with already high traffic flow due to the two local primary schools.
- Out of keeping with the area and far forward of the other houses.
- Land drains on the site are damaged and neighbours properties could be liable to flooding
- Measurements appear incorrect looking at the position - cannot see how a house could possibly be built as the plans suggest.
- The planning portal stated 22 consulted but we had not received a letter.
- Drainage has been an ongoing problem on this land and cutting down the trees is only going to exacerbate the problem
- Impact on the present wildlife's habitat.
- Close to the tight bend on Holthouse Rd and with extra parked cars and driveways which is only going to make this corner even more hazardous.
- This plot is not really an eyesore to most of us around here.

Support

- The land is currently overgrown and an eyesore, so this development would be a huge improvement for the street. It's been neglected for too long and putting it to good use would make a real difference.

Revised plans received to show an amended site plan, elevations and layout.

Neighbours re-notified by letter on 17/7/25.

One objection received with the following comments -

- Incorrect site boundary
- Overbearing and would affect natural light to neighbours properties
- Forward of the building line which would look out of place

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Environmental Health - Contaminated Land - Conditions were recommended and included on the outline planning consent.

Borough Engineer - Drainage Section - No response received.

Waste Management - No response received.

United Utilities - Drainage condition recommended and included at outline planning consent.

Greater Manchester Ecology Unit - No objection

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

Development Plan and Policies

NPPF	National Planning Policy Framework
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
EN6/3	Features of Ecological Value
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
SPD6	Supplementary Planning Document 6: Alterations & Extensions
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-S1	Sustainable Development

Issues and Analysis

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

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

Policies

UDP 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.

UDP Policy H2/6 - Garden and Backland Development - When assessing proposals, regard will be given to the concentration of such development in the surrounding area; the relative density of the proposal to that of the surrounding area; the impact on neighbouring properties and the local environment and access arrangements.

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

The site already benefits from an in-principle approval for a residential development i.e. Outline Planning permission.

The proposed development would be located within an established residential area and would therefore not conflict with the local environment in terms of character and surrounding uses. There is existing infrastructure in place to facilitate a residential development.

In principle, the proposed development for this site would be acceptable and comply with the principles of the NPPF and UDP Policy H1/2.

Layout and siting

PfE Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes. All new dwellings must -

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

The applicant has provided a space standard table to demonstrate that the dwellings would comply with Nationally Described Space Standards.

A condition would be included that the dwelling be built to accessible and adaptable standards in accordance with Part M4(2) of Building Regulations.

The site is located between Nos 10 and 12 Holthouse Road and shares a boundary with the garden to No 10.

Mostly linear and narrow in form, the proposed dwelling would be located in the widest part of the site which is circa 17m deep. It would be positioned adjacent to and set forward of the front building line of Nos 12 and 14 by 1.65m.

The houses on Holthouse Road do not follow a strict building line, some houses being set either forward or back of their neighbours. Nos 16/18 are set slightly further forward of their neighbours Nos 12/14, and No 20 and 2 Prenton Way further forward by circa 1.8m. As such, the proposed dwelling would not be disproportionately positioned within established development in the streetscene.

In front of the new dwelling would be a lawned and landscaped garden similar to the adjacent row. The driveway would be located at the side of the house and would be adequate to accommodate 2 cars and formed such that cars could enter, park and manoeuvre within the site to exit in a forward gear. Bins would also be stored in this area of the site.

There would be a small triangle of land at the rear of the house which would provide some amenity area with the majority of the garden area located in the eastern part of the site, the rear of which would be enclosed by a 1.8m high timber fence for privacy. The longer linear length of land would be lawned with a 600mm high brick wall and hedge forming the site frontage.

In terms of the scale of development and its setting within the streetscene, the dwelling would comprise 9% of the length of the site frontage with the remaining 81% comprising the access, driveway and garden. The garden itself would span 64% of the whole length of the site. As such, the majority of the site would remain free of built form and its arrangement not dissimilar to what is there already and used as a domestic garden.

The dwelling would also be positioned directly adjacent to No 12 and with the stepped arrangement on this road and set at a lower level, the new dwelling would appear to form a 'natural end' to the row.

It is therefore considered that given the scale of development and size of site and its position within the streetscene, the proposed siting and layout would be acceptable for one dwelling in this location and would comply with policies H2/1, H2/2, H2/6, JP-H3 and JP-H4.

Design and appearance

First designs proposed a 'true' 2 storey dwelling with pitched roof and 2 storey rear projection, set forward of No 12 by 3.6m. In light of concerns with regards to overbearing mass and scale, impacts on neighbouring properties and the streetscape, plans have been revised and the application now proposes a dormer bungalow type which is characteristic of the housetypes which form Holthouse Road.

The proposed dwelling would be 1.3m lower than No 12 and at a slightly lower level and as such considered to assimilate with the scale and massing of the houses on this row.

On the front, instead of one full length dormer, this element of the build would comprise two smaller flat roofed dormers of equal proportions, clad and rendered with grey window frames which would present a modern yet modest dwelling within the streetscene.

Unlike the other properties which have rear dormers, the rear of the proposed dwelling would have a shallow roof slope with roof lights to the first floor bedroom and one high level window to a bathroom to prevent overlooking and reduce massing to the neighbour's garden behind.

The dwelling would be 2 bedroomed with the open plan kitchen/diner and living space separated by the staircase to the upper floor. Accommodation is therefore considered modest and acceptable for the site and its setting with the street.

Given the scale, size and design, the proposed dwelling is therefore considered to be acceptable within the character of the area, reflecting the existing housing stock but with a contemporary and modern approach.

As such, the proposed development is considered to be acceptable and would comply with policies EN1/2, H2/1 and JP-H3.

Impact on the surrounding area

The proposed dwelling would share boundaries with the adjacent property, No 12 to the west, No 10 to the east and a small corner of the garden of No 8.

To No 12, the proposed dwelling would sit forward of their building line by 1.65m and would be positioned 3.6m from the side elevation at a slightly lower level and as such there would be sufficient separation so as not to impact on the outlook or light to the front or side of this house. There are no habitable windows on the side elevation of No 14 that would be affected.

As such, it is considered there would not be a significant impact on this neighbour.

The site would share its boundary with No 10 which is orientated with the front elevation facing westwards and the rear garden extending more or less the full length of the boundary with the site.

The proposed dwelling would be positioned at the furthest most point from No 10, approximately 24.7m away from their rear elevation which is considered to be an acceptable distance away and not result in an overbearing relationship to this property.

The applicant has also provided a daylight and sunlight assessment for both the Summer and Winter solstices at various times of the day.

In the Summer months, there would be some overshadowing of the garden to No 10 later in the afternoon and evening but this would only affect a strip of land along the boundary fenceline and the end of their garden, which is generally less used as amenity space. The majority of No 10's garden area would be unaffected by the siting of the dwelling.

In the Winter months, No 10 itself overshadows their garden at the early times of the day, and whilst the development would cause overshadowing during the day, by later afternoon and evening, dusk would settle and light would fade. Gardens also tend to be used less in the Winter months.

In terms of overlooking, there would be no windows in the side or rear elevation of the new dwelling which would overlook the garden or house to No 10.

A large part of the site would be the garden to the new dwelling and this would be separated from the garden to No 10 by a 1.8m high timber boarded fence which is a usual arrangement between neighbouring properties.

Given the above, it is therefore considered that there would not be a significant or harmful impact on the amenity of the occupiers of No 10 due to overlooking or loss of light and privacy.

To the boundary with No 8 at the rear, and due to the irregular boundary line, there would be a distance of between 1.6m and 5.5m to the top of the neighbour's garden. There would be no habitable room windows in the first floor rear elevation which would overlook this end of the garden which is a lesser used space and the windows on the ground floor would be screened by the intervening 1.8m high timber fence.

It is therefore considered that impacts on No 8 would be limited and not significantly harmful.

Given the modest proportions and size and scale of the proposed dwelling and its siting and position within the plot, it is considered that impacts on neighbouring properties would not be detrimentally affected or cause significant harm to these neighbours due to loss of light, impacts on privacy or cause an overbearing relationship.

The proposed development is therefore considered to be acceptable and would comply with

policies EN1/2, H2/2, H2/6 and JP-H3.

Highways

Condition 8 of the outline consent (67830) relating to highway matters required amongst other things, provision within the site to enable vehicles to enter and leave the site in a forward gear.

To comply with this condition, the application proposes a driveway which would have an extended arm to provide an area for turning. Most of the properties on this road have driveways where cars either reverse on or off and as such this element of the development is considered to be a benefit.

SPD11 requires 2 parking spaces for a 2 bed dwelling in this location which would be provided within the site and as such the development would be acceptable with regards to compliance with parking standards.

Although there is no dropped kerb, there appears to be an existing access at one time or another through an opening in the wall which is flanked either side by brick pillars. It is proposed to utilise this opening and provide the access and driveway from this point off Holthouse Road. This driveway access would be approximately 35m from the bend in the road to the east and the junction with Claughton Road which is considered to be an adequate distance away not to cause highway safety issues and conflicts with traffic turning this corner, especially when considering some houses and their driveways are located much closer to this junction.

It is also considered that for 1 no. 2 bed dwelling, significant additional traffic to the area would not arise as a result of the scale of development.

Subject to conditions, the Highway Authority have raised no objection and the proposed development is therefore considered to comply with H2/2, HT2/4, JP-C5 and JP-C8.

Ecology

Summary

Ecological issues were resolved at outline planning stage.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

GMEU accepted at outline that mitigation and enhancement could be achieved on-site, with condition 7 of the outline permission requiring one native tree and a bird box, prior to commencement of the development. The reserved matters application has included soft landscaping details which includes one native tree. The landscape proposals are therefore in alignment with the requirements of this condition. No bird box appears to be shown but the details are not required at this time.

GMEU therefore have no objection to the soft landscape proposals which can be conditioned.

Response to objections

- Letters were sent on 17/7/25 to 23 properties including those who share a boundary with the site and as such the statutory requirements for publicising the application have been duly followed.

- The applicant has confirmed the red edge site boundary is land within their ownership and that the correct and the appropriate ownership certificate has been signed.
- Issues relating to impacts on neighbours due to its size and scale, overbearing relationship, loss of light, parking and access issues 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 Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than the expiration of two years beginning with the date of this permission.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

2. This decision relates to drawings -

Dwg numbers R 0956 -

Proposed elevations dwg 08 rev D

Proposed plans dwg 09 rev d

Proposed site plan, front elevation and site location plan/boundary wall detail dwg 12 rev K

Landscape proposals dwg PL 13 rev D

Annual solar study dwg 14 rev A

Timed daily Summer Solstice dwg 15 rev A

Timed daily Winter Solstice dwg 16

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

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

3. The development hereby approved shall be carried out in accordance with the landscaping scheme detailed on plan reference landscape proposals - R 0956 PL13. The approved scheme and the provision of a bird box shall be implemented not later than 12 months from the date the dwelling is first occupied or within the first available tree planting season. 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 and the bird box maintained thereafter.

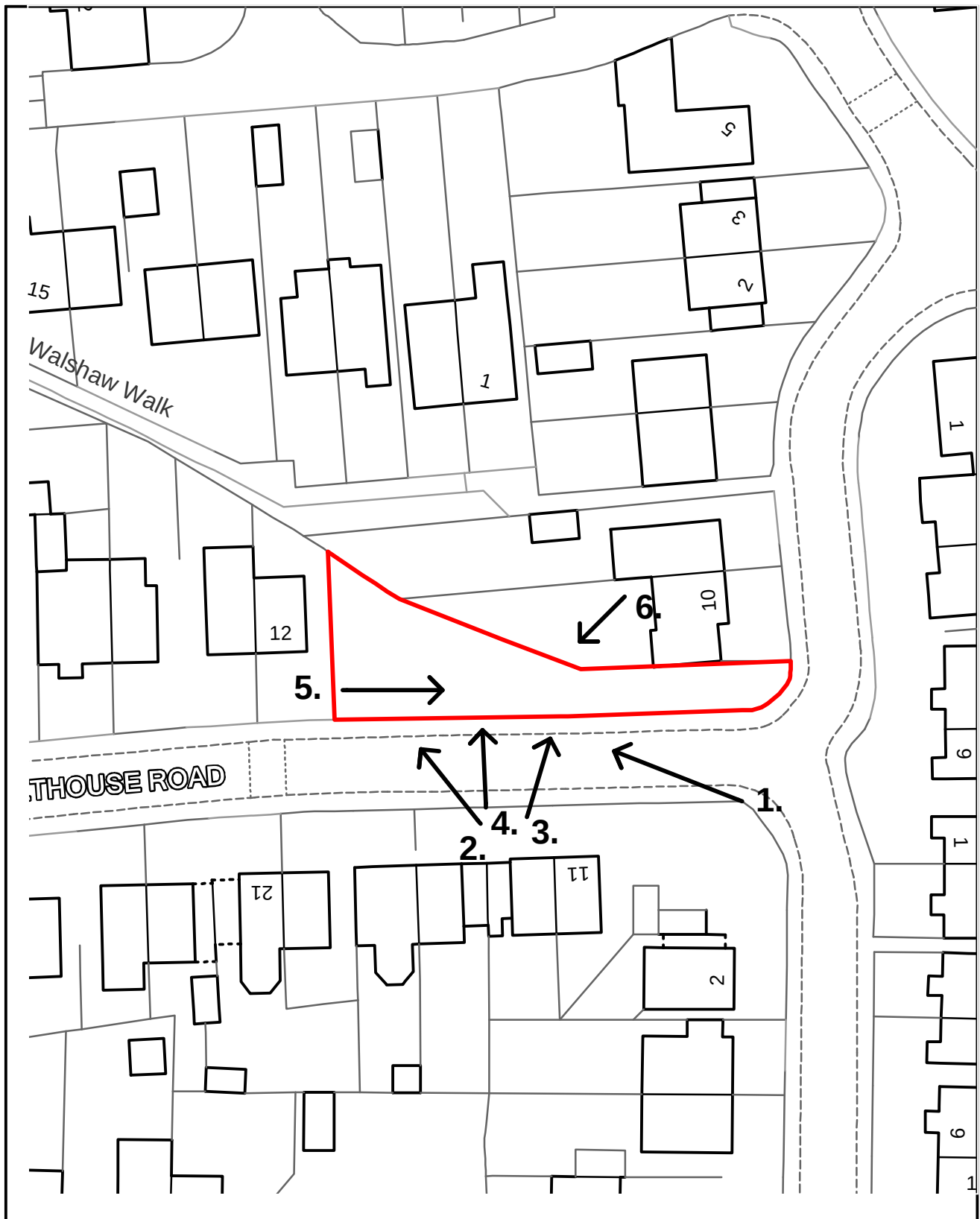
Reason. To secure the satisfactory development of the site and in the interests of

visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, PFE policy JP-G8 and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

4. Notwithstanding the approved plans, the development hereby approved shall provide 2 cycle stands/storage facilities prior to first occupation which shall thereafter be maintained.
Reason. To ensure adequate cycle provision to promote alternative modes of travel and to support sustainable development pursuant to Policy JP-C6 and SPD11 and the principles of the NPPF.
5. 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 and Class A of Part 2 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.
6. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until scheme of highway works, incorporating the provision of a new footway crossing and edgings at the back of the footway with a 50mm upstand along the Holthouse Road site boundary in order to demarcate the limits of the adopted highway and all associated highway remedial works required to reinstate the adopted highway to its condition prior to commencement of the development and following removal of the existing boundary treatment, have been agreed on site with the Highway Authority. The highway works subsequently agreed shall be implemented to the satisfaction of the Local Planning prior to the dwelling hereby approved being first occupied.
Reason. To ensure good highway design and to maintain the integrity of the adopted highway pursuant to Policies H2/1, H2/2, JP-C5 and JP-C8.
7. The visibility splays/forward visibility envelopes indicated on the submitted plans shall be implemented to the written satisfaction of the Local Planning Authority before the development is brought into use and subsequently maintained free of obstruction above the height of 0.6m.
Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to policies H2/1, H2/2, JP-C5 and JP-C8.
8. The car parking and turning facilities indicated on the approved plans shall be surfaced in the permeable block paving shown and made available for use/implemented prior to first occupation of the dwelling hereby approved and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
9. The refuse storage arrangements to be provided within the curtilage of the site for the new dwelling shall be made available for use prior to first occupation of the dwelling hereby approved and thereafter maintained at all times.
Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of the dwelling pursuant to policies H2/1, H2/2 and JP-C8.

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

Viewpoints



ADDRESS: Land at 12 Holthouse Road,
Tottingham, Bury, BL8 3JP



Planning, Environmental and Regulatory Services

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71700

Photo 1



Photo 2



71700

Photo 3



Photo 4



71700

Photo 5



Photo 6



PROTECTION TO EXISTING TREES.

The recommendations in BS 5837 (2012), Trees in Relation to Design, Demolition & Construction must be complied with at all times. No pruning, lopping, felling or severance of roots is to take place without prior consent of the local authority. Any work to the existing trees is to be carried out by a qualified tree surgeon. The position and construction of protective fencing shall be agreed with the local authority prior to any site works commencing. Under no circumstances must any materials be stored under the canopy of the existing trees, and no cement, diesel, or oil stored near them. No vehicles should be lit in close proximity to existing trees. Under no circumstances should the levels around existing trees. No fires should be lit in close proximity to existing trees. No ropes, cables, services or notice boards shall be fixed to existing trees. No ropes, cables, services or notice boards shall be fixed to existing trees. Under no circumstances should the levels around existing trees be either raised or reduced. Scaffolding may only be erected within protected areas if it is done so in accordance with BS 5837. Any excavation under existing tree canopy spreads shall be done by hand.

Line of fence on topographical survey is assumed due to the amount of vegetation on site at the time of the survey.

2no Car Parking spaces in line with SPD11 accessed from adaptable highway. Turning is to be provided within the curtilage of the proposed scheme.

Current fence line denoted by green line, not in accordance with the legal land ownership. Positive conversations with neighbouring land owners are ongoing to move the fence position to the correct line.

Side garden to be enclosed by 1800mm close boarded timber fence

Red line denotes legal boundary

Proposed FFL 139.959 to be confirmed by Structural Engineer and full drainage drawings

Proposed development is 1.65m from the building line no.12 and is behind the building line of no.20 Holthouse Road.

Car parking for no12 Holthouse to be retained within the curtilage of the existing property.

SPECIFICATION

GROUND PREPARATION - GENERAL

Preparing for topsoiling

Grading and cultivation shall be in accordance with BS:4428:1989 section 4. Subsoil that is to receive topsoil shall, whether obviously over compacted or not, be thoroughly broken up by hand, by heavy rotavator, by subsoiler or tined equipment with adequate passes made to thoroughly break up the surface to a depth of 150mm, cleared of all large stones, bricks, perennial weeds, tree roots (excluding living tree roots), coarse vegetation and other extraneous matter.

Subsoil grading

Subsoil shall only be graded after loosening as above, and this shall be undertaken by the use of a tractor and blade grader on large areas and by a small mechanical grader or by hand on small areas. Ground shall at no time be traversed by heavy machinery, for grading or any other purpose after sub soiling and/or top soiling has taken place.

Making up levels

When subsoil is deposited in low lying areas to raise formation levels, it shall be lightly consolidated and left broken up ready to receive topsoil. Imported fill material shall be natural subsoil free from metal, concrete or organic material with any one dimension greater than 100mm. All imported fill material shall be approved by the Landscape Architect prior to spreading on site.

Supply of topsoil

Topsoil to be supplied shall be approved by the Landscape Architect and details of the source of supply shall be provided in order that inspection may be made before delivery commences. Topsoil shall conform to BS 3882: 2007. Recommendations and classification for topsoil, clause 4.1a. The soil shall be free of weeds, roots or perennial weeds, pests, diseases, debris, tree roots, sticks, subsoil and foreign matter and shall be capable of being broken down to a fine tilth.

Temporary topsoil heaps

The depositing of temporary heaps of topsoil shall be so arranged that possible damage to existing grass, plants, tarmacadam, paving etc. is avoided. Unless otherwise agreed by the Landscape Architect, temporary spoll heaps shall be on protected ground. Such protection shall take the form of tarpaulins, plastic sheets, boards or similar covering. If damage does occur, it shall be made good at the contractor's own expense. Areas excavated to receive topsoil but have not had the base loosened shall not be used as temporary off loading areas. If the bottom of the excavation has been loosened off, loading on these areas is permissible.

Spreading topsoil

Prior to topsoil replacement the formation level shall be cleared of all stones, rubbish, debris with any one dimension greater than 75mm. Areas to be seeded or turfed shall be covered by topsoil 100mm thick and areas to be planted shall be covered by topsoil 400mm thick. Topsoil shall be spread in an evenly consolidated layer and shall be left cleared of all roots, stones and debris with any one dimension greater than 50mm throughout its depth. Unless otherwise stated the finished level shall be 25mm above adjacent hard areas. No topsoil shall be spread until the subsoil grade has been inspected by a Landscape Architect.

PLANTING

Mulching

A 75mm compacted layer of medium grade pulverised bark, with a particle size of not more than 100mm and containing no more than 10% fines, shall be spread to form a continuous layer covering the whole of the bed, or in the case of standard trees shall be in the form of a circle of 600mm diameter around the base of the tree. Whips and transplants shall be mulched in the form of a 300mm diameter circle around the base of the tree. This is to be maintained up until the sale of the house.

Rejection of plants

Any plant material, which in the opinion of the Landscape Architect, does not meet the requirements of the Specification, or is unsuitable, or defective in any other way, will be rejected. The minimum specified sizes in the plant schedule will be strictly enforced. The contractor shall replace all plants rejected at his own cost.

Planting

All plant material shall generally be planted between November and March in open cool weather. Planting shall not take place in frosty, snowy or waterlogged conditions. Where approved, pot or container grown plants may be planted outside the described season, but adequate watering shall be supplied. Torn or damaged roots and branches shall be cleanly pruned prior to planting.

Planting of whips, transplants and shrubs

The nature of the material to be planted is variable and the contractor shall allow for plantings to be properly carried out in all cases as described in BS 4428: 1989 5.8 Woodland, 5.9 Shrubs. All plants shall be planted at same depth, or very slightly deeper, as they were grown. Roots shall not be bent, broken or forced into inadequate pits or notches. Plants shall be upright, firmed in and wind resistant, with no air pockets around roots. All pots and root wrappings shall be carefully removed prior to planting. All pots and wrappings arising shall immediately be picked up and stored ready for removal to tip. Plants shall be planted at the specified centres. On steep slopes this shall be in the horizontal measure.

Planting of trees

The tree shall be set upright and at the same depth as grown in the nursery. Ideally the planting hole should be at least 1.5 times the diameter of the root ball and no deeper than the root ball, to give the plant a perfect start in the new and final location. The roots shall be spread out and the topsoil, or compost/topsoil mixture, backfilled. Backfilling should be done to ensure close contact between roots and by firming in layers. The soil shall be left level and tidy, any subsoil clods, bricks or stones over 50mm arising, collected and carted off site.

Tree planting

Trees shall conform to BS 3936 and be planted in tree pits of the following sizes unless directed otherwise: Feathered trees 900 x 900 x 450 up to 3 metres high (0.36m) Selected standards 1000 x 1000 x 600 up to 4.25 metres high (0.60m) Extra heavy standards 1200 x 1200 x 600 Excavated subsoil or stone shall be carted off site to tip. The bottom 250mm of the pit shall be dug and broken up. Backfill shall be imported topsoil as specified unless directed otherwise.

Compost for planting pits

Compost shall be a proprietary product, bark based incorporating fertilisers and improving additives. The type of compost shall be approved before its delivery on site, and the details of the product shall be supplied. Gambark planting compost is approved. Where directed compost shall be added to and mixed with topsoil backfill at the following rates: Feathered trees - 1 bag: 80 litres Selected standards - 1.5 bags: 120 litres Extra heavy standards - 2 bags: 160 litres

Stakes for trees

Stakes shall be peeled round pressure treated softwood, pointed or minimum diameter 75mm. The stakes shall be driven into the base of the tree pit prior to placing the tree and backfilling. Stakes shall in general have a clear height above the finished ground level as follows unless directed otherwise: Feathered trees - 750mm (one tie) Selected standards - 900mm (2 stakes, one tie each) Heavy standard/Extra heavy standards - 1200mm (2 stakes, one tie each) The stake shall be long enough to drive until they hold the tree firmly without rocking. Alternatively, for the larger root balled trees, weighted underground guying or anchoring could be used. All ties must be loosened or removed as the tree grows.

Tree ties

Ties shall be approved nail-on type with cushioned spacer such as Toms, or other equal and approved. Nails shall be flat headed galvanised and shall hold the ties securely into the stake. Ties shall not be over tight on the tree stems. Ties available from J Toms Limited, Wheeler Street, Headcorn, Ashford, Kent, TN27 9SH. Feathered Type D4 Selected standards Type L1 Extra heavy standards Type L3

TURFING

Soil preparation and Cultivation All areas to be turfed shall be cultivated to a depth of at least 100mm, all weeds, stones and refuse larger than 50mm shall be removed to Contractor's tip, and shall be brought to a fine tilth. Allow for hand cultivation where machine work is not possible.

Turf

Turf shall be extra quality meadow turf and shall comply to BS4428 section 6, Turfing. The Contractor shall supply a sample of the turf he proposes to use for approval of the Landscape Architect and shall ensure that all turves are similar to the approved sample. The Contractor shall inform the Landscape Architect of the location of the supply, so that turf can be inspected prior to lifting.

Season

Turf shall be laid when weather and soil conditions are suitable and, where possible, preference should be given to autumn and early winter operations. No turf shall be laid in exceptionally dry or frosty weather or in other unsuitable weather conditions.

Delivery and Stacking

For large areas, turf shall be delivered at appropriate intervals throughout the work so as to avoid stacking for long periods.

Laying

No turf shall be laid until the soil preparation has been satisfactorily completed by being brought to the even tilth and firmness. Turves from the stack shall be wheeled to turf layers on plants laid closely side by side. Adequate timber planks shall be used to support operatives and barrows, and provide access. The turves shall be laid in consecutive rows with broken joints (stretcher bond), closely butted and to the correct levels. The turf shall be laid off planks working over turves previously laid. Where necessary, the turves shall be lightly and evenly firmed with wooden beaters being frequently scraped clean of accumulated soil or mud. A dressing of finely sifted top soil shall be applied and well brushed into the joints. Any inequalities in finished levels owing to variation in turf thickness or uneven consolidation of soil shall be adjusted by raking and/or packing fine soil under the turf. A roller shall not be used. The finished levels of the turf shall conform to the levels indicated, allowing for final settlement. Turf edges and margins shall be laid with whole turves. Turves adjoining buildings, walls or fences shall be taken to the face of the structure, giving complete soil cover.

Laying around trees

Turf shall not be laid to within 300mm of any tree trunk.

Watering

The Contractor shall be responsible for the replacement of any scorched turf. All necessary watering shall be carried out with sprinklers or oscillating sprays so as not to wash soil out if joints. If shrinkage occurs and the joints open, fine top soil shall be brushed in and well watered.

MAINTENANCE

All maintenance to be carried out up to handover to the adopting authority/householder from the date of planting and turfing to ensure successful establishment. All dead, diseased, damaged plants must be replaced during this time unless the Local Planning Authority states, in writing, any variation to this.

TREES					
	Botanical Name	Common Name	Form	Girth	Root

A	Prunus Avium	Wild Cherry	Extra Heavy Standards	14 - 16cm	B
B	Betula utilis var. jacquemontii	Himalayan Birch	Standard	8 - 10cm	B

SHRUBS					
	Botanical Name	Common Name	Min Height	Root condition/Pot Size	Density

c	Lavandula angustifolia 'Hidcote'	English Lavender	30 - 40cm	B	4/m²
d	Hebe Rakaiensis	Rakai hebe	30 - 40cm	B	4/m²
e	Mahonia Aquifolium	Oregon Grape	60 - 80cm	B	4/m²

BULBS		Botanical Name	Common Name	Specification	Tree Girth
B1	Adonis annua	Pheasant's Eye	Light Standard (LS)	Standard (S)	6-8cm
B2	Crocus longiflorus	Long Flowered Crocus	Select Standard (SS)	Heavy Standard (HS)	8-10cm
B3	Galanthus nivalis pleniflorus	Double Snowdrop	Extra Heavy Standard (EHS)	Advanced Heavy Standard (AHS)	10-12cm
B4	Trifolium pratense	Clover	Semi mature		12-14cm
B5	Trifolium erectum	Birthroot			14-16cm
B6	Narcissus	Daffodil			16-18cm
B7	Alium caeruleum AGM	Blue Flowered Garlic			
Planted at a rate of 4-5 per sq/m, mix with sand and sow at a rate of 5 to 10 grams per sq/m.				Girth (cm)	Height (metres)
				8-10	2.0-3.0m
				10-12	2.5-3.5m
				12-14	3.00-4.0m
				16-18	4.0-4.5m
				19-20	4.0-5.0m
				20-25	4.5-5.5m
				25-30	5.0-6.0m
				30-35	5.5-6.5m
				35-40	6.0-7.0m
				40-45	6.5-7.5m
				45-50	7.0-8.0m

HEDGING Planted in double staggered row at 300mm centres (7 plants/m)					
H-H	Mix of	Common Name	Min Height	Root condition/Pot Size	Density
	Crataegus Monogyna	35% Hawthorn	60 - 80cm	B	3/m²
	Prunus Spenosa	25% Blackthorn	60 - 80cm	B	4/m²
	Ligustrum Vulgare	10% Wild Privet	60 - 80cm	3i	3/m²
	Cory Avellana	20% Hazel	60 - 80cm	B	4/m²
	Ilex Aquifolium	10% Holly	60 - 80cm	3i	4/m²

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legend

- site boundary
- visibility splays
- 1800mm close boarded fence
- 600mm close boarded fence
- new 600mm high brick wall to match existing
- Hydropave 240 natural colour to drive-permiable paving
- concrete pavings 600x 600mm
- grassed area- refer to specification

Drawing Status:	.
-----------------	---

D	brick garden wall relocated back of footpath	07.25	RF
C	hedge line amended plus 600mm fence added	07.25	RF
B	landscaping to accommodate new scheme	06.25	RF
A	scheme amended to suit Planning comments	04.25	RF

REV	DESCRIPTION	CHECK	DATE
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Mr & Mrs Smith

PROJECT

Proposed detached dwelling at Holthouse Road, Walshaw

DRAWING

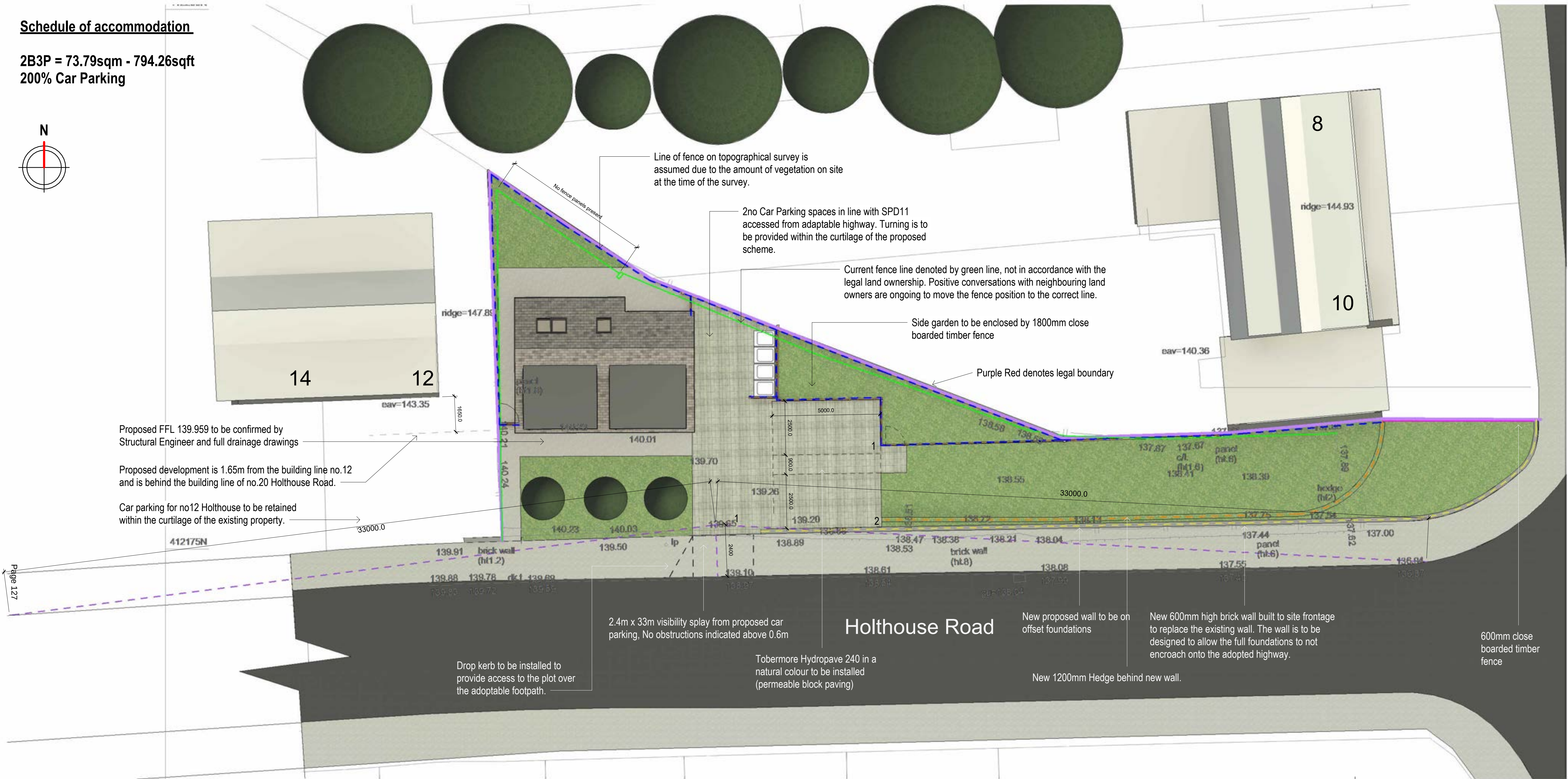
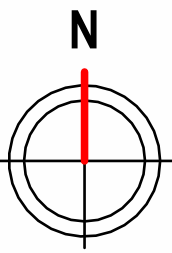
Landscape proposals

SCALE	DATE	DRAWN	CHECKED
1:100 at A1	March 2025		
DRAWING NO	CAD REFERENCE NO	REVISION	
R 0956	PL 13	D	



Schedule of accommodation

2B3P = 73.79sqm - 794.26sqft
200% Car Parking



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Site Location Plan 1:1250

Red Lined Area = 381.916sqm



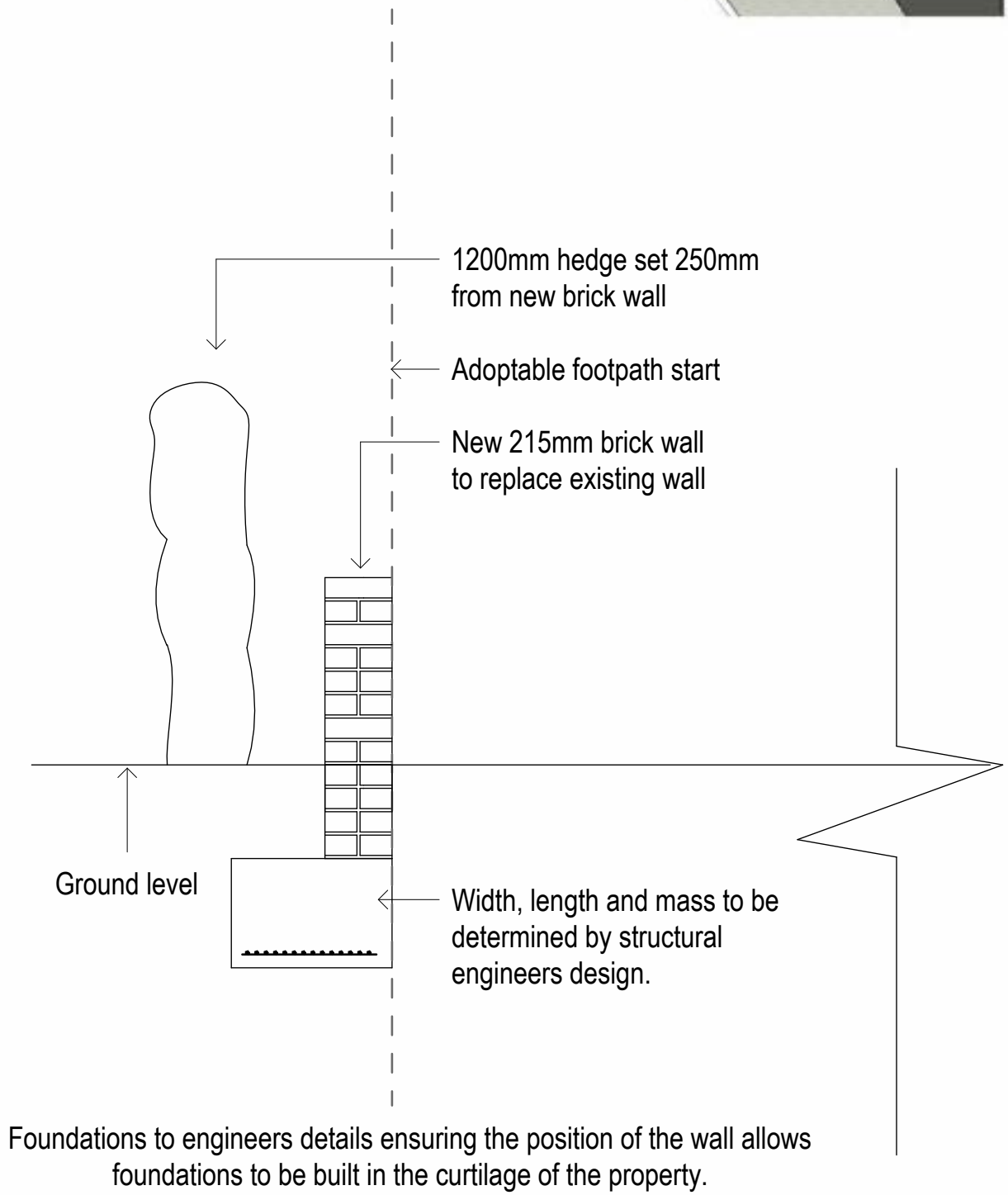
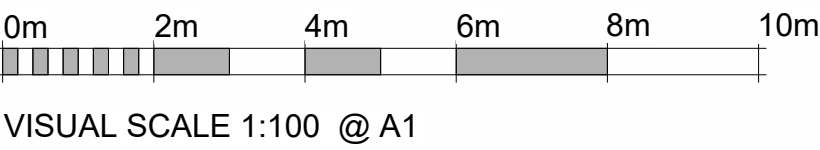
KEY

- Site boundary / Land registry
- Visibility Splays
- 1800mm Close boarded timber fence
- 600mm Close boarded timber fence
- New 600mm high brick wall to match existing
- New 1200mm Hedge
- Current fence line of No.10 Hothouse Road

Site Plan - 1:100



Street Elevation - 1:100



Foundations to engineers details ensuring the position of the wall allows foundations to be built in the curtilage of the property.

Boundary wall detail - 1:20

DRAWING STATUS:			
Rev	Description	Check	Date
F	Tarmac extended and hedge relocated		25/07/25
G	Edging kerb detail added		28/07/25
H	Wall detail changed		30/07/25
J	Car parking spaces rearranged		20/08/25
K	Pathway between parking bays added		21/08/25
CLIENT:			
Mr & Mrs Smith			
PROJECT:			
Detached dwelling on Holthouse Rd, Walshaw			
DRAWING:			
Proposed Site Plan, Front Elevation and Site Location Plan / Boundary wall detail			
SCALE 1:100	DATE:	DRAWN:	CHECKED:
As indicated	04/03/2025	KAMS	GRF
DRAWING NO:	CAD REFERENCE NO:	REVISION:	
R0956 - 12		K	



Proposed Elevations for 2 Bedroom 3 Person - Holthouse Road, Bury



01 Front Elevation 1:50



02 Left Elevation 1:50



03 Rear Elevation 1:50



04 Right Elevation 1:50

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0m

1m

2m

3m

4m

5m

VISUAL SCALE 1:50 @ A1

Schedule of Accomodation

2B3P - 73.79sqm - 794.26sqft

DRAWING STATUS:			
Rev	Description	Check	Date
A	Removed 0.5 storey		23.02.2025
B	Porch changed		05/03/2025
C	Ammendments made from feedback		31/03/2025
D	2b3p layout		10/06/2025

CLIENT:
Mr & Mrs Smith

PROJECT:
Detached dwelling on Holthouse Road, Walshaw

DRAWING:
Proposed Elevations

SCALE 1:50	DATE: 04/02/2025	DRAWN: KAMS	CHECKED: RF
DRAWING NO: R0956 - 08	CAD REFERENCE NO:	REVISION: D	



Proposed Plans for 2 Bedroom 3 Person - Holthouse Road, Bury

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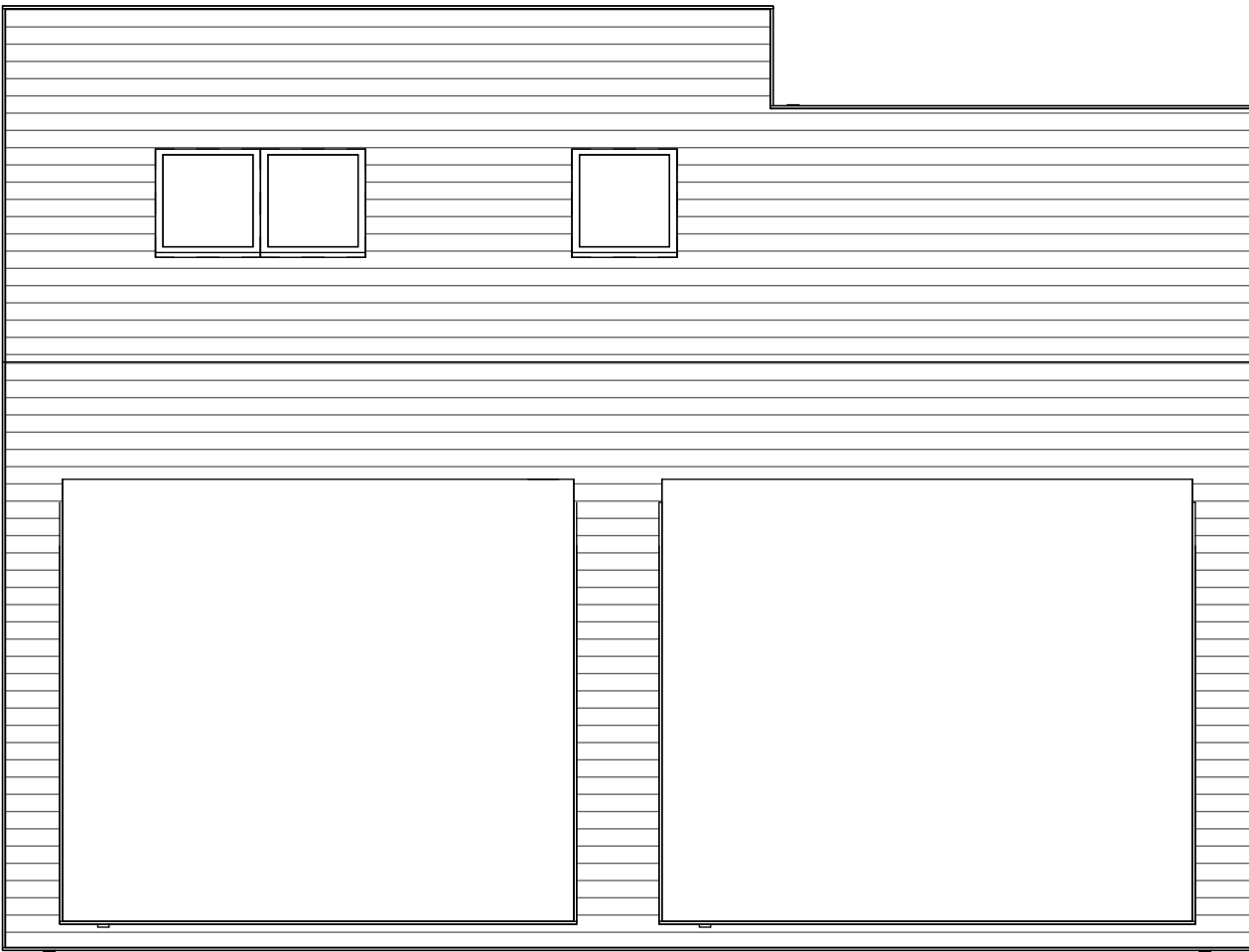
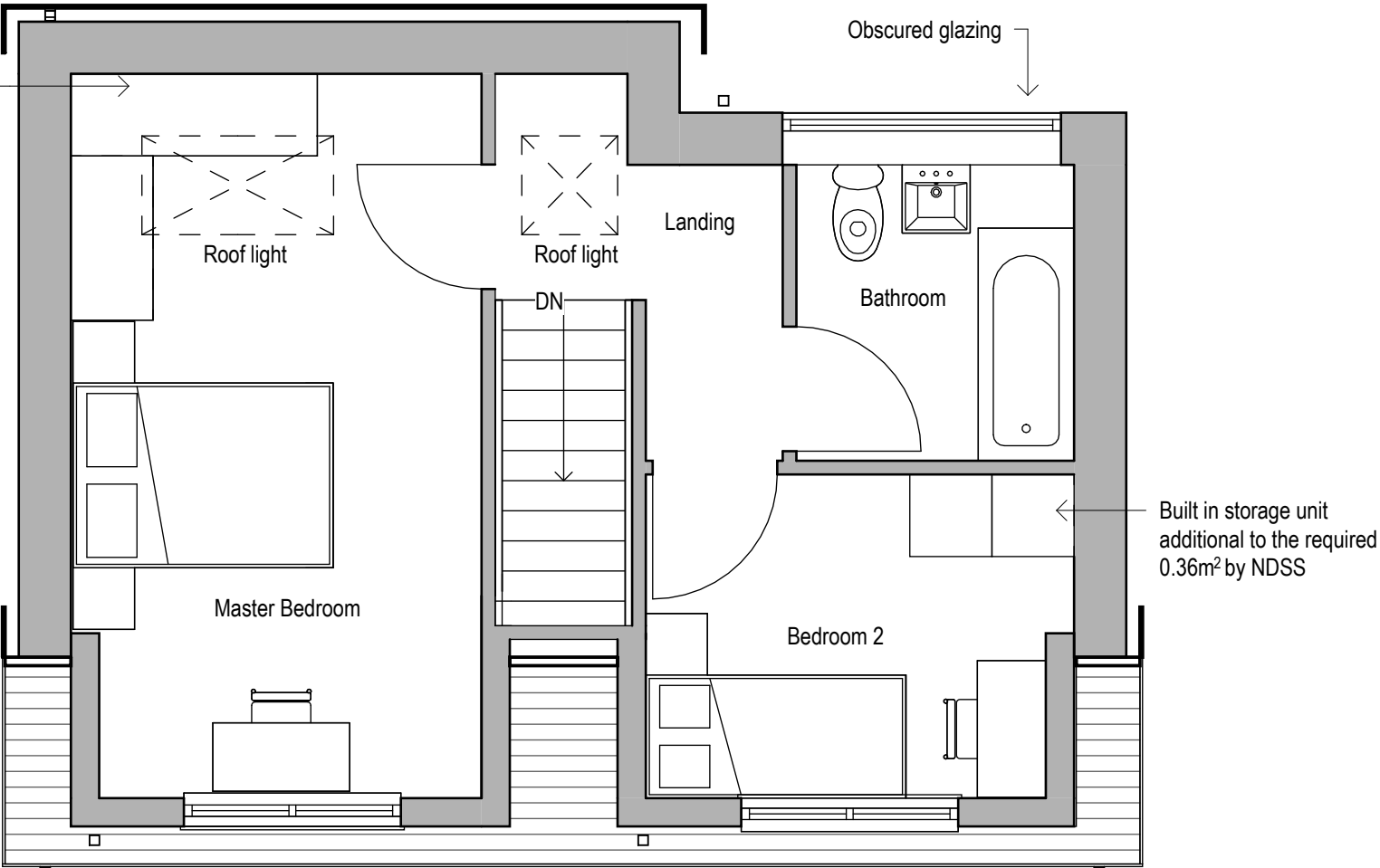
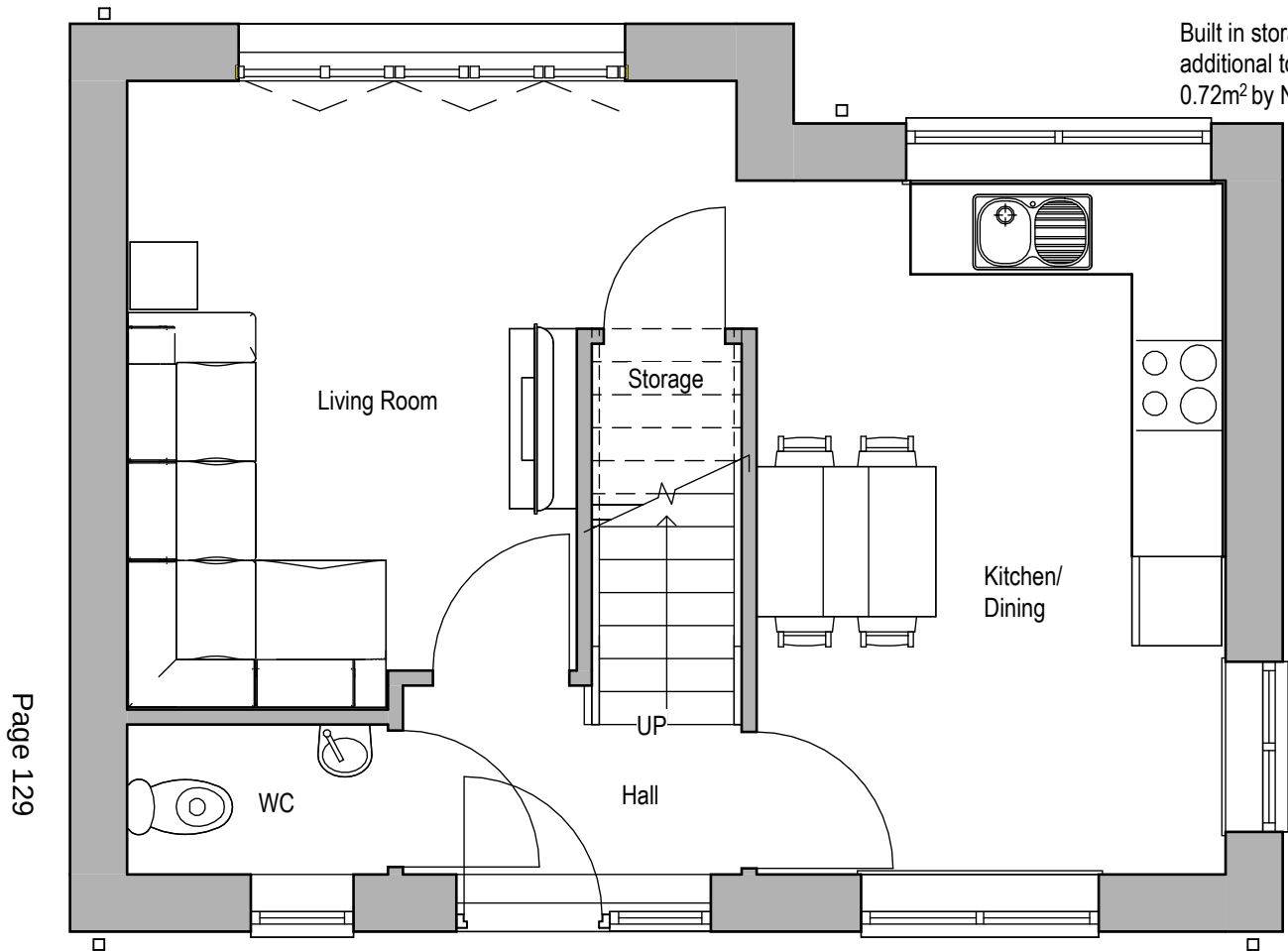
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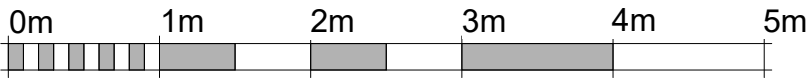
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00 Ground Floor - 1:50

01 First Floor - 1:50

03 Roof Plan - 1:50



VISUAL SCALE 1:50 @ A2

2B3P - 73.79sqm - 794.26sqft
NDSS Checklist

House Type A	Required	Actual
Size	70sqm	73.739sqm
Master bedroom width	2.75m	2.99m
Master bedroom area	11.50sqm	15.62sqm
Bedroom 1 width	2.15m	3.13m
Bedroom 1 area	7.5sqm	7.93sqm
Storage	2.0sqm	2.22sqm

200% Parking

NOTE: Storage requirement has been achieved through fitted furniture in bedrooms minus the required 0.72m² in a 2 person room and 0.36m² in a single person room.

DRAWING STATUS:			
Rev	Description	Check	Date
A	Removed 0.5 storey		23.02.2025
B	Porch changed		05/03/2025
C	Ammendments made from feedback		31/03/2025
D	2b3p layout		10/06/2025

CLIENT:

Mr & Mrs Smith

PROJECT:

Detatched dwelling on Holthouse Road, Walshaw

DRAWING:

Proposed Plans

SCALE at A2:	DATE:	DRAWN:	CHECKED:
1 : 50	02/28/25	KAMS	RF
DRAWING NO:	CAD REFERENCE NO:	REVISION:	
R0956 09		D	





08:00 Summer Solstice

1:200



10:00 Summer Solstice

1:200



12:00 noon Summer Solstice

1:200



14:00 Summer Solstice

1:200



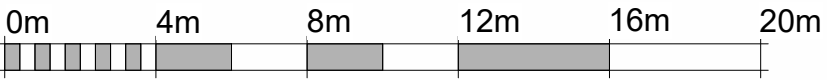
16:00 Summer Solstice

1:200



18:00 Summer Solstice

1:200



VISUAL SCALE 1:200 @ A1

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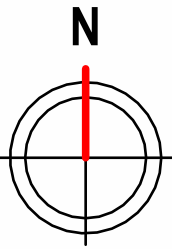
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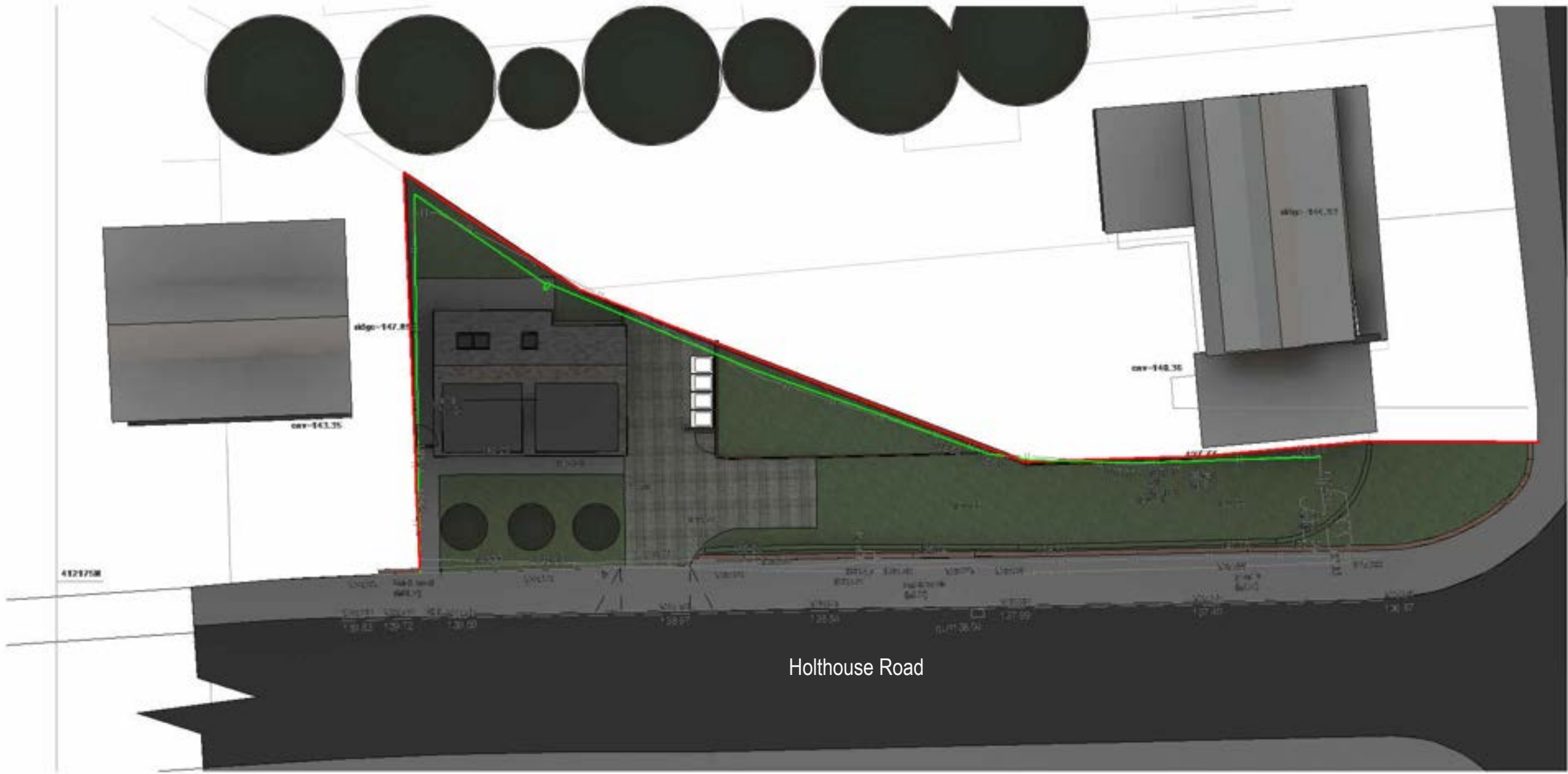


KEY

- Site boundary / Land registry
- Current fence line of No.10 Hothouse Road

DRAWING STATUS:			
Rev	Description	Check	Date
A	Property changed to a 203p with land registry line highlighted in red		11/06/2025
CLIENT:			
Mr & Mrs Smith			
PROJECT:			
Detached dwelling on Holthouse Rd, Walshaw			
DRAWING:			
Tmed Daily Summer Solstice			
SCALE 1:200	DATE: 04/03/25	DRAWN: KAMS	CHECKED: RF
DRAWING NO: R0956 - 15	CAD REFERENCE NO:	REVISION: A	





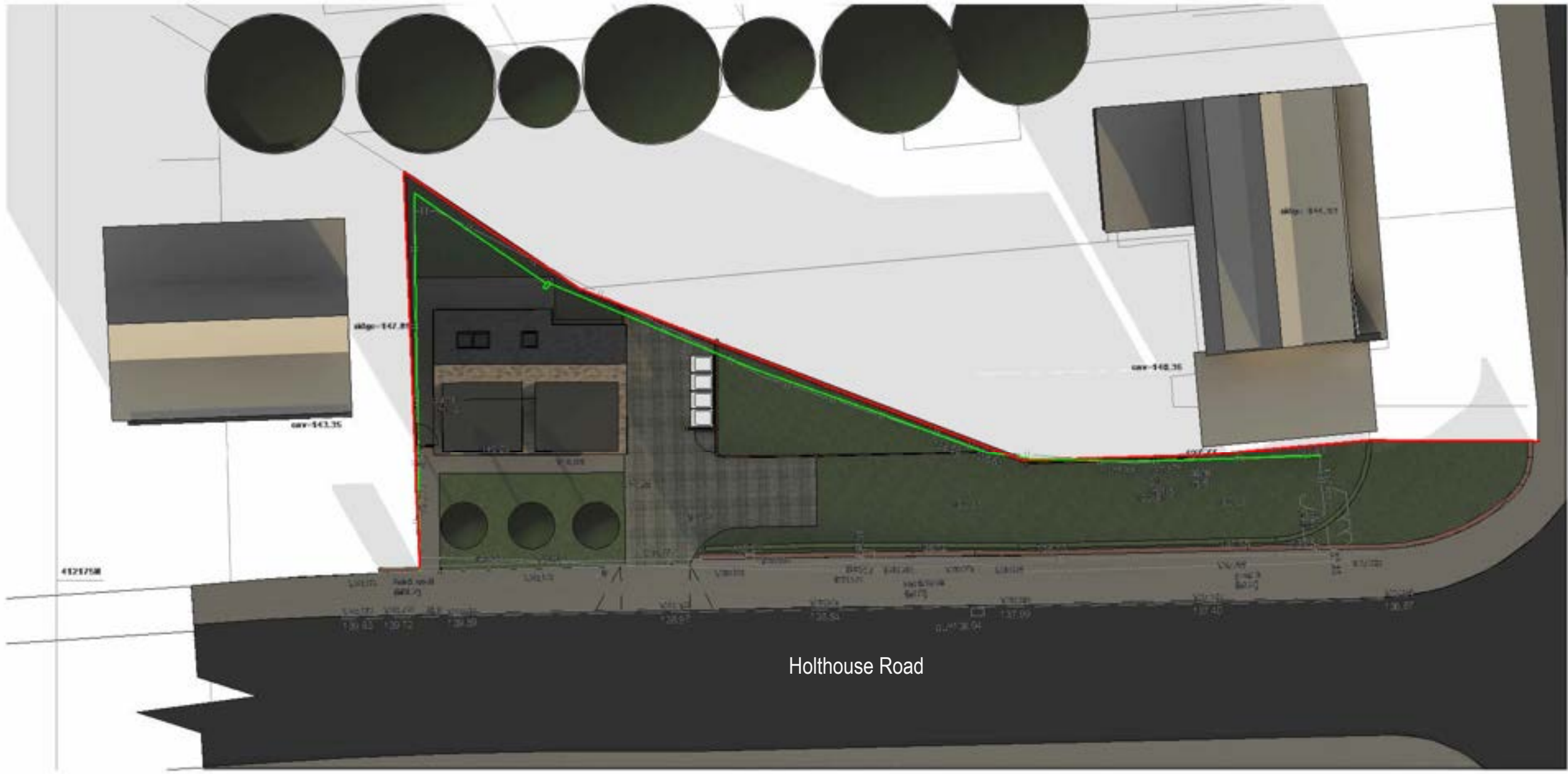
08:00 Winter Solstice

1:200



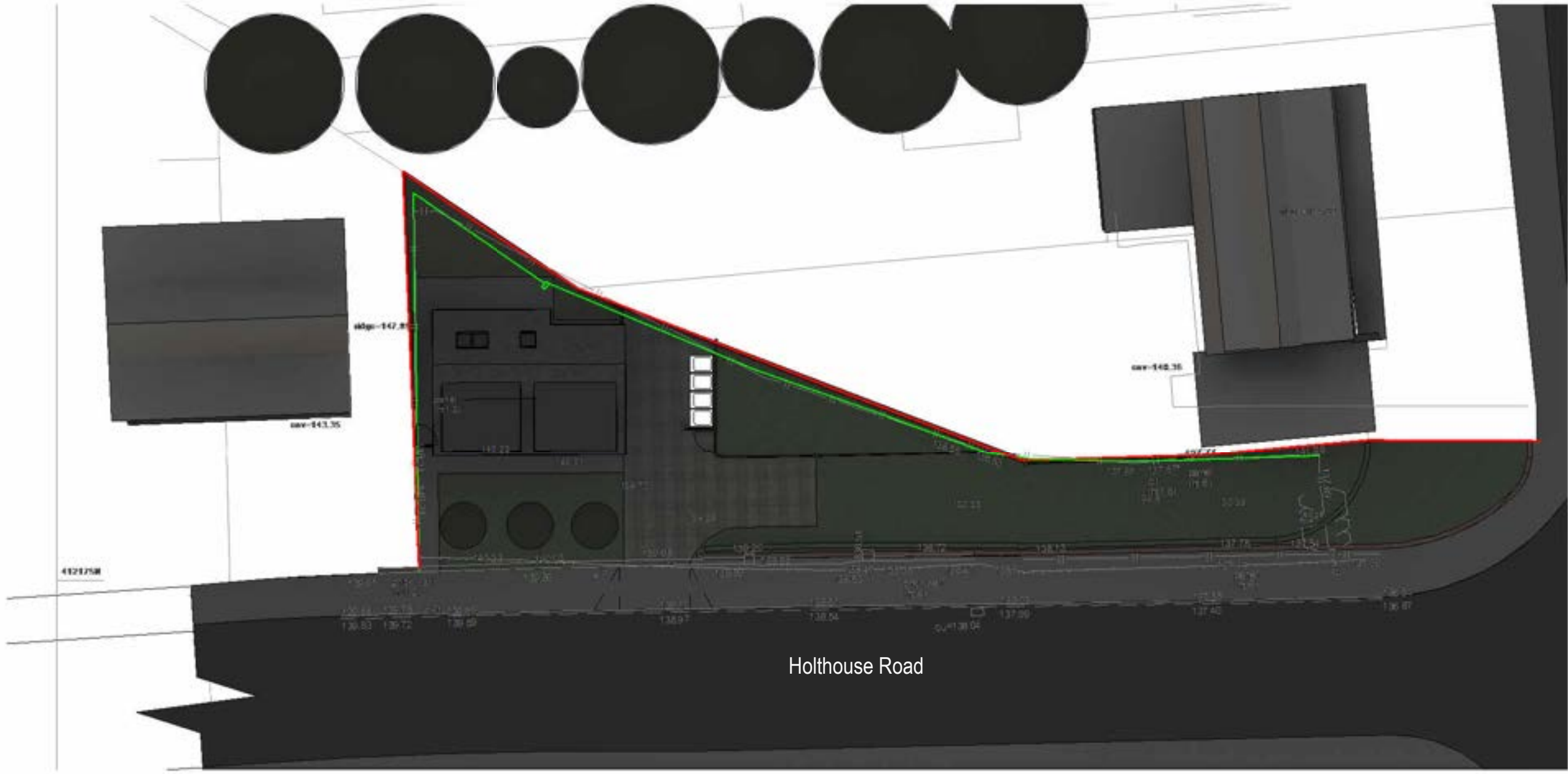
14:00 Winter Solstice

1:200



10:00 Winter Solstice

1:200



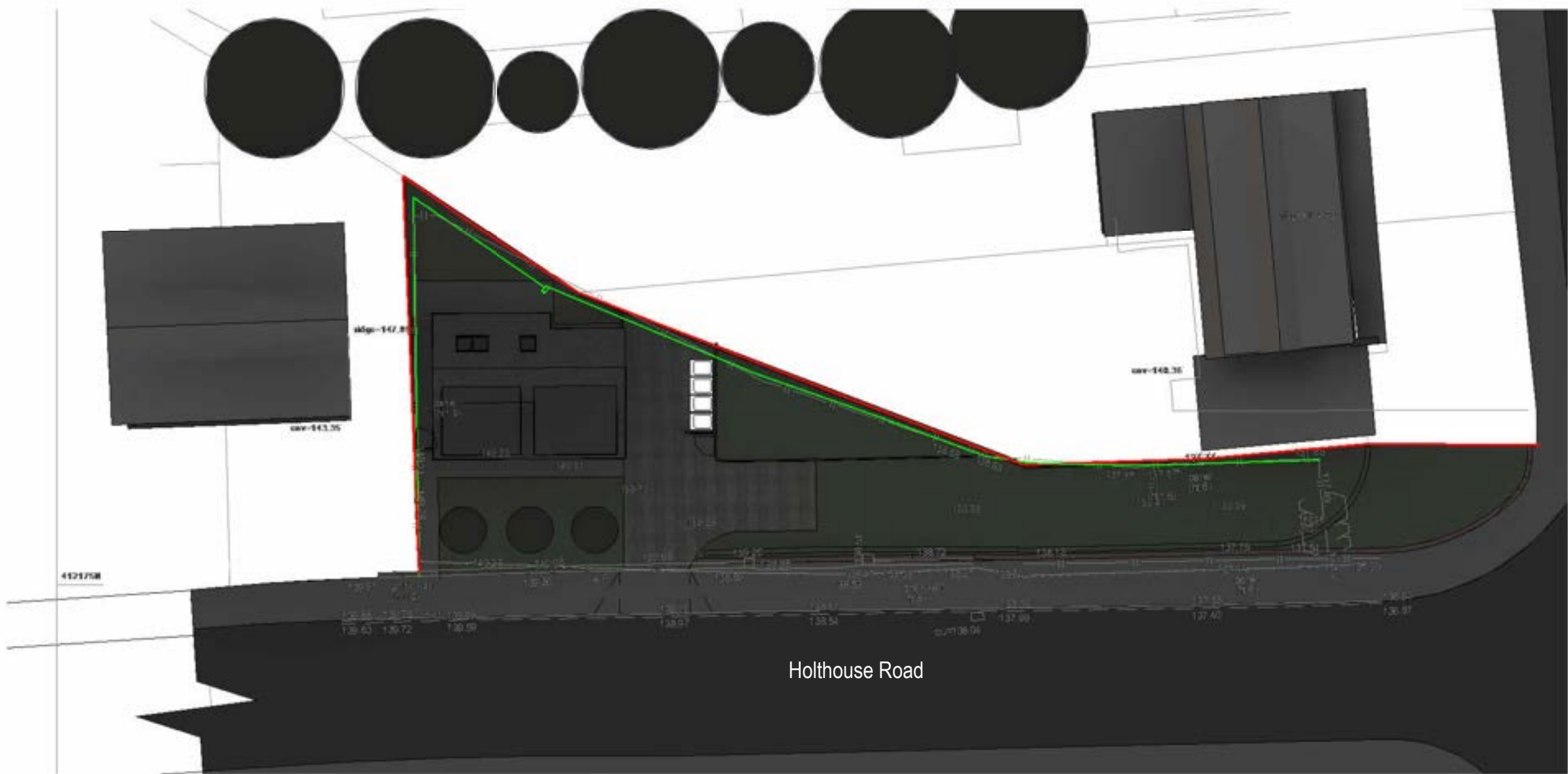
16:00 Winter Solstice

1:200



12:00 noon Winter Solstice

1:200



18:00 Winter Solstice

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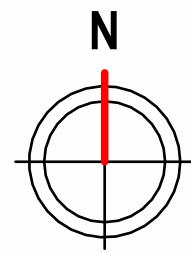
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KEY

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- Current fence line of No.10 Hothouse Road

DRAWING STATUS:			
Rev	Description	Check	Date

CLIENT:
Mr & Mrs Smith

PROJECT:
Detached dwelling on Holthouse Rd, Walshaw

DRAWING:
Tmed Daily Winter Solstice

SCALE 1:200	DATE: 04/03/25	DRAWN: KAMS	CHECKED: RF
DRAWING NO: R0956 - 16	CAD REFERENCE NO:		REVISION:



VISUAL SCALE 1:200 @ A1



Bank Chambers, 2A Bank Street, Bury, BL9 9DL, T: 0161 707 2077 F: 0161 707 2088
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Annual Solar Study for Holthouse Road, Walshaw



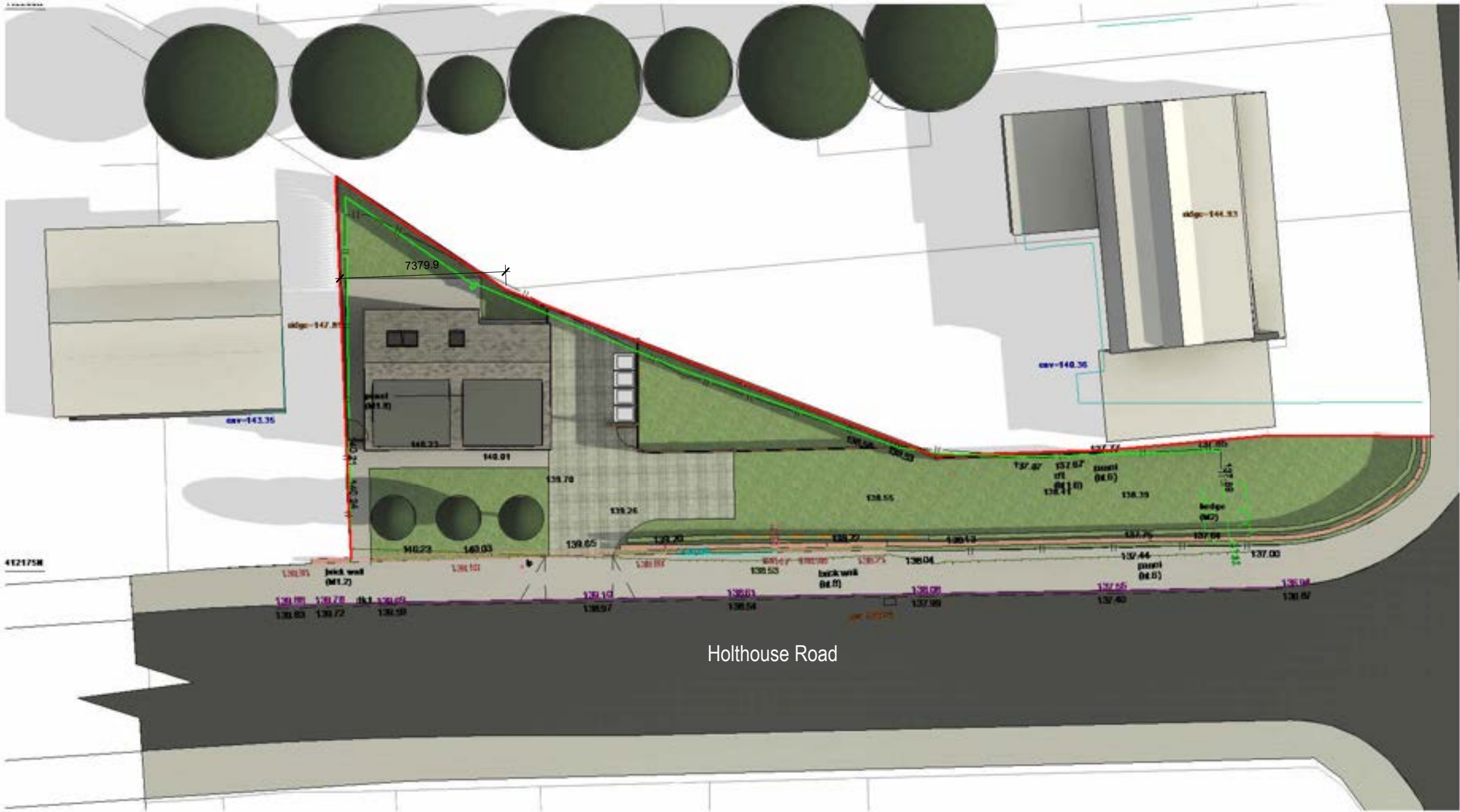
Spring Equinox

1:200



Autumnal Equinox

1:200



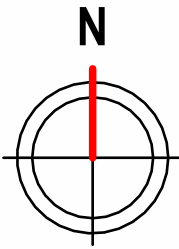
Summer Solstice

1:200



Winter Solstice

1:200



KEY

- Site boundary / Land registry
- Current fence line of No.10 Hothouse Road

DRAWING STATUS:

Rev	Description	Check	Date
A	Property changed to a 203p with land registry line highlighted in red		11/06/2025

CLIENT:

Mr & Mrs Smith

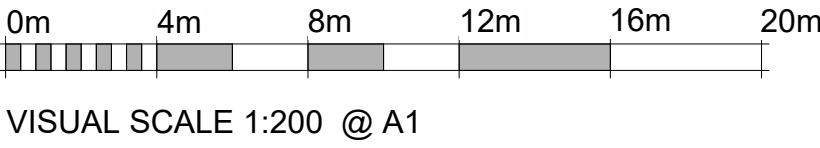
PROJECT:

Detached dwelling on Holthouse Rd, Walshaw

DRAWING:

Annual Solar Study

SCALE 1:200	DATE: 04/03/25	DRAWN: KAMS	CHECKED: RF
DRAWING NO: R0956 - 14	CAD REFERENCE NO:	REVISION: A	



VISUAL SCALE 1:200 @ A1



Bank Chambers, 2A Bank Street, Bury, BL9 9DL, T: 0161 707 2077 F: 0161 707 2088
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Ward: Ramsbottom

Item 05

Applicant: Fiona & Gavin Wall

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

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

Application Ref: 71320/Full

Target Date: 26/05/2025

Recommendation: Approve with Conditions

Description

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

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

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

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

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

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

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

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

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

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

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

Relevant Planning History

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

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

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

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

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

Publicity

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

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

Site notices posted on 16 April 2025.

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

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

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

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

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

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Drainage Section - No response.

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

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

Waste Management - No response.

Public Rights of Way Officer - No objection

United Utilities - No response.

GM Ecology Unit - No objections.

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

Development Plan and Policies

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

Issues and Analysis

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Design and layout

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

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

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

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

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

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

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

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

Layout

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

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

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

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

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

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

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

Design

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

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

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

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

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

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

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

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

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

Ecology

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

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

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

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

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

Highways issues

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

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

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

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

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

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

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

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

Parking

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

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

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

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

Digital connectivity

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

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

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

As such the proposal would accord with JP-C2.

Carbon and energy

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

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

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

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

Response to objectors

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

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

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

2. This decision relates to drawings -

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

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

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

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

I. Preliminary Risk Assessment (PRA). Submission of this document is the minimum requirement.

II. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.

III. Detailed Quantitative Risk Assessment (DQRA). Submission of this document if GQRA requires it.

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

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

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

I. Remedial Options Appraisal.

II. Remediation Strategy.

III. Verification Plan.

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

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

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

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

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

6. Prior to occupation the applicant shall provide:

{Residential less than 10 parking spaces}

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

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

required specification.

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

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Photographic dilapidation survey of the footways and carriageways

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

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

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

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

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

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

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

hereby approved and thereafter maintained at all times.

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

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

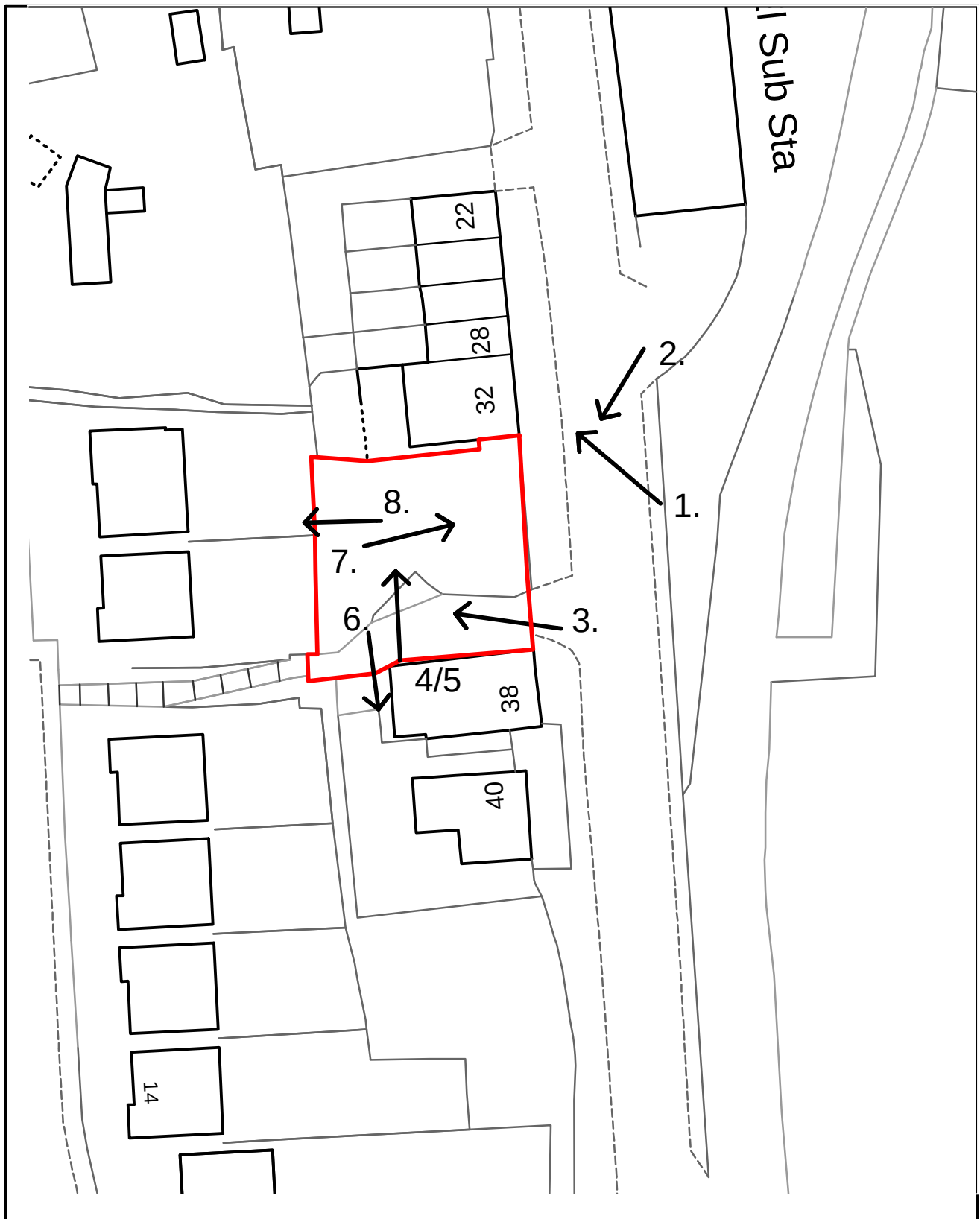
Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to policies H2/2 and JP-C8.

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

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

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

Viewpoints



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



Planning, Environmental and Regulatory Services

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71320

Photo 1



Photo 2



Photo 3



Photo 4



71320

Photo 5



Photo 6



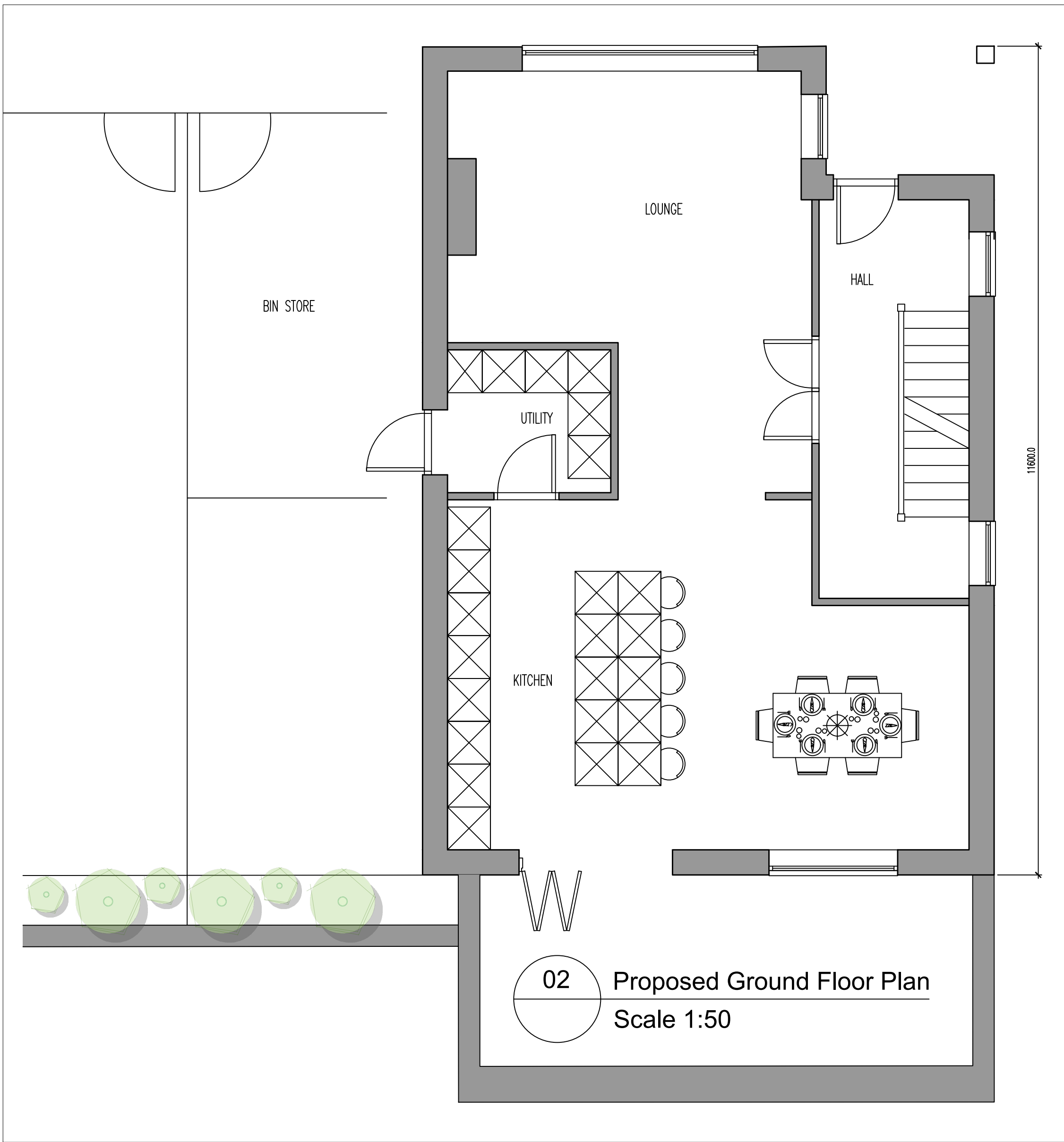
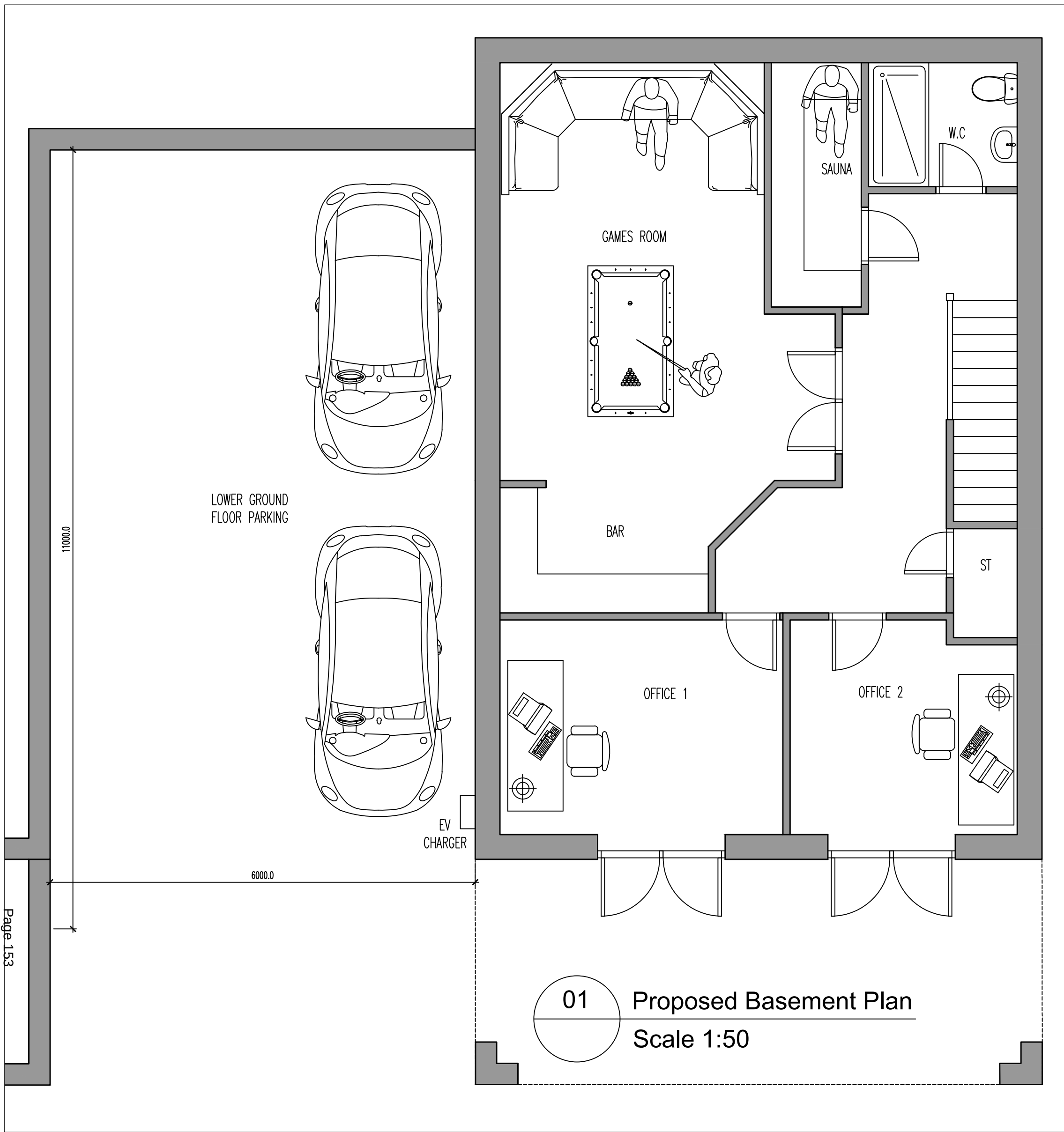
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Photo 7

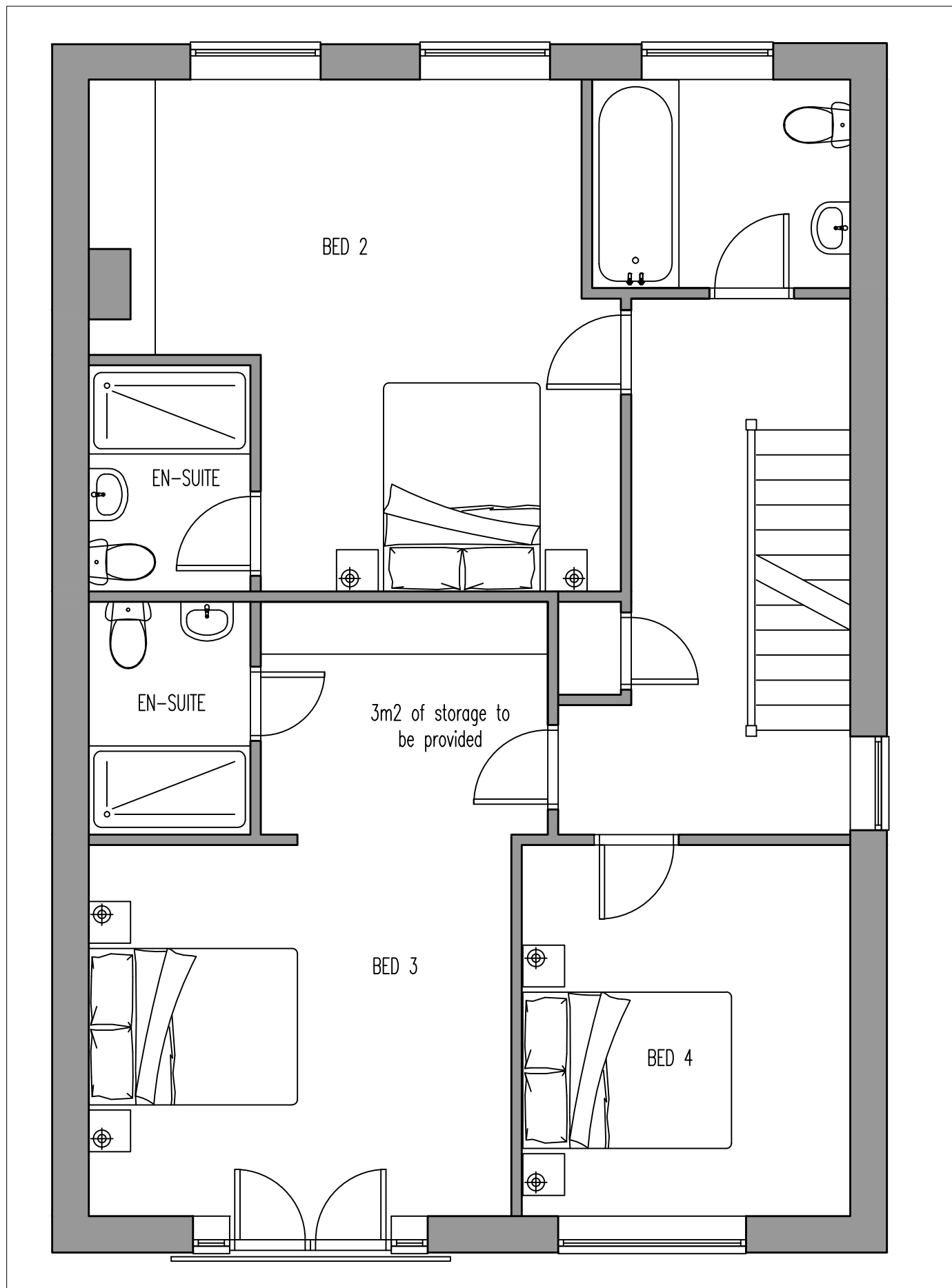


Photo 8

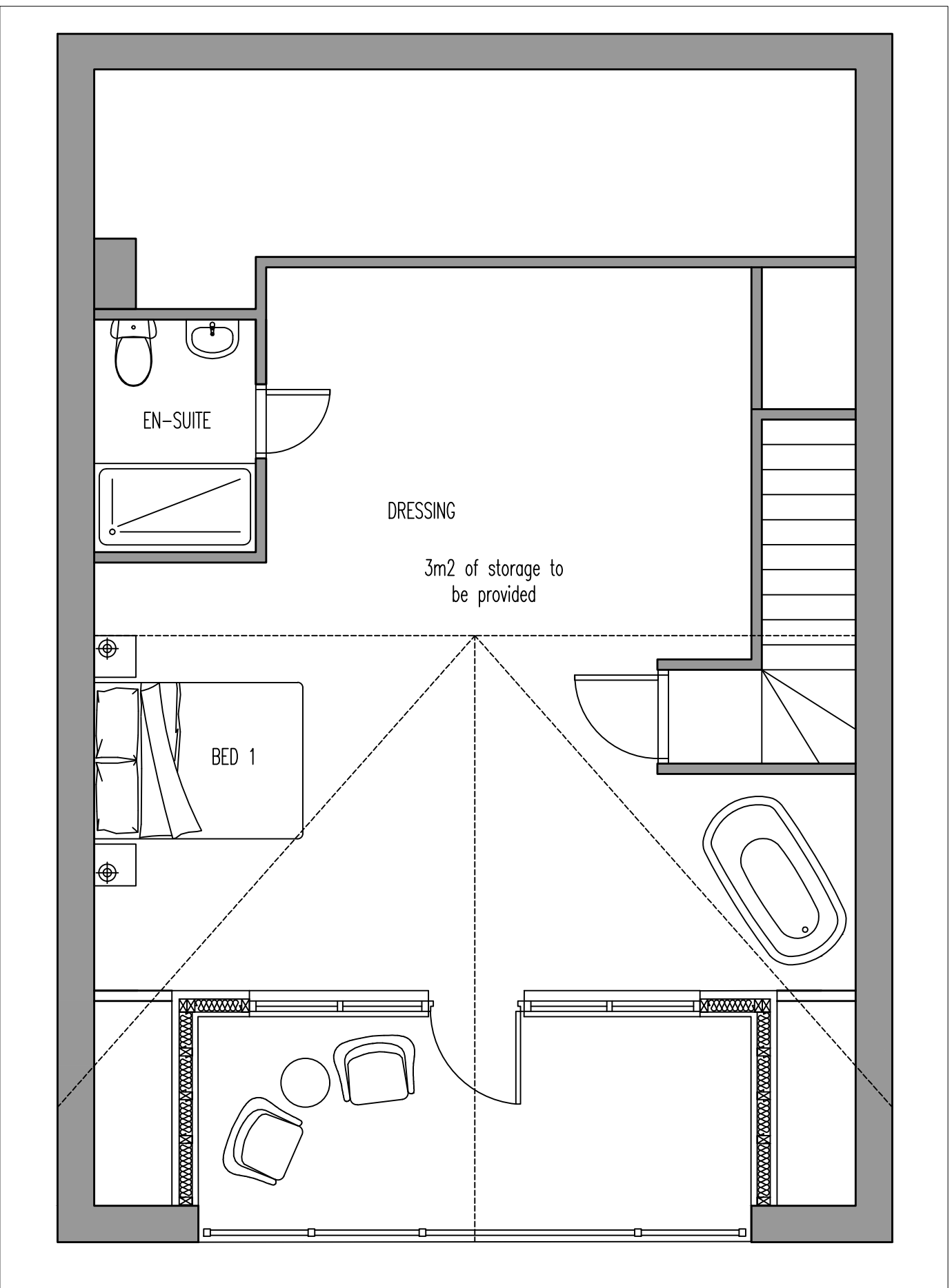




SCHEDULE OF ACCOMMODATION			
34 MANCHESTER RD	4 BED DETACHED HOUSE	1214sqft	
TOTAL:	1	1214sqft	
GROSS AREA:	0.027 Acres		
ROAD AREA:	0.007 Acres		
LANDSCAPE BUFFER:	0.003 Acres		
GARDEN SPACE:	0.003 Acres		
CAR PARKING:	0.002 Acres		
2 SPACES TO BE PROVIDED			



03 Proposed 1st Floor Plan
Scale 1:50



04 Proposed 2nd Floor Plan
Scale 1:50

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

All relevant boundary positions are to be checked prior to proceeding

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

C	Basement Level decreased in Width	13.08.25	ZT	ZT
B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT
Rev	Description	Date	By	Chk
Status		Purpose for Issue		
Survey	☐ Tender	☐		
Construction	☒ As Built	☐		
Client				
Gavin and Fiona Wall				
32 Manchester Road, Ramsbottom				
Contract				
Proposed Development of New Build House				
Next Door to 32 Manchester Road.				
Drawing				
Proposed Floor Plans				
Drawing No.	ZT24-196-03	Revision	C	
Scales	1:50	Date	Sept '24	
Drawn	ZTT	Checked		
THORP DESIGN SERVICES LTD.				

01

Proposed Front Elevation

Scale 1:50



02

Proposed Rear Elevation

Scale 1:50



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B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT

Status	Purpose for Issue
Survey	☐ Tender ☐
Construction	☒ As Built ☐

Client
Gavin and Fiona Wall
32 Manchester Road, Ramsbottom

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

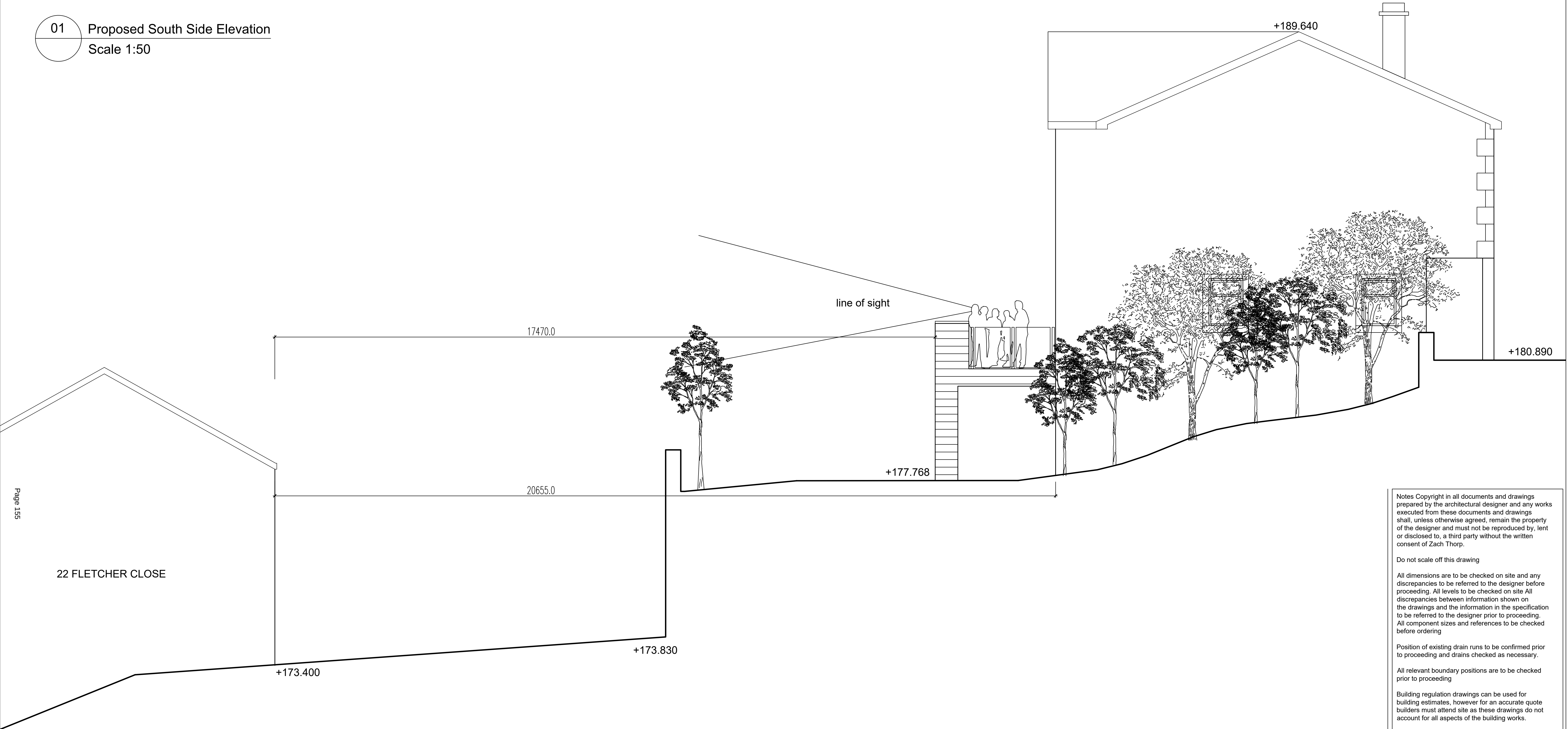
Drawing
Proposed Front and Rear Elevations

Drawing No. ZT24-196-04
Scales 1:50
Drawn ZTT

Revision C
Date Sept '24
Checked



22 FLETCHER CLOSE



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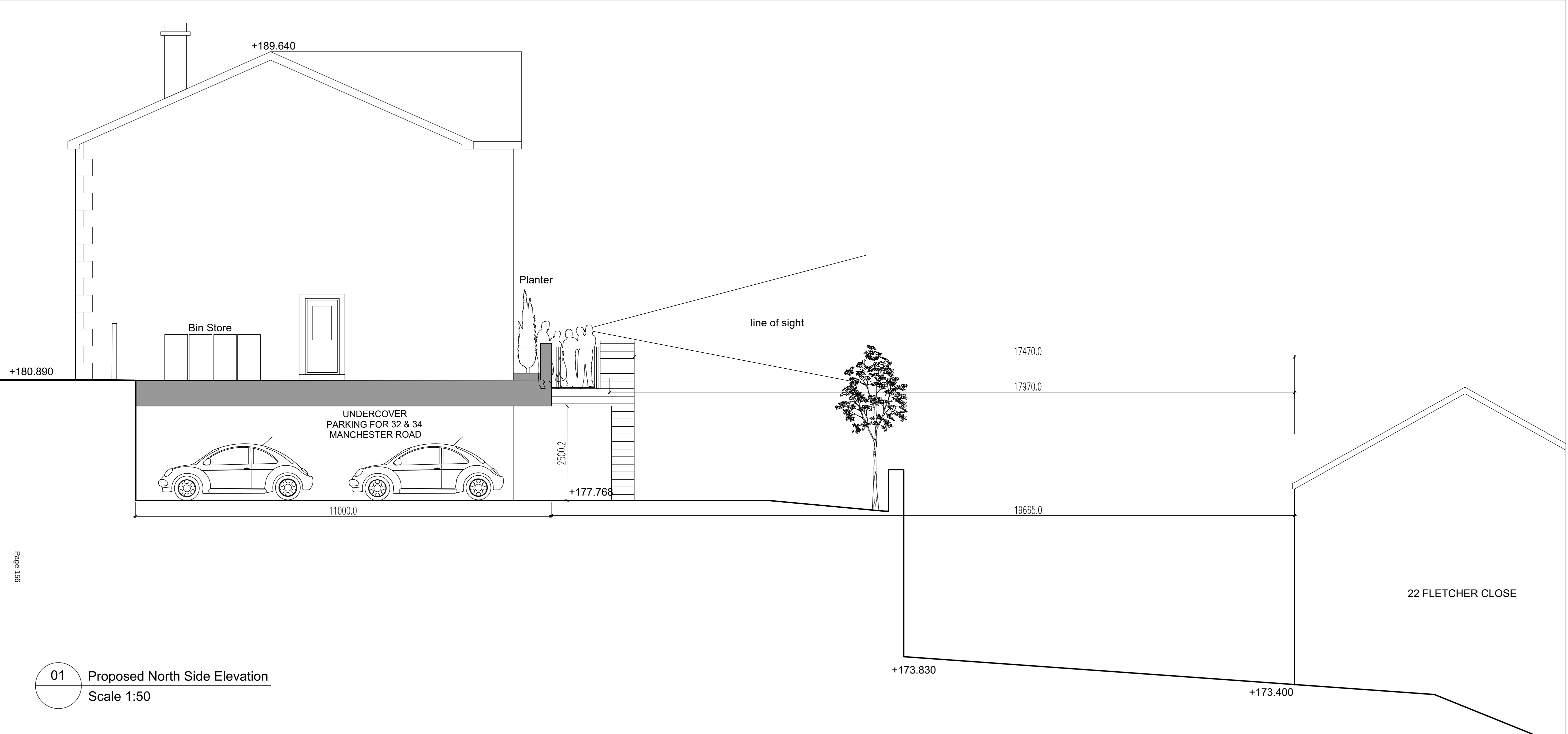
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary.

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B	Balcony Updates	07.08.25	ZT	ZT
A	Parking and Balcony Updates	04.08.25	ZT	ZT
Rev	Description	Date	By	Chk
Status		Purpose for Issue		
Survey		☐ Tender ☐		
Construction		☒ As Built ☐		
Client				
Gavin and Fiona Wall 32 Manchester Road, Ramsbottom				
Contract				
Proposed Development of New Build House Next Door to 32 Manchester Road.				
Drawing				
Proposed South Side Elevation				
Drawing No. ZT24-196-05		Revision B		
Scales 1:50		Date		Sept '24
Drawn ZTT		Checked		





Page 156

01 Proposed North Side Elevation
Scale 1:50

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

Status
Survey ☐ Tender ☐
Construction ☒ As Built ☐

Purpose for Issue
Client
Gavin and Fiona Wall
32 Manchester Road, Ramsbottom

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

Drawing
Proposed North Side Elevation

Drawing No. ZT24-196-06
Scales 1:50
Drawn ZTT
Revision D
Date Sept '24
Checked



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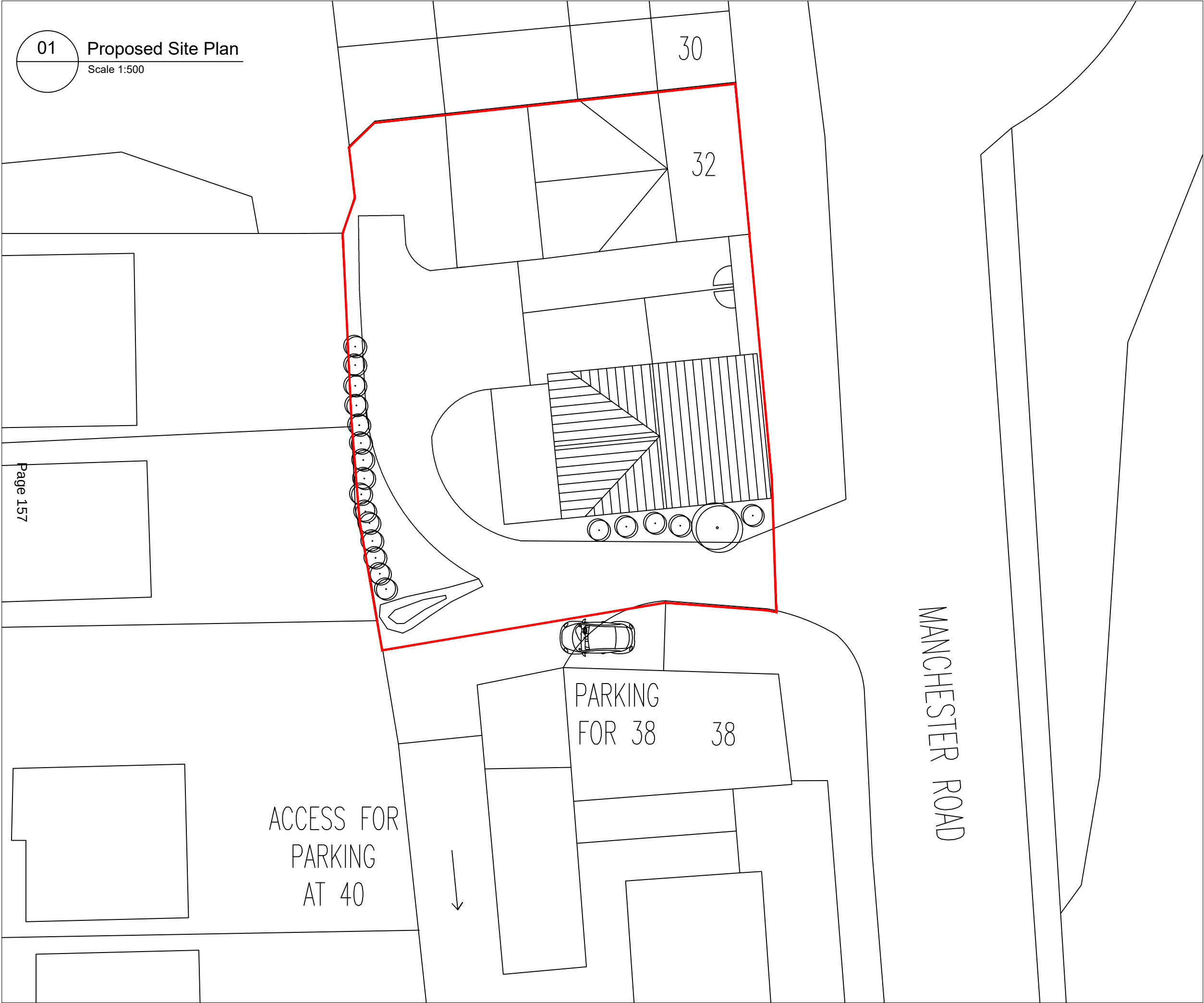
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Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.



01 Proposed Site Plan
Scale 1:500

Page 157

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

Rev	Description	Date	By	Chk
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Status		Purpose for Issue	
Planning	☐	Tender	☐
Construction	☒	As Built	☐
PLANNING			

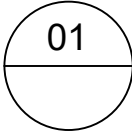
Client
Gavin and Fiona Wall
32 Manchester Road, Ramsbottom

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

Drawing
Proposed Site Plan

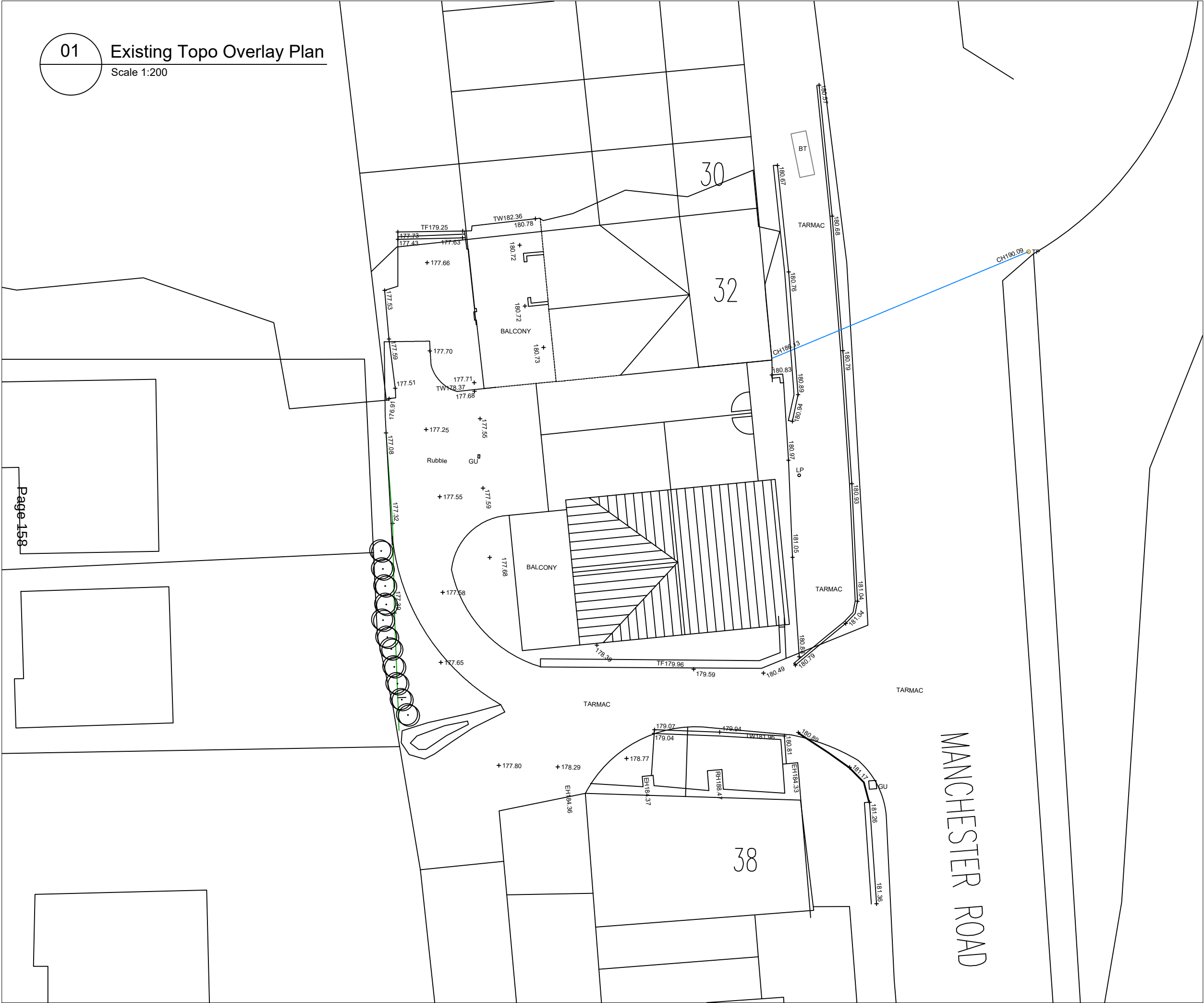
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Scales	1:500 @ A3	Date	Sept '24
Drawn	ZTT	Checked	





Existing Topo Overlay Plan

Scale 1:200



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SURVEY ORIENTATED TO MAGNETIC NORTH

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

Status		Purpose for Issue	
Planning	☐ Tender	☐	PLANNING
Construction	☒ As Built	☐	

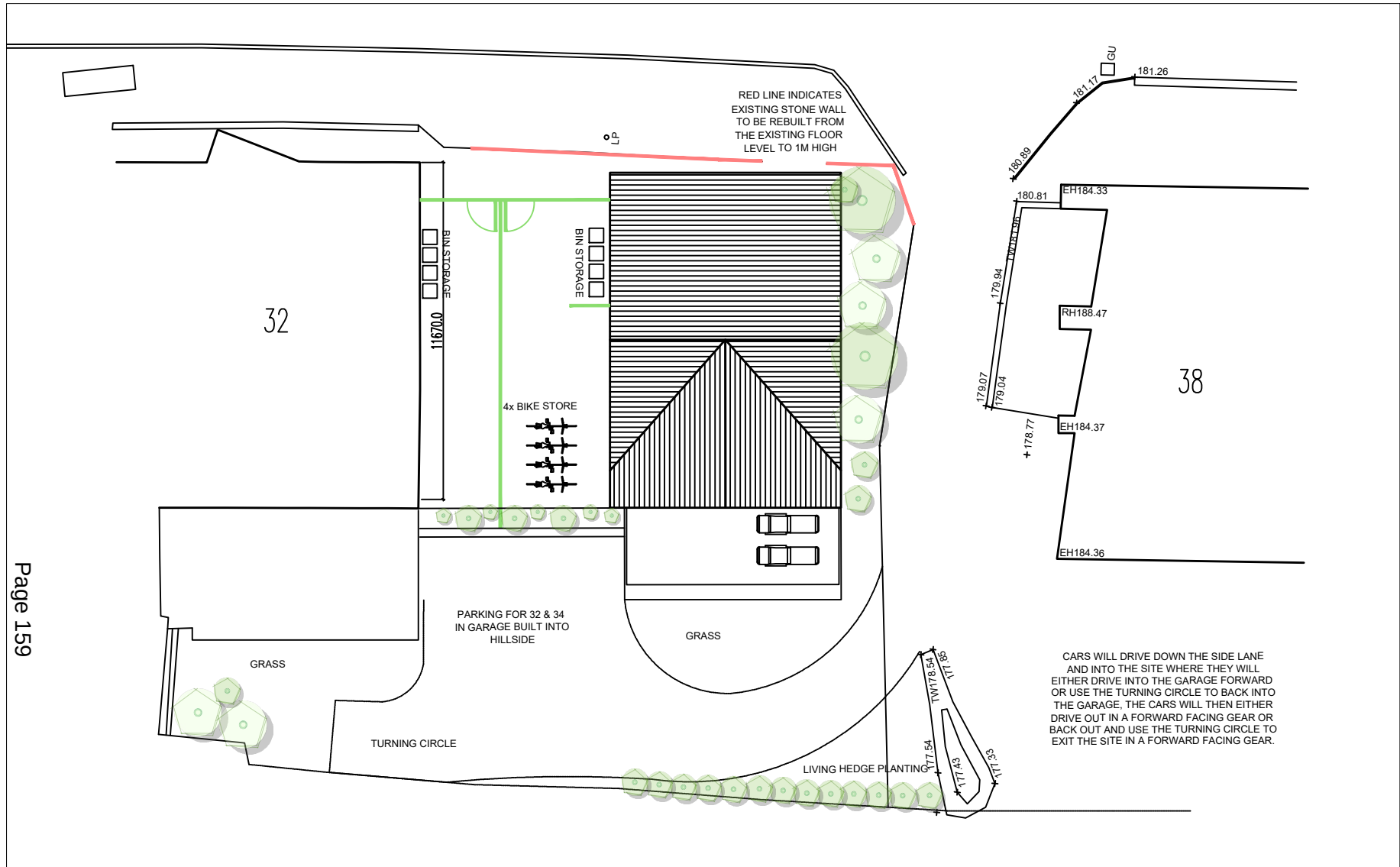
Client
Gavin and Fiona Wall
32 Manchester Road, Ramsbottom

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

Drawing
Proposed Site Plan

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





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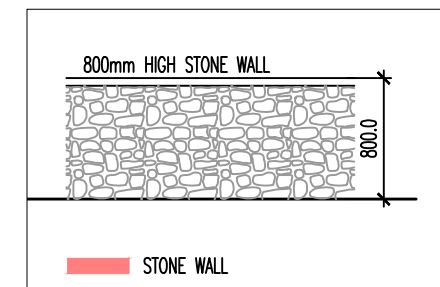
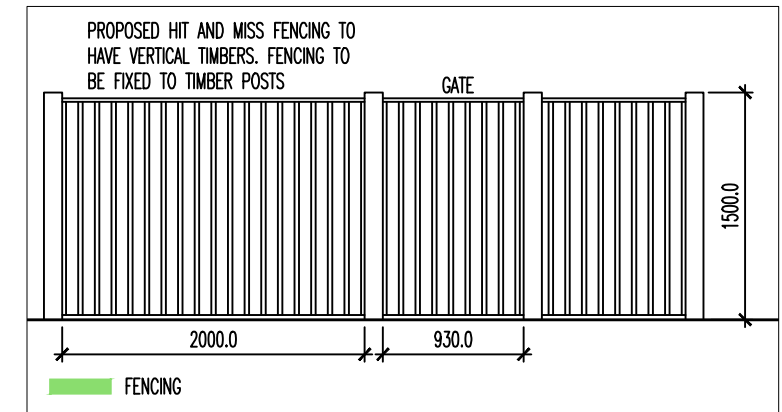
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A	Parking and Balcony Updates	04.08.25	ZT	ZT

Rev	Description	Date	By	Chk
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Status	Purpose for Issue
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Planning	☐	Tender	☐	PLANNING
Construction	☒	As Built	☐	

Client
Gavin and Fiona Wall
32 Manchester Road, Ramsbottom

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

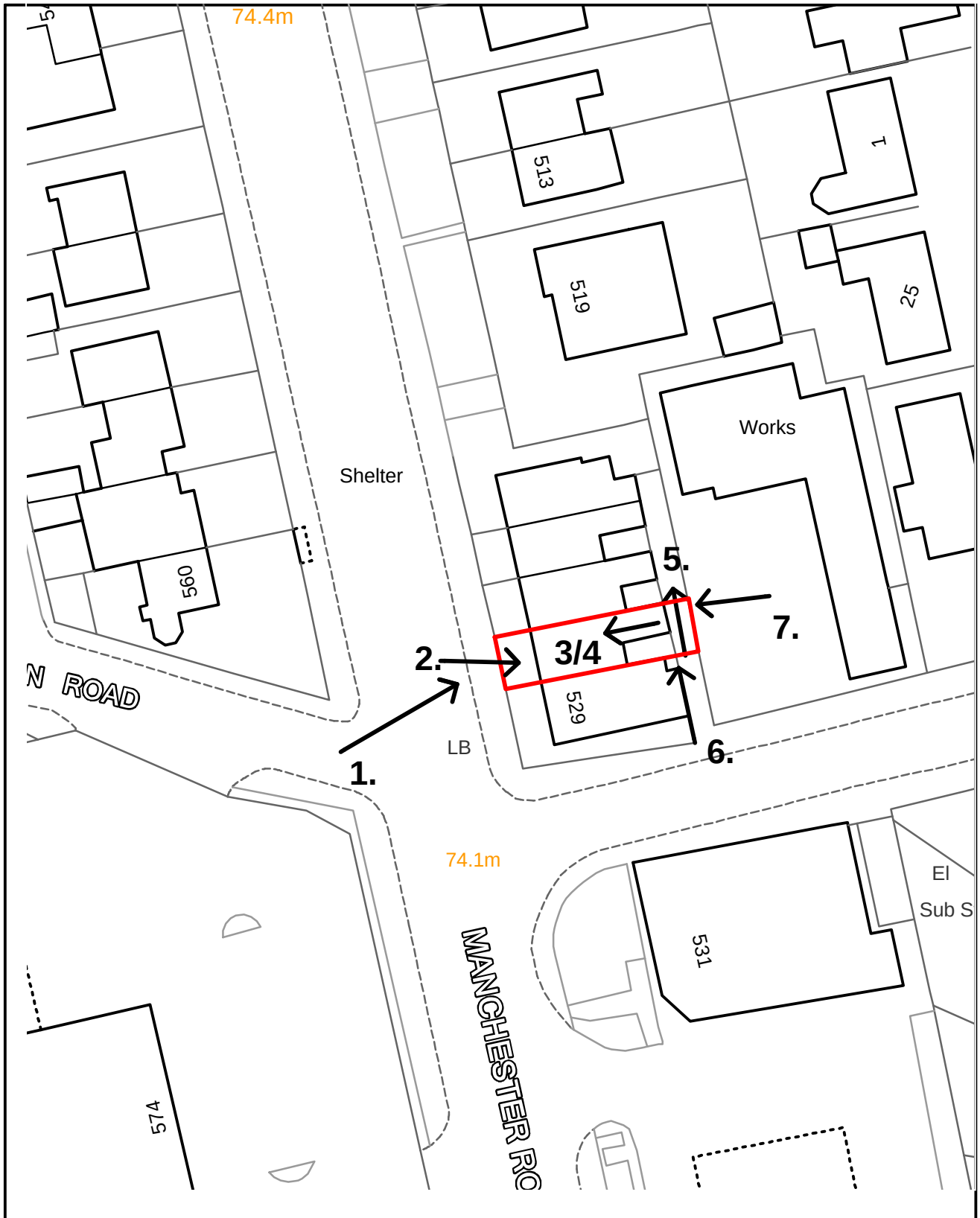
Drawing
Proposed Landscaping and Parking Site Plan

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



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Viewpoints



**ADDRESS: 527 Manchester Road, Bury, BL9
9SH**



Planning, Environmental and Regulatory Services

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71842

Photo 1: Street Scene – Google Street View image – Application site has the 'For Sale' sign outside it



Photo 2: Front Elevation of application site



71842

Photo 3: Rear Elevation of Application Site



Photo 4: View of rear yard area of application site



71842

Photo 5: Existing bins located on cobbled street to rear



Photo 6: View of Cobbled Street to rear where neighbours refuse storage bins also appear to be stored – half the cobbled street is blocked off by a neighbours fence



71842

Photo 7: View of rear elevation of application site from adjoining site



Location Plan

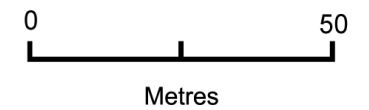
Site Address: 527, Manchester Road, Bury, BL9 9SH

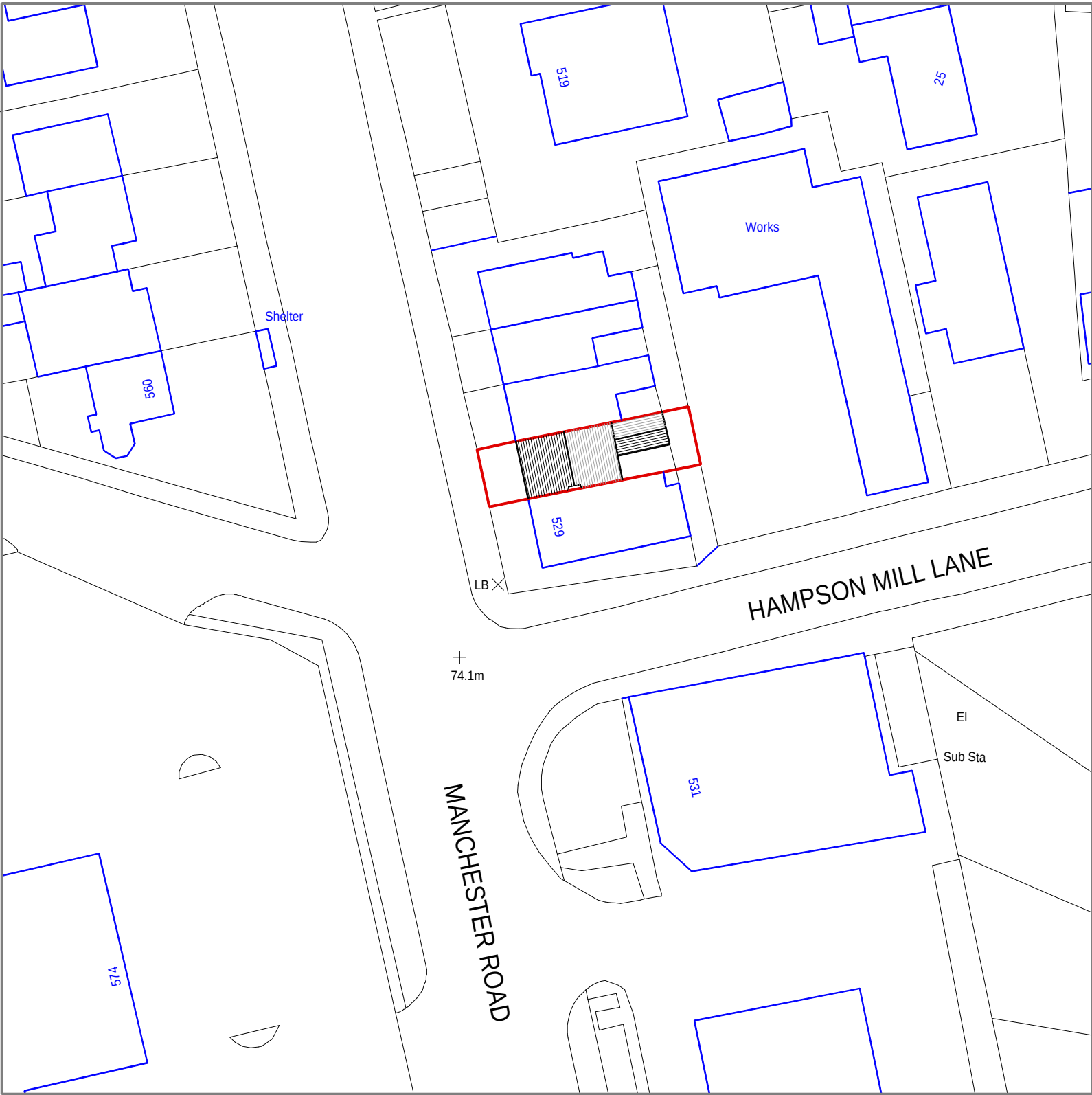
Date Produced: 07-Apr-2025

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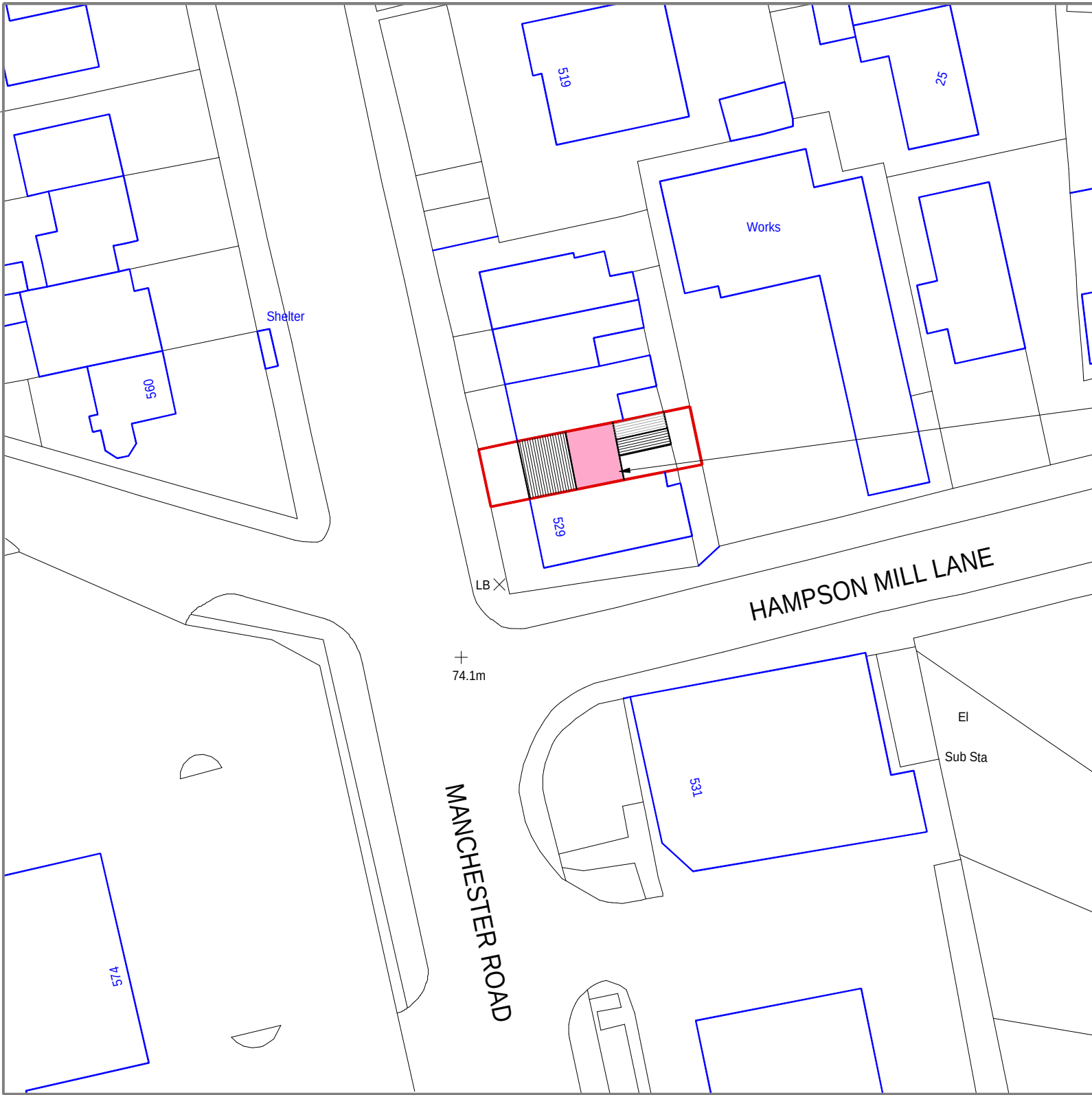
Planning Portal Reference: PP-13926253v1





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EXISTING



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PROPOSED

PROPOSED DORMER

REV	DESCRIPTION	DATE	INITIAL
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STAGE:

PLANNING

**Building
Sense**
Chartered Surveyors

T: 0161 215 1229
E: mark.newman@buildingsense.co.uk
W: buildingsense.co.uk

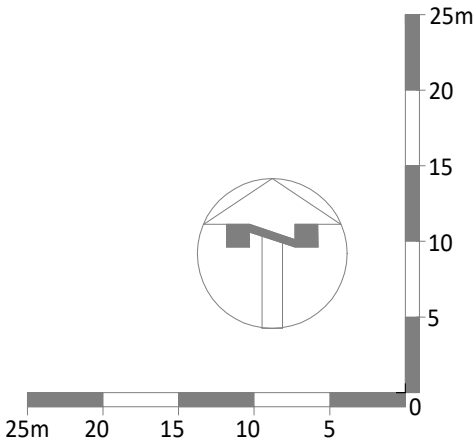
PROJECT:
527 Manchester Road
Bury
Greater Manchester
BL9 9SH

CLIENT:
Kanes Group Limited

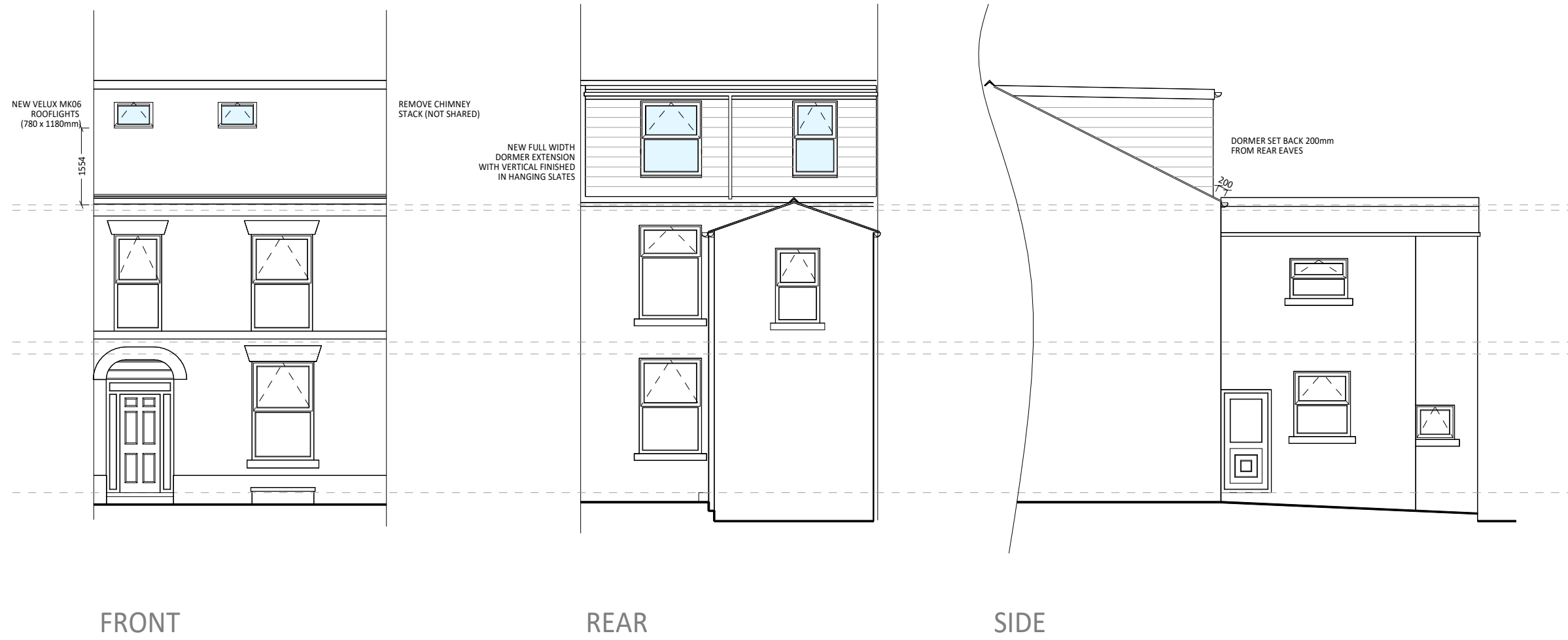
TITLE:
Block Plan as Existing and Proposed

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DRAWN: MKN	CHECKED: MKN	DATE: 06/04/25
SCALE: 1:500 @ A1	DRAWING NO. 24110.02	REV: -



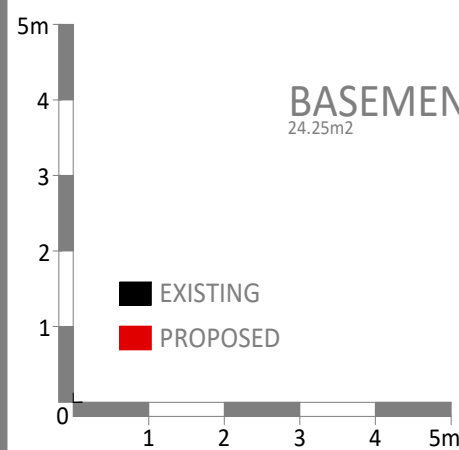
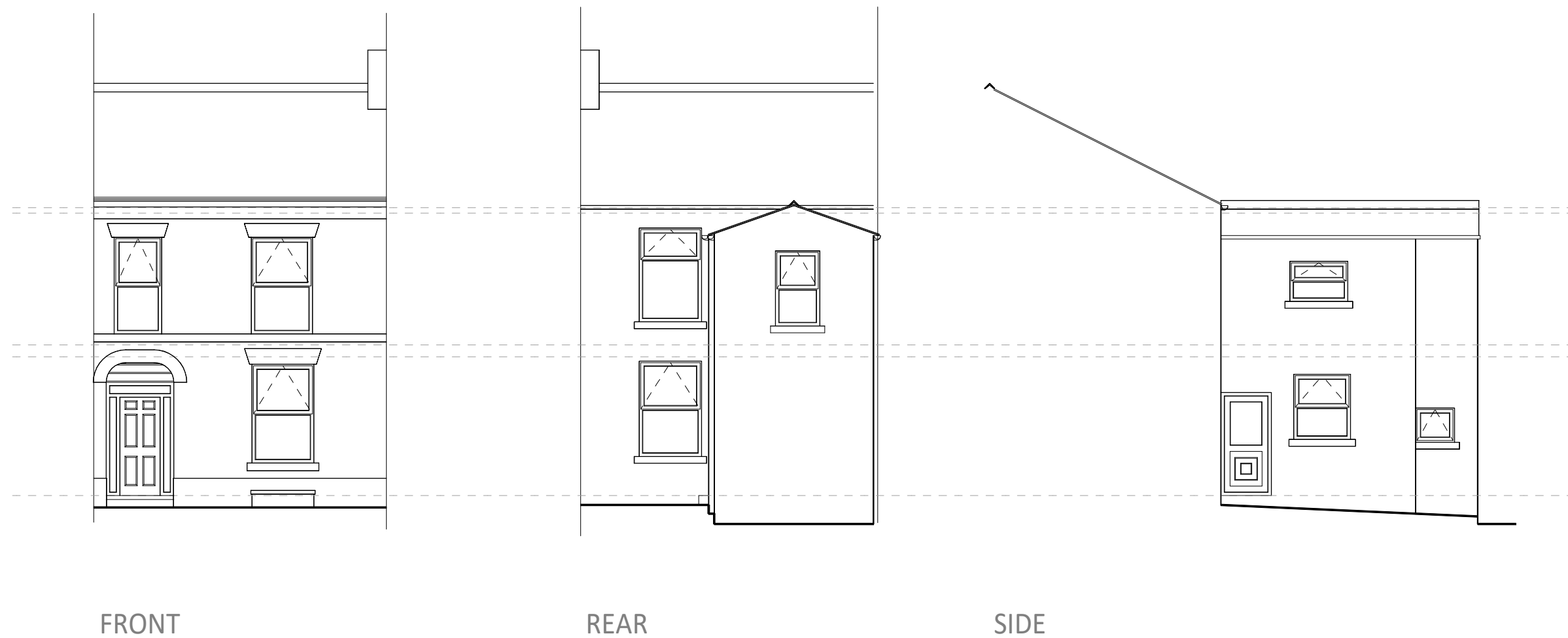
PROPOSED



PLANS

ELEVATIONS

EXISTING



REV	DESCRIPTION	DATE	INITIAL
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STAGE:

PLANNING

**Building
Sense**
Chartered Surveyors
T: 0161 215 1229
E: mark.newman@buildingsense.co.uk
W: buildingsense.co.uk

PROJECT:
527 Manchester Road
Bury
Greater Manchester
BL9 9SH

CLIENT:
Kanes Group Limited

TITLE:
Existing and Proposed:
Plans and Elevations

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DRAWN: MKN
CHECKED: MKN
DATE: 05/04/2025

SCALE: 1:100 @ A1
DRAWING NO. 24110.01
REV: D

Ward: Whitefield + Unsworth - Unsworth

Item 06

Applicant: Kanes Group Limited

Location: 527 Manchester Road, Bury, BL9 9SH

Proposal: Change of use from dwelling (Class C3) to 7 no. bedroom/ 7 person HMO (Sui Generis); Rear dormer extension; Fenestration alterations to rear and cycle storage

Application Ref: 71842/Full

Target Date: 07/07/2025

Recommendation: Approve with Conditions

Description

The application relates to a garden fronted traditional mid terrace, Use Class C3, residential property located within a row of 5 other domestic terraced properties located on Manchester Road. The terrace, to which the application site forms part of, is positioned on its junction with Hampson Mill Lane. Access to the rear of the property is via a single width track abutting the land occupied by a light industrial unit which is in use as a Gym.

Planning permission was initially sought for an 8 bedroom, 8 person HMO. The proposal has been amended and permission is now sought to change the use of the property to form a 7 bedroom/ 7 person house in multiple occupancy (HMO). To enable 7 bedrooms the applicant proposes to install a flat roof dormer addition on the rear roof slope and to insert two rooflights on the front roofslope.

The proposed HMO would be laid out as follows:

Basement: Laundry and Store.

Ground Floor: 1 no. bedroom with a 2.66sqm en-suite, a Kitchen area and a Lounge/ Dining area.

First Floor: 4 no. bedrooms with en-suites.

Second Floor/ Loft Room: 2 no. bedrooms with en-suites.

Relevant Planning History

None

Publicity

A site notice was erected on the 'For Sale' sign positioned at the front gate of the property and on lamp post located on the Hampson Mill Lane. 9 neighbouring properties have also been notified by letter.

3 letters have been received raising the following objections:

- Over development of the property
- Questioning where occupants - up to 8 cars - would park
- Asserts harm to highway safety due to additional cars parking on an already busy Hampton Mill Lane and stating cars would likely park within the Manchester Road cycle lane.

- Asserts that the development would result in unsatisfactory living accommodation for future occupiers
- Concerned about waste/ refuse storage provision from neighbouring occupants
- Concerned about flies from inadequate refuse storage and collection

Statutory/Non-Statutory Consultations

Traffic Section - Comment received acknowledging that conversion of a residential property to a 6 bedroom HMO is Permitted Development.

Waste Management - No comments or observations received.

Housing - Public Protection - Advised that the proposed development will require a HMO licence and listed HMO licensing requirements.

Public Protection - No objections, subject to a condition requiring soundproofing of both party walls.

Adult Care Services - No comments or observations received.

Greater Manchester Police - designforsecurity - No comments or observations received.

Pre-start Conditions - Not applicable.

Development Plan and Policies

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
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
EN7/2	Noise Pollution
EN7/2	Noise Pollution
JP-C1	Our Integrated Network
JP-S2	Carbon and Energy
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guide

Issues and Analysis

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

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For

simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Permitted Fallback Position

A dwelling changed to a 6 bed HMO is Permitted Development. The applicant could therefore utilise the existing property as a 6 bed HMO without the need for planning permission. This is the permitted fallback use of the property.

The LPA will therefore only be able to assess whether one additional occupant over and above the fallback use would cause demonstrable harm when considering the proposals as a whole.

Principle of Development

UDP Policy H1/2: 'Townscape and Built Design' 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 Policy H2/4: 'Conversions', has specific regard to effects on amenity of neighbouring properties, general character of the area, amenity of occupants, effects from external changes on the street scene, car parking, and servicing requirements. This is supported by SPD 13: 'The Conversion of Buildings to Houses in Multiple Occupation', that seeks to ensure that properties are of a sufficient size to accommodate the proposals and are large enough to offer satisfactory levels of accommodation for future residents. This document also seeks to ensure that HMO's are located in suitable locations. SPD 13 is rather dated in absolute terms (adopted in May 2007) and in some of the assumptions expressed (e.g. HMO's tend to attract residents in their teens and twenties who by their nature can be a little more energetic than older people, leading to a more active social life in the evenings). However, the general factors against which proposals should be assessed at UDP Policy H2/4 remain relevant.

PfE Policy JP-H3: 'Type, Size and Design of New Housing' seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build. Paragraph 63 of the NPPF confirms that *"the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes"*, however, no direct reference is made to HMOs or buildings of multiple occupation. For clarification, a house in multiple occupation is a form of housing tenure, where occupants live together forming more than one household (i.e. where facilities such as kitchen, living areas, and/ or bathrooms can be shared with other tenants).

The conversion of properties to multiple occupation can often make an important contribution to local housing stock. However, it is recognised that such conversions can put pressures on buildings, sites and areas depending upon the amount of accommodation to be provided, demands created from parking etc and thus have an adverse effect on residential amenity and the character of an area. The main issues in relation to this proposal is the consideration of the impact of the proposed accommodation in relation to the suitability of the site and location, impacts on amenity, nature of the local environment,

surrounding land uses and highway issues. These issues are discussed in more detail below and in light of the policies set out above.

Accessibility of the site to services, jobs and amenities

PfE Policy JP-C1, seeks to deliver an accessible, low carbon Greater Manchester with world-class connectivity, by, amongst other things, delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;

The application site is a long way down Manchester Road, at the junction with Hampson Mill Lane, opposite the junction with Mount Zion Road. It is sited close to the retail offering at the Blackford Bridge Petrol Station and is also diagonally opposite the Atrium House office complex, but it has no access to all other things referenced in the Policy, apart from perhaps some limited employment opportunity and at the Petrol Station and Office complex. It is located 60m from the Bus Stop travelling southwards towards Manchester and approximately 30m to the Bus Stop travelling north towards Bury and buses go to and from the Bus Stops to the aforementioned Town Centres. With the exception of the light industrial building to the rear of the terrace and the semi-commercial development at the service station and Atrium House, the rest of the area is characterised by housing. The application site is considered to be suitably located for this type of residential accommodation.

Character of the area

UDP Policy H2/4 - 'Conversions' takes into consideration the concentration of building conversions for multiple occupation and the impact this can have to the character of an area. The justification for this policy makes it clear that it is necessary to ensure that dwelling standards are maintained and to ensure that, generally, an over provision of building conversions does not adversely affect the need to maintain a good mix of housing types, or adversely affects the character and amenity of residential areas.

Having visited the application site, checked the Planning register and the HMO Licensing register, there are no other properties in use as homes in multiple occupancy within 100 metres of the application site and therefore the proposal would not result in an over concentration of HMOs in this area and therefore the area would maintain a good mix of housing types.

Effect on neighbouring businesses

Paragraph 200 of the NPPF states:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

The terrace, in which the application property forms part of borders a light industrial use, currently in use as a gym, and which previously contained up to 4 businesses within it. The windows of the property are already double glazed and therefore, the proposal is highly unlikely that the existing and future neighbouring businesses would have unreasonable

restrictions placed upon them.

Amenity of neighbouring occupiers

UDP Policy H2/4 requires applications for conversion to have regard to the effect on the amenity of the neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes.

The existing property fronts onto a very busy road and has residential properties on either side, to the rear and across the road to the front.

Houses in Multiple Occupation tend to operate as a normal house, however, due to this proposal seeking 7 single occupants, the use of the property, over and above the former occupancy of the dwelling (2 bed) would intensify the use of the property demonstrably and thus, given it is to be sited between existing residential properties, it is recommended that a condition securing the imposition of soundproofing to the party walls of the property be secured by planning condition. Such a condition is duly recommended.

Subject to the recommended condition, the proposed internal arrangement is unlikely to generate additional noise, disturbance and activity to cause serious harm to neighbour amenity and thus the proposal complies with UDP Policy and guidance relating to HMO's.

Amenity of future occupiers

PfE Policy JP-H3: states that all new dwellings must:

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

This is further supported by UDP Policy H2/4 that seeks to consider the impact of any proposals on the amenity of the occupants.

All bedrooms and storage areas proposed would comply with the national prescribed space standards. Due to the access to the front and rear of the property using pre-existing historic steps, it would be impractical to make the property 'accessible and adaptable'. The proposal thus accords with PfE Policy JP-H3.

In terms of the proposed communal space, which in this case, seeks to be the existing Kitchen within the rear two storey projection and the Dining Room positioned adjacent to the Kitchen.

The National Design Guide states that an aspect of ensuring development is well designed by ensuring that refuse bins are accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid visual clutter.

The proposed Site Plan indicates sufficient refuse storage provision can be provided, albeit outside the enclosed rear yard area. The agent asserts that this area is within the ownership of the applicants property. A covered and secure cycle area for up to 8 bikes is proposed in the corner of the rear yard area and an outside seating area is also proposed within the rear yard area.

All of the above, leads me to conclude that the proposals would provide satisfactory living accommodation for future occupiers.

Visual Amenity

The proposals involve alterations to the front and rear elevation of the property. This would

include the provision of a new rear dormer and front rooflights.

The proposed dormer would comprise slate cladding to the elevations and a flat roof and would be set up from the eaves of the property by approximately 200mm. Windows proposed on the new dormers will comprise white uPVC which will match the existing windows. The external alterations are in keeping with the character of the existing properties and surrounding context.

The proposed rear dormer would have limited visibility, but would be visible from the commercial property behind and from Hampson Mill Lane. However, HMO's up to 6 people have a permitted development fallback, which establishes such alterations are acceptable to the rear roofslopes of dwellinghouses. Whilst a 7 bedroom HMO is considered to be a use classed as Sui-Generis, i.e. a use which does not fall into a specific use class, the permitted fallback position is a material consideration which should be given substantial weight in the decision making process.

Waste Management

The proposed scheme includes the provision of bins within the rear alley (as existing) which would allow for the segregation of refuse and recyclable waste and would ensure the storage of bins would not adversely impact on the street scene. The number of bins provided has been shown as eight, which is considered satisfactory for the numbers of occupants proposed.

Bins would continue to be collected from Hampson Mill Lane as they are currently and it is therefore considered that there would be a no detrimental effect on the safety and operation of the local highway network, as it would operate in the same manner as the existing site and nearby properties.

The concern raised about the number of bins causing a fly nuisance, if this does occur, neighbouring occupants could report this issue to the Council's Environmental Health, Public Protection section.

Highway Safety

There are no specific car parking standards for HMO's in SPD11: 'Parking Standards in Bury'. SPD 13: 'The Conversion of Buildings to Houses in Multiple Occupation' gives some general advice. It states that parking and road safety issues will be important considerations when assessing a planning application and any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted.

PfE Policy JP-C1: 'An Integrated Network' seeks to deliver an accessible, low carbon Greater Manchester with world-class connectivity. It seeks to achieve this by a range of measures, including, amongst other things, delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

No off-road car parking is possible, however unrestricted on-street car parking is available on Hampson Mill Lane, 10 metres to the south of the application property. The road is unusual in that it has no residential addresses, both sides of the road with only the rear fences of the houses to either side on Hendon Drive and Leyton Drive fronting the highway. Notwithstanding this, HMO's are best located in sustainable areas well served by public transport and close to amenities, services and facilities, which can reduce the demand of parking.

The application site is located on Manchester Road, a strategic road within the borough, close to the junction with Hampson Mill Street and close to the convenience store at the Petrol Filling Station at Blackford Bridge and is within walking distance of Bus Stops on either side of Manchester Road.

The proposals would accommodate a secure and covered cycle store with space for eight bikes (100%) provision as indicated on the submitted drawings. This will promote cycling as a viable and attractive means of travel. The level of provision proposed within the scheme will also help to support a reduction in reliance upon the private car and help to encourage use of more environmentally friendly and sustainable modes of transport amongst future occupants of the proposed development.

The site is also within a residential area, and is therefore suitably located for a development of this nature.

In terms of assessing highways matters paragraph 111 of the NPPF is relevant which advises '*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe*'.

This is a high policy test and it is not considered that the development would be associated with severe adverse highway impacts which would warrant a refusal.

It has been demonstrated that the scheme accords with the transport requirements of the NPPF; UDP Policy HT2/4 and would be acceptable when assessed against part e of UDP Policy H2/4 and the relevant cycle parking storage guidance within SPD 11.

Carbon and Energy

PfE Policy JP-S2 sets out the steps required to achieve net zero carbon emissions. The submitted details state the proposals will align with the 2022 Part L Building Regulations and therefore the proposal accords with the requirements of this policy.

Digital Connectivity

PfE Policy JP-C2 requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable. The policy supports the provision of free, secure, high-speed public wi-fi connections, particularly in the most frequented areas.

In compliance with Policy JP-C2 of the PfE plan, the submission advises that the proposed development would support high-quality digital infrastructure through the following measures:

- Full Fibre Superfast Internet will be installed to the development
- Mesh network throughout the property, ensuring seamless fast wireless internet to all rooms.

A mesh network Wi-Fi system uses multiple access points (nodes) to create a single, seamless Wi-Fi network throughout a home or building, eliminating dead zones and providing consistent coverage. Unlike traditional routers, which broadcast from a single point, mesh systems distribute the Wi-Fi signal from multiple access points, ensuring a strong and reliable connection everywhere.

Response to objections

Many of the points raised have been responded to within the main report. In relation to the character of the character and building, the building is in a good state of repair and presents itself appropriately to the street. In respect of the issues relating to lack of off-street parking

provision, this has been explained within the Highway Safety and Servicing section of this report. The concerns raised relating to the number of bins, this has been covered in the Waste Management section of this report.

Conclusion

The property has permitted development rights to convert from a dwellinghouse to a 6 person HMO without planning permission and also to erect extensions and alterations permitted under Schedule 2, Part 1, Classes A-H of the Planning (General Permitted Development) Order 2015, as amended. This is therefore the permitted fallback position and has been taken into account in assessing the appropriateness of the proposal.

The addition of one more occupant at the property would not result in conditions that would be demonstrably worse than the fallback position allowed under Permitted Development regulations.

Given the sites location on a main transport route between Bury Town Centre and Manchester City Centre, close to the Bus Stop(s), the proposal is considered to be suitably located. The recommended soundproofing condition would ensure the amenity of neighbouring residents would not be demonstrably harmed.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

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

2. This permission relates to the following plans and documents:

Drawing ref: Location Plan (Planning Portal);
Drawing no. 24110.01 Rev. E: Existing and Proposed: Plans and Elevations; and,
Document ref. PfE Policy Statement - Rev. A.

Except as provided for by other conditions to this permission, the development shall be carried out in complete accordance with the approved drawings.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the Bury Unitary Development Plan, Greater Manchester Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

3. The sound insulation of both party walls of the property shall be improved in accordance with Building Regulations Approved Document E (or similar method), the details of which shall be submitted to and approved by the Local Planning Authority and implemented to and approved in writing by the Local Planning Authority prior to the use commencing.

Reason. To reduce nuisance from noise to the occupiers of the adjoining dwellings pursuant to Policy EN7/2: 'Noise Pollution' and H2/4: 'Conversions' of the Bury Unitary Development Plan and the National Planning Policy Framework.

4. Before the building hereby approved is first occupied, details of the size, materials and design of the cycle parking and storage provision shown on drawing no. 24110.01 Rev. E shall be submitted to and approved in writing by the Local Planning Authority. The duly approved covered and secure cycle parking provision shall be installed and made available for use before the building is first occupied, and retained as such thereafter.

Reason. In the interests of amenity as details of its design and height of the cycle storage unit have not been provided and to promote modal shift and encourage travel to the site by more sustainable modes of transport and to ensure the amenity of neighbouring residents is not harmed, in accordance with Policies H2/2: 'The Layout of New Development', H2/4 'Conversions', Policies JP-C6: 'Walking and Cycling' and JP-C8: 'Transport Requirements of New Development' of the Greater Manchester Places for Everyone Joint Development Plan and SPD11: 'Parking Standards in Bury'.

5. The refuse storage facilities and covered and secure cycle storage provision indicated on the approved plans shall be implemented and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved becoming first occupied and shall thereafter remain available at all times.

Reason. In order to ensure that the development would maintain adequate facilities for the storage of domestic waste, including recycling containers, and sufficient cycle storage provision is secured, in the interests of amenity and to promote modal shift and encourage travel to the site by more sustainable modes of transport in accordance with Policies JP-C6: 'Walking and Cycling' and JP-C8: Transport Requirements of New Development of the Places for Everyone Development Plan.

For further information on the application please contact **Claire Booth** on **0161 253 5396**

REPORT FOR NOTING

Agenda Item 5

Bury
COUNCIL

**Agenda
Item**

5

DECISION OF:	PLANNING CONTROL COMMITTEE
DATE:	2 September 2025
SUBJECT:	DELEGATED DECISIONS
REPORT FROM:	HEAD OF DEVELOPMENT MANAGEMENT
CONTACT OFFICER:	DAVID MARNO
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	The report lists: Recent delegated planning decisions since the last PCC
OPTIONS & RECOMMENDED OPTION	The Committee is recommended to the note the report and appendices
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	Executive Director of Resources to advise regarding risk management
Statement by Executive Director of Resources:	N/A
Equality/Diversity implications:	No
Considered by Monitoring Officer:	N/A
Wards Affected:	All listed
Scrutiny Interest:	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 Planning Control Committee of the delegated planning decisions made by the officers of the Council.

2.0 CONCLUSION

That the item be noted.

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

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Planning applications decided using Delegated Powers

Between 13/07/2025 and 20/08/2025



Ward:

Application No.: 71764 **App. Type:** CONDIS 04/08/2025 Approve
Location: Land off Fletcher Fold Road, Bury, BL9 9RX
Proposal: Application to discharge condition 13 (drainage scheme) & condition 25 (highways works) on planning permission 70805

Application No.: 71903 **App. Type:** CONDIS 24/07/2025 Approve
Location: 85 The Rock, Bury, BL9 0NB
Proposal: Application to discharge condition 3 (scheme for treating, diluting and dispersing fumes and odours) on planning permission 70606

Application No.: 72052 **App. Type:** CONDIS 13/08/2025 Approve
Location: 52 Manchester Road, Bury, BL9 0SX
Proposal: Application to discharge condition 3 (soundproofing scheme) on planning permission 71638

Application No.: 72053 **App. Type:** CONDIS 24/07/2025 Approve
Location: Land off Fletcher Fold Road, Bury, BL9 9RX
Proposal: Application to discharge condition 3 (materials) on planning permission 70805

Application No.: 72092 **App. Type:** CONDIS 18/08/2025 Split Decision
Location: Pilsworth Quarry, Pilsworth Road, Bury, BL9 8QZ
Proposal: Application to discharge condition 3 (drainage), condition 4 (Gas Risk Assessment Scope of Works), condition 5 (Site Characterisation and Remediation Strategy) and condition 6 (Contaminated Land Verification) pursuant to planning permission 71273

Application No.: 72107 **App. Type:** FUL 15/08/2025 Raise No Objection
Location: Jubilee Works, Old Wood Lane, Ainsworth, Bolton, BL2 5QT
Proposal: Reg 5 notification of intention to remove 6 no. antennas to be replaced with 6 no. antennas ancillary to radio equipment housing (ref.12236vf)

Application No.: 72126 **App. Type:** CONDIS 11/08/2025 Refused
Location: 68-70 Bury New Road, Prestwich, Manchester, M25 0JU
Proposal: Application to discharge condition 3 (boundary wall) on p/p 70339

Application No.: 72132 **App. Type:** REG5 24/07/2025 Raise Objections
Location: Grassed area opposite Black Bull Hotel, Ainsworth Road, Bury, BL8 2EY
Proposal: Regulation 5 notice of intention to install telecommunications apparatus comprising of 1 no. cabinet (ref. Bury/3/GPC/1/1)

Application No.: 72155 **App. Type:** PAVE 17/07/2025 Raise No Objection
Location: 469 Bury New Road, Prestwich, Manchester, M25 1AW
Proposal: Consultation on application for outdoor seating area/pavement licence (ref. TM8/25/114)

Application No.: 72157 **App. Type:** REG5 13/08/2025 Raise No Objection
Location: Lane between Watling Street & Turton Road (nr Priory Grange), Tottington, BL8 3QJ
Proposal: Regulation 5 notice of intention to install 1 no. new 9m light pole (ref WP1)

Application No.: 72158 **App. Type:** REG5 13/08/2025 Raise No Objection
Location: Lane between Watling Street & Turton Road (nr Priory Grange), Tottington, BL8 3QJ
Proposal: Regulation 5 notice of intention to install 1 no. new 9m light pole (ref WP2)

Application No.: 72162 **App. Type:** REG5 11/08/2025 Raise No Objection
Location: Grass verge outside Gorsey Clough Nursing Home, Harwood Road, Tottington, Bury, BL8 3PT
Proposal: Regulation 5 Notice of intention to install 1 no. 9m wooden pole

Application No.: 72163 **App. Type:** REG5 13/08/2025 Raise No Objection
Location: Near to Baxter Head Farm, Watling Street, Tottington, Bury, BL8 3QL
Proposal: Regulation 5 notice of intention to install 1 no. 9M & 1 no. 10M light wooden poles

Application No.: 72164 **App. Type:** REG5 13/08/2025 Raise No Objection
Location: Grassed area outside 25-27 Wenning Close, Whitefield, Manchester, M45 8JL
Proposal: Regulation 5 notice of intention to install fixed line broadband electronic communications, detailed as a 8ML wooden telegraph pole (ref. 1168921)

Application No.: 72166 **App. Type:** CON 13/08/2025 Raise No Objection
Location: Land off Market Street, Edenfield
Proposal: Article 18 consultation from Rossendale Borough Council (ref. 2022/0451) - Full application for the erection of 238 no. residential dwellings (Use Class C3) and all associated works, including new access, landscaping and public open space.

Ward: **Bury East**

Application No.: 71226 **App. Type:** FUL 24/07/2025 Approve with Conditions
Location: Land adjacent to Stall 18, Margaret Block, Bury Open Market, Bury
Proposal: Erection of shipping container to be used as an additional market stall.

Application No.: 71821 **App. Type:** FUL 24/07/2025 Refused
Location: Land between 7 and 11 Bolton Street, Bury, BL9 0EY
Proposal: Erection of two storey retail unit

Application No.: 71845 **App. Type:** FUL 17/07/2025 Approve with Conditions
Location: Fairwinds House, 2 Bridgefield Drive, Bury, BL9 7PE
Proposal: Two storey front/side/rear extension with rear juliette balcony; Single storey rear extension; Increase in ridge height; Loft conversion with front and rear dormer

Application No.: 71936 **App. Type:** FUL 28/07/2025 Approve with Conditions
Location: 179 Ferngrove, Bury, BL9 6JN
Proposal: Two/single storey extension at rear; Loft conversion with dormers at front and rear

Application No.:	72035	App. Type:	FUL	20/08/2025	Approve with Conditions
Location:	Pavement at side of Unit 3 Angouleme Retail Park, George Street, Bury, BL9 7AX				
Proposal:	Installation of 1 no. BT Street Hub Unit with 2 no. digital 75 inch LCD display screens either side of unit and removal of existing phone kiosks				
Application No.:	72036	App. Type:	ADV	20/08/2025	Approve with Conditions
Location:	Pavement at side of Unit 3 Angouleme Retail Park, George Street, Bury, BL9 7AX				
Proposal:	Advertisement consent for 2 no. digital 75 inch LCD display screens either side of 1 no. BT street hub unit				
Application No.:	72069	App. Type:	FUL	15/08/2025	Approve with Conditions
Location:	22 Wilson Street, Pimhole, Bury, BL9 7EF				
Proposal:	First floor rear extension				
Application No.:	72083	App. Type:	GPDE	31/07/2025	Prior Approval Not Required - Extension
Location:	28 Oxford Street, Pimhole, Bury, BL9 7EL				
Proposal:	Prior approval for proposed single storey rear extension				
Application No.:	72086	App. Type:	ADV	11/08/2025	Refused
Location:	71-75 The Rock, Bury, BL9 0NB				
Proposal:	Non-illuminated fascia sign to first floor front elevation				
Application No.:	72087	App. Type:	ADV	05/08/2025	Approve with Conditions
Location:	Pavement adj to Bury Interchange, Market Street, Bury BL9 0AY				
Proposal:	Advertisement consent for 2 no. digital 75 inch LCD display screen either side of 1 no. BT street hub unit				
Application No.:	72088	App. Type:	ADV	11/08/2025	Refused
Location:	Pavement adj 65-69 Rochdale Road, Bury, BL9 7AX				
Proposal:	Advertisement consent for 2 no. digital 75 inch LCD display screen either side of 1 no. BT street hub unit				
Application No.:	72135	App. Type:	P3JPA	15/08/2025	Prior Approval Required and Granted
Location:	Lester House, 21 Broad Street, Bury, BL9 0AW				
Proposal:	Prior approval for proposed change of use from offices (Class E) to 28 no. flats (Class C3) at part of first floor and second, third, fourth floors				

Ward: **Bury East - Moorside**

Application No.:	70955	App. Type:	FUL	05/08/2025	Approve with Conditions
Location:	Former HSS Hire Unit, 121-131 Bell Lane, Bury, BL9 6BS				
Proposal:	Conversion of existing building at first floor and part ground floor to create 9 no. flats including new window and door openings; retention of existing retail use on part ground floor				

Application No.:	71577	App. Type:	FUL	17/07/2025	Approve with Conditions
Location:	Land off Parkinson Street, Bury				

Proposal: Variation of conditions 3 & 10 of planning permission 69079: Reconfiguration of the layout of the dwellings proposed between plots 44 and 51 including the removal of 3no. dwellings.

Ward: **Bury East - Redvales**

Application No.: 71868 **App. Type:** FUL 24/07/2025 Approve with Conditions
Location: 68 Horne Street, Bury, BL9 9HS
Proposal: Two/single storey rear extension

Application No.: 71893 **App. Type:** FUL 07/08/2025 Approve
Location: 3 St Peters Road, Bury, BL9 9RA
Proposal: Discharge of condition no. 5 (Facilities for the storage of construction materials shall be provided within the curtilage during the course of construction period) from planning permisison 71494 (Single storey extension at front/side/rear and front porch; Alterations to existing driveway):
Proposed construction management plan submitted

Application No.: 72003 **App. Type:** FUL 29/07/2025 Approve with Conditions
Location: 17 Tennyson Avenue, Bury, BL9 9RQ
Proposal: Single storey side extension with ramp

Application No.: 72047 **App. Type:** LDCP 04/08/2025 Lawful Development
Location: 80 Alfred Street, Bury, BL9 9ED
Proposal: Lawful development certificate for proposed change of use of dwelling (Class C3) to 6 person House in Multiple Occupation (Class C4)

Ward: **Bury West**

Application No.: 71948 **App. Type:** LDCP 28/07/2025 Lawful Development
Location: 223 Ainsworth Road, Bury, BL8 2SQ
Proposal: Lawful development certificate for proposed change of use from dwellinghouse (Class C3a) to a care home for one child aged 7-17 with up to two staff working on a rota basis(Class C2)

Application No.: 71975 **App. Type:** FUL 18/07/2025 Approve with Conditions
Location: 17 Clitheroe Drive, Bury, BL8 2JU
Proposal: Single Storey Rear Extension and Garage Conversion

Application No.: 71990 **App. Type:** FUL 28/07/2025 Approve with Conditions
Location: 101 Grange Road, Bury, BL8 2PF
Proposal: Single storey rear extension; Alterations to front driveway

Application No.: 71992 **App. Type:** FUL 28/07/2025 Refused
Location: 157 Bolton Road, Bury, BL8 2NW
Proposal: Change of use from commercial use (Class E) to 5 bed, 6 occupants house in multiple occupation (HMO) (Class C4) and associated external alterations (including new doors and windows and removal of advertisement hoarding)

Application No.:	72046	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	25 Bournville Drive, Bury, BL8 2UF				
Proposal:	Proposed garage conversion and first floor extension at side over existing garage				

Application No.:	72068	App. Type:	GPDE	25/07/2025	Prior Approval Not Required - Extension
Location:	32 Euxton Close, Bury, BL8 2HY				
Proposal:	Prior approval for proposed single storey rear extension				

Ward: **Bury West - Elton**

Application No.:	71931	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	12 Springside View, Bury, BL8 4LU				
Proposal:	Garage conversion; First floor side extension; Single Storey front infill; Render to all elevations, cladding to front elevation				

Ward: **North Manor**

Application No.:	71935	App. Type:	FUL	29/07/2025	Approve with Conditions
Location:	34 Moorway, Tottington, Bury, BL8 4LF				
Proposal:	First floor glazed gable extensions to front and side elevations; Alterations to existing single storey flat roof at front/side; External alterations to include changes to existing fenestration and render/ cladding to external elevations; Solar panels to roof				

Application No.:	71968	App. Type:	FUL	15/08/2025	Approve with Conditions
Location:	22 Greenmount Drive, Tottington, Bury, BL8 4HA				
Proposal:	Single storey extension at front, and side/rear				

Application No.:	71995	App. Type:	FUL	01/08/2025	Refused
Location:	Holly Mount Roman Catholic Primary School, Hollymount Lane, Tottington, Bury, BL8 4HS				
Proposal:	Construction of a feather edge board timber paladin waster bin enclosure				

Application No.:	71998	App. Type:	FUL	29/07/2025	Approve with Conditions
Location:	86 Bolton Road, Tottington, Bury, BL8 4JA				
Proposal:	Single Storey Front Extension				

Application No.:	71999	App. Type:	FUL	11/08/2025	Approve with Conditions
Location:	14 Castle Grove, Ramsbottom, Bury, BL0 9TF				
Proposal:	Part single/part two storey rear extension; demolition of existing conservatory; front porch; front canopy and garage conversion				

Application No.:	72004	App. Type:	FUL	15/08/2025	Approve with Conditions
Location:	8 Redwing Road, Tottington, Bury, BL8 4ET				
Proposal:	Formation of new brick chimney at side (east elevation) to replace existing metal chimney; First floor extension at side (west elevation)				

Application No.:	72024	App. Type:	FUL	29/07/2025	Approve with Conditions
Location:	61 Clifford Drive, Bury, BL9 6GG				
Proposal:	New front porch and erection of conservatory at rear				

Application No.:	72091	App. Type:	LDCP	15/08/2025	Lawful Development
Location:	Sedgewell, Brandlesholme Road, Tottington, Bury, BL8 4DZ				
Proposal:	Lawful development certificate for proposed single storey garden building				

Application No.:	72108	App. Type:	GPDE	05/08/2025	Prior Approval Not Required - Extension
Location:	Irwell View Farm, Touch Road, Bury, BL9 5QS				
Proposal:	Prior approval for proposed single storey rear extension				

Ward: **Prestwich - Holyrood**

Application No.:	71923	App. Type:	FUL	22/07/2025	Approve with Conditions
Location:	8 Tamworth Avenue, Whitefield, Manchester, M45 6UL				
Proposal:	Single storey extension at front/side				

Application No.:	71953	App. Type:	FUL	16/07/2025	Approve with Conditions
Location:	108 Heys Road, Prestwich, Manchester, M25 1LA				
Proposal:	Proposed silicone render to external walls				

Application No.:	71962	App. Type:	FUL	28/07/2025	Approve with Conditions
Location:	37 Farm Lane, Prestwich, Manchester, M25 2RX				
Proposal:	Variation of condition no.2 (approved plans) on planning permission 71254 (two storey rear extension and loft conversion with rear dormer): Removal of rear dormer and change to the two storey rear extension roof; Alteration of window opening to front elevation; Formation of new bedroom window to existing side gable				

Application No.:	71971	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	27 Nursery Road, Prestwich, Manchester, M25 3DU				
Proposal:	Single storey side extension				

Application No.:	71985	App. Type:	FUL	24/07/2025	Approve with Conditions
Location:	225 Heywood Road, Prestwich, Manchester, M25 2QH				
Proposal:	Single Storey Rear/Side Extension				

Application No.:	71994	App. Type:	FUL	24/07/2025	Approve with Conditions
Location:	15 Orange Hill Road, Prestwich, Manchester, M25 1LR				
Proposal:	Removal of existing chimney stack; 4 no loft windows to front elevation and 1 no. loft window to rear elevation; first floor window to side elevation; raising the cill height of the ground floor front window and render to the front, rear and partial side elevations of the property				

Application No.:	72014	App. Type:	FUL	31/07/2025	Approve with Conditions
Location:	28 Sunningdale Drive, Prestwich, Manchester, M25 1JX				
Proposal:	Two storey rear extension; Single storey side extension				
Application No.:	72043	App. Type:	FUL	29/07/2025	Approve with Conditions
Location:	57A Simister Lane, Prestwich, Manchester, M25 2SU				
Proposal:	Two storey side extension; Front porch				
Ward:	Prestwich - Sedgley				
Application No.:	71379	App. Type:	FUL	28/07/2025	Approve with Conditions
Location:	54 and 56 Bent Lane, Prestwich, M25 1DN				
Proposal:	Increase land level height at front to create offstreet parking.				
Application No.:	71757	App. Type:	FUL	24/07/2025	Approve with Conditions
Location:	46 & 48 Albert Avenue, Prestwich, Manchester, M25 0LX				
Proposal:	Raising of roof ridge height with loft conversion and front dormers (46 & 48 Albert Avenue), rear dormer to no. 46 and extension of existing dormer to no. 48; Single storey extension at front/side and first floor side extension (46 Albert Avenue)				
Application No.:	71773	App. Type:	FUL	07/08/2025	Approve with Conditions
Location:	10 Cranbrook Drive, Prestwich, Manchester, M25 0JZ				
Proposal:	Hip to gable roof extension with loft conversion and dormers at front and rear; Front porch; Single storey rear extension				
Application No.:	71887	App. Type:	FUL	07/08/2025	Approve with Conditions
Location:	65 & 67 Bury Old Road, Prestwich, Manchester, M25 0FG				
Proposal:	No. 65 - Two storey front/side extension; First floor rear extension No. 67 - Two storey front extension; First floor rear extension; Hip to gable roof extension including changes to the roof of existing two storey side extension				
Application No.:	71889	App. Type:	FUL	17/07/2025	Approve with Conditions
Location:	29 Meade Hill Road, Prestwich, Manchester, M25 0DH				
Proposal:	New front porch; hip to gable roof extension; dormer extension at rear; first floor extension at rear and garage conversion with pitched roof				
Application No.:	71894	App. Type:	FUL	17/07/2025	Approve with Conditions
Location:	6 Wells Avenue, Prestwich, Manchester, M25 0GN				
Proposal:	Single storey front extension, single storey extension at side/rear, two storey rear extension and first floor side extension; Conversion of existing garage to living accommodation				
Application No.:	71919	App. Type:	FUL	14/07/2025	Refused
Location:	12 Meadfoot Avenue, Prestwich, Manchester, M25 0AR				
Proposal:	Two storey side and rear extension and loft conversion with front and rear dormers				

Application No.:	71920	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	21 Newington Avenue, Prestwich, Manchester, M8 4LT				
Proposal:	Two storey/single storey rear extension with balustrade balcony; First floor side extension with balcony and steps to garden; Single storey front extension				
Application No.:	71940	App. Type:	FUL	05/08/2025	Refused
Location:	108 Windsor Road, Prestwich, Manchester, M25 0DF				
Proposal:	Two storey extensions at front,side and rear including raising roof height to form accommodation in loft space				
Application No.:	71957	App. Type:	FUL	16/07/2025	Approve with Conditions
Location:	99 Albert Avenue, Prestwich, Manchester, M25 0HE				
Proposal:	Loft conversion with front and rear dormers.				
Application No.:	71961	App. Type:	FUL	30/07/2025	Approve with Conditions
Location:	67 Brooklands Road, Prestwich, Manchester, M25 0FB				
Proposal:	Conversion of existing garage into habitable room with new pitched roof				
Application No.:	71976	App. Type:	FUL	24/07/2025	Approve with Conditions
Location:	7 Danesway, Prestwich, Manchester, M25 0ET				
Proposal:	Single storey rear extension; additon of loft window to side elevation				
Application No.:	72010	App. Type:	FUL	28/07/2025	Approve with Conditions
Location:	5 Jesmond Avenue, Prestwich, Manchester, M25 9NG				
Proposal:	Single storey rear extension				
Application No.:	72019	App. Type:	FUL	15/08/2025	Approve with Conditions
Location:	77 Bishops Road, Prestwich, Manchester, M25 0AS				
Proposal:	Single storey rear extension				
Application No.:	72037	App. Type:	FUL	04/08/2025	Approve with Conditions
Location:	Pavement outside 13 Bury New Road, Prestwich, Manchester, M25 9JZ				
Proposal:	Installation of 1 no. BT Street Hub Unit with 2 no. digital 75 inch LCD display screens either side of unit				
Application No.:	72038	App. Type:	ADV	04/08/2025	Approve with Conditions
Location:	Pavement outside 13 Bury New Road, Prestwich, Manchester, M25 9JZ				
Proposal:	Advertisement consent for 2 no. digital 75 inch LCD display screens either side of 1 no. BT street hub unit				
Application No.:	72049	App. Type:	FUL	06/08/2025	Approve with Conditions
Location:	6 Holmfield Avenue, Prestwich, Manchester, M25 0BH				
Proposal:	Variation of condition no. 2 (approved plans) on plannning permission 70949 (Two storey rear extension; Front porch): Widening of the approved ground floor extension by an additional 0.5 metres; Extension of part of the approved first floor extension by an additional 1.5 metres; Alteration of the proposed pitched roof to a flat roof design.				

Application No.: 72112 **App. Type:** CONDIS 15/08/2025 Approve
Location: 12A Whittaker Lane, Prestwich, Manchester, M25 1FX
Proposal: Application to discharge condition 6 (ecological mitigation and enhancements measures) on planning permission 71330

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

Application No.: 71986 **App. Type:** FUL 13/08/2025 Approve with Conditions
Location: 13 Rectory Avenue, Prestwich, Manchester, M25 1DD
Proposal: Single storey rear extension; Front porch

Application No.: 72000 **App. Type:** FUL 24/07/2025 Approve with Conditions
Location: Eastholme, St Anns Road, Prestwich, Manchester, M25 9LD
Proposal: Garage conversion in rear garden with pergola

Application No.: 72033 **App. Type:** FUL 04/08/2025 Approve with Conditions
Location: Pavement outside Aldi 380 Bury New Road, Prestwich, Manchester, M25 1AR
Proposal: Installation of 1 no. BT Street Hub Unit with 2 no. digital 75 inch LCD display screens either side of unit and removal of existing phone kiosk

Application No.: 72034 **App. Type:** ADV 04/08/2025 Approve with Conditions
Location: Pavement outside Aldi 380 Bury New Road, Prestwich, Manchester, M25 1AR
Proposal: Advertisement consent for 2 no. digital 75 inch LCD display screens either side of 1 no. BT street hub unit

Application No.: 72106 **App. Type:** FUL 19/08/2025 Approve with Conditions
Location: 24 Swarbrick Drive, Prestwich, Manchester, M25 9TD
Proposal: Single storey side and rear extension

Ward: **Radcliffe - East**

Application No.: 71739 **App. Type:** FUL 15/08/2025 Approve with Conditions
Location: Radcliffe Hall C Of E Methodist Primary School, Bury Street, Radcliffe, Manchester, M26 2GB
Proposal: Erection of new 2.4m high boundary fencing and access gates

Application No.: 72095 **App. Type:** FUL 15/08/2025 Approve with Conditions
Location: 1 Glenvale Close, Radcliffe, Manchester, M26 2SL
Proposal: Single storey extension at front/side

Ward: **Radcliffe - North and Ainsworth**

Application No.: 71819 **App. Type:** FUL 17/07/2025 Refused
Location: Ainsworth Nursing Home, Knowsley Road, Ainsworth, Radcliffe, Bolton, BL2 5PT

Proposal: Variation of condition no. 2 (approved plans) of planning permission 68661 to alter the approved design/layout of the house to include a new basement level, 2no. rear dormers swapped for 2no. rear outriggers; addition of 2no. single storey side extensions and an increase in floorspace

Application No.: 72067 **App. Type:** FUL 11/08/2025 Approve with Conditions
Location: 21 Grindsbrook Road, Radcliffe, Manchester, M26 4JS
Proposal: Two storey extension at side and extension of existing driveway

Application No.: 72110 **App. Type:** FUL 15/08/2025 Approve with Conditions
Location: 11 Crosby Road, Radcliffe, M26 4JL
Proposal: Conversion of garage into a habitable room

Ward: Radcliffe - West

Application No.: 71776 **App. Type:** FUL 14/07/2025 Approve with Conditions
Location: New Jerusalem Church, Stand Lane, Radcliffe, Manchester, M26 1JQ
Proposal: Change of use from a place of worship (Class F1(f)) to an office (Class E(g))

Application No.: 71946 **App. Type:** FUL 15/08/2025 Approve with Conditions
Location: Land rear of 11 Oakley Close, Radcliffe, Manchester, M26 1DF
Proposal: Change of use of recreational land to extend garden / residential curtilage and erection of fencing and gates

Application No.: 71960 **App. Type:** FUL 04/08/2025 Approve with Conditions
Location: 5 Mulberry Close, Radcliffe, Manchester, M26 3AR
Proposal: Conversion of existing garage to bedroom and shower room

Application No.: 72077 **App. Type:** FUL 20/08/2025 Approve with Conditions
Location: 91 Ringley Road West, Radcliffe, Manchester, M26 1DW
Proposal: Variation of conditions 2 (approved plans) and 3 (approved materials) on planning permission 69857 to allow for a lean to pitched roof on the rear extension and replace proposed render with brick.

Ward: Ramsbottom

Application No.: 71451 **App. Type:** FUL 17/07/2025 Refused
Location: Sheep Hey Farm, Leaches Road, Shuttleworth, Ramsbottom, Bury, BL0 0EC
Proposal: Installation of a slurry lagoon

Application No.: 71896 **App. Type:** FUL 28/07/2025 Approve with Conditions
Location: Barwood Lea Mill, Grants Lane, Ramsbottom, Bury, BL0 9NB
Proposal: Replacement of existing timber main entrance door and 1 no. sash window above the door

Application No.:	71908	App. Type:	FUL	22/07/2025	Refused
Location:	Shoulder Of Mutton, Holcombe Village, Bury, BL8 4LZ				
Proposal:	Erection of 2 no. timber framed gazebos over part of existing external seating area with new ramped access and stepped access				
Application No.:	72009	App. Type:	FUL	30/07/2025	Refused
Location:	177 Bolton Street, Ramsbottom, Bury, BL0 9JD				
Proposal:	Replacement of timber windows with UPVc				
Application No.:	72023	App. Type:	LBC	01/08/2025	Refused
Location:	15 Barwood Lea, Ramsbottom, Bury, BL0 9AX				
Proposal:	Listed Building Consent for installation of stud wall in main bedroom to form en suite bathroom; associated drainage connection and replacement of the existing external black metal rainwater pipe				
Application No.:	72060	App. Type:	FUL	04/08/2025	Approve with Conditions
Location:	Hawkshaw Hall, Hawkshaw Lane, Tottington, Bury, BL8 4LD				
Proposal:	Demolition of existing single storey rear extension; Single storey rear extension to include infill extension				
Application No.:	72063	App. Type:	LDCE	19/08/2025	Lawful Development
Location:	59 Holthouse Road, Tottington, Bury, BL8 3LA				
Proposal:	Lawful development certificate for proposed rear dormer and rooflights at front				
Application No.:	72104	App. Type:	FUL	19/08/2025	Approve with Conditions
Location:	5-7 Milton Street, Ramsbottom, Bury, BL0 9HA				
Proposal:	Conversion of existing dwelling into 2 no. separate dwellings				
Application No.:	72115	App. Type:	FUL	15/08/2025	Refused
Location:	10 Lumb Carr Road, Ramsbottom, Bury, BL8 4NW				
Proposal:	Variation of condition no. 1 (approved plans) and Removal of condition nos. 2 (external finishing materials) and no. 3 (materials, construction and fitting) of planning permission 71334				
Application No.:	72143	App. Type:	CONDIS	04/08/2025	Approve
Location:	Former Bank Lane Friendly Burial Society Building, Spring Street, Shuttleworth, Ramsbottom, BL0 0DS				
Proposal:	Application to discharge condition 7 (provision of parking) on planning permission 66546				
Application No.:	72146	App. Type:	GPDE	19/08/2025	Prior Approval Not Required - Extension
Location:	71 George Road, Ramsbottom, Bury, BL0 9NN				
Proposal:	Prior approval for proposed single storey rear extension				

Ward: **Tottington**

Application No.:	71947	App. Type:	FUL	15/08/2025	Approve with Conditions
Location:	34 Laurel Street, Tottington, Bury, BL8 3LY				
Proposal:	Single storey rear extension and replacement of existing windows/doors				

Ward: **Whitefield + Unsworth - Besses**

Application No.:	72007	App. Type:	GPDE	14/07/2025	Prior Approval Not Required - Extension
Location:	16 Alexandra Avenue, Whitefield, Manchester, M45 6DW				
Proposal:	Prior approval for proposed single storey rear extension				

Application No.:	72015	App. Type:	LDCE	14/08/2025	Lawful Development
Location:	7 Alexandra Avenue, Whitefield, Manchester, M45 6DW				
Proposal:	Lawful Development Certificate for existing decked sheltered area with a built in shed				

Application No.:	72041	App. Type:	FUL	04/08/2025	Approve with Conditions
Location:	72 Pole Lane, Bury, BL9 8PX				
Proposal:	Single storey front extension with render to ground floor front elevation				

Application No.:	72070	App. Type:	GPDE	01/08/2025	Prior Approval Not Required - Extension
Location:	1 Waterdale Drive, Whitefield, Manchester, M45 8SB				
Proposal:	Prior approval for proposed single storey rear extension				

Application No.:	72109	App. Type:	GPDE	04/08/2025	Prior Approval Not Required - Extension
Location:	36 Stanway Road, Whitefield, Manchester, M45 8FX				
Proposal:	Prior approval for proposed single storey rear extension				

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

Application No.:	71515	App. Type:	FUL	22/07/2025	Approve with Conditions
Location:	174-176 Bury New Road, Whitefield, Manchester, M45 6QF				
Proposal:	Erection of attached property comprising of commercial (Class E) at ground floor and 2 no. bed flat at first floor (Class C3)				

Application No.:	71932	App. Type:	FUL	24/07/2025	Approve with Conditions
Location:	27 Sergeants Lane, Whitefield, Manchester, M45 7TR				
Proposal:	Single storey rear extension, first floor side and front extensions and internal alterations				

Application No.:	71938	App. Type:	FUL	17/07/2025	Approve with Conditions
Location:	34 Hillingdon Road, Whitefield, Manchester, M45 7QN				
Proposal:	Demolition of existing dwelling and erection of 1 no. replacement dwelling with associated works (approved under 68736) - amended scheme with single storey rear extension				

Application No.:	71959	App. Type:	FUL	17/07/2025	Approve with Conditions
Location:	McDonalds, 103 Bury New Road, Whitefield, Manchester, M45 7EG				
Proposal:	Install additional two EV charging stations and the upgrading and repositioning of feeder pillar				

Application No.:	71969	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	141 Park Lane, Whitefield, Manchester, M45 7GT				
Proposal:	First floor side extension				

Ward: **Whitefield + Unsworth - Unsworth**

Application No.:	71939	App. Type:	FUL	14/07/2025	Approve with Conditions
Location:	27 Brookdene Road, Bury, BL9 8ND				
Proposal:	Single storey extension at side/rear				

Application No.:	71977	App. Type:	FUL	18/07/2025	Approve with Conditions
Location:	10 The Croft, Bury, BL9 8RL				
Proposal:	First floor side/front extension				

Application No.:	72008	App. Type:	GPDE	08/08/2025	Prior Approval Not Required - Extension
Location:	13 Melrose Close, Whitefield, Manchester, M45 8XZ				
Proposal:	Prior approval for proposed single storey rear extension				

Application No.:	72022	App. Type:	FUL	20/08/2025	Approve with Conditions
Location:	25 Oakwell Drive, Bury, BL9 8LB				
Proposal:	Raising of height of part of roof and new roof replacement to existing dwelling; partial render to front and both side elevations; garage conversion and external alterations				

Application No.:	72039	App. Type:	FUL	01/08/2025	Refused
Location:	Pavement at side of Morrisons, Bury New Road, Whitefield, Manchester, M45 8QS				
Proposal:	Installation of 1 no. BT Street Hub Unit with 2 no. digital 75 inch LCD display screens either side of unit and relocation of existing phone kiosk				

Application No.:	72040	App. Type:	ADV	01/08/2025	Refused
Location:	Pavement at side of Morrisons, Bury New Road, Whitefield, Manchester, M45 8QS				
Proposal:	Advertisement consent for 2 no. digital 75 inch LCD display screens either side of 1 no. BT street hub unit				

Application No.:	72078	App. Type:	FUL	04/08/2025	Approve with Conditions
Location:	Moss View, 4 Killy Lane, Bury, BL9 8GA				
Proposal:	Single storey rear extension and front porch				

Application No.:	72080	App. Type:	FUL	11/08/2025	Approve with Conditions
Location:	209 Sunny Bank Road, Bury, BL9 8JU				
Proposal:	Two storey rear extension; render finish to all elevations and changes to existing fenestration				

Application No.:	72085	App. Type:	FUL	11/08/2025	Approve with Conditions
Location:	4 Millom Drive, Bury, BL9 8NJ				
Proposal:	New front porch; two storey side extension; single storey rear extension and first floor window to side elevation				
Application No.:	72102	App. Type:	TEL	14/08/2025	Prior Approval Required and Granted
Location:	Land at Castlebrook Farm, Castle Road, Bury, BL9 8QR				
Proposal:	Prior approval for proposed telecommunications installation comprising of 30M lattice tower supporting 12 no. antennae and 4 no. 300mm dish antennas and 6 no. equipment cabinets, enclosed within a fenced compound and ancillary apparatus				

Total Number of Applications Decided: 121

REPORT FOR NOTING

Agenda Item 6

Bury
COUNCIL

**Agenda
Item**

6

DECISION OF:	PLANNING CONTROL COMMITTEE
DATE:	2 September 2025
SUBJECT:	PLANNING APPEALS
REPORT FROM:	HEAD OF DEVELOPMENT MANAGEMENT
CONTACT OFFICER:	DAVID MARNO
TYPE OF DECISION:	COUNCIL
FREEDOM OF INFORMATION/STATUS:	This paper is within the public domain
SUMMARY:	Planning Appeals: - Lodged - Determined Enforcement Appeals - Lodged - Determined
OPTIONS & RECOMMENDED OPTION	The Committee is recommended to the note the report and appendices
IMPLICATIONS:	
Corporate Aims/Policy Framework:	Do the proposals accord with the Policy Framework? Yes
Statement by the S151 Officer: Financial Implications and Risk Considerations:	Executive Director of Resources to advise regarding risk management
Statement by Executive Director of Resources:	N/A
Equality/Diversity implications:	No
Considered by Monitoring Officer:	N/A

Wards Affected:	All listed
Scrutiny Interest:	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

**Planning Appeals Lodged
between 13/07/2025 and 20/08/2025**



Application No.: 71399/FUL

Appeal lodged: 28/07/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mr Mohammed Iqbal Hussain

Location: 17 Bloomfield Drive, Bury, BL9 8JX

Proposal: Extension to rear gable end roof; 2m fence to side boundary

Application No.: 71451/FUL

Appeal lodged: 21/07/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mr & Mrs J & C Brown

Location: Sheep Hey Farm, Leaches Road, Shuttleworth, Ramsbottom, Bury, BL0 0EC

Proposal: Installation of a slurry lagoon

Application No.: 71734/FUL

Appeal lodged: 18/08/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mr Refoel Weissbraun

Location: 50 Craigwell Road, Prestwich, Manchester, M25 0FE

Proposal: Erection of a garden fence.

Application No.: 71792/FUL

Appeal lodged: 04/08/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mr Hatel Patel

Location: 28 Alnwick Drive, Bury, BL9 8BZ

Proposal: First floor rear extension; Installation of 1 no. obscure glass first floor window to each side elevation

Application No.: 71855/FUL

Appeal lodged: 21/07/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mr Andrew Platt

Location: 20 Cliff Road, Bury, BL9 9SP

Proposal: Demolition of existing garage & erection of new garage

Total Number of Appeals Lodged: 5

**Planning Appeals Decided
between 13/07/2025 and 20/08/2025**



Application No.: 71148/FUL
Decision level: DEL
Recommended Decision: Refuse
Applicant: Chanichei Yeshivos

Appeal Decision: Dismissed
Date: 22/07/2025
Appeal type: Written Representations

Location: 106 Kings Road, Prestwich, Manchester, M25 0FY

Proposal: Single storey extension at rear and rebuilding of external wall of existing side extension

Application No.: 71222/FUL
Decision level: DEL
Recommended Decision: Refuse
Applicant: Mr Hoppley

Appeal Decision: Dismissed
Date: 11/08/2025
Appeal type: Written Representations

Location: 21 Philips Drive, Whitefield, Manchester, M45 7PY

Proposal: First floor extension

Application No.: 71365/FUL
Decision level: DEL
Recommended Decision: Refuse
Applicant: Mr G Spillard

Appeal Decision: Dismissed
Date: 18/08/2025
Appeal type: Written Representations

Location: Land opposite 41 Arthur Lane, Radcliffe, Bolton, BL2 5PR

Proposal: Demolition of existing stable building and erection of 1 no. dwelling

Application No.: 71400/FUL
Decision level: DEL
Recommended Decision: Refuse
Applicant: Mr Sharif

Appeal Decision: Dismissed
Date: 12/08/2025
Appeal type: Written Representations

Location: 99 Radcliffe Road, Bury, BL9 9LD

Proposal: Single storey side & rear extension; Rear dormer

Application No.: 71768/FUL
Decision level: DEL
Recommended Decision: Refuse
Applicant: Lent

Appeal Decision: Part allowed
Date: 12/08/2025
Appeal type: Written Representations

Location: 3 Tewkesbury Drive, Prestwich, Manchester, M25 0HR

Proposal: Two storey extension at front, single storey rear extension and conversion of existing garage to living accommodation with single storey front extension



Appeal Decision

Site visit made on 28 July 2025

by **Sarah Colebourne MA, MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 12 August 2025

Appeal Ref: APP/T4210/D/25/3366684

3 Tewkesbury Drive, Prestwich, Manchester, M25 0HR

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Lent against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71768.
 - The development proposed is a single storey rear extension, two storey front extension and garage conversion.
-

Decision

1. The appeal is dismissed insofar as it relates to the two storey front extension.
2. The appeal is allowed insofar as it relates to the rear extension and garage conversion/extension and permission is granted for a single storey rear extension and conversion of existing garage to living accommodation with single storey front extension at 3 Tewkesbury Drive, Prestwich, Manchester, M25 0HR in accordance with the terms of the application, Ref 71768, subject to the following conditions:-
 - 1) The development hereby permitted shall begin not later than three years from the date of this decision.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans insofar as they relate to the single storey rear extension and conversion of existing garage to living accommodation with single storey front extension only: GSS24079.4 502; GSS24079.4 Rev. 1.
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing dwelling.

Preliminary matter

3. The Council's decision describes the proposal as 'two storey extension at front, single storey rear extension and conversion of existing garage to living accommodation with single storey front extension' and as this describes the proposal more fully, I have considered it on this basis.

Main Issue

4. The main issue in this case is the effect of the proposed development on the character and appearance of the street scene and the area.

Reasons

5. The appeal site comprises a traditional, semi-detached two storey house which sits on an irregular shaped plot. It has a wide front elevation that sits below a main pitched roof. The double fronted elevation contains a centrally positioned front door with windows either side of that and two projecting gables above in the roof. A single width garage is located to the side of the property, and it appears that at some point in the past a two storey side extension with an irregular floor plan has been built that adjoins the main part of the dwelling and the garage.
6. The dwelling is located in a residential street in an area of properties that appear likely to have been built in the same period. Whilst there is some variety in the style and design of dwellings and some have been extended or altered, there are some characteristics and details that are common to many of the dwellings and contribute positively to the character and appearance of the street scene and the area. Those include overhanging eaves, steep gables and stained glass windows, all of which can be seen in the front elevation of the appeal dwelling.
7. Permission was granted earlier this year for a single storey front porch extension, a single storey rear extension and a garage conversion. The current proposal now includes a two storey extension in the same position as the approved porch on the central part of the front elevation between the two gables.
8. Its siting would distract from the existing gables, would disrupt the line of the overhanging eaves and would result in the removal of the original stained glass landing window, all of which are important features of the dwelling. The introduction of an additional, shallower gable would compete with and distract from the existing, steeper gables and their design would be at odds with those. The width of the extension would be greater than those gabled elements and as such the scale of the extension, together with its siting and design, would result in an overly dominant addition that would be clearly visible in the street scene. It would, therefore, significantly harm the character and appearance of the street scene and the surrounding area.
9. I find then that the proposed development would be contrary to development plan policies EN1/2 and H2/3 of the Bury Unitary Development Plan (1997) which together seek to ensure that extensions are of a high standard and do not have an unacceptable adverse impact on the character of an area.
10. I have noted that the Council has raised no objection to the rear extension and the garage conversion in this proposal which remain as approved previously and are therefore acceptable. It has not objected either to the small proposed extension to the front elevation of the garage and from what I have seen, that would be also be acceptable. Those elements would accord with the development plan policies referred to above and I shall therefore issue a split decision.

Conditions

11. In addition to the standard commencement condition, a condition is necessary requiring that the development is carried out in accordance with the approved plans (except for the two storey front extension) to provide certainty. A condition for matching external materials is also necessary in the interests of the character and appearance of the street scene and the area.

Conclusion

12. For the reasons given above, I conclude that the proposed two storey front extension would be contrary to the development plan and there are no material considerations that would outweigh that. The appeal should be dismissed insofar as it relates to the two storey front extension.
13. The proposed single storey rear extension and conversion of existing garage to living accommodation with single storey front extension would accord with the development plan and the appeal should be allowed insofar as it relates to those parts of the proposal.

Sarah Colebourne

INSPECTOR



Appeal Decision

Site visit made on 27 June 2025

by **R Gravett BA(Hons) DipTP MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 22 July 2025

Appeal Ref: APP/T4210/W/25/3359652

106 Kings Road, Prestwich, Bury M25 0FY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Chanichei Yeshivos against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71148.
 - The development proposed is described as 'Single storey rear extension. Rebuild existing external wall of existing side extension.'
-

Decision

1. The appeal is dismissed.

Main Issue

2. The main issue is the effect of the proposed development on the living conditions of the neighbours at 2 Fort Road (No 2) with particular regard to natural light and outlook.

Reasons

3. 106 Kings Road (No 106) is a large semi-detached property with a frontage to both Kings Road and Fort Road, located in a predominantly residential area. The proposed extension would be sited parallel with the flank elevation of the adjacent two-storey dwelling at No 2 and would extend across the full width of the appeal property. It would replace an existing single storey extension to the rear, which accommodates toilets associated with its use as a place of worship.
4. The existing extension faces a section of blank wall associated with No 2 and it is offset from the common boundary. In contrast, the proposed extension would extend further along this flank and across a side, ground floor window which serves the front room of the dwelling. This room is understood to be a dining room which is a habitable room.
5. The Council's 'Alterations and Extensions to Residential Properties' Supplementary Planning Document 6 (2010) (SPD 6) provides advice on domestic extensions. Although the appeal property is a place of worship, it is in a predominantly residential area. The guidance therefore has some value in that it provides standards which would avoid overbearing relationships with adjacent dwellings. Paragraph 3.12 of SPD 6 seeks to ensure that an extension maintains a minimum distance of 6.5m between a principal window to a habitable room in one property and a single storey blank wall of a neighbouring property.

6. As the proposed extension would be set right on the shared boundary, offset only around 1.5m from the side window of No 2, it would fall well below the SPD standard. However, I accept that less weight should be afforded to a window on a side elevation and the separation distance from the existing rear elevation of the appeal property already appears less than this standard.
7. The front room is around two thirds the depth of the ground floor of No 2 and the side window is set a good distance off the front elevation and bay window. Despite an existing fence along the common boundary, this window would afford the rear part of the room a reasonable outlook. The proposed extension would have a 'lean-to' roof which would have a similar eaves height to the one it would replace. Notwithstanding this, the proximity of the extension, and its projection across the full rear elevation of the appeal property, means it would appear overbearing and would significantly reduce the outlook from No 2's side window. Given its depth, this would be keenly felt by the occupiers of No 2 to the detriment of their enjoyment of the rear part of this room.
8. In relation to natural light, the orientation of the properties is such that the proposed extension would be sited to the north of No 2 and the effect on daylight and sunlight levels would therefore be limited. Further, there is a large ground-floor bay window on the front elevation which faces east and would afford the front room a good degree of sunlight, particularly during the morning. However, acceptability on this point does not mitigate my concerns in relation to outlook.
9. Whilst I note that the Council has recently granted planning permission for a similar single-storey rear extension to the appeal property¹ I have considered the appeal before me on its individual merits. I also note that the proposed plans were shared with the neighbour at No 2 and that no representation or objection has been received from them. However, an absence of concern or objection does not necessarily mean an absence of harm and a high standard of amenity should be achieved for both existing and future occupiers.
10. I have concluded that the proposed development would not have a harmful effect on natural light. Nevertheless, I conclude that it would cause significant harm to the living conditions of No 2 with regard to outlook. It would conflict with saved policies EN1/2 and H2/3 of the Bury Unitary Development Plan (1997) which require, amongst other things, the consideration of the relationship of the proposal to the surrounding area and that extensions and alterations consider the amenity of adjacent properties.

Other Matters

11. I acknowledge the appellant's frustration that further information in relation to the internal layout of No 2 was not requested by the Council during their consideration of the planning application. However, this is not a matter which has a bearing on this appeal, which I have considered solely on its planning merits.

Conclusion

12. The harm arising from the proposal results in conflict with the development plan that amounts to conflict with the plan as a whole.

¹ LPA Ref. 71549

13. I acknowledge that the proposed development would incorporate passive and active design features to reduce energy demand, would connect to the existing heat and energy networks and would be served by full fibre internet. Although these are benefits of the scheme, they do not amount to material considerations indicating that the appeal should be decided other than in accordance with the development plan.
14. For the reasons given above, I conclude that the appeal is dismissed.

R Gravett

INSPECTOR



Appeal Decision

Site visit made on 8 July 2025

by Mrs Chris Pipe BA(Hons), DipTP, MTP, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 11 August 2025

Appeal Ref: APP/T4210/W/25/3365662

21 Philips Drive, Whitefield, Manchester M45 7PY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr Lee Hoppley against the decision of the Bury Metropolitan Borough Council.
 - The application Ref is 71222.
 - The development proposed is described as First Floor Extension onto Existing Porch.
-

Decision

1. The appeal is dismissed.

Procedural Matter

2. At the time of my site visit, I saw that an extension above the porch was in situ. Whilst the application form states works have been completed and the proposal has been submitted retrospectively the plan submitted details a different roof form and materials; I have dealt with the appeal on this basis of the plan submitted.

Main Issue

3. The main issue in this appeal is the effect of the development on the character and appearance of the area.

Reasons

4. The appeal property is within a predominantly residential area which has various forms and designs of residential properties. The appeal property is a modest two storey end terraced property. Each property in the terrace has a small-scale flat roof porch at ground floor.
5. The appeal site is accessed via a set of steps and set at a higher floor level than the terraced three storey properties and road to the southeast. The façade of the terrace the appeal property is located is set forward from that of the terrace to the southeast. The extension is located on the elevation which faces flats on Linksvie Court. I observed during my site visit that the appeal property is clearly visible from multiple public vantage points.
6. Philips Drive contains different styles and designs of properties, however properties which share commonality in terms of features are located within distinct parts of the street creating architectural harmony this adds to the character and appearance of

the area. The uniformity of the appeal terrace façade is noticeably part of the character of area and the extension as built was obvious in the streetscene.

7. The extension in its current form is a dominant addition and incongruous to the property and streetscene. Whilst the appellant has proposed to render the extension and change the flat roof to a pitched roof this would not alter its prominence.
8. I note that an appeal for a similar development, albeit different roof form was dismissed in August 2024¹. I have taken into account the previous Inspectors findings and I do not disagree with them. I find that the development harms the character and appearance of the area.
9. There is conflict with Policies H2/3 of the Bury Unitary Development Plan (1997) which amongst other things seeks to ensure developments are of a high standard and sympathetic to the host property and surrounding area.
10. There is also conflict with Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties (2004, updated 2010) which amongst other things seeks to ensure developments respect the character of host properties and the streetscene.

Other Matters

11. The appellant confirms two properties on Phillips Drive have been granted planning permission for development. The information I have been provided with to compare these with the appeal proposal is limited. Nevertheless, during my site visit I did not observe any comparable extensions to the one before me, or ones which looked incongruous to the area.
12. My attention has been drawn by the appellant to other developments approved by the Council. Whilst photographs have been provided, they are not comparable to the development before me. The properties and street context for each of these extensions appear different from the appeal site context. Photographs have also been provided relating to contrasting styles not conforming to existing open streetscenes. These are also not similar to the proposed before me. Notwithstanding this each development must be considered on its individual merits, and I have reached my conclusion based on the individual merit of the appeal proposal.
13. The appellant has highlighted that the development is required due to personal circumstances in terms of medical need. I have not been provided with evidence to substantiate this. I have also not been provided with evidence to demonstrate that the development would be the only way to fulfil any need of the appellant.
14. I understand that neighbouring occupants have not objected to the development, nevertheless this does not outweigh the harm I have found to the character and appearance of the area.
15. The appellant raises concern relating to the process surrounding the erection of the extension, particularly in relation to advice given and makes accusations that the Council has in some way failed to act fairly. I have no substantive evidence to support this claim and based on my findings I agree with the Council's decision.

¹ APP/T4210/W/24/3339608

Conclusion

16. For the above reasons I conclude that this appeal should be dismissed.

Chris Pipe

INSPECTOR



Appeal Decision

Site visit made on 8 July 2025

by Mrs Chris Pipe BA(Hons), DipTP, MTP, MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12 August 2025

Appeal Ref: APP/T4210/D/25/3362487

99 Radcliffe Road, Bury BL9 9LD

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Mr. M Sharif against the decision of the Bury Metropolitan Borough Council.
 - The application Ref is 71400/FUL.
 - The development proposed is described as proposed single storey side and rear extension with rear dormer.
-

Decision

1. The appeal is dismissed.

Main Issues

2. The main issues in this appeal are the effect of the development on (i) the character and appearance of the host property and area in general; and (ii) the living conditions of the occupants of No. 97 Radcliffe Road.

Reasons

Character and Appearance

3. The appeal property is a semi-detached bungalow with garage to the side within a predominantly residential area. The proposed design of the extension extends the full width of the plot, albeit stepped in for part of the single storey rear extension. Whilst the proposed extension would follow the form of the front façade of the appeal property, the bulky extension would introduce a dominant and contrived form of development.
4. The proposed rear dormer extending the full width of the property would create a flat roof two-storey form of development which would not be sympathetic to the existing property or area in general. This bulky addition would be an incongruous feature. Whilst I understand a two-storey side extension has been approved at No. 97, this does not justify an unsympathetic addition to the appeal property.
5. I find that the development harms the character and appearance of the host property and area in general. There is conflict with Policies H2/3 of the Bury Unitary Development Plan (1997) (the UDP) which amongst other things seeks to ensure developments are of a high standard and sympathetic to the host property and surrounding area.

6. There is also conflict with Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties (2004, updated 2010) (the SPD) which amongst other things seeks to ensure developments respect the character of host properties and the streetscene.

Living Conditions

7. The proposed development would introduce a first-floor side window in the elevation facing 97 Radcliffe Road. The SPD provides guidance that first floor windows of extensions should be a minimum of 7m between a first-floor habitable rooms directly facing a boundary with a neighbouring property. Whilst this does appear to relate to rear elevations I have not been provided with substantive reasons as to why this should not apply in this situation.
8. The SPD also confirms that extensions sited adjacent or close to a boundary should have a blank side facing the neighbour or obscure glazing and non-opening windows. Whilst there is one small rooflight also proposed to serve the bedroom the main source of natural light and view would be from the proposed first-floor side window, obscure glazed, non-opening window would not, in my view, provide adequate living conditions for future occupiers of the appeal site.
9. In terms of the two-storey extension being provided at No. 97 the proposed first-floor window with clear glazing would look onto a large blank wall close to the shared boundary, this view would also be oppressive for any future occupiers of the bedroom.
10. I find that the first-floor side window would create overlooking and loss of privacy, harming the living conditions of the occupants of No. 97 Radcliffe Road. There is conflict with Policy H2/3 of the UDP and the SPD which seek amongst other things to protect the living conditions of existing and future occupiers.

Other Matters

11. The appellant contends a similar dormer could be constructed under permitted development rights via The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). I am mindful that without the other elements of the scheme at ground floor the rear dormer could not be implemented and therefore I do not consider this a legitimate fallback position. I have not been provided with substantive evidence for instance in the form of a certificate of lawful development to assess what alterations could take place under permitted development rights, as such I give this limited weight.
12. My attention has been drawn by the appellant to other developments in the surrounding area. Whilst photographs have been provided, I have no details relating to the planning history for these developments. Notwithstanding this each development must be considered on its individual merits, and I have reached my conclusion based on the individual merit of the appeal proposal.

Conclusion

13. For the above reasons I conclude that this appeal should be dismissed.

Chris Pipe

INSPECTOR

The Ombudsman's final decision

Summary: We will not investigate Mr X's complaint about the Council not taking action against a property developer. It is unlikely we would find fault.

The complaint

1. Mr X says the Council has failed to take action against his neighbour for work they are carrying out.

The Ombudsman's role and powers

2. We investigate complaints about 'maladministration' and 'service failure', which we call 'fault'. We must also consider whether any fault has had an adverse impact on the person making the complaint, which we call 'injustice'. We provide a free service, but must use public money carefully. We do not start or continue an investigation if we decide:
 - there is not enough evidence of fault to justify investigating; or
 - there is another body better placed to consider this complaint. (Local Government Act 1974, section 24A(6), as amended, section 34(B))

How I considered this complaint

3. I considered information provided by Mr X and the Council.
4. I considered the Ombudsman's Assessment Code.

My assessment

5. Mr X says the property next to his home, which is a dwelling, is being converted into a House of Multiple Occupancy (HMO). He says the property will house nine people. He says the developers have not obtained planning permission to change the property to an HMO. He says the developers have not obtained consent from him to carry out work which affects the boundary. He says they have created holes in his walls and removed joint chimney stacks.
6. Mr X says he complained to the Council, but it has not taken any action.
7. At the end of May 2025 the developer applied for planning permission for a change of use to a nine person HMO. The Council says planning permission is not needed for HMOs below nine people. It says permission only needs to be applied for when the nine people are to start living there. It does not have to be

obtained before work starts on changes to the property. It says the issues with the party wall are a private matter.

Analysis

8. We are unlikely to find fault in the Council not taking planning enforcement action. Planning rules allow homeowners to convert their properties into HMOs for less than nine people. There is no evidence there are more than eight people living in the property.
9. Damage to property caused by a neighbour's building work is normally a private legal action matter, by the property owner against the neighbour. If work is being carried out, at or near the common boundary of the properties it is possible that a Party Wall Act Agreement should have been made between the neighbours. A local authority has no part to play in this agreement – it is a civil matter between the neighbours. We are unlikely to find fault in the Council not taking action against the developer for the damage Mr X says has happened.

Final decision

10. We will not investigate Mr X's complaint because we are unlikely to find fault in the Council not taking planning enforcement action or action for property damage.

Investigator's decision on behalf of the Ombudsman



Classification	Item No.
Open / Closed	7

Meeting:	Planning Control Committee
Meeting date:	02 September 2025
Title of report:	Tree Preservation Order Confirmation
Report by:	Head of Development Management
Decision Type:	Council
Ward(s) to which report relates	Tottington

Introduction

This report sets out the issues relating to the current temporary tree preservation order Tree Preservation Order (No. 365) 2025 at 48 Hilda Avenue, Tottington.

Background

Local planning authorities can make a Tree Preservation Order if it appears to them to be 'expedient in the interests of amenity to make provision for the preservation of trees or woodlands in their area'.

On 7th May 2025, the Council imposed a temporary Tree Preservation Order to protect an oak tree at 48 Hilda Avenue, Tottington. The tree is an imposing oak tree which has significant presence in the area and can be seen from a distance and the immediate vicinity from the public realm.

The tree was under threat of being damaged by ad hoc works and thus in terms of visual amenity causing harm. If works continue to be carried out on the tree it could become damaged and cause the tree to become unstable, which could result in the

whole tree structure failing. Apart from the loss in terms of visual amenity, this could also cause damage to surrounding gardens and/or properties.

The Order prohibits the felling, lopping, topping, uprooting or otherwise wilful damaging of trees without the prior permission of the Council.

The Council has six months in which to confirm the temporary Order. If the TPO is not confirmed within six months, the Order will lapse, the tree would no longer be protected and could be removed. If the Order is confirmed, it will take effect on a permanent basis and the tree will continue to be protected.

The Council cannot confirm an Order unless it has first considered any duly made objections or other representations.

Consultation

The owner of the site on which the tree is situated was notified of the making of the order and a site notice was erected on Hilda Avenue and Moorside Road on 22/05/2025.

Two objections were received giving the following reasons;

Objection no.1

- The tree in question, situated at 48 Hilda Avenue, extends well beyond the boundary of the said property. Its branches have caused repeated and ongoing damage to gardens, garden sheds, slab paving, and garden furniture.
- The tree frequently sheds branches through natural self-pruning, and several have fallen onto our shed and garden, necessitating ongoing repairs and preventative maintenance. These falling has created hazards that limit the safe use of gardens.
- We would cite the precedent set in *Lemmon v Webb* (1894) as our authority for the removal of overhanging tree branches in adjoining land. This case set out that other landowners, have the right to cut off branches that overhang their property without giving notice, without the need to enter other's land. This reinforces the principle to enjoy rights up to the boundary, including the airspace above it.
- The risk posed by falling branches represents a serious safety concern. Branches continue to fall unexpectedly, posing a danger. The enforcement of the Order would require permission before carrying out pruning, even when safety is at stake, potentially increasing the risk of serious injury or harm.
- Furthermore, if the tree were to fall due to adverse weather (i.e. strong winds), it could threaten multiple properties. We note that a risk was acknowledged in Planning Application 66203, submitted by the owner of 48 Hilda Avenue, where it was stated, the tree is within falling distance of the now built structure on the site of 48 Hilda Avenue. Without being freely available to prune and lob branches of the tree, the risk to the surrounding properties is greatly enhanced.
- Given the expansive root systems typical of mature oak trees, there's concern that the roots may be undermining the ground stability and adjacent properties. This poses long-term risks to building foundations and other

structures, and the inability to manage the growth of the tree freely could increase the likelihood of structural damage.

- The tree significantly restricts access to natural light and fresh air. Its dense canopy obstructs sunlight, affects enjoyment and use of the outdoor space. The imposition of the Order would prevent taking reasonable steps to manage this obstruction, further impacting our right to light and reducing the amenity value of our property.
- In addition, the overhanging branches attract birds that frequently perch on them and defecate neighbouring garden furniture and paving. This creates an ongoing hygiene and maintenance issue
- We challenge whether the TPO is truly expedient in the interests of amenity. The tree is situated on private land, with limited or no access or benefit to the wider public. We understand that visibility alone is not sufficient grounds for a TPO. The tree is not located in a conservation area, nor does it hold any known rarity, cultural, or historic value. To our knowledge, no other nearby trees are subject to TPOs, making this Order appear arbitrary and inconsistent with the local environment.
- We strongly suspect that the application for the TPO may have been influenced by an ongoing dispute between the owners and several neighbouring households. There have been prior instances where residents, including ourselves, have attempted to prune overhanging branches but were prevented from doing so by the owners. This situation has led to increased tensions within the community, and we are concerned that the TPO is being used to further private interests rather than genuine environmental or public concerns.
- The previous owner of 48 Hilda Avenue maintained the trees of the property and employed tree specialists to maintain all the trees affecting neighbouring properties. He was sympathetic to overhanging branches and large limbs that would affect people's enjoyment of their own gardens.

Objection no.2

- The tree in question, situated at 48 Hilda Avenue, extends well beyond the boundary of the said property into other's airspace.
- Its branches have caused repeated and ongoing damage garden fence, children's toys and requiring the need to move and replace items due to this.
- The risk posed by falling branches represents a serious safety concern.
- Approx. 10 years ago we were advised that the tree was in fact unsafe by a tree specialist. He also advised that the tree was leaning heavily and that he wouldn't be surprised if it actually fell in years to come. This has been a constant worry over the years, the tree is slowly moving and leaning further to one side.
- Our children are unable to use their trampoline, and we have had to move items such as their easel and large outdoor Connect 4 etc due to falling branches especially on windier days.
- If the tree were to fall due to adverse weather (i.e. strong winds), it could threaten multiple properties in its immediate vicinity.

- We are also concerned about the affect the tree's roots will be having on our property. Tree roots are known to expand, and we wonder whether the roots would be impacting the foundations of neighbouring property.
- The tree significantly restricts access to natural light and fresh air in our garden and property. Its dense canopy obstructs sunlight, affecting our enjoyment and use of the outdoor space.
- The tree is not located in a conservation area, nor does it hold any known rarity, cultural, or historic value.
- We do not believe TPO is in the interests of the local community. The tree is situated in a private garden, no access or benefit to the wider public.
- We are concerned that the TPO is being used to further private interests rather than genuine environmental or public concerns.
- We believe that the TPO has been influenced by the owners of 48 Hilda Avenue. This has arose from the growing tensions between surrounding neighbours and the pruning of the tree.
- The owners of 48 Hilda Avenue do not maintain the bushes surrounding their property, let alone the tree. Their bushes and the said tree, which take over nearby gardens and are pruned by the owners of neighbouring properties and disposed of at an expense to ourselves.
- Previously 48 Hilda Avenue had a big tree at its entrance. The owners had the said tree removed from the entrance to their own property to enable them to have the driveway which they have created for multiple vehicles. In that case no consideration was given to 'the prominence of the area, the quality of the tree and the contribution of the character of the surrounding area'.
- We would request that a qualified person is appointed to come and make a report on this tree. Not only this but we would also highly recommend that it is looked at from a safety aspect to the neighbouring properties. As highlighted previously, we were advised by a tree surgeon it was likely to fall over coming years so it is a worry.
- We respectfully request that the Council revoke the proposed tree preservation order. Alternatively, if the TPO is granted, we respectfully request that a condition be included requiring the owners of 48 Hilda Avenue to ensure, at their own expense, that any branches of the tree which encroach upon the airspace of our property, or any adjoining properties are regularly pruned.

Consideration of the Objections

Quality, Character and amenity value - Following a site visit and assessment by the Council's Planning and Trees and Woodland's Officer, the Council does not agree with the assessment presented by the objectors. The following assessment has been made in relation to the tree:

The tree in question is an Oak which is located in the front garden of 48 Hilda Avenue. The tree appears to be in reasonable health and condition with no signs of die back, cavities or fungal growth.

The assessment of the Council's Tree's and Woodland's Officer concluded that it be recommended the tree for protection by a TPO and as such this was progressed.

The tree is very prominent within the street scene as it is located at the head of the cul-de-sac on Hilda Avenue and as such it contributes to the visual amenity of the area. The tree is visible from Hilda Avenue and Moorside Road.

Government guidance states that Orders should be used to protect selected trees if their removal would have a significant negative impact on the local environment and its enjoyment by the public. Removal of the tree would have a negative impact on the local environment by removal of an element of soft landscaping.

It is evident from the site photos and objections that some works have been carried out which are unsympathetic to the tree which is prominent in the streetscape along Hilda Avenue and also from properties on Moorside Road tree and there is indication that this type of work would be required in the future. The TPO would mean they would now have to do so in a controlled manner.

The TPO is not being used as a means to control development but to retain the tree and area's amenity value of which it significantly contributes. The objectors, and landowner can still carry out works to the trees, including felling if deemed necessary, with the submission of an application to the LPA, along with a tree report and any other relevant information is provided. As such it is not considered that the TPO would necessarily restrict appropriate tree maintenance but in fact would promote appropriate maintenance.

The tree owner's liabilities and responsibilities would remain the same regardless of any TPO that is imposed and as such damage to property etc would remain private matters.

Recommendation

That the current temporary preservation order issued on the tree within the curtilage of the site as identified in Appendix 1 is confirmed so that the Order takes effect on a permanent basis.

List of Background Papers: -

Temporary Tree Preservation Order dated 7th May 2025.

The Town and Country Planning (Tree Preservation) (England) Regulations 2012

Community impact/links with Community Strategy

Equality Impact and considerations:

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.*

The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services.

Equality Analysis	<i>Please provide a written explanation of the outcome(s) of either conducting an initial or full EA.</i>
No impact.	

**Please note: Approval of a cabinet report is paused when the 'Equality/Diversity implications' section is left blank and approval will only be considered when this section is completed.*

Assessment of Risk:

The following risks apply to the decision:

Risk / opportunity	Mitigation
N/A	. N/A

Consultation: Council's arboriculturist. Their comments are included within the report.

Legal Implications:

Tree Preservation Orders (TPOs) can be made where it is expedient in the interests of amenity to make provision for the preservation of trees or woodlands. TPOs initially take effect on a provisional basis for a period of six months. Authorities can confirm Orders, either without modification or with modification, so that they take effect on a permanent basis. They may also decide not to confirm the Order, which will stop its effect. Authorities cannot confirm an Order unless they have first considered any duly made objections or other representations.

There is no right of appeal against a TPO. Orders may be challenged in the High Court on a point of law within six weeks of being confirmed.

Financial Implications:

To be completed by the Council's Section 151 Officer

Report Author and Contact Details:

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Please include a glossary of terms, abbreviations and acronyms used in this report.

Term	Meaning
TPO	Tree Preservation Order

TREE PRESERVATION ORDER
Town and Country Planning Act 1990

The Metropolitan Borough of Bury
(48 Hilda Avenue, Tottington BL8 3JE)
Tree Preservation Order (No. 365) 2025

The Metropolitan Borough of Bury (Bury Council) in exercise of the powers conferred on them by section 198 of the Town and Country Planning Act 1990 make the following Order—

Citation

1. This Order may be cited as the Metropolitan Borough of Bury (48 Hilda Avenue, Tottington BL8 3JE) Tree Preservation Order (No.365) 2025.

Interpretation

2.—(1) In this Order “the authority” means Bury Council

(2) In this Order any reference to a numbered section is a reference to the section so numbered in the Town and Country Planning Act 1990 and any reference to a numbered regulation is a reference to the regulation so numbered in the Town and Country Planning (Tree Preservation) (England) Regulations 2012.

Effect

3.—(1) Subject to article 4, this Order takes effect provisionally on the date on which it is made.

(2) Without prejudice to subsection (7) of section 198 (power to make tree preservation orders) or subsection (1) of section 200 (tree preservation orders: Forestry Commissioners) and, subject to the exceptions in regulation 14, no person shall—

(a) cut down, top, lop, uproot, wilfully damage, or wilfully destroy; or

(b) cause or permit the cutting down, topping, lopping, wilful damage or wilful destruction of,

any tree specified in the Schedule to this Order except with the written consent of the authority in accordance with regulations 16 and 17, or of the Secretary of State in accordance with regulation 23, and, where such consent is given subject to conditions, in accordance with those conditions.

Application to trees to be planted pursuant to a condition

4. In relation to any tree identified in the first column of the Schedule by the letter “C”, being a tree to be planted pursuant to a condition imposed under paragraph (a) of section 197 (planning permission to include appropriate provision for preservation and planting of trees), this Order takes effect as from the time when the tree is planted.

Dated this 7th day of May 2025

The Common Seal of the Metropolitan Borough of Bury
was affixed to this Order in the presence of—

S Doherty

Sarah Doherty 07 May 2025 09:16:54 BST (UTC +1)

Authorised by the Council to sign in that behalf



Seal ID: 31584

CONFIRMATION OF ORDER

This Order was confirmed by the Metropolitan Borough of Bury without modification on the
day of 20

OR

This Order was confirmed by the Metropolitan Borough of Bury, subject to the modifications
indicated by , on the day of 20

Signed on behalf of the Metropolitan Borough of Bury

.....
Authorised by the Council to sign in that behalf

DECISION NOT TO CONFIRM ORDER

A decision not to confirm this Order was taken by the Metropolitan Borough of Bury on the
day of 20

Signed on behalf of the Metropolitan Borough of Bury

.....
Authorised by the Council to sign in that behalf

VARIATION OF ORDER

This Order was varied by the Metropolitan Borough of Bury on the day of
20 by a variation order under reference number a copy of which is
attached

Signed on behalf of the Metropolitan Borough of Bury

.....
Authorised by the Council to sign in that behalf

REVOCATION OF ORDER

This Order was revoked by the Metropolitan Borough of Bury on the day of
20

Signed on behalf of the Metropolitan Borough of Bury

.....
Authorised by the Council to sign in that behalf

SCHEDULE**SPECIFICATION OF TREES****Trees specified individually**
(encircled in black on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
T1	Oak	At the rear of 48 Hilda Avenue, Tottington

Trees specified by reference to an area
(within a dotted black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
None.		

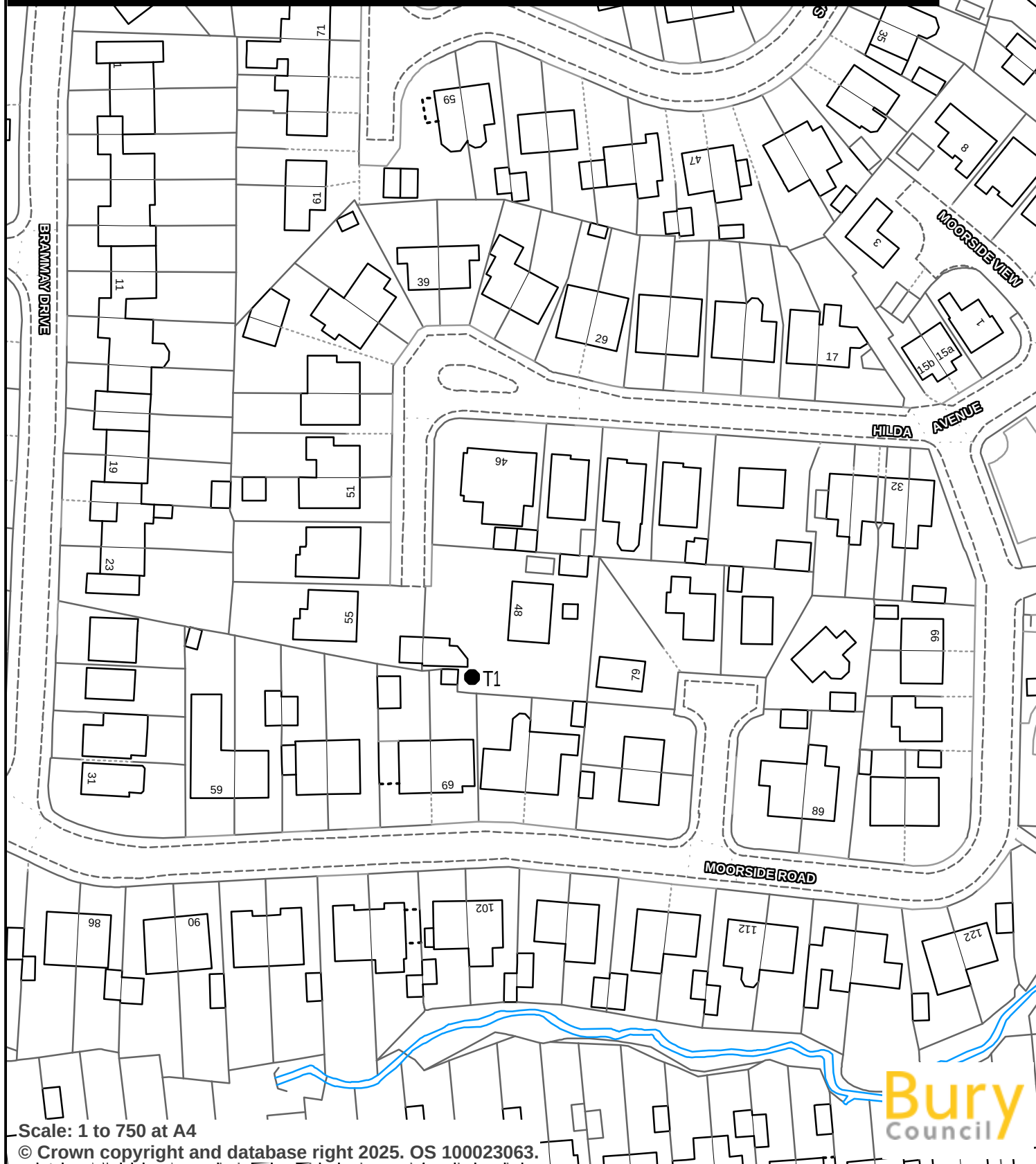
Groups of Trees
(within a broken black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
None.		

Woodlands
(within a continuous black line on the map)

<i>Reference on map</i>	<i>Description</i>	<i>Situation</i>
None.		

Map referred to in the Metropolitan Borough of Bury (48 Hilda Avenue, Tottington, BL8 3JE) Tree Preservation Order (No. 365) 2025



Scale: 1 to 750 at A4

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Bury
Council

THE COMMON SEAL of THE
METROPOLITAN BOROUGH OF BURY
was hereunto affixed on the
7th day of May 2025
in the presence of:-

S Doherty

Sarah Doherty 07 May 2025 09:16:54 BST (UTC +1)

Authorised Signatory



TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

SURVEY DATA SHEET & DECISION GUIDE

Date: 2062/25 Surveyor: LESLIE BEARDWOOD

Tree details
 TPO Ref (if applicable):
 Owner (if known): PRIVATE Tree/Group No: 48 Species: OAK
 Location: HILDA AVE DOTTINGTON

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition & suitability for TPO

- 5) Good Highly suitable
- 3) Fair/satisfactory Suitable
- 1) Poor Unlikely to be suitable
- 0) Dead/dying/dangerous* Unsuitable

* Relates to existing context and is intended to apply to severe irremediable defects only

Score & Notes 3

b) Retention span (in years) & suitability for TPO

- 5) 100+ Highly suitable
- 4) 40-100 Very suitable
- 2) 20-40 Suitable
- 1) 10-20 Just suitable
- 0) <10* Unsuitable

*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score & Notes 4

c) Relative public visibility & suitability for TPO

Consider realistic potential for future visibility with changed land use

- 5) Very large trees with some visibility, or prominent large trees Highly suitable
- 4) Large trees, or medium trees clearly visible to the public Suitable
- 3) Medium trees, or large trees with limited view only Suitable
- 2) Young, small, or medium/large trees visible only with difficulty Barely suitable
- 1) Trees not visible to the public, regardless of size Probably unsuitable

Score & Notes 5

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- 5) Principal components of formal arboricultural features, or veteran trees
- 4) Tree groups, or principal members of groups important for their cohesion
- 3) Trees with identifiable historic, commemorative or habitat importance
- 2) Trees of particularly good form, especially if rare or unusual
- 1) Trees with none of the above additional redeeming features (inc. those of indifferent form)
- 1) Trees with poor form or which are generally unsuitable for their location

Score & Notes 4

Part 2: Expediency assessment

Trees must have accrued 10 or more points to qualify

- 5) Immediate threat to tree inc. s.211 Notice
- 3) Foreseeable threat to tree
- 2) Perceived threat to tree
- 1) Precautionary only

Score & Notes 3

Part 3: Decision guide

- Any 0 Do not apply TPO
- 1-6 TPO indefensible
- 7-11 Does not merit TPO
- 12-15 TPO defensible
- 16+ Definitely merits TPO

Add Scores for Total:

19

Decision:

YES















Mr J & Mrs C Duffy
69 Moorside Road
Tottington
Bury
BL8 3HR

Bury MBC
Legal Services
Town Hall
Knowsley Street
Bury
BL9 0SW

Your Reference: RA/057984

Email: Legal.Services@bury.gov.uk

31 May 2025

WITHOUT PREJUDICE

Dear Rizwana Ali

Tree Preservation Order (No. 365) 2025

Further to your letter of formal notice dated 8th April 2025 regarding the above Tree Preservation Order (TPO), we write to formally object to the confirmation of the Order. We respectfully submit the following grounds for our objection:

1. Physical Damage and Encroachment

The tree in question, situated at 48 Hilda Avenue, extends well beyond the boundary of the said property into the airspace of our property at 69 Moorside Road and those of neighbouring properties. Its branches have caused repeated and ongoing damage to our rear garden, garden shed, slab paving, and garden furniture. We enclose photographs as evidence of this encroachment.

The tree frequently sheds branches through natural self-pruning, and several have fallen onto our shed and garden, necessitating ongoing repairs and preventative maintenance. These falling branches have also damaged our garden furniture, requiring us to move it to sheltered areas, and have created hazards that limit the safe use of our garden.

We would cite the precedent set in *Lemmon v Webb* (1894) as our authority for the removal of overhanging tree branches in the adjoining land. This case set out that we, as landowners, have the right to cut off branches that overhang their property without giving notice, as long as we do not enter onto the neighbour's land. This reinforces the principle that we enjoy rights up to the boundary of our property, including the airspace above it.

2. Health and Safety Risk

The risk posed by falling branches represents a serious safety concern. Despite our efforts to prune the branches that overhang our property, branches continue to fall unexpectedly, posing a danger to our family, particularly our children and grandchildren. The enforcement of the Order

would require us to seek permission before carrying out pruning, even when safety is at stake, potentially increasing the risk of serious injury or harm.

Furthermore, if the tree were to fall due to adverse weather (i.e. strong winds), it could threaten multiple properties, including 69, 65, 67, and 71 Moorside Road as well as 48 Hilda Avenue. We note that a risk was acknowledged in Planning Application 66203, submitted by the owner of 48 Hilda Avenue, where it was stated, the tree is within falling distance of the now built structure on the site of 48 Hilda Avenue. Without being freely available to prune and lob branches of the tree, the risk to the surrounding properties is greatly enhanced.

3. Root Encroachment and Structural Impact

Given the expansive root systems typical of mature oak trees, we are concerned that the roots may be undermining the ground stability of our property and adjacent properties. This poses long-term risks to building foundations and other structures, and the inability to manage the growth of the tree freely could increase the likelihood of structural damage.

4. Impact on Light and Amenity

The tree significantly restricts access to natural light and fresh air in our garden and property. Its dense canopy obstructs sunlight, affecting our enjoyment and use of the outdoor space. The imposition of the Order would prevent us from taking reasonable steps to manage this obstruction, further impacting our right to light and reducing the amenity value of our property.

In addition, the overhanging branches attract birds that frequently perch on them and defecate onto our garden furniture and paving. This creates an ongoing hygiene and maintenance issue.

5. Lack of Public Amenity Value

We challenge whether the TPO is truly expedient in the interests of amenity. The tree is situated on private land, with limited or no access or benefit to the wider public. We understand that visibility alone is not sufficient grounds for a TPO. The tree is not located in a conservation area, nor does it hold any known rarity, cultural, or historic value. To our knowledge, no other nearby trees are subject to TPOs, making this Order appear arbitrary and inconsistent with the local environment.

6. Concerns Over Motivations for the Order

We strongly suspect that the application for the TPO may have been influenced by an ongoing dispute between the owners of 48 Hilda Avenue and several neighbouring households, including ourselves. There have been prior instances where residents, including ourselves, have attempted to prune overhanging branches but were prevented from doing so by the owners. This situation has led to increased tensions within the community, and we are concerned that the TPO is being used to further private interests rather than genuine environmental or public concerns.

The previous owner of 48, Hilda Avenue maintained the trees of the property and employed tree specialists to maintain all the trees affecting neighbouring properties. He was sympathetic to overhanging branches and large limbs that would affect people's enjoyment of their own gardens.

Mr J & Mrs C Duffy
69 Moorside Road
Tottington
Bury
BL8 3HR

In addition, the present owners of 48, Hilda Avenue, upon moving into the property removed a very large tree that was very close to their property as the owner thought the tree was going to be a danger to his family if the tree were to fall. This was told to myself by the owner.
Upon the removal of the tree this enabled the owner to park his camper van and 2 cars.

In this case no consideration was given to 'the prominence of the area, the quality of the tree and the contribution to the character of the surrounding area'.

Conclusion and Request

Could we request that a member of the council with some knowledge and experience in these matters please come and survey the site and tree from our perspective? We would really appreciate this, and it would clearly be seen that the tree is only 7 metres from the structure of our property and could pose significant risk and safety if the tree was to fall if hit by lightning or strong winds.

Considering the above, we respectfully request that the Council either revoke the proposed Tree Preservation Order or vary it to allow unrestricted pruning and removal of branches that overhang and encroach upon our property and those of neighbouring residents. This would allow us to mitigate damage, ensure safety, and protect the enjoyment of our property.

Alternatively, if the TPO is granted, we respectfully request that a condition be included requiring the owners of 48 Hilda Avenue to ensure, at their own expense, that any branches of the tree which encroach upon the airspace of our property, or any adjoining properties are regularly pruned.

We understand that the TPO cannot be confirmed until objections, such as ours, have been fully considered, and we welcome the opportunity for further dialogue. Should the Council proceed to confirm the Order, we reserve our right to appeal the decision and request a public consultation on the matter.

Please can you acknowledge receipt of this correspondence. We await to hear from you.

Yours sincerely

John Paul Duffy & Claire Margaret Duffy











Mr M Dundon & Miss K Fox
71 Moorside Road
Tottington
Bury
BL8 3HR

Bury MBC
Legal Services
Town Hall
Knowsley Street
Bury
BL9 0SW

Your Reference: RA/057984

Email: Legal.Services@bury.gov.uk

20th June 2025

WITHOUT PREJUDICE

Dear Rizwana Ali

Tree Preservation Order (No. 365) 2025

Further to your letter of formal notice dated 8th April 2025 regarding the above Tree Preservation Order (TPO), we write to formally object to the confirmation of the Order. We respectfully submit the following grounds for our objection:

1. Physical Damage and Encroachment

The tree in question, situated at 48 Hilda Avenue, extends well beyond the boundary of the said property into the airspace of our property at 71 Moorside Road and those of neighbouring properties.

Its branches have caused repeated and ongoing damage to our rear garden fence, children's toys and we have had to move and replace items due to this.

2. Health and Safety Risk

The risk posed by falling branches represents a serious safety concern.

When we first bought our property at 71 Moorside Road, we had paid a Tree Surgeon to come out and cut the overhanging branches of the said tree and the other bushes from 43 Hilda Avenue which cause a nuisance / overtake our garden. We used a firm called Just Trees who were Bolton based. Geoff was unable to prune the tree in question from our garden. However, even back then (approx. 10 years ago) we were advised by Geoff of Just Trees that the tree was in fact unsafe, he felt it was top heavy on one side. He also advised that the tree was leaning heavily and that he wouldn't be surprised if it actually fell in years to come.

This has been a constant worry for us over the years, and looking out of our bedroom window and from the garden we can see that the tree is slowly moving and leaning further to one side.

Mr M Dundon & Miss K Fox
71 Moorside Road
Tottington
Bury
BL8 3HR

Our children are unable to use their trampoline and we have had to move items such as their easel and large outdoor Connect 4 etc due to falling branches especially on windier days.

If the tree were to fall due to adverse weather (i.e. strong winds), it could threaten multiple properties in its vicinity including our own.

3. Root Encroachment and Structural Impact

We are also concerned about the affect the trees roots will be having on our property. Tree roots are known to expand and we wonder whether the roots would be impacting the foundations of our property.

4. Impact on Light and Amenity

As we live on a hill, our back garden is significantly lower that the surrounding properties including that of 43 Hilda Avenue. The tree significantly restricts access to natural light and fresh air in our garden and property. Its dense canopy obstructs sunlight, affecting our enjoyment and use of the outdoor space.

5. Lack of Public Amenity Value

The tree is not located in a conservation area, nor does it hold any known rarity, cultural, or historic value.

We do not believe TPO is in the interests of the local community. The tree is situated in a private garden no access or benefit to the wider public.

6. Concerns Over Motivations for the Order

We are concerned that the TPO is being used to further private interests rather than genuine environmental or public concerns.

We believe that the TPO has been influenced by the owners of 48 Hilda Avenue. This has arose from the growing tensions between surrounding neighbours and the pruning of the tree.

The owners of 48 Hilda Avenue do not maintain the bushes surrounding their property, let alone the tree. Their bushes and the said tree, which take over our gardens, are pruned by the owners of neighbouring properties and disposed of at an expense to ourselves.

Previously 48 Hilda Avenue had a big tree at its entrance. The owners had the said tree removed from the entrance to their own property to enable them the have the driveway which they have created now for multiple vehicles. In that case no consideration was given to 'the prominence of the area, the quality of the tree and the contribution to the character of the surrounding area'.

Mr M Dundon & Miss K Fox
71 Moorside Road
Tottington
Bury
BL8 3HR

Conclusion and Request

We would request that a qualified person is appointed to come and make a report on this tree. We would allow access into our property / land so that a view can be made from our perspective. Not only this but we would also highly recommend that it is looked at from a safety aspect to the neighbouring properties. As highlighted previously, we were advised by a tree surgeon it was likely to fall over coming years so it is a worry.

We respectfully request that the Council revoke the proposed Tree Preservation Order.

Alternatively, if the TPO is granted, we respectfully request that a condition be included requiring the owners of 48 Hilda Avenue to ensure, at their own expense, that any branches of the tree which encroach upon the airspace of our property, or any adjoining properties are regularly pruned.

We understand that the TPO cannot be confirmed until objections, such as ours, have been fully considered.

I have attached photographs of the tree in question from our property.

Please can you acknowledge receipt of this correspondence.

Yours sincerely

Mr Mark Dundon & Miss Kelly Fox



