

Public Document Pack

AGENDA FOR

PLANNING CONTROL COMMITTEE



Contact: Michael Cunliffe
Direct Line: 0161 253 5399
E-mail: m.cunliffe@bury.gov.uk
Website: www.bury.gov.uk

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, 18 November 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 21ST OCTOBER 2025 *(Pages 3 - 6)*

The Minutes of the meeting held on Tuesday the 21st October 2025 are attached.

4 PLANNING APPLICATIONS *(Pages 7 - 142)*

Reports attached.

5 DELEGATED DECISIONS *(Pages 143 - 152)*

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 153 - 172)*

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 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:	21 st October 2025
Present:	Councillor G McGill (in the Chair) Councillors R Bernstein, C Boles, D Duncalfe, U Farooq, J Harris, M Hayes, B Ibrahim, D Quinn and G Staples-Jones
Public Attendance:	1 member of the press and 85 members of the public were present at the meeting.

PCC.1 APOLOGIES FOR ABSENCE

Apologies for absence were submitted by Councillors D Vernon and M Walsh.

Councillor R Bernstein acted as a substitute representative for Councillor Vernon.

There was no substitute representative for Councillor Walsh.

PCC.2 DECLARATIONS OF INTEREST

Councillor C Boles declared a prejudicial interest in relation to the planning applications on the agenda, 70213, Conversion of existing public house to 5 no. apartments and changes to land levels at side and rear of the building to create parking area and 70214, Listed building consent for conversion of existing public house to 5 no. apartments. Both at the Lord Raglan, Mount Pleasant, Nangreaves, Bury, BL9 6SP.

This was due to members of his wider family previously owning the Lord Raglan. Councillor Boles left the meeting during deliberations on these applications.

Councillor R Bernstein placed on record in relation to the planning application on the agenda, 72105, Single storey flat roof rear extension, 23 Church Street, Ainsworth, Bolton, BL2 5RA. That a fellow Councillor and Member of the same political group owned the property in question. He had not pre determined the application or cast pre judgement. Therefore he would remain in the meeting during deliberation of this application and take part in the determination and voting.

PCC.3 MINUTES OF THE MEETING HELD ON THE 2ND SEPTEMBER 2025

Delegated decision:

That the Minutes of the meeting held on the 2nd September 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 72134, 71464, 71009, 71422, 72105, 70213, 70214, 71926 and 71978.

The Committee heard representations from applicants, objectors and Ward Councillors in respect of the applications submitted. This was limited to three minutes for the speaker. In relation to application, 72134 a statement was read out by the Chair on behalf of a Ward Councillor who was unwell and unable to attend the meeting.

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 and the supplementary information submitted and subject to all other conditions included: -

Twine Valley Farm, off Church Road, Shuttleworth, Ramsbottom, Bury, BL0 0EH

Application for the removal of a condition no. 2 (keeping of animals) on allowed appeal ref: APP/T4210/C/18/3195131

2. 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 supplementary information submitted and subject to all other conditions included: -

Land at rear of Westminster Avenue, Radcliffe, Manchester, M26 3WD

Erection of 14 garages - 2 identical blocks of 7 units each

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 supplementary information submitted and subject to all other conditions included: -

Higher Ash Barn, 12 Hawkshaw Lane, Tottington, Bury, BL8 4LD

Change of use of land to residential, engineering operations and erection of a garage/garden outbuilding

4. That the Committee be **Minded to Approve** the following application in accordance with the reasons put forward by the Development Manager in the report and the supplementary information submitted along with additional conditions in relation to obscure glazing being installed on classrooms windows looking towards residential properties and the inclusion of swift bricks and subject to all other conditions included:

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

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

5. 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 supplementary information submitted and subject to all other conditions included: -

23 Church Street, Ainsworth, Bolton, BL2 5RA

Single storey flat roof rear extension

6. 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 supplementary information submitted and subject to all other conditions included: -

Lord Raglan, Mount Pleasant, Nangreaves, Bury, BL9 6SP

Conversion of existing public house to 5 no. apartments and changes to land levels at side and rear of the building to create parking area

7. 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 supplementary information submitted and subject to all other conditions included: -

Lord Raglan, Mount Pleasant, Nangreaves, Bury, BL9 6SP

Listed building consent for conversion of existing public house to 5 no. apartments

8. 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 supplementary information submitted and subject to all other conditions included: -

Elms Bank Specialist Arts College, Ripon Avenue, Whitefield, Manchester, M45 8PJ

Installation of temporary Portakabin single-storey building to be used as a classroom for a temporary period of 156 weeks.

9. 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 supplementary information submitted along with additional conditions in relation to removing Permitted Development rights and restricting to an 8 bed 8 person HMO and subject to all other conditions included:

240 Bolton Road, Bury, BL8 2PA

Change of use from dwelling (Class C3) to 8 bed house in multiple occupation (HMO) (sui generis) including extending/raising the roof over existing rear garage.

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 URGENT BUSINESS

No urgent business was reported.

COUNCILLOR G MCGILL
Chair

(Note: The meeting started at 7.15pm and ended at 9.30pm)

This page is intentionally left blank

Title	Planning Applications
To:	Planning Control Committee
On:	18 November 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
<hr/>				
02	Township Forum - Ward:	Radcliffe - North and Ainsworth	App No.	72236
	Location:	Coach House, Knowsley View, Knowsley Road, Bolton, BL2 5PT		
	Proposal:	Change of use from coach house to 3 no. 2 bed apartments; Raising ridge height on existing extension; Single storey front extension; Single storey side extension.		
	Recommendation:	Approve with Conditions	Site Visit:	N
<hr/>				
03	Township Forum - Ward:	Tottington	App No.	72334
	Location:	10 Chiltern Drive, Bury, BL8 1QY		
	Proposal:	Change of use from residential property (Class C3) to Residential institutions - childrens home for 2 no children (Class C2)		
	Recommendation:	Approve with Conditions	Site Visit:	N
<hr/>				
04	Township Forum - Ward:	Prestwich - St Mary's	App No.	71784
	Location:	Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS		
	Proposal:	Demolition of existing garages and erection of 2 no. dwellings		
	Recommendation:	Approve with Conditions	Site Visit:	N
<hr/>				

This page is intentionally left blank

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 application was deferred from the September Planning Committee for the applicant to provide a comprehensive Site Sequential Assessment.

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.

Further representations received following the deferment of the application at the September Planning Control Committee meeting.

- Maintain that the developer has not investigated properly brownfield options and therefore the loss of Green Belt should not be approved.
- If planning is given we would hope that this proposal can be considered to protect the residents of Bury, and indeed used as an opportunity to improve the infrastructure, at no cost to the taxpayer.
- Seek to protect the public from increased risk of traffic incidents during construction.
- Hope to ensure users of Outwood Country Park have provision for parking and access whilst works are under way.
- Like to ensure the residents of Wood St and Ringley Road West do not have environmental health issues such as excessive dust during the construction operation. (we suggest these works could be undertaken to highways standards but that the roads are not adopted to ensure no additional costs to the council)

The objector has submitted a Proposals document for improvements to Ringley Road West - Traffic Management Suggestions' which is summarised as follows -

- Request a pre-commencement condition is put in place to improve the area before additional construction traffic pressure is added.
- Request a pre-commencement condition for signage upgrades to Ringley Road West, works to the footpath and removal of overhanging trees/shrubbery
- All signs, bus stops, white lining, to be clear and upgraded ahead of works commencing, gullies along the road to Stoneclough to be cleared to prevent flooding.
- Relocate bus stop at Ringley Road
- Replace broken luminaires
- Request a pre-commencement condition that Wood Street be improved to highway standards and highlight remedial works to drainage
- Extend the parking on Wood street and form new kerblines
- The applicant could facilitate the re-opening of the car park for Outwood Country park Ringley Road west car park

The objector has submitted an Invasive Species Management Plan at Outwood Country Park and request the following is considered regarding the treatment of invasive species in Outwood Country Park, which could potentially improve the councils outcomes with regards to BNG credits. It is essential to carry out the removal work of the whole site to prevent the INNS returning again to site -

- Concern is that the hardwork our many volunteers have put in will be undermined by the works being undertaken by the contractor.
 - Concerned about the site as it stands getting contaminated by invasive species in the future and the contractor not keeping their site clear, causing further contamination.
 - suggest that the contractor could support Friends of Outwood by carrying out a 10 year eradication plan of the 3 main invasive species in the park by:
- 1.) spraying all giant hogweed on the Outwood site (this would prevent the giant hogweed

entering their site.)

2.) injecting/ spraying all Japanese knotweed on the Outwood site which would prevent their development being damaged.

3.) mechanically or manually removing himalayan balsam (eg hand pull, slasher or strimmer/ brushcutter) i.e. no chemical spray.

- Suggest a pre-commencement planning condition to carry out one full seasons worth of treatment and to have the invasive species management plan signed off before works commence including evidence of the ten year contract.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Drainage Section - No response received

Environmental Health - Contaminated Land/ Air Quality - No objection subject to conditions

Environmental Health - Pollution Control - No objection

United Utilities - No objection subject to condition

Public Rights of Way Officer - No objection

Minerals and Waste Planning Unit - No response received

Electricity North West Ltd - No objection subject to informative

Cadent Gas Ltd - No response received

GM Ecology Unit - No objection subject to conditions and informatives

The Coal Authority - No objection

Designforsecurity - No response received

GM 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 to be on land which is 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 a location outside of a flood zone.

Site Sequential assessment

There is no statutory or national planning policy requirement for a sequential assessment to be carried out for this type of development but in this instance it is considered reasonable to understand how the applicant arrived at the proposed site.

A site selection methodology has therefore been carried out including sites outside the Green Belt.

The site selection process for such a facility is determined by specific locational requirements which include -

- the site's proximity to electrical infrastructure which means being located close to an existing electricity sub-station with 'spare' capacity to accommodate a BESS (Spare' capacity means having power available to charge the BESS at any time and being able to accept the power back onto the network, again at any time).
- a willing landowner
- a relatively clear site without significant tree cover, water features or other structures.
- availability of a vehicle access for both the construction phase and maintenance purposes when operational with minimal highway alterations
- suitable separation from residential properties
- existing landscape screening or potential for new planting
- avoidance of environmental designations where possible
- located outside a flood risk
- economically viable when factoring in land, construction and connection costs.

When identifying potential sites for the development, a 3 stage process was followed:

Step 1 - Identify potentially suitable grid supply points.

Step 2 - Initial site scoping and grid investigation

Step 3 - Alternative site assessment

Step 1 - Identify suitable grid supply points

This is a fundamental requirement for an energy project of this type to have both the export capacity and 'spare headroom capacity' to store electricity.

Using capacity/heat maps provide by Electricity North West (ENW) and National Grid (NG), Points of Connection (PoC) with potential import/export capacity were identified.

Import/export capacity is essential as it means having power available to charge the BESS at any time and being able to accept power back into the network.

Within the entire area covered by ENW, 46 PoC's (Points of Connection or sub-stations) out of a potential 459 were identified with the required potential capacity.

Step 2 - Initial scoping and grid investigation

Following identification of the PoC's with a potential export capacity, the next step involves identifying sites taking into consideration the export capacity available, planning and environmental issues and accessibility to enable construction/maintenance and the resulting viability of these sites.

An investigation into the land surrounding the potential 46 PoC's was thereafter carried out to identify sites in the North West of England suitable for renewable energy development with a

capacity of between 5MW and 50MW.

This is an important step as the further away a PoC is located from the development site, the less feasible a project becomes due to electrical losses, additional cabling installations, increased third party landowner involvement, environmental impacts and mitigation for these impacts. Grid reinforcements may also be needed which would influence the distance to a connection route as this would affect the viability of a development. Larger schemes are more able to absorb such costs comparative to a smaller scheme such as this, where the further away a development site is from the PoC, the less feasible a scheme becomes.

Taking account of local requirements, each of the 46 identified PoC's was allocated its own search area ranging from between 1km for small BESS projects less than 15MW in capacity and up to 2km for BESS projects of approximately 50MW.

The 1km search area is consistent with other BESS developments, as cited in an Appeal decision where an Inspector overturned Walsall MBC's refusal for a 49.35MW BESS, summarising the key locational requirement was the availability of and proximity to a grid connection. In this case, a 2km search area was applied to a BESS project which was over four times the size of the proposed Radcliffe BESS. The Inspector went on to say that the 2km search area 'is generally the maximum distance before viability becomes questionable'. The Appeal was challenged in the High Court and was upheld by the Judge.

For the Radcliffe sub-station, a 1km search area was chosen as the export capacity was low and beyond 1km, costs associated with cable installation, increased third party land ownerships, environmental management and mitigation would render a scheme unviable.

Once the search area for each of the 46 PoC's was established, parameters were then set to screen which sites should be progressed -

- Grid connection and proximity and route relative to available export capacity
- Where non-agricultural or brownfield land is not available, preference for low grade agricultural land is to be given
- Topography
- Environmental constraints (including heritage and landscape designations)
- Rights of Way
- Visual impacts and proximity to receptors
- Land ownership
- Fragmentation of the site
- Vehicle accessibility

Using these parameters, a large number of sites were identified and landowners approached by letter. In response, 49 potential landowners expressed an interest. These 49 sites are provided at Appendix 1 of the applicant's Site Selection Assessment.

The 49 sites were then screened to determine capacity constraints, any necessary grid reinforcement works required, connection options and the ability to deliver a viable scheme.

36 sites were ruled out due to the above constraints rendering a scheme unviable.

8 landowners were not interested in progressing the scheme.

4 of these sites were identified as brownfield - sites in Wigan, Oldham, Stockport and Trafford. These sites were ruled out due to grid constraints and an unwilling landowner.

The only remaining viable site following this process was the site at Shore Top Farm.

Step 3- Alternative Site Assessment

Noting the proposed project site is in the Green Belt (which has since been assessed as Grey Belt and the development deemed appropriate in accordance with para 155 of the NPPF) an assessment was carried out to determine whether there were alternative sites including brownfield sites within the maximum distance from the PoC which were deemed viable for connection to the electricity grid.

A 1km radius from the PoC was established to consider alternative sites. The 1km radius was defined as part of the step 2 process described above. Beyond a 1km radius, costs associated with cable installations, third party land ownership involvement and environmental mitigations would render a project unviable.

Larger projects would be more capable of absorbing costs for a longer connection route, but smaller scaled projects such as for this 11 MW BESS facility, would only be viable with shorter connection distances.

Brownfield sites to the north of the River Irwell were investigated and excluded due to the impractical and unviable cost of running a cable route over and under the River Irwell to the Radcliffe sub-station which would require horizontal directional drilling for a minimum distance of 500m to 800m at significant depth at significant costs. Similarly the maintenance, inspection or repair would not be possible which would mean entire replacement. Sub-marine cables laid directly on the riverbed and above ground routes across the River Irwell would be impractical to install and above all unviable. The applicant has investigated the option of using bridge crossings of which there are 3 within the 1km Radcliffe PoC. These routes would pass through wooded areas resulting in significant ecological and arboricultural constraints, require additional 3rd party landowners, be potentially unachievable to route through a cable and require extensive cabling of up to 750m. All of which would make a scheme unviable.

The built up areas to the north of the River Irwell which includes Asda and the Dale Industrial Estate are already built out and Mount Sion Road which is to the north of the River Irwell would pose technical difficulties associated with running a length of cable under or over the river at a significant distance which again would result in an unviable scheme (as detailed above). There were no other vacant parcels of land on Sion Street.

The Bury Council Brownfield Land Register lists 64 sites. Of these, only 7 had the minimum required site area exceeding 1ha. None of these 7 sites over 1ha were located within or near the 1km radius search area.

Summary and Conclusions to the Site Selection Assessment.

A 3 stage process to the selection of the site has been carried out, starting with the NW Electricity Region sequentially reduced down to the Radcliffe Sub-Station Point of Connection and site itself.

On establishing the Radcliffe sub-station as the only potential Point of Connection, a 1km search distance was applied. This 1km search distance is considered acceptable and appropriate to the scale of development and as proven in recent appeal design which was upheld in the High Court. Any further than a 1km search area would render a scheme unviable due to the requirement to lay excessive cabling which would increase electricity loss, require more 3rd party land and result in more disruptions to the environment and sensitive land uses.

The site has a number of favourable characteristics which none of the other sites could provide. These include -

- sufficient size to accommodate the development
- low quality agricultural land
- free from flood constraints

- existing screening from PRow and opportunities to enhance the landscaping and screening
- distance from the nearest residential properties
- ease of access for construction and maintenance
- no heritage assets or listed buildings in the vicinity
- offers opportunities for biodiversity net gain.

Above all, the proposed site would be within 100m from the Radcliffe sub-station which would negate the need for excessive cabling which as explained above would minimise electrical losses, reduce complications of 3rd party land ownerships and minimise disruption and harm to sensitive land areas, all of which would make a scheme unviable.

Whilst preference would be for a BESS facility to be sited on brownfield or industrial/commercial land, viable sites are few and far between as many are either not large enough to accommodate BESS developments or where they do exist they are often identified for other developments which would result in a higher land value and provide a higher financial return for landowners. This renders many brownfield sites as unviable for a BESS development.

No brownfield sites within the 1km search area were identified as suitable in size. The site sequential approach identified there were no other industrial or commercial areas within the 1km radius which had not already been developed out.

In a recent appeal decision (October 2025) for a BESS facility in green belt land near Medlock Road, Failsworth (Root Power (North) Ltd vs Oldham Metropolitan Borough Council Appeal Ref: APP/W4223/W/25/3367017), the focus was largely on the site's location within the Green Belt but touched on site selection matters where the Planning Inspector stated - 'I have to assess the proposal before me on its own merits, and the consideration of alternatives for renewable energy scheme site selection are not mandated by the PPG or the Framework, as confirmed by the Bramley court judgement. Nonetheless, the lack of available alternative sites may provide support for very special circumstances.

The Inspector went on to say that'In the context of a typical search distance from the connection point at Droylsden Substation, and the evidence before me, I am satisfied that the appeal site has been demonstrated to be the most suitable available site. I find it unnecessary to discuss alternative sites in any further detail, as this provides only comparatively minor support in favour, in comparison to the significant weight given by the Framework to the need for renewable energy provision as identified above.'

Overall, the Inspector found that other considerations clearly outweighed harm to the Green Belt which justified the proposal.

In this application, the site has been assessed as falling within the definition of Grey Belt Land and is considered to be 'not inappropriate' in accordance with NPPF paragraph 155 criteria a-c.

It is therefore considered that the applicant has carried out a detailed and coherent Site Selection Assessment, concluding that there are no other more preferential, suitable or available locations either within or outside the Green Belt and within the required search area. and as such provided a reasonable justification for the chosen site at Shore Top Farm.

Site layout

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 aid 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 aid 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. GM Ecology Unit (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 Local Planning Authority.

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 Local Planning Authority.

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 Local Planning Authority

Following the Planning Committee meeting in September, concerns were raised about the extent and proximity of invasive species at the site and surrounding the site. The recommended condition was considered not to sufficiently 'do the job' to provide the comfort that invasive species would be fully eradicated from the site and not be transported off the site by any means.

With the agreement of the applicant, the condition has been re-worded, for the submission of a scheme for the eradication of invasive species and a timetable for its implementation -

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 and an eradication plan and timetable for all invasive species within the site area, shall be submitted to and agreed in writing by the LPA. The approved eradication plan shall be carried out in accordance with the approved details and timetable, and the approved precautionary measures shall be implemented prior to the commencement of the development and the precautionary methods thereafter maintained for the duration of the construction works and employed following any subsequent visits for maintenance purposes post construction.

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 (HMMP) 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 Local Planning Authority 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.

Other matters

Following the September Planning Committee meeting, discussion arose around a contribution to a community fund or other form of contribution by the applicant by way of benefitting the local community.

As detailed in the above report, the proposed development has been considered appropriate development in land use terms and issues relating to siting, access, layout and ecological impacts all conclude the development as acceptable and compliant with planning policy.

The debate at Planning Committee has however 'opened the door' to discussions which are now taking place and are ongoing between the applicant and a local community group to either provide support, whether that be financially or otherwise, to support local facilities or projects for example, within the area.

From a planning perspective, this offer is considered NOT to be required to make the development acceptable and are not material planning considerations. It has not been taken into account when considering the merits of the development proposals nor should it be taken into consideration when determining the application.

Response to the representations received following the September Planning Control Committee meeting

Response to Highway improvement requests

- The majority of the concerns raised relate to highway maintenance issues on Ringley Road West which are the responsibility of the Highway Authority and could not reasonably be passed on to a developer unless improvements were required due to a significant detrimental impact from the development.
- With respect to Wood Street, this is a private street which is also a public right of way. From the perspective of the Highway Authority, the surface is currently of a standard commensurate with its use and conditions. A condition can be added to ensure that these standards are maintained.
- It is considered that given the scale of development and that the construction of the development would be short term and not cause significant highway disruptions or require significant works to the public highway, it would not be reasonable or appropriate to require the developer to carry out any highway significant works as a result of the development other than dilapidation events as discussed above.

Response to Invasive species improvement requests

- As stated above, the condition for the invasive species has been re-worded to include the requirement for the submission of a scheme for the eradication of invasive species and a timetable for its implementation across the development site area.
- Should the applicant wish to engage with a local community group to expand any clearance/management of invasive species, this would be outside the remit of the planning application and would be outside of the red edge.

The applicant has provided a response letter to the Planning Committee members to comment upon the additional representations received.

Alternative brownfield sites

- Due consideration has been given to identifying brownfield sites throughout the site selection process which is detailed in the application documentation.
- Many sites are not suitable as they are simply not large enough to accommodate battery developments and where larger sites exist, they are often earmarked for other redevelopment plans and are therefore unviable for small scale BESS facilities.
- Brownfield sites within a 1km radius of the Radcliffe PoC were investigated including to the north of Sion Street. As detailed in the above report, Crossing the River Irwell would require significant drilling and extensive cabling and complicated installations which would also result in greater ecological impacts with impractical and costly maintenance.
- It has therefore been reasonably proven that there are no suitable or viable brownfield sites for the scale of the proposed development.

Site selection search area

- In representations, it has been suggested that the search area is extended beyond 1km.
- A 1km search area for the Radcliffe Sub-station was chosen as the export capacity was low, and connecting any further would deem a scheme unviable due to the costs associated with cables, installations, 3rd party ownership and environmental impacts.
- In an Appeal decision the inspector summarised the key locational requirements, stating *'The development of a BESS has one key locational requirement. That is the availability of and proximity to a grid connection. Access to the local grid is the biggest constraint facing the alternative energy supply and associated infrastructure industries. Sites need to be located close to a point of connection (POC) to the grid, so as to minimise the loss of energy during transmission and the grid must have capacity to absorb the electricity discharged at times of peak demand.'*
- The appeal decision was upheld with the judge stating it is tolerably clear why in that context the inspector found that the ASA was robust in concluding that there were no alternative sites, given the grid connection requirement".

Fire safety

The proposed BESS layout is consistent with the minimum separation distances prescribed under the NFCC Grid Scale Battery Energy Storage System Planning Guidance for FRS document, which requires BESS units to be at least 10m clear of combustible vegetation. Further fire safety related mitigation measures are detailed within the Fire Statement and Outline Battery Safety Management Plan already submitted with the application.

To conclude

For the reasons detailed above, the development hereby approved is considered to be acceptable with the recommended conditions.

required to make the development acceptable nor are they material to the consideration of the development proposals.

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 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 and an eradication plan and timetable for all invasive species within the site area, shall be submitted to and agreed in writing by the LPA . The approved eradication plan shall be carried out in accordance with the approved details and timetable, and the approved precautionary measures shall be implemented prior to the commencement of the development and the precautionary methods thereafter maintained for the duration of the construction works and employed following any subsequent visits for maintenance purposes post construction.

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. 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.

10. 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.

11. 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.

12. 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.

13. 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.

14. 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).

15. 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 validity 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).

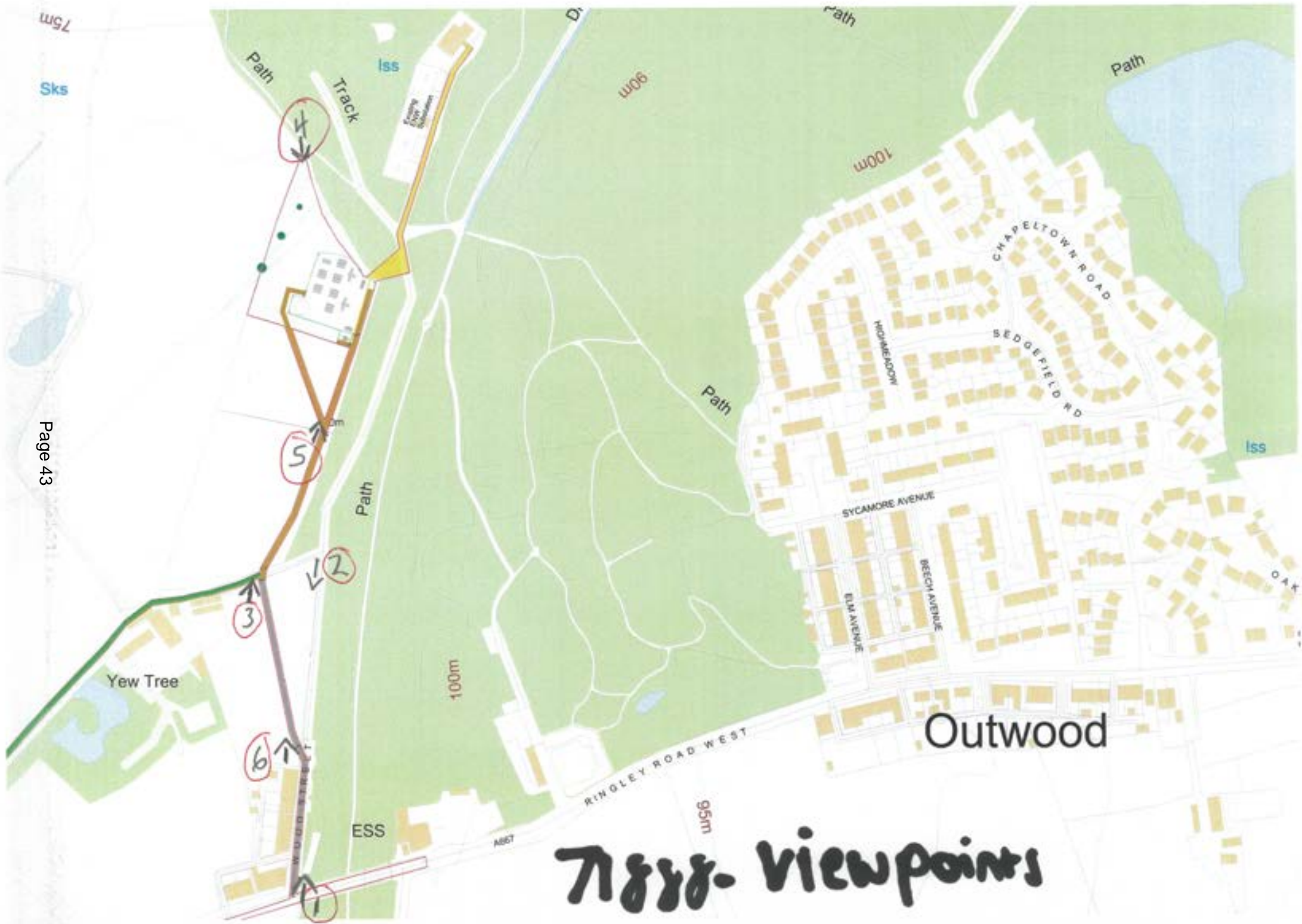
17. No external lighting shall be installed on the site unless and until details of the lighting including intensity of illumination and predicted lighting contours have been submitted to and approved in writing by the Local planning Authority. The development shall be carried out in accordance with 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.

19. 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

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



71888

Photo 1



Photo 2



71888

Photo 3



Photo 4



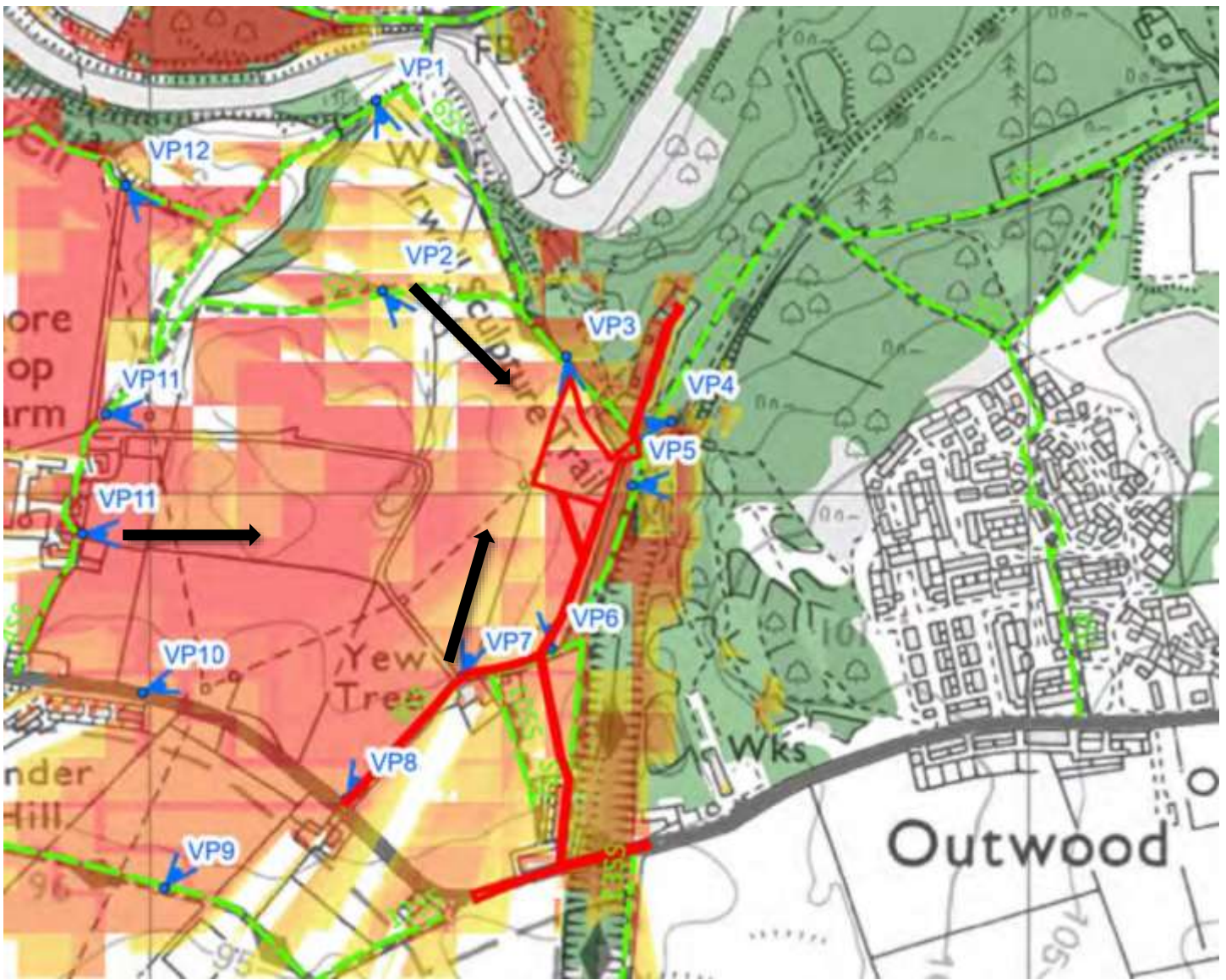
71888

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
---	---	--	---







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
---	---	--	---





Notes

1. If in doubt, ask against the submitted document 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: 602P
Date: 22.02.2025
Checked By: PC
Approved By: PC

REV

012

PROJECT Shore Top Farm BESS

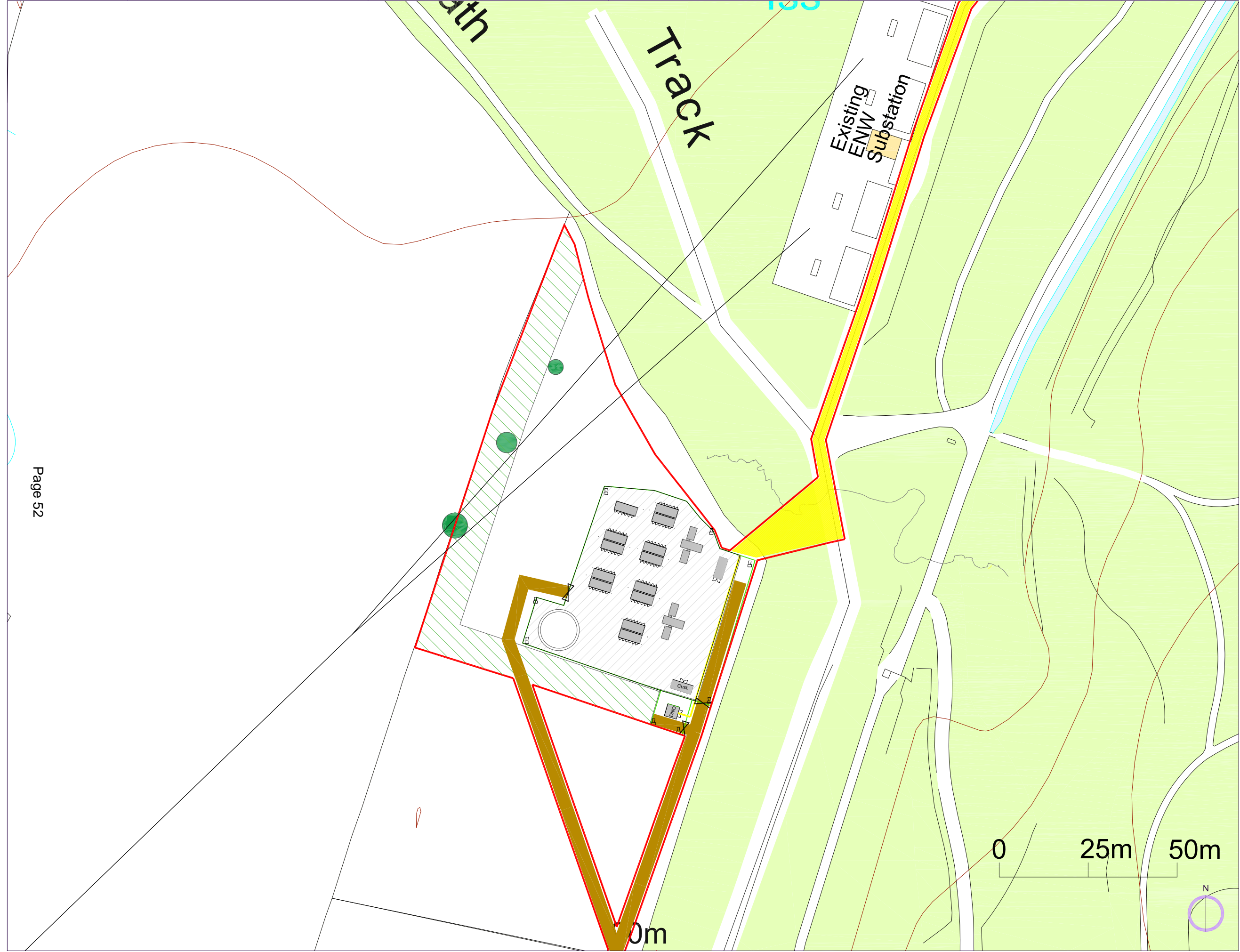
TITLE Proposed Site Layout

CLIENT Taiyo Power & Storage Ltd.

STATUS

Sheet No	Overall Plan	Sheet Size
EXP/DRW/ECT/NO	1	A3
Scale	Drawing Number	
1:5000	121-10003	





Low Carbon Alliance ©

This drawing and any information or descriptive matter set out herein are the confidential and copyright property of Low Carbon Alliance Limited and must not be loaned, copied or disclosed without the prior written consent of Low Carbon Alliance Limited.

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

Battery Container

Transformer/ Inverters

Storage

Customer Substation

DNO Substation

CCTV

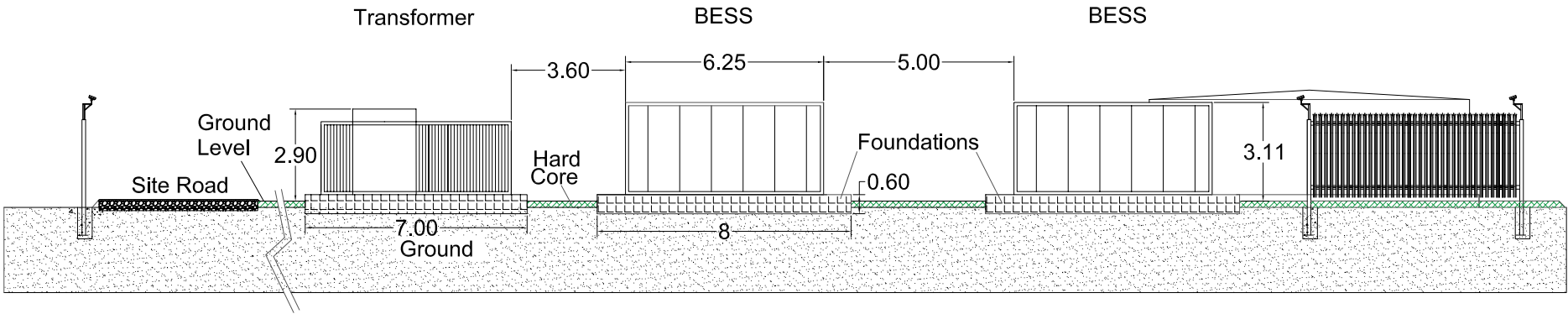
Gate

Water Tank

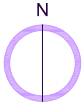
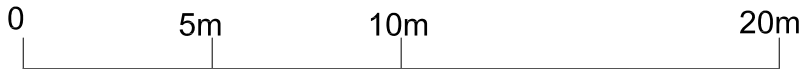
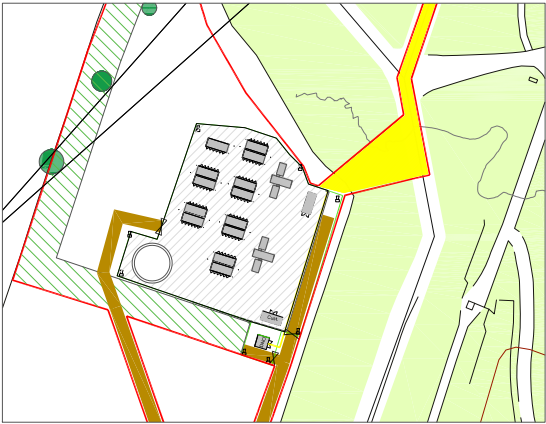
Drawn By	Checked By	REV	014
MSTP	CD		
Date	Approved By		
20.03.25	CD		

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

Sheet No	Bess Compound	Sheet Size
ENTERSHEETNO	1	A3
Scale	Drawing Number	
1:1000	121-10002	



View

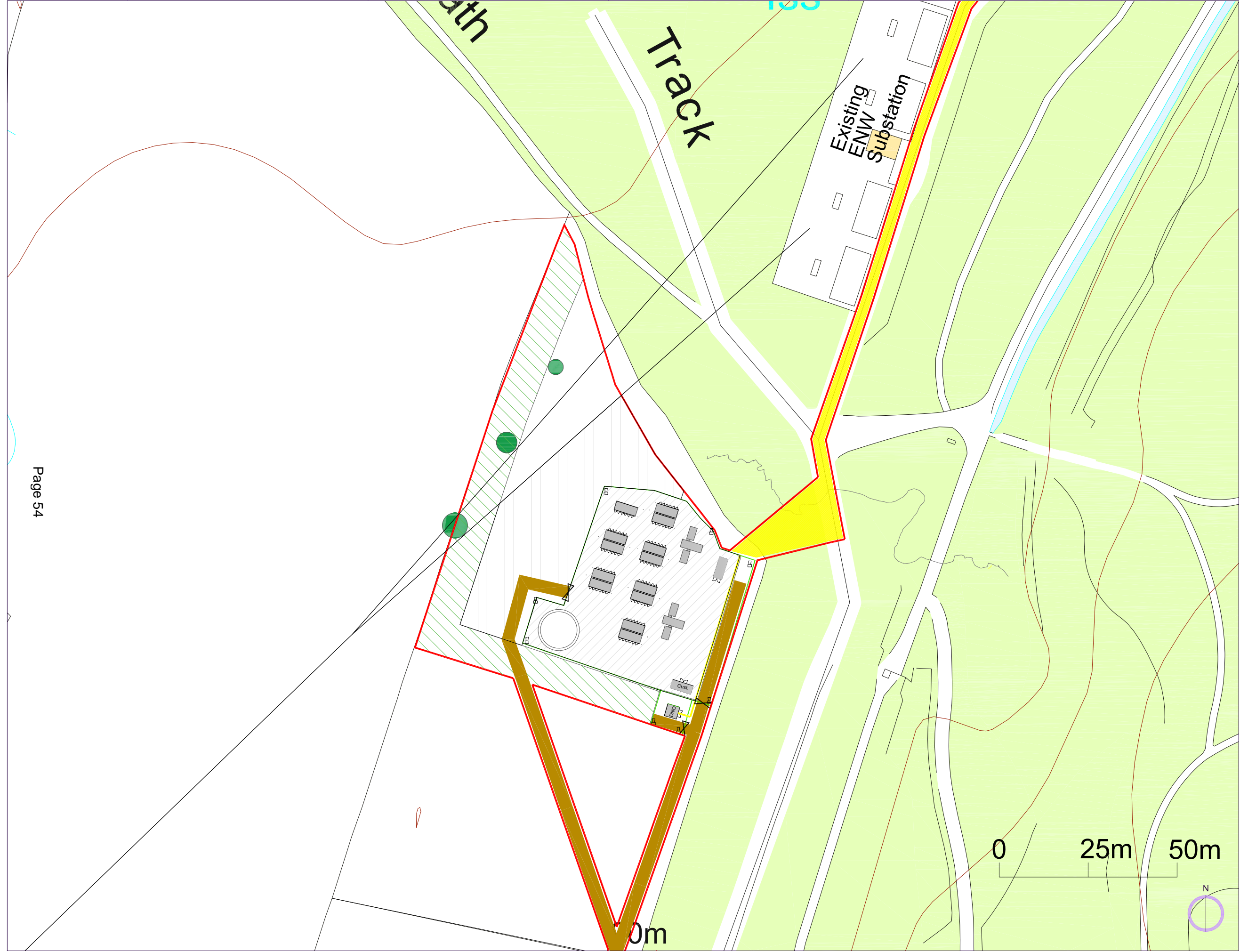


Notes

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

THIS DRAWING
IS NOT FOR
CONSTRUCTION

Drawn By	Checked By	REV	002
MSTP	CD		
Date	Approved By		
20.03.2025	CD		
PROJECT		Radcliffe BESS	
TITLE		BESS Cross Section	
CLIENT		Taiyo Power & Storage Ltd.	
STATUS			
Sheet No	Overall Layout	Sheet Size	
ENTERSHEETNO	1	A3	
Scale	Drawing Number		
1:200	121-10007		



Low Carbon Alliance ©

This drawing and any information or descriptive matter set out herein are the confidential and copyright property of Low Carbon Alliance Limited and must not be loaned, copied or disclosed without the prior written consent of Low Carbon Alliance Limited.

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

Construction Compound

Tree

Battery Container

Transformer/ Inverters

Storage

Customer Substation

DNO Substation

CCTV

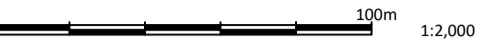
Gate

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	

This page is intentionally left blank

Ward: Radcliffe - North and Ainsworth

Item 02

Applicant: Mr and Mrs Stopforth

Location: Coach House, Knowsley View, Knowsley Road, Bolton, BL2 5PT

Proposal: Change of use from coach house to 3 no. 2 bed apartments; Raising ridge height on existing extension; Single storey front extension; Single storey side extension.

Application Ref: 72236/Full

Target Date: 28/10/2025

Recommendation: Approve with Conditions

Description

The site relates to a plot and building which forms part of the former Ainsworth Nursing Home. It is accessed via a private lane from the top of Ainsworth Road.

The whole site is located in the Green Belt, Landscape Character area and West Pennine Moors and is on the Council's Draft local list as a Non-Designated Heritage Asset. The site is covered by a blanket TPO.

The site is located to the north of Ainsworth Village and is self-contained and remote from the rest of the village, nearby farm settlements and residential dwellings, having formally being an isolation hospital for infectious diseases. It was later used as a nursing home for the elderly up until the time it closed down.

The nursing home site is rectangular in shape and the existing built development is generally focused centrally within the site, with the main internal access running north through the site which branches to the east to serve the main building and other buildings to the north. The remaining land is grassed, treed or vegetated. Surrounding the site is open land and fields.

The site has been sold off as separate plots and 5 plots have planning permission for residential development - 3 for conversions and extensions to the existing buildings, 1 for demolition and new build and 1 new build property.

This application relates to a building known as the 'Coach House, a large single storey detached building which formed part of the main hospital site. The building is linear in footprint and had a single storey extension front added at a later date and a ramped front access. The building is well formed and proportioned and an interesting structure of architectural merit with original features and windows.

The Coach House is located to the rear of the site, to the north of Knowsley House (main hospital building which has permission for conversion to residential) and the Haven (a modern and later addition to the hospital site which has since been demolished and redeveloped for 1 no dwelling. It is flanked by the Wash House (converted to a dwelling) to the west and another original nursing home building to the west.

Planning permission for the demolition and replacement of the Coach House with 2 no dwellings has been previously sought on two occasions. Both applications were refused and both dismissed in appeal.

In both cases, the Appeal Inspector found that harm would be caused to the group value of the NDHA and the character and appearance of the localised area of the former Nursing

Home and that the proposed developments for new builds would not mitigate against the loss of the Coach House

This application seeks conversion of the Coach House to 3 no. 2 bed apartments, raising the ridge height on the extension and single storey front and side extensions.

The Coach House has a linear footprint with the small front extension projecting from the right handside of the building and ramp access to the front entrance.

The original building would be retained in its entirety and it is proposed to remove the ramp and provide a single storey front extension with a parapet roof which would project 2.1m from the original front wall, the same width as the ramp. The single storey side extension would be located on the eastern side of the building and extend the building by 2.8m x 2.1m. The ridge height of the existing single storey front extension would be increased by 0.5m from 4.7m to 5.2m.

Original features and windows would be largely retained apart from where it is proposed to extend the front elevation and provide access from patio doors at the rear.

Internally, the building would be split into 3 apartments. Units 1 and 2 would be the same size and of the same layout, with open plan living at the ground floor and two bedrooms and bathroom at the first floor within the roofspace and 2 small rear dormers.

Unit 3 would be the larger unit but would be set over one level due to this part of the building being lower. Unit 3 would similarly provide open plan living accommodation with two bedrooms and a bathroom.

It is proposed to provide an access drive to the front and side of the building and 2 parking spaces for each unit with a communal bin store and bike store. To the rear of the building would be a terraced patio with garden area beyond to the rear boundary of the site.

Relevant Planning History

67368 - Demolition of existing building to be replaced with 2 no. dwellings - Refused 30/11/21. Appeal dismissed 10/1/23

69616 - Demolition of existing building to be replaced with 2 no. dwellings - Refused 24/9/23, Appeal dismissed 15/7/24

Adjacent site

65412 - Conversion of wash house to 1 no. dwelling with single storey extensions and dormer to rear - Approve with Conditions 22/06/2020

65626 - Conversion of property to 1 no. residential building; increase to the roof height, two storey extension and associated parking and landscaping, change of use of land to residential garden - Approve with Conditions 23/09/2020

66142 - Change of use from nursing home to private dwelling including alterations and garage extension - Approve with Conditions 21/01/2021

66467 - Variation of conditions following approval of 65626- Amendment to approved plans with the addition of a porch - 30/3/2021

66398 - Non-material amendment following grant of planning permission 65412 - Removal of two windows on the west elevation and replace with timber French doors - Approve with Conditions 05/02/2021

66763 - Demolition of existing nursing home and construction of two storey detached dwelling with associated garages - Refused 9/12/21

66836 - Demolition of the building known as The haven and erection of replacement building for use as a private dwellinghouse, with associated garden curtilage and parking - approved 23/7/21

68661 - Erection of a dwelling and associated access, parking and landscaping, provision of landscape buffer, and change of use and refurbishment of Gate House within the curtilage of the former Ainsworth Nursing Home - approved 10/11/22

68665 - Redevelopment of a site known as 'The Haven' for 1 no. private residential dwelling, with associated garden curtilage and parking - Approved 10/11/22

71819 - 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 - Approved 17/7/25

72376 - Variation of condition nos. 2 (approved plans), 3 (approve materials), 4/5 (ground conditions), 11 (drainage strategy) and 12 (traffic management) on planning permission 68661 (Erection of a dwelling and change of use and refurbishment of Gate House): to alter the design and 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). Received - 29/09/25

Publicity

Letters sent on 11/9/24 to 11 properties.

Site notice posted 18/9/25

Press advert 16/10/25

3 objections have been received as a result of this publicity, which has raised the following issues:

Highway Safety and Traffic Congestion

- The access road is narrow making it unsuitable for the level of traffic
- Inadequate number of parking spaces which would lead to overflow parking next to other properties
- Congestion and safety concerns
- No visitor spaces

Overdevelopment and Character of the Area

- Works have commenced using brick work that does not match
- Proposed modern fencing would be out of keeping
- The overall impression is one of a modern development
- Increase to roof would visually dominate the area

Amenity Impacts

- Increase from one dwelling to three will inevitably cause greater noise and general activity, particularly from vehicle movements and multiple households using a confined access. This will harm the residential amenity of existing neighbours and change the quiet character of the area.

Strain on Local Infrastructure

- Additional strain on local services and infrastructure, including waste collection, schools and GP surgeries. The development would worsen the situation.
- The application provides no clear details on arrangements for foul water, surface water, or any water treatment systems. the application is incomplete and unsuitable for approval.

Emergency Vehicle Access

- The layout of the site provides limited space for vehicle manoeuvring. In particular, the turning circle required for emergency vehicles, such as fire engines or ambulances, would be severely restricted. This raises serious concerns about the ability of emergency services to safely and efficiently access the site, putting future residents and neighbours at risk.

Precedent for future development

- Set a troubling precedent for similar intensification in the area and raises serious concerns that further applications could follow. and the gradual erosion of the areas established residential character and infrastructure capacity.

Application re-advertised to amend the description to include the single storey front and side extension.

Letters sent on 9/10/25.

Site notice posted 14/10/25

Press advert 16/10/25

No further representations received.

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

Statutory/Non-Statutory Consultations

Traffic Section - Comments to be reported in the Supplementary Report.

Conservation Officer - No objection

Greater Manchester Ecology Unit - No objections subject to conditions

Environmental Health - Contaminated Land - No objection subject to conditions

Public Rights of Way Officer - Comments to be reported in the Supplementary Report.

United Utilities (Water and waste) - No response received

Borough Engineer - Drainage Section - No objection subject to condition

Waste Management - No objection subject to adequate bin provisions

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

Development Plan and Policies

H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design
EN8/1	Tree Preservation Orders
OL1/4	Conversion and Re-use of Buildings in the Green Belt
OL7/2	West Pennine Moors
HT2/4	Car Parking and New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
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-G1	Landscape Character
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-G9	The Green Belt
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-P2	Heritage
JP-S2	Carbon and Energy
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.

Housing Principle

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.

The proposed building is located on a brownfield site, close to the village of Ainsworth. It lies within an existing complex of buildings formerly used as a nursing home and therefore residential in character to some degree. There is existing infrastructure in place to facilitate the development and it is considered that the proposal for minor extension and conversion for residential purposes would not conflict with the character of the surrounding area or land uses. There have also been previous applications for residential development on this site which have been assessed and considered to be acceptable in principles for residential use.

Use of the site as residential is accepted in principle. However regard will need to be have to the considerations which are detailed in the report below and whether the tilted balance of para 11(d) i and ii applies.

In this case, the site is located within the Green Belt so therefore paragraph 11 (d)(i) applies and the proposal needs to be assessed against Green Belt policies.

Green Belt Assessment and Principle

Paragraph 154 of the NPPF states that development in the green Belt is considered to be inappropriate unless it meets one of the exceptions, which includes

- g) limited infilling or the partial or complete redevelopment of previously developed land (including a material change of use to residential or mixed use including residential), whether redundant or in continuing use (excluding temporary buildings), which would not cause substantial harm to the openness of the Green Belt.
- h) iv. the re-use of buildings provided that the buildings are of permanent and substantial construction.

The development would involve conversion of a building which is of substantial construction and as such acceptable in principle.

Extensions would add relatively minor additions which given the size and position on the building would not cause harm to openness.

In the previous Appeal decisions for the demolition and redevelopment works, the Inspector considered the increases in area and height would be very limited and barely perceptible and that furthermore, the mass of the proposed dwellings together would not be significantly different to the mass of the existing building.

The Inspector went on to say that in terms of the wider site, the former nursing home is some distance from the nearest neighbours and bounded by protected trees and consequently the impact on the visual openness of the Green Belt would be restricted to within the former nursing home site and seen against the backdrop of either other buildings and trees.

The Inspector therefore concluded that overall, the proposed development would not have a greater impact on the spatial or visual openness of the Green Belt and therefore did not constitute inappropriate development and would not require very special Circumstances.

Given the very limited works which would be involved in this application, it is considered that the proposed development would be appropriate and would not require very special circumstances.

Heritage

The group of buildings comprising Ainsworth Nursing Home (Formerly Broom Field Isolation Hospital) is considered to be Non-Designated Heritage Asset (NDHA). The application site is the single storey building known as the Coach House. This building is described in the submitted heritage statement as a smaller reception ward for doubtful cases. It is built in the typical civic Edwardian style in red brick with a dual pitched roof with hipped ends. The building is one of five original buildings that currently remain on the site, the others being the Wash House, Pavilion Block, Gate House and the building referred to as the Administration Block. The site is not within a conservation area.

Paragraph 208 of the National Planning Policy Framework (NPPF) requires that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 216 of the NPPF requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

Paragraph 210 of the NPPF states that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local

character and distinctiveness.

Two previous applications on the application site 67368 and 69616 for its demolition and re-development were refused and dismissed at appeal by the Planning Inspectorate. This was in part due to their contribution to the group value of the site of the former Ainsworth Nursing Hospital as a non-designated asset, and in maintaining the sites' legibility as such. This application aims to convert the former accommodation block into three two bedroom apartments with a low parapet roofed front extension which will also extend across part of the existing 20th century side extension. The ridge of the extension will be raised 500mm to facilitate the roof integration of the front elevation. The proposal would also have two small dormers on the rear roof slope.

The front extension would in part replace a modern stepped level flat roof corridor extension. This alteration together with the proposed dormers at the rear would be an improvement restoring the front elevation with a visual balance and homogeneity. The front extension would have a direct impact on the NDHA but would not cause loss of legibility to an unacceptable loss or harm to significance. As such the group value site would be maintained.

The proposed development would therefore comply with Policy JP-P2 of the Places for Everyone Joint Development Plan and the principles of the NPPF.

Design and layout

Density

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. The site falls in an area where a minimum density of 35 dwellings per hectare applies.

The site area is circa 0.152 hectares. 3 dwellings would equate to 20 dwellings per hectare which is below the requirement of JP-H4.

The policy states that lower densities may be acceptable where they can be clearly justified by:

- Local housing market issues, such as a demonstrable need for a particular type of housing that cannot be delivered at a higher density; or
- Site-specific issues, such as the design context and any potential impact on the wider landscape or townscape including heritage assets and green infrastructure.

The site is a NDHA and therefore of an historic importance. In the case of both previous appeal decisions for this site, the inspectors noted the importance of the group value of the former nursing home site as a whole. Where such heritage assets exist, consideration should be given to retaining the importance of those assets and in this instance, given the status of the site and the context of the building within the site, the proposed conversion to 3 no dwellings is considered acceptable.

Layout

As the development proposes the conversion of the building, the main changes to layout would involve the provision of a driveway and parking, bin and cycle store facilities and gardens.

It is proposed to create a driveway to the front of the building which is currently grassed and which would require some levelling works. Two parking spaces would be provide next to

Unit 3 which is located at the eastern end of the building. the driveway would also extend to the side of the building where two parking spaces each for units 1 and 2 would be located, together with a communal bin and cycle store. The site area would enable cars to manoeuvre in and out of the site in a forward gear.

At the rear of the site is a large area of raised terraced/grassed area which would provide amenity space for each of the dwellings, extending 22m to the rear boundary. The gardens would be separated by 1.8m high timber fencing which would also extend around the garden of unit 1 to the west and used to enclose the bin and store areas. Timber fencing is commonly used to bound gardens and properties but can be quite modern in appearance. Given the historic character of this particular site and this plot, details of the fencing and its colour would be sought by condition.

Internally, the building would be split into 3 separate units, units 1 and 2 are of the same layout and size and provide open plan living on the ground floor and two bedrooms and bathroom at the first floor within the dormers and roofspace.

Unit 3 would be the larger in its ground floor footprint but it would be laid out over the one level as this part of the building is lower in the overall height. Similarly, living space would be open plan with two bedrooms and bathroom provided towards the front of the property.

Space standards

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 (NDSS) 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 development would comply with the NDSS space standards and would provide a minimum gross internal floor area and each of the bedrooms would exceed the minimum floor areas.

A condition would be included for the development to be of an accessible and adaptable standard in compliance with M4(2).

Whilst there would be changes made to the layout of the site, these would be reasonable and not significant to support the scale of development for 3 apartments.

With appropriate and relevant conditions, the proposed development is considered to comply with policies H2/1, H2/2 and H2/4 of the Bury Unitary Development Plan and Policies JP-H3 and JP-H4 of the Places for Everyone Joint Development Plan.

Design

The Coach House is an original part of the former nursing home and contributes to the group value as an NDHA. Modifications of the building comprise the single storey front projection and ramp which were added at a later date. Other than that, the original building remains relatively intact.

The proposal to add a low parapet front extension would project 2.1m and whilst covering up the original window features, the style and design would be in keeping with the character of the building. The front entrance which is a feature of the building would be retained and as such, it is considered the legibility of the building would be maintained.

At the rear, two patio door would replace windows and new openings formed in the lower part of the building. It is also proposed to add two small dormers on the rear elevation and these would be designed to be in keeping with the building and the other original dormers

found on buildings in this site.

The proposed side extension would add 5.88sqm of floor area and located on the western side. It would be unobtrusive and not affect the original character of the building.

It is therefore considered the proposed alterations and extension would not cause harm to the heritage value of the building and would aide to preserving its longevity for the future through the redevelopment and future occupation of the building.

Impact on residential amenity

Within the site, the nearest properties (previously converted to dwellings) are the Wash House to the west and The Haven and Knowsley House to the south.

The Wash House would be 12.4m away from the blank side elevation of the Coach House. This is a pre-existing situation and as such impacts of outlook and privacy would be no worse than existing. the drive access and parking would all be within the site area of the Coach House. As such, impacts on the Wash House are considered not to be significant.

Ainsworth House is located directly to the south of the application building and there would be a distance of 19m to the main rear elevation which is acceptable. Ainsworth House has a single storey outrigger at the rear which would be 8m away from the front of the Coach House. The rear elevation of the outrigger has a blank wall and as such there would be no overlooking of this property. This property would also have fencing round their garden area at the area and as such would not be significantly overlooked. As such, impacts on Ainsworth House are considered not to be significant.

The Haven is located directly behind the single storey front projection of the Coach House approximately 1m from the rear boundary of The Haven and 8m from the rear elevation of this property. There are no windows proposed to the rear elevation of the outrigger and as such, the proposed development would be no different to the existing situation and relationship which exists to this neighbour.

In addition, The Haven development was a demolition and new build development and the occupier of this property would be aware of the relationship to the application site when planning the new footprint of the house and the garden area.

It is proposed to increase the ridge height of the outrigger by 0.5m. The outrigger is located to the north of the Haven and given the sun path, there would not be a significant loss of light to this property or the garden. The roof to the outrigger is pitched and given the relatively minor addition to the height, it would not have a significant overbearing relationship to the neighbour.

It is therefore considered that there would not be a detrimental impact on the amenity of the occupiers of The Haven.

The proposed development is therefore considered to be acceptable and would comply with Policies H2/1, H2/2 and H2/4 of the Bury Unitary Development Plan.

Highway issues

Access

The existing access to the site is from the head of Knowsley Road (a Public Right of Way) and is a single wide lane but well surfaced and maintained.

The Highway Authority have stated that improvement works/maintenance to the Knowsley road PRow would be required due to scale of development. However, the majority of

Knowsley Road is a private road and privately maintained and it is not in the gift of the applicant to carry out such works. Moreover, all residents on the road are responsible for its upkeep and not just on the shoulders of the applicant. Like the other developments which have already been carried out on this site, a condition for a dilapidation survey prior to and post development would be recommended to ensure that any damage caused by construction traffic is repaired at the cost of the applicant. A PRow only needs to be maintained as a PRow as that is its present status.

In terms of the access lane itself, this is a well maintained road and incorporates a passing place en route. Given the scale of development for the conversion to 3 apartments, it is considered this would not generate significant levels of traffic, especially comparable to the former use of the site as a nursing home which could generate far more trips by ambulances, staff and visitors as well as the servicing of the site.

As such, with a suitable condition to submit a Construction Traffic Management Plan, the proposed development is considered acceptable.

Parking

Under adopted SPD11, the site is located in Zone 4 which requires 1.5 spaces per apartment or 2 spaces per two/three bed dwellings. The development would provide 2 spaces per 2 bed apartment and as such would be policy compliant.

SPD11 also requires 1 secure covered space per apartment. The development proposes a communal covered cycle store which could house 3 cycles and as such would be policy compliant.

It is therefore considered that with reasonable and necessary conditions, the proposed development would be acceptable and comply with Policies H2/2 and H2/4 of the Bury Unitary Development Plan and Policies JP-C5 and JP-C8 of Places for Everyone Joint Development Plan.

Ecology

Summary

The only ecological issue appears to be biodiversity net gain.

Bats

A new bat report has been provided. The findings were consistent with the previous surveys with the building assessed as low risk and no bats recorded as emerging following one dusk survey. GM Ecology Unit (GMEU) therefore have no reason to doubt the findings of the report. As a precaution, GMEU recommend an informative to remind applicants that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Nesting Birds

Possible nesting of jackdaw was recorded on the building. 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 that no building works shall commence 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 Local Planning Authority.

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 would result in a minor reduction in the area of amenity grassland/garden to development, with four trees proposed outside of the residential curtilage. Wildlife issues appear restricted to loss of bird nesting opportunities.

A BNG metric has been provided. This indicates 10% is achievable on the site. There were however some issues that would result in the development failing to achieve 10%, though the shortfall in absolute terms would be very low.

GMEU therefore advised the baseline is amended so as to include the retained trees and align the development areas in the application form and metric and a justification provided on how such a small area of public realm would be maintained independently of the gardens for 30 years.

The BNG metric has been amended and GMEU reconsulted.

The areas are now the same, with 10% still achieved on the site.

Small areas of amenity space would be retained with urban trees outside of the gardens. This is not a reason to object but as previously noted triggers the need to provide a 30 year Habitat Management and Monitoring Plan (HMMP).

Given these generate less than 0.1 units a simple HMMP controlled by a standard condition is in the opinion of GMEU all that would be required

The line of trees has still not been included in the metric. This is required, even though retained, as it forms part of the baseline value of the site, to which the 10% is applied. This is a linear feature, measuring approximately 42m in length base on the length of the rear boundary. If in moderate condition, there is a shortfall of 0.02 hedgerow units, that require mitigation. This is achievable on the site if a new native hedge is planted along the western boundary i.e. adjacent to amenity space. The developer could however purchase off-site units.

Given the very low number of units involved, GMEU have no issues with the resolution of this outstanding point to discharge of the statutory biodiversity gain condition, for:

- A biodiversity gain plan
- Final version of the metric and
- Final version of the HMMP

Note if the four trees are accepted as out of the gardens a 30 year habitat management and monitoring plan will be required as rural trees are defined as significant by Department for Environment, Food and Rural Affairs (DEFRA). If they are not accepted no HMMP will be required as no other significant habitat will created on the site.

The statutory biodiversity gain condition would apply whether or not an HMMP is required. This would need to include the final version of the metric, the biodiversity gain plan and evidence that any purchase of off-site units has been registered with DEFRA.

GMEU recommend provision of two bird boxes on retained trees as mitigation for loss of bird nesting opportunities. The details can be provided via condition.

Air quality

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 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. It is noted that 12 parking spaces are proposed.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), the team would recommend a condition to be placed on any grant of permission for 1 no. electric vehicle (EV) charging point per dwelling/parking space and cable routes to be provided for all parking spaces which do not have access to an electric vehicle charging point.

Policy JP-S2 - Carbon and energy

It is proposed to improve the thermal performance of the buildings beyond the levels required to comply with the current regulations as set out in Approved Document Part L. This will include improved insulation levels to the building envelope and upgrades to the existing windows and doors. This 'fabric first' approach reduces emissions by lowering the demand for heating. The dwelling will also include high efficiency heating systems with enhanced control systems.

The proposed development would therefore comply with Policy JP-S2.

Policy JP-C2 - Digital connectivity

The area does not currently have full fibre broadband and as such the property would not have this service until its is installed locally within the area. There is however standard broadband available for the site.

It is therefore considered the proposed would be acceptable and comply with JP-C2 as far as possible.

Response to objections

- If the building were to be converted to a single large family dwelling it could accommodate as many family members as could a 2 bed x 3 apartment development and as such noise is considered not to be of a significant concern.
- Similarly, it is considered the development for 3 no apartments would not put undue pressure on local services.
- A condition has been included for the submission of a surface and foul water scheme. the Drainage Engineer has advised the development be served by a septic tank and/or soakaway system. Approval for a surface water connection to an ordinary watercourse would need to be obtained from Bury Council.
- The existing access was satisfactory to serve the former nursing home site and given the site would have a wholly residential use of a limited scale, the access is considered acceptable to serve the site.
- Parking provision would be compliant with SPD11.
- Any further proposals for this site would be assessed on its own merits.

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 TDS-25-196-001
Existing floor and roof plan TDS-25-196-002
Existing front and side elevations TDS-25-196-03
Existing rear and side elevations TDS-25-196-004
Proposed site plan TDS-25-196-05 rev A
Proposed ground floor plan TDS-25-196-06
Proposed first floor plan TDS-25-196-07
Proposed front and side elevations TDS-25-196-08
Proposed rear and side elevations TDS-25-196-09
Proposed refuge site plan TDS-25-196-010 rev A
Proposed external plan TDS-25-196-011 rev A

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

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan 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. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.
 - II. 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. 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).

7. 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 validity 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).

8. The proposed development is within a radon affected area. As such basic radon protection measures in accordance with BRE 211 2023 must be employed.

A Verification Report detailing the design and installation of the remedial measures must be submitted to the LPA for approval upon completion of remediation works and prior to the development being brought into use. The report shall include a completed BRE211 Radon Protective Measures Quality Management Record, documented evidence of the installation inspection and proposed timeframe for post occupation monitoring. The report must also be provided to the homeowner at the point of sale.

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).

9. Prior to occupation the applicant shall provide:

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

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).

10. Notwithstanding the approved plans, details/sample of the proposed fencing shall be submitted to and approved by the Local Planning Authority prior to erection of the fencing. the approved fencing only shall thereafter be used for the development and thereafter maintained.

Reason. In the interests of visual amenity pursuant to Policy EN1/2 - Townscape

and Built Design of Bury Unitary Development Plan.

11. 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.
12. No building works shall commence 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 Local Planning Authority.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value, JP-G8 - A Net Enhancement of Biodiversity and Geodiversity and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
13. Prior to the first occupation of the development hereby approved, two bird boxes shall be provided on trees to be retained and shall thereafter be maintained or replaced and maintained in the same location.
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, JP-G8 - A Net Enhancement of Biodiversity and Geodiversity and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
14. Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to JP- S4 - Flood risk and the Water Environment, EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
15. 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
16. 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.

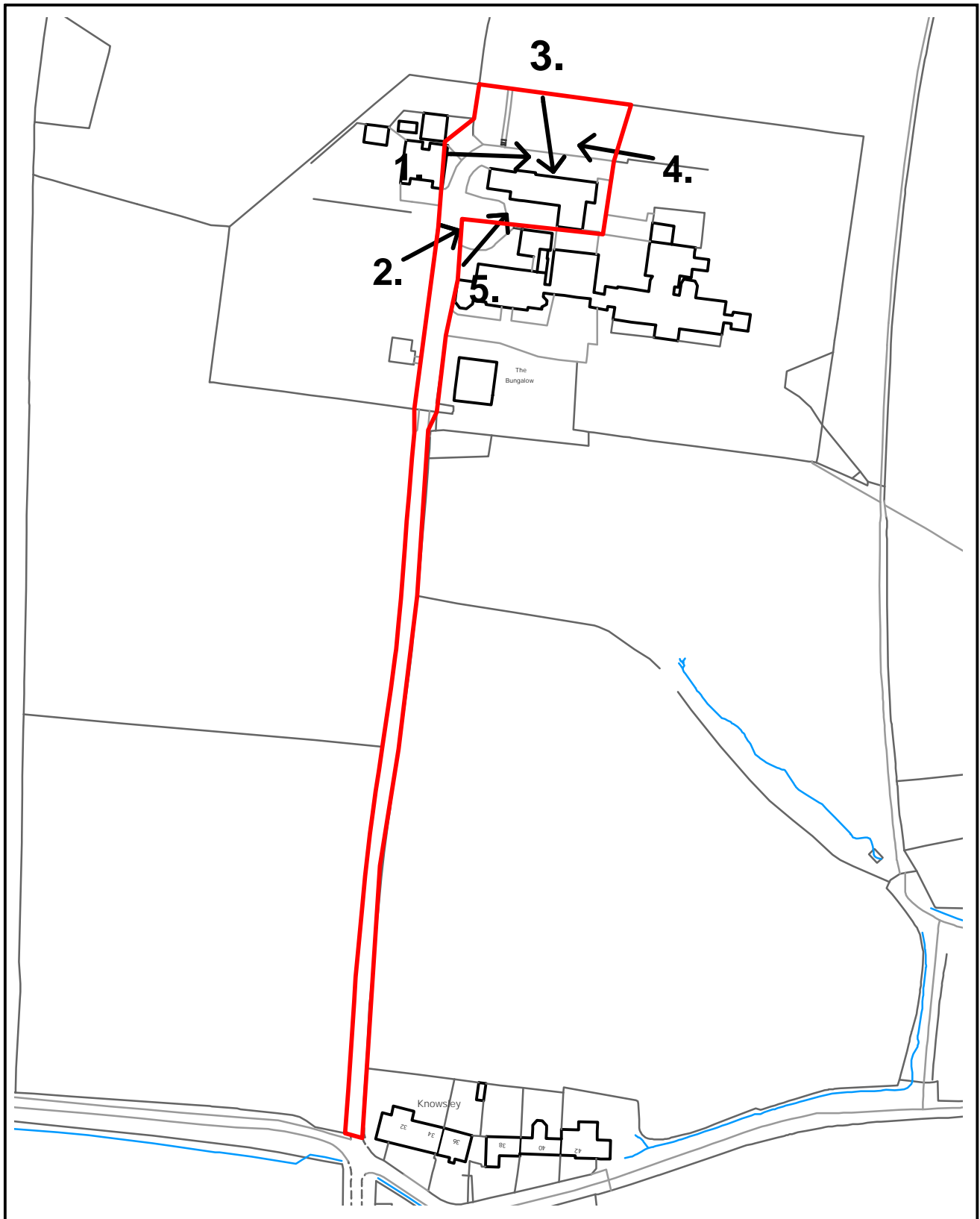
17. The development hereby approved shall not be occupied unless and until:

1. the habitat creation and enhancement works set out in the approved HMMP have been completed; and
 2. a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority
- The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

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.

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

Viewpoint - 72236



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



Planning, Environmental and Regulatory Services

© Crown Copyright and database right (2023). Ordnance Survey 100023063.

72236

Photo 1



Photo 2



72236

Photo 3



Photo 4



72236

Photo 5



01 Existing Front Elevation
Scale 1:50



02 Existing Side Elevation
Scale 1:50



Page 79

Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

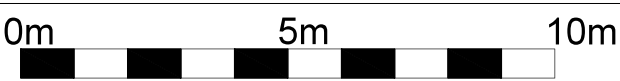
All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering

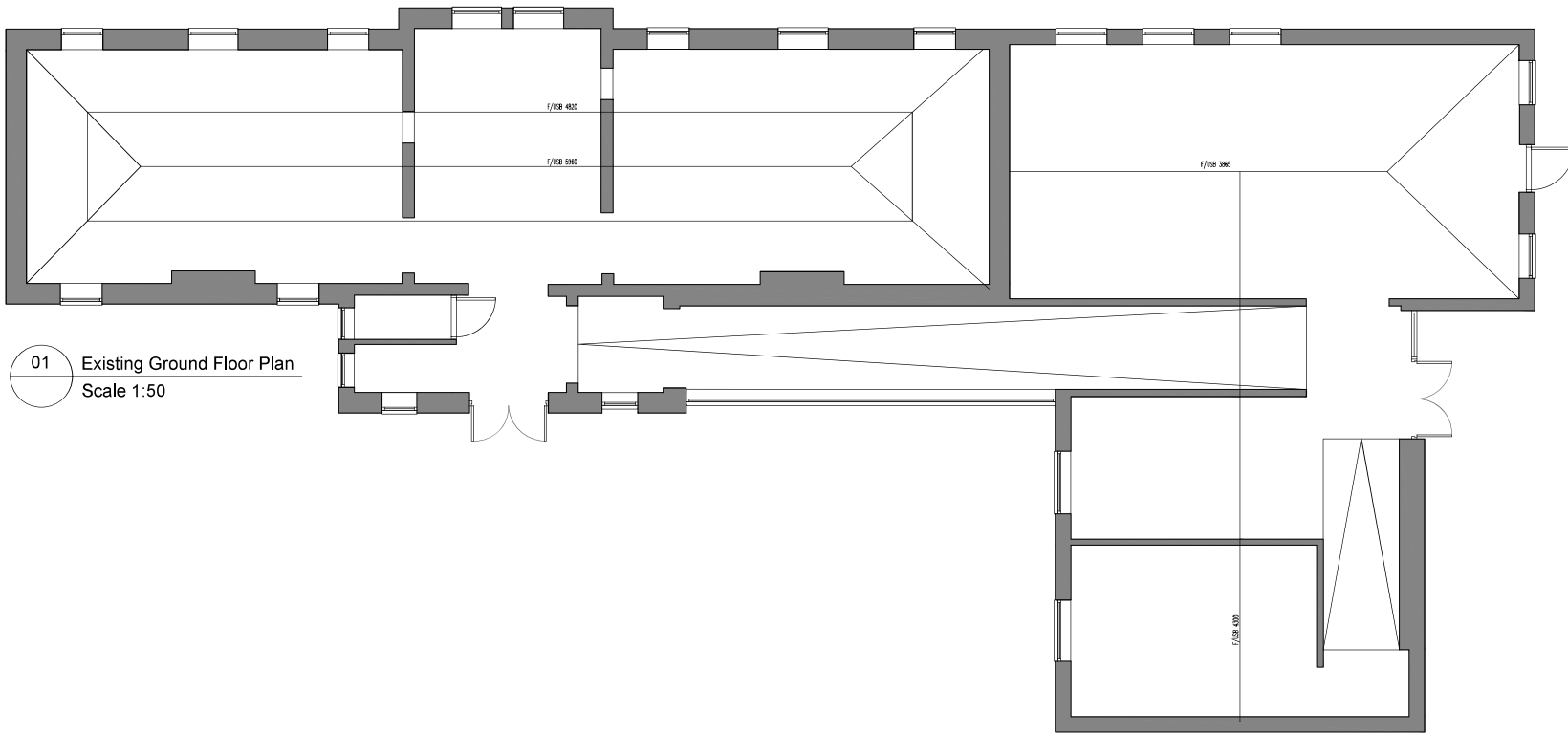
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary.

All relevant boundary positions are to be checked prior to proceeding

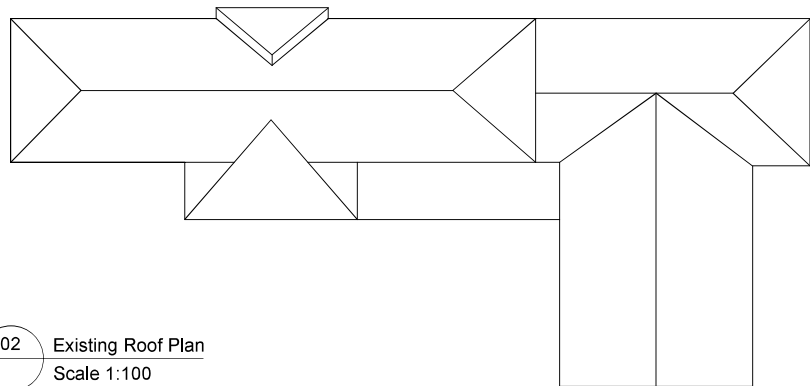
Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.

Rev	Description	Date	By	CHK
Status				
Survey <input type="checkbox"/> Tender <input type="checkbox"/>				
Construction <input checked="" type="checkbox"/> As Built <input type="checkbox"/>				
Client				
Karl Stopforth				
The Coach House, Ainsworth				
Contract				
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments				
Drawing				
Existing Elevations 1				
Drawing No. TD5-25-195-03				
Revision /				
Scale 1:50 Date Feb '25				
Drawn ZTT Checked				





01 Existing Ground Floor Plan
Scale 1:50



02 Existing Roof Plan
Scale 1:100



Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering.

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

All relevant boundary positions are to be checked prior to proceeding.

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

Rev	Description	Date	By	CHK


Status	Purpose for Issue
Survey	<input type="checkbox"/> Tender <input type="checkbox"/>
Construction	<input checked="" type="checkbox"/> As Built <input type="checkbox"/>

Client
Karl Stopforth
The Coach House, Ainsworth

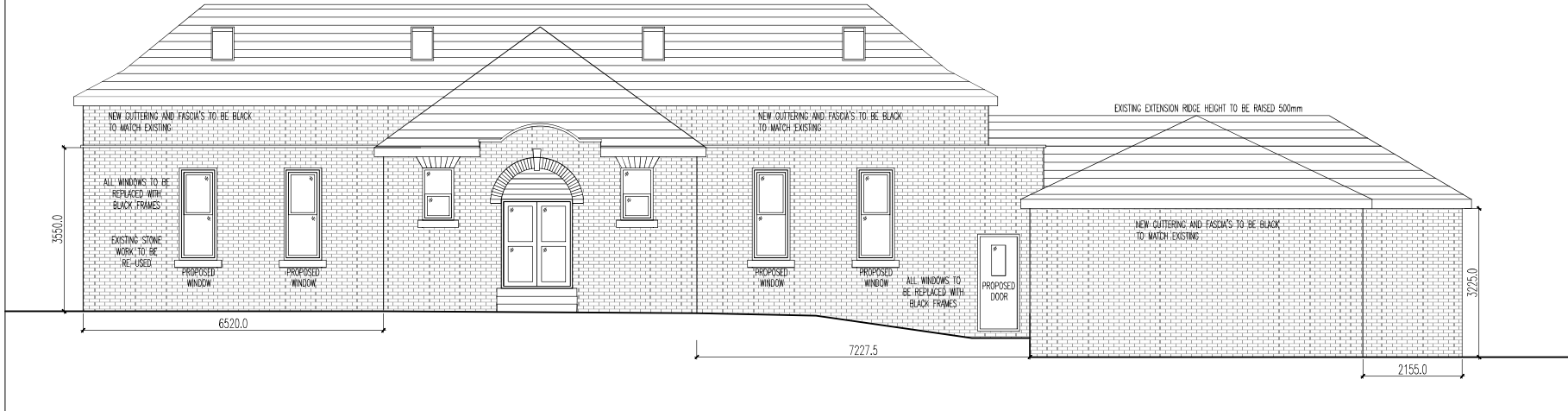
Contract
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments

Drawing
Existing Plan

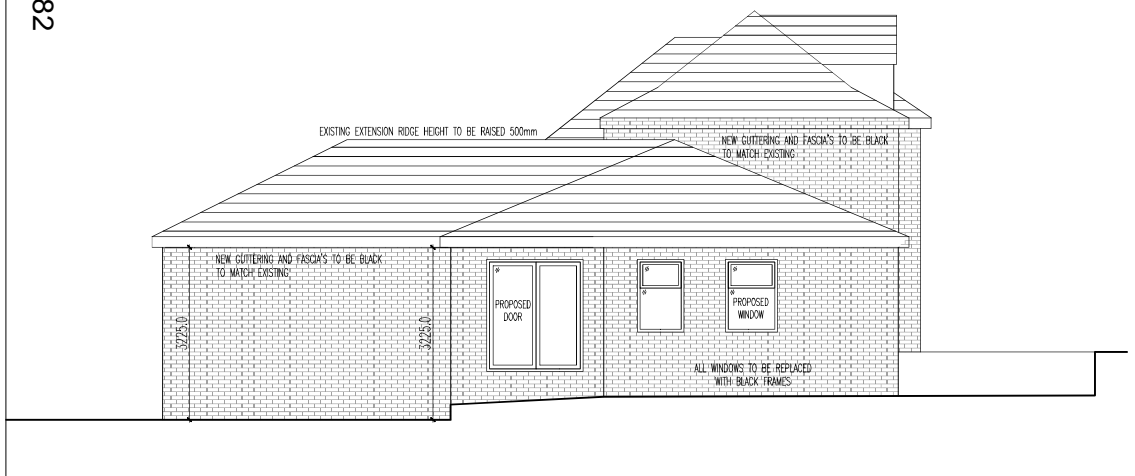
Drawing No.	TD5-25-195-02	Revision	/
Scales	1:50	Date	Feb '25
Drawn	ZTT	Checked	



01 Proposed Front Elevation
Scale 1:50



02 Proposed Side Elevation
Scale 1:50



Page 82

Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering.

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

All relevant boundary positions are to be checked prior to proceeding

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

Rev	Description	Date	By	CHK
Status		Purpose for Issue		
Survey		<input type="checkbox"/> Tender <input type="checkbox"/> Construction		
Construction		<input checked="" type="checkbox"/> As Built <input type="checkbox"/>		
Client				
Karl Stopforth The Coach House, Ainsworth				
Contract				
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments				
Drawing				
Proposed Elevations 1				
Drawing No. TD5-25-195-08				
Scale		Date		Revision /
1:50		Feb '25		
Drawn		ZTT		Checked



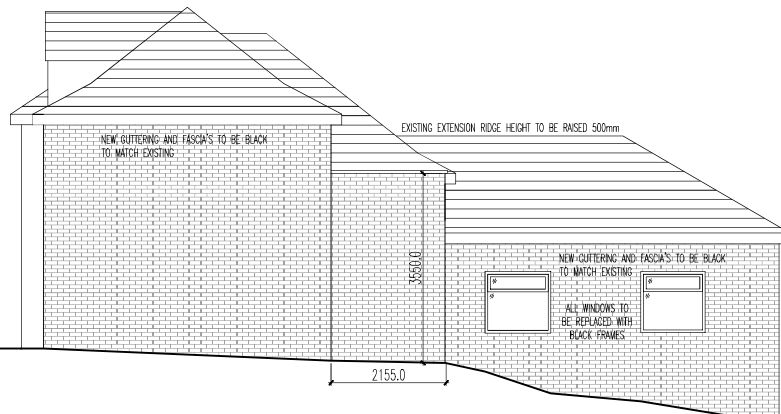
01 Proposed Rear Elevation

Scale 1:50



02 Proposed Side Elevation

Scale 1:50



Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering.

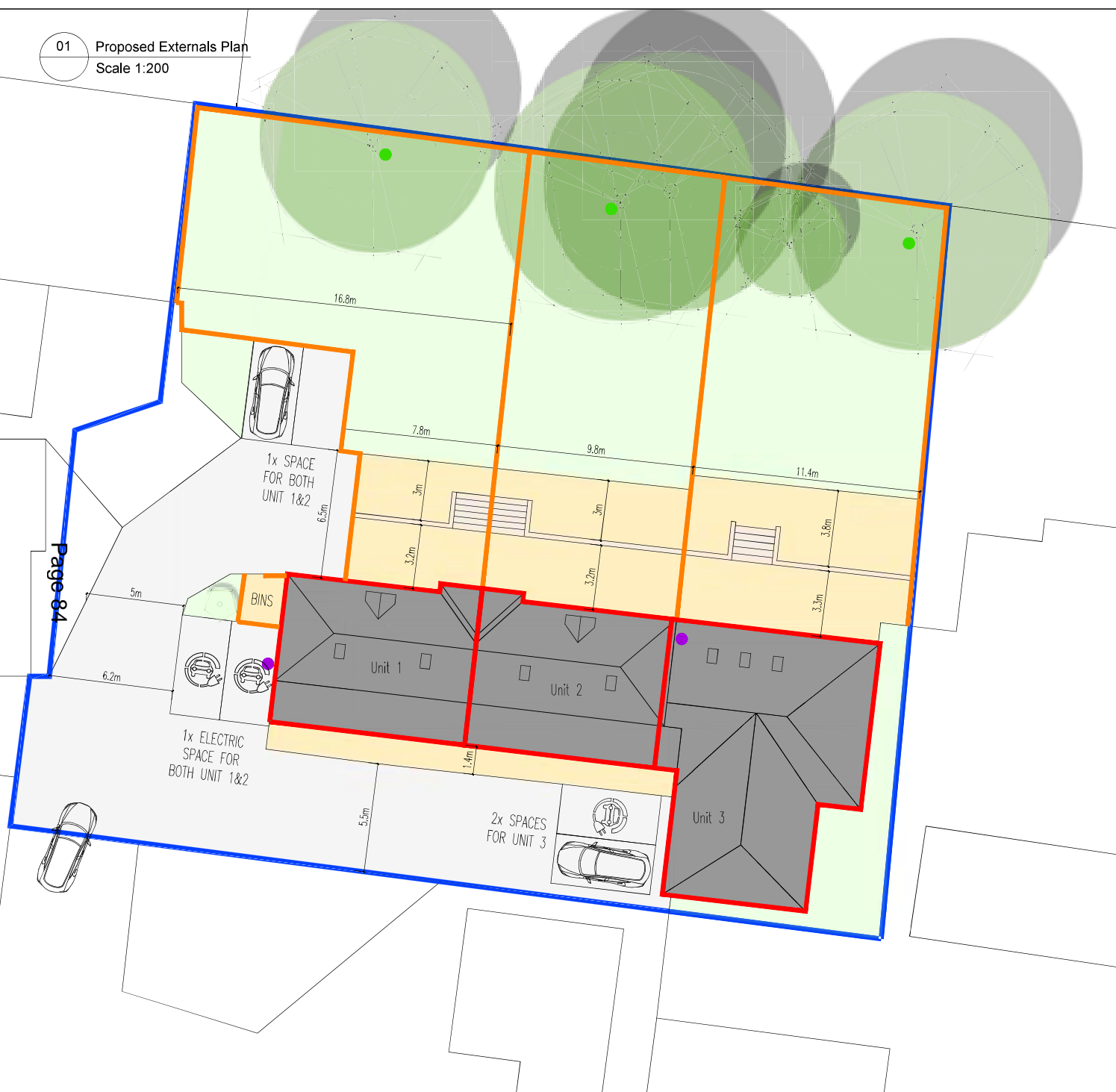
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary.

All relevant boundary positions are to be checked prior to proceeding.

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

Rev	Description	Date	By	CHK
Status		Purpose for Issue		
Survey		<input type="checkbox"/> Tender <input type="checkbox"/>		
Construction		<input checked="" type="checkbox"/> As Built <input type="checkbox"/>		
Client				
Karl Stopforth The Coach House, Ainsworth				
Contract				
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments				
Drawing				
Proposed Elevations 2				
Drawing No. TD5-25-195-09		Revision		/
Scale 1:50		Date		Feb '25
Drawn ZTT		Checked		





- GRASS
- TARMAC
- INDIAN STONE PAVING
- SITE BOUNDARY
- PROPERTY BOUNDARIES
- PROPOSED FENCING
- BIRD BOXES
- BAT BOXES
- ELECTRIC CAR SPOT

ALL NEW TREES TO BE PLANTED SHOULD BE NATIVE TO LANCASHIRE (ASH/ALDER/BEECH). NEW TREES SHOULD BE MINIMUM OF 7FT TALL.

1.8m WHALLEY LAP TIMBER FENCING TO BE INSTALLED AROUND GARDENS. TIMBER TO BE TREATED PLANNED TIMBER. POSTS TO BE CONCRETE.

2125.0

1800.0

02 Proposed Fencing Detail
Scale 1:20

Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering.

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

All relevant boundary positions are to be checked prior to proceeding.

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

Rev	Description	Date	By	CHK

Status	Purpose for Issue
Survey	<input type="checkbox"/> Tender <input type="checkbox"/>
Construction	<input checked="" type="checkbox"/> As Built <input type="checkbox"/>

Client
Karl Stopforth
The Coach House, Ainsworth

Contract
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments

Drawing
Proposed Externals Plan

Drawing No. TD5-25-195-11 Revision /
Scale 1:50 Date Feb '25
Drawn ZTT Checked



Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.


Do not scale off this drawing

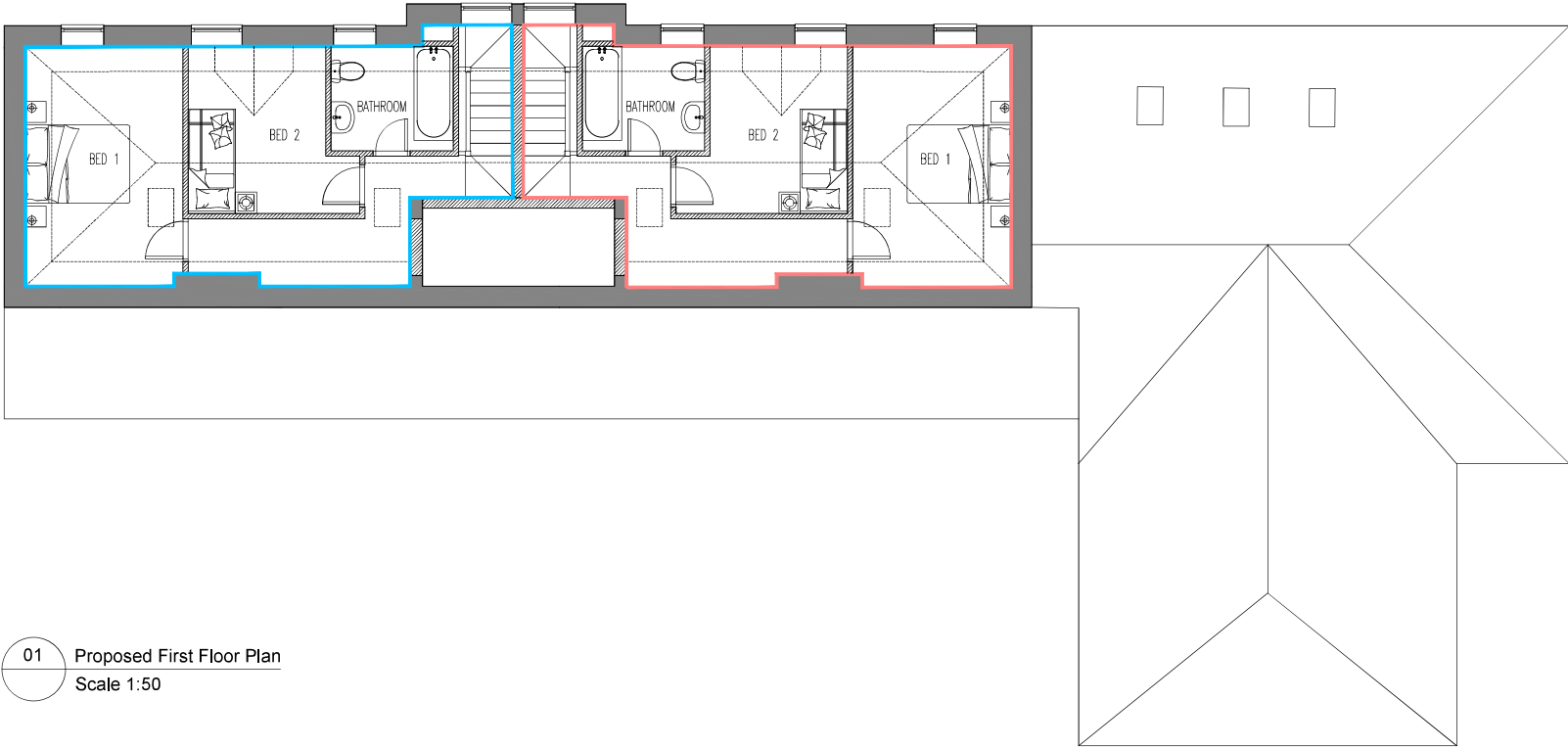
All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering

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

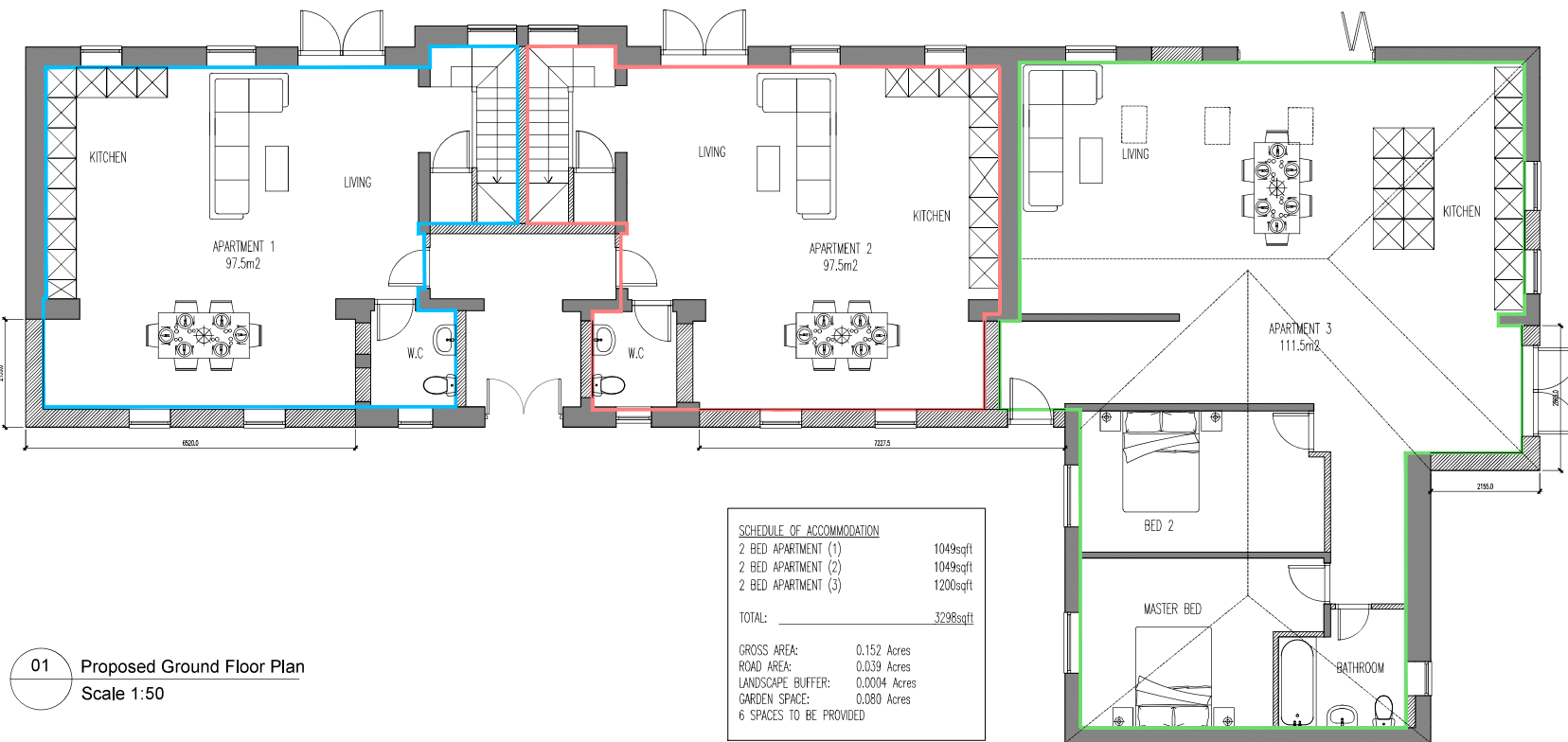
All relevant boundary positions are to be checked prior to proceeding

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

Rev	Description	Date	By	CHK					
Status					Purpose for Issue				
Survey					<input type="checkbox"/> Tender <input type="checkbox"/>				
Construction					<input checked="" type="checkbox"/> As Built <input type="checkbox"/>				
Client									
Karl Stopforth The Coach House, Ainsworth									
Contract									
Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments									
Drawing									
Proposed First Floor Plan									
Drawing No. TDS-25-195-07 Revision /									
Scale		1:50	Date	Feb '25					
Drawn		ZTT	Checked						
									



01 Proposed First Floor Plan
Scale 1:50



Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies are to be referred to the designer before proceeding. All levels to be checked on site. All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering.

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

All relevant boundary positions are to be checked prior to proceeding.

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

Rev	Description	Date	By	CHK

Status: ☐ Tender ☐ Construction ☒ As Built ☐

Purpose for Issue: ☐ Survey ☐ Construction

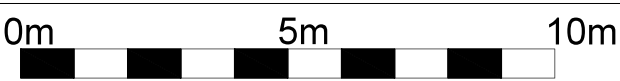
Client: Karl Stopforth
The Coach House, Ainsworth

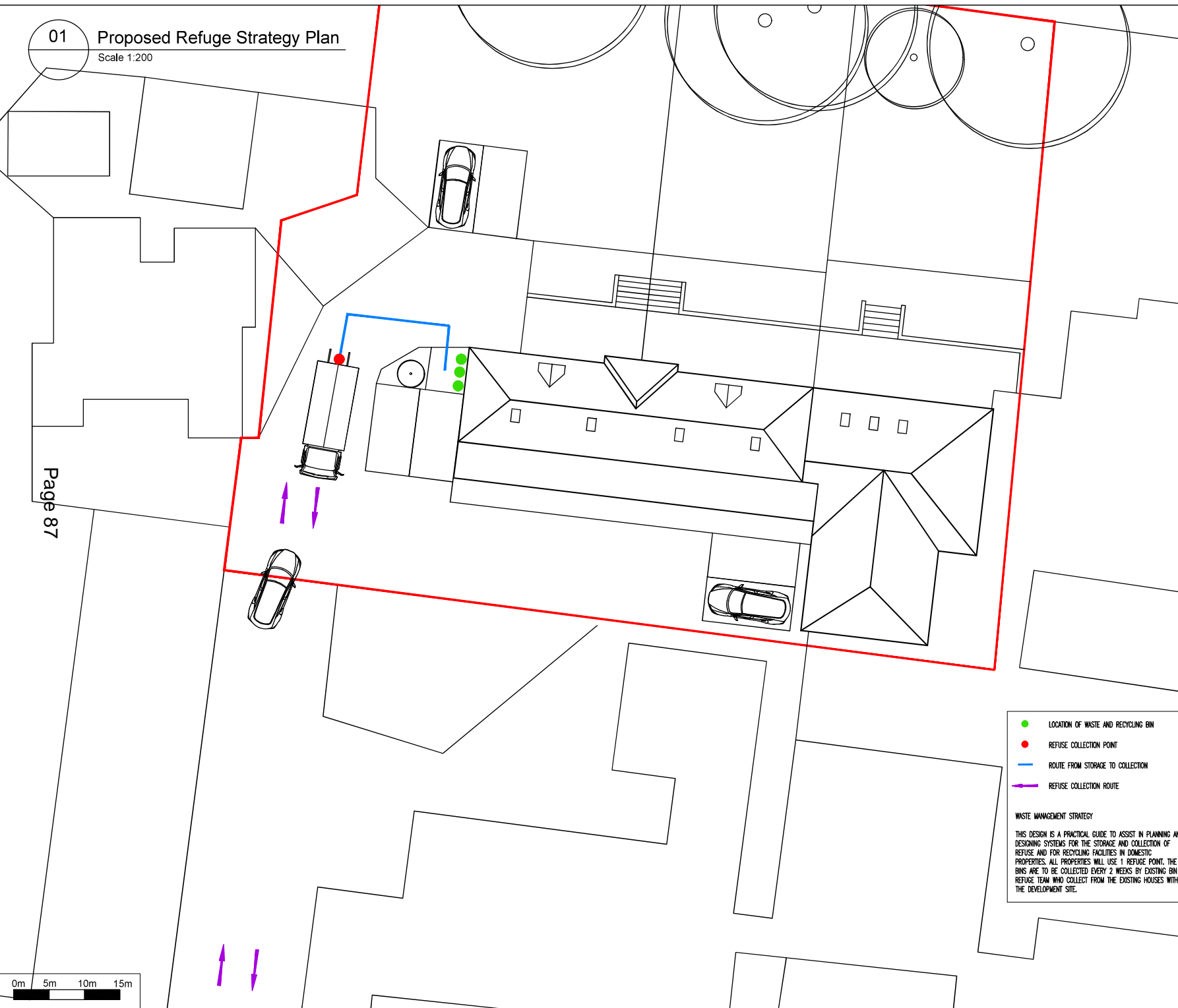
Contract: Proposed Conversion of Existing Coach House into 3 no. 2 Bed Apartments

Drawing: Proposed Ground Floor Plan

Drawing No. TD5-25-195-06 Revision: /
Scale: 1:50 Date: Feb '25
Drawn: ZTT Checked:

THORP DESIGN SERVICES LTD





- LOCATION OF WASTE AND RECYCLING BIN
- REFUSE COLLECTION POINT
- ROUTE FROM STORAGE TO COLLECTION
- REFUSE COLLECTION ROUTE

WASTE MANAGEMENT STRATEGY

THIS DESIGN IS A PRACTICAL GUIDE TO ASSIST IN PLANNING AND DESIGNING SYSTEMS FOR THE STORAGE AND COLLECTION OF REFUSE AND FOR RECYCLING FACILITIES IN DOMESTIC PROPERTIES. ALL PROPERTIES WILL USE 1 REFUSE POINT. THE BINS ARE TO BE COLLECTED EVERY 2 WEEKS BY EXISTING BIN REFUSE TEAM WHO COLLECT FROM THE EXISTING HOUSES WITHIN THE DEVELOPMENT SITE.

Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.
Do not scale off this drawing
All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering
Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary. All relevant boundary positions are to be checked prior to proceeding
Building regulation drawings can be used for building estimates, however for an accurate quote builders must attend site as these drawings do not account for all aspects of the building works.



SURVEY ORIENTATED TO MAGNETIC NORTH

Rev	Description	Date	By	Chk
-----	-------------	------	----	-----

Status	Purpose for Issue			
Planning	<input type="checkbox"/>	Tender	<input type="checkbox"/>	
Construction	<input checked="" type="checkbox"/>	As Built	<input type="checkbox"/>	PLANNING

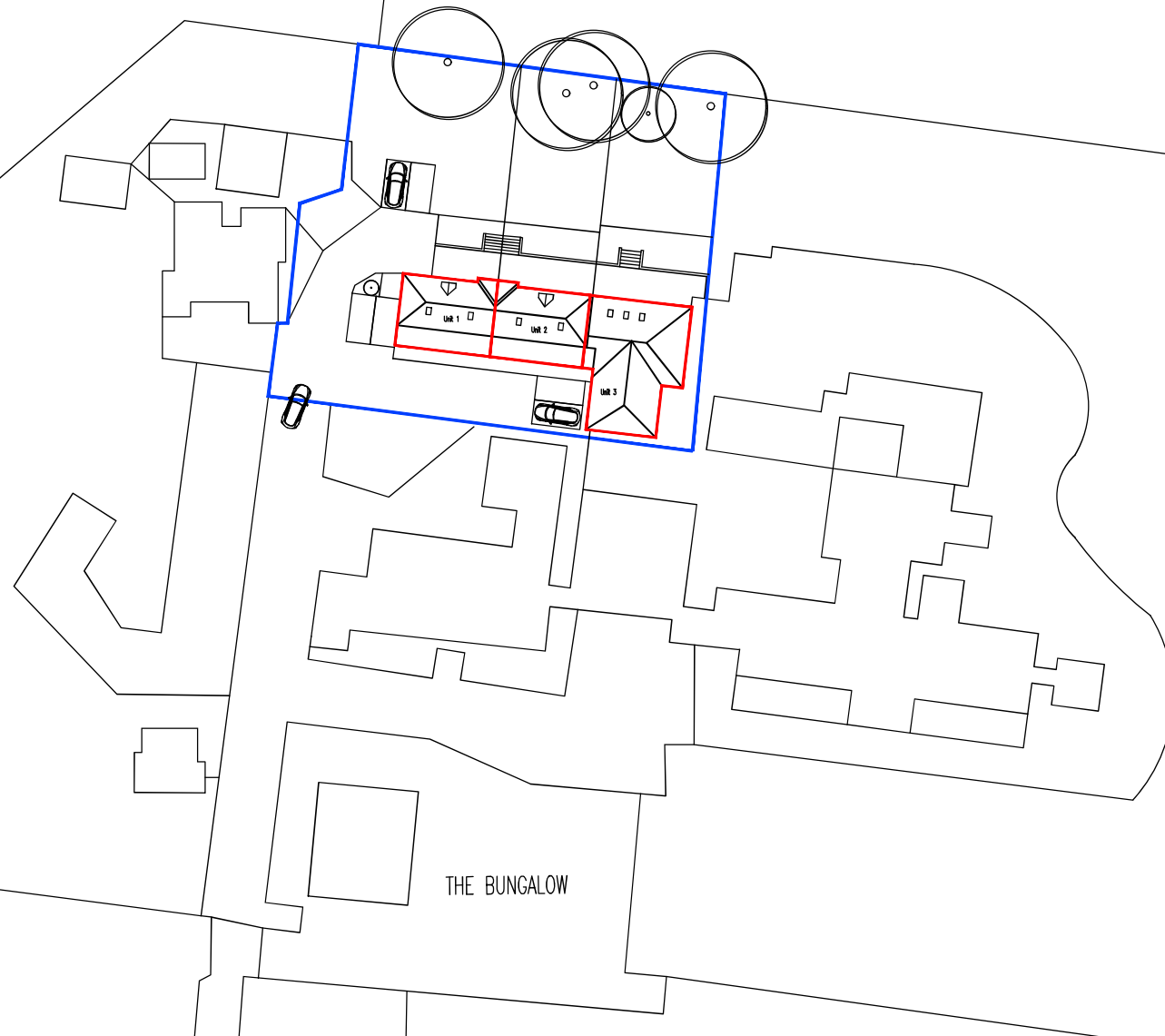
Client
Karl Stopforth
The Coach House, Ainsworth

Contract
Proposed Conversion of Existing Coach House
into 3 no. 2 Bed Apartments

Drawing
Proposed Refuge Site Plan

Drawing No. TDS-25-196-10 Revision /
Scales 1:200 @ A3 Date Feb '25
Drawn ZTT Checked





Notes Copyright in all documents and drawings prepared by the architectural designer and any works executed from these documents and drawings shall, unless otherwise agreed, remain the property of the designer and must not be reproduced by, lent or disclosed to, a third party without the written consent of Zach Thorp.

Do not scale off this drawing

All dimensions are to be checked on site and any discrepancies to be referred to the designer before proceeding. All levels to be checked on site All discrepancies between information shown on the drawings and the information in the specification to be referred to the designer prior to proceeding. All component sizes and references to be checked before ordering

Position of existing drain runs to be confirmed prior to proceeding and drains checked as necessary. All relevant boundary positions are to be checked prior to proceeding

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



SURVEY ORIENTATED TO MAGNETIC NORTH

Rev	Description	Date	By	Chk
-----	-------------	------	----	-----

Status	Purpose for Issue
Planning <input type="checkbox"/>	Tender <input type="checkbox"/>
Construction <input checked="" type="checkbox"/>	As Built <input type="checkbox"/>
	PLANNING

Client
Karl Stopforth
The Coach House, Ainsworth

Contract
Proposed Conversion of Existing Coach House
into 3 no. 2 Bed Apartments

Drawing
Proposed Site Plan

Drawing No. TDS-25-196-05 Revision /
Scales 1:500 @ A3 Date Feb '25
Drawn ZTT Checked



Ward: Tottington

Item 03

Applicant: Grove Estates M/C Ltd

Location: 10 Chiltern Drive, Bury, BL8 1QY

Proposal: Change of use from residential property (Class C3) to Residential institutions - childrens home for 2 no children (Class C2)

Application Ref: 72334/Full

Target Date: 24/11/2025

Recommendation: Approve with Conditions

Description

The application relates to a single storey, semi-detached dwelling located on Chiltern Drive. The property is located at a higher level than the highway that runs along the front of the site. The premises has an existing driveway to the front, that runs along the side of the house to a detached garage/outbuilding at the rear. An area of private residential amenity space is located to the rear.

Planning permission is sought for the change of use from dwellinghouse (Class C3(a)) to children's residential care home (Class C2). for 2no. children. The proposal seeks alterations to the internal configuration of the dwelling, and proposes 3no. parking spaces to the front of the dwelling.

Relevant Planning History

None

Publicity

Letters sent to immediately adjoining neighbours 7th October 2025.

12 objections received in relation to:

- This is a nice quiet residential area.
- Institution would be out of character.
- 24 hour access would affect my sleep patterns.
- Many elderly people live here.
- If the children do cause problems it will upset many of the neighbours who will likely become afraid to leave their own houses, those who aren't afraid will probably stand up to any misbehaviour which won't lead to a good outcome.
- This is a small property on a quiet street, there must be bigger/better available in more applicable areas.
- Loss of value of home.
- Increase in traffic.
- Increase in noise.
- Internal configuration would introduce bedroom adjacent to living space.
- Increase in deliveries, visitors, staff changes.
- Shift based movements could cause disturbance to attached property.
- Insufficient information provided in relation to staffing, supervision, parking arrangements.
- Looked after children equates to troubled children.
- Concerns in relation to the ages and problems children may have

- Concerns in raised in relation to the use attracting anti-social behaviour, drugs, and groomers.
- Concerns in relation to the management of the home and how children would be supervised.
- Concerns that this application will afford a potential future use to house families due to "housing migration".
- Would create a precedent for future applications that would see investors taking homes designed for later life enjoyment and making businesses thus pricing out local residents in an area that will require more bungalow type housing for an aging population.
- The Planning Statement incorrectly describes the property as a detached bungalow; it is semi-detached.
- 3 spaces cannot be provided. Driveway is too steep.
- Will rely on, on street parking which will worsen congestion.
- Conversion of garden for parking will cause light pollution and reduce privacy.
- Additional dropped kerb and landscaping changes will be needed.
- The property may not meet minimum standards for a children's home, especially in terms of communal space and accessibility.
- Steep driveway poses accessibility challenges for children with mobility issues.
- Conversion from a two-bedroom to a three-bedroom dwelling reduces communal living space, potentially creating an institutional rather than homely environment.
- I also think it is totally unfair that as already stated the majority of us who reside here DO NOT have access to online . This itself is a discrimination and I am sure more would object if we had a number or an alternative way to communicate our objections.

Amended plans received on the 31st October 2025 showing amendments to the internal configuration and clarification of the proposed parking to the front of the site. Amended neighbour letters sent 31st October 2025.

Objectors have been informed of the Planning Control Committee meeting date.

Statutory/Non-Statutory Consultations

Traffic Section - To be reported within supplementary

Environmental Health - Pollution Control - Confirmed no comment.

Waste Management - No response - No response

Greater Manchester Police - designforsecurity - No response

Children's Commissioning Team - No response

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
CF3	Social Services
CF1/1	Location of New Community Facilities
H4/2	Special Needs Housing
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development

H3/1	Assessing Non-Conforming Uses
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 semi-detached 2 no. bedroom 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 3no. 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.

The Planning Statement submitted in support of the application confirms that staffing would include a registered manager on site during office hours (9am - 5pm Monday to Friday) and 2no. carers providing continuous support through 12 hour day shifts (8am - 8pm) and 12 hour night shifts (8pm - 8am). The Management Plan submitted with the application confirms that all staff will be Ofsted registered, DBS-checked, and fully trained in safeguarding, child protection, and health & safety.

It is acknowledged that during the day an additional staff member would be on site in a management capacity. However, C3 dwellings also have levels of additional visitors and this

can be accommodated within the existing building.

The Management Plan submitted with the application confirms that the home would accommodate a maximum of 2 no. children under the age of 18 and would typically be medium to long term placements. Each child will have an individual care plan, risk assessments, and appropriate supervision arrangements. In terms of daily operation the household would seek to follow a normal "domestic" routine including mealtimes, school attendance, homework, recreation and bedtimes. The Management Plan states that children would attend local schools and community activities. Chiltern Drive is location in close proximity to Elton High school (0.3 miles) which is to the west of the larger housing estate. Elton Primary school is located approximately 0.5 miles away

The Management Plan also acknowledges that there may be visitors to the site eg social workers, tutors and that this would be managed. Deliveries would be limited to normal domestic scale (e.g. groceries) and no larger vehicles or regular commercial traffic would associated with the use.

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 require minimal external changes to the existing dwelling to facilitate the change of use through the introduction of a side door within the existing single storey rear outrigger, and the removal of a side door. The internal layout of the dwelling would be amended retaining the 2 existing bedrooms (one staff, one child) and replacing the existing kitchen with a child's bedroom. An open plan living room and kitchen would be proposed to the other half of the dwelling which is presently used as a reception, dining and lounge area. Given the above, 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.

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.

The existing rear ground floor window associated with the kitchen would be amended to a bedroom window. This window would be screened by existing rear boundary treatments. The existing bedroom windows, and reception and lounge openings would be retained in habitable room use as existing.

The internal layout has been amended so that bedrooms are located on the elevation that is not directly attached to the neighbouring property with living room, and kitchen uses proposed along the shared wall adjacent to what would appear to be the daytime habitable

room uses of the attached property.

It should be noted that households can take many forms and the current dwelling could be occupied by a family, or may potentially be extended as can be seen on neighbouring properties. Internal layouts of the existing property could also be amended without the need for planning permission. Furthermore, without planning permission, the dwelling could be utilised as a house in multiple occupation.

In terms of neighbour relations the Management Plan submitted with the application confirms that the applicant is committed to being a good neighbour and would supply a neighbour liaison contact number for the registered manager to adjoining households.

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.

The proposal seeks to maintain the existing dropped kerb, but widen the driveway to the front of the property to introduce 1no. additional parking space. The applicant has submitted a proposed site plan that confirms that the gradient of the existing drive would be maintained for the widened part of the drive. It is acknowledged that the dwellings on the south side of Chiltern Drive, which includes the proposal site, do have steep drives however, the site visit by the Case Officer confirmed that residents do use these driveways and indeed a number of vehicles were parked to the sides of dwellings.

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 the proposed development of a care home with 2 children and a maximum of 3 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. SPD11 states that C2 uses within this zone should provide 1 space per 2 staff and one space per 4 beds. This would equate to roughly 2no. spaces at this site. The proposal seeks to provide 3 spaces which would accommodate the proposed number of day time staff should all of them travel to the site by car. On street parking within the vicinity of the site is unrestricted and on street parking requirements would be limited to visitors or deliveries which would also likely be accommodated on street for the existing C3 use.

Carbon and Energy

PfE Policy 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 maximise energy efficiency through energy efficient lighting and heating to reduce demand.

Digital Connectivity

PfE Policy JP-C2 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.

Full Fibre Broadband is available at the site should this be required.

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.

Planning application assessments are based on land use, and not on who the applicant or the specific 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.

The occupants of the proposed care home are likely to be unknown at this time, as there is currently no consent in place in order to facilitate their placement and therefore details in relation to requirements for their support, ages etc would not be available. In any event as referenced above the LPA is concerned with land use in this particular instance and whether a C2 use is supportable.

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.

The perception of crime and anti-social behaviour can be a material consideration where there is clear evidence of such issues occurring. The overall aims of running a care facility of this nature is to operate on a relatively small basis and replicate the provisions of a regular domestic dwelling as much as possible. Whilst it is not inconceivable that issues may occur, they can similarly do so within regular dwellings. The regulation of operation including trained staff and measures to assimilate people and the property use into a local neighbourhood with regulatory bodies would seek to harmonise the use without creating or causing antisocial or unneighbourly problems. As such this is not considered to be a heavily weighted planning issue.

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 numbered PL01, PL02 Rev B, PL03, PL04 Rev A, PL05 Rev A, PL06 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 2no. 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

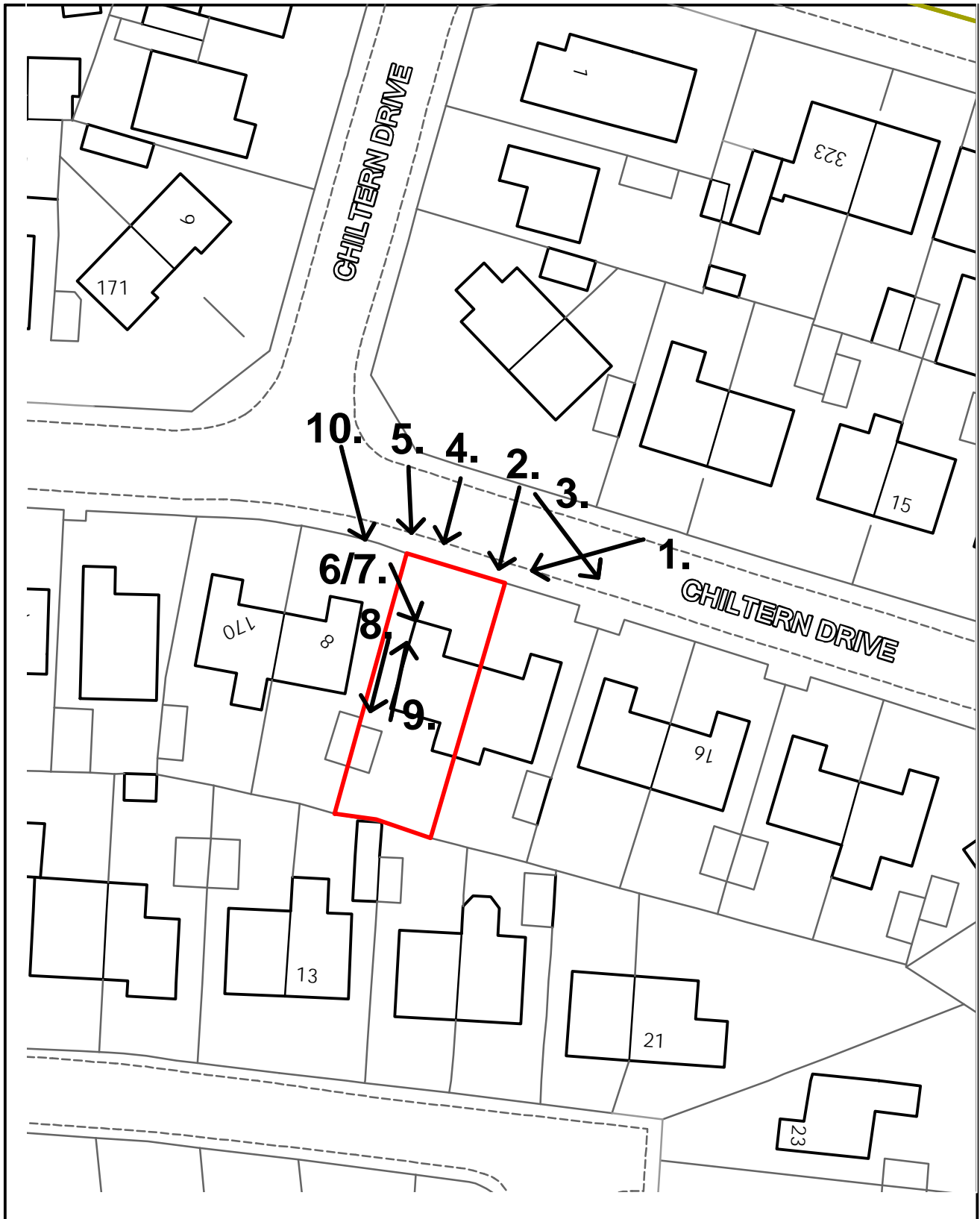
Requirements of New Development.

4. The use hereby approved shall not be commenced unless and until the access and parking alterations indicated on approved plan reference PL02 Rev B have been implemented in full 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**

Viewpoint - 72334



ADDRESS: 10 Chiltern Drive, Bury, BL8 1QY



Planning, Environmental and Regulatory Services

© Crown Copyright and database right (2023). Ordnance Survey 100023063.

72234

Photo 1



Photo 2



72234

Photo 3



Photo 4



72234

Photo 5



Photo 6



72234

Photo 7



Photo 8



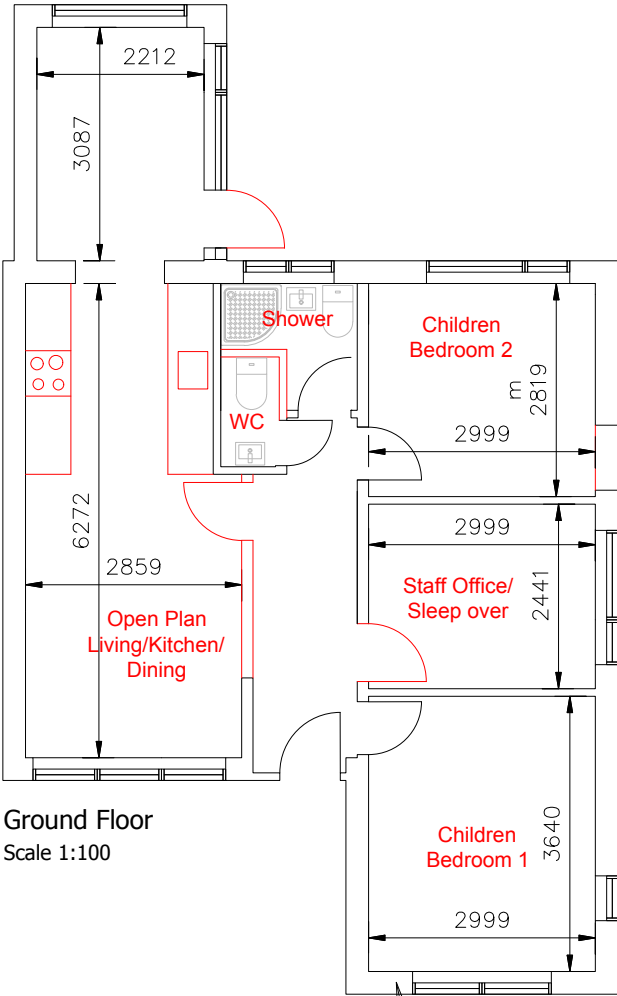
72234

Photo 9



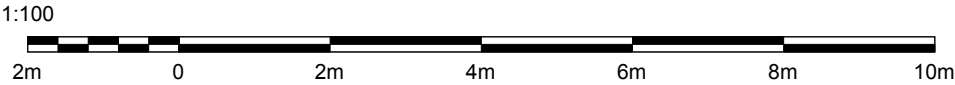
Photo 10





Ground Floor
Scale 1:100

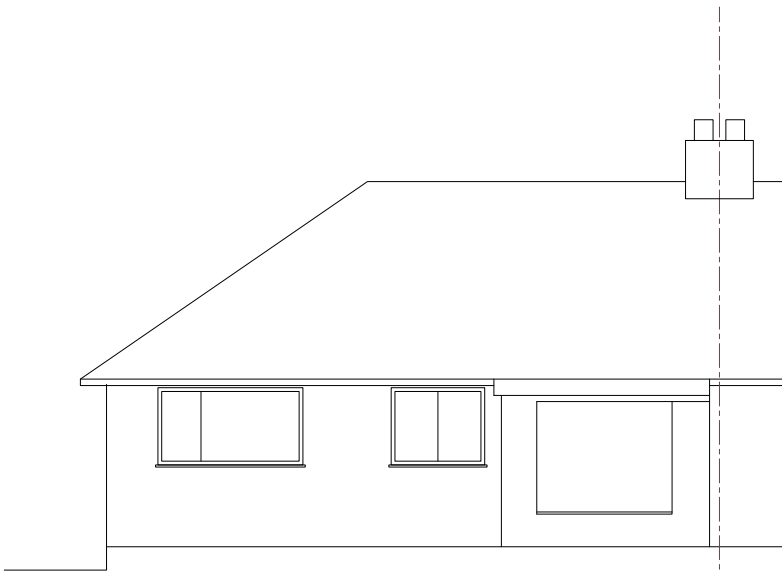
No external
changes made



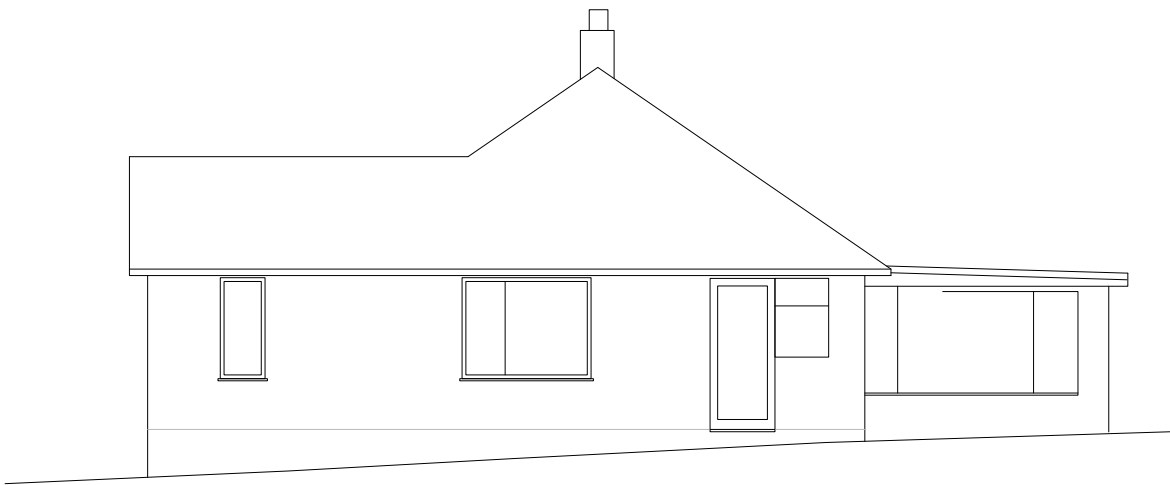
Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
 ANJUM DESIGN Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk				Scale: As shown @ A3	Drawn by: UA	Date: Aug 2025	Status:
				Title: Proposed Floor Plans			
				Drg. No. PL04			Rev: A



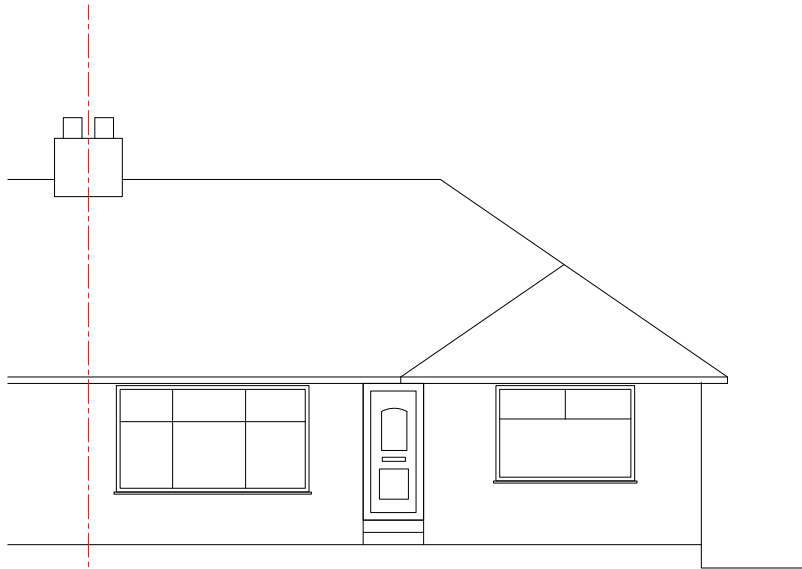
Existing Front Elevation
Scale 1:100



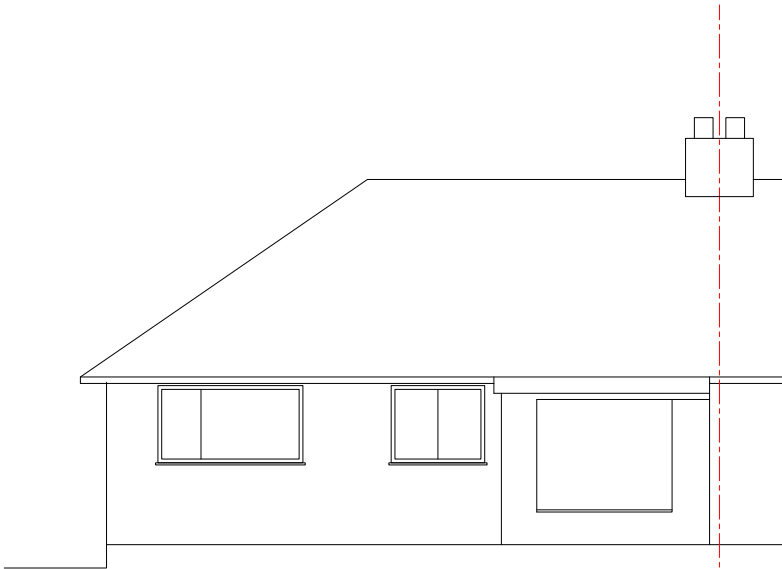
Existing Rear Elevation
Scale 1:100



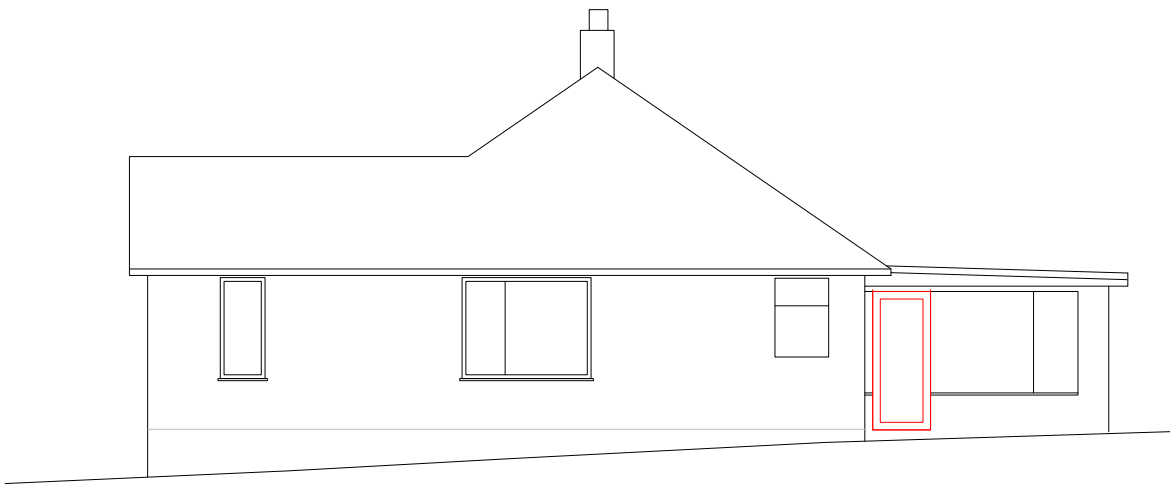
Existing Side Elevation
Scale 1:100



Proposed Front Elevation
Scale 1:100



Proposed Rear Elevation
Scale 1:100



Proposed Side Elevation
Scale 1:100



Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
 ANJUM DESIGN Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk				Scale: As shown @ A3	Drawn by: UA	Date: Sep 2025	Status:
				Title: Existing & Proposed Elevations			
				Drg. No. PL05			Rev: A

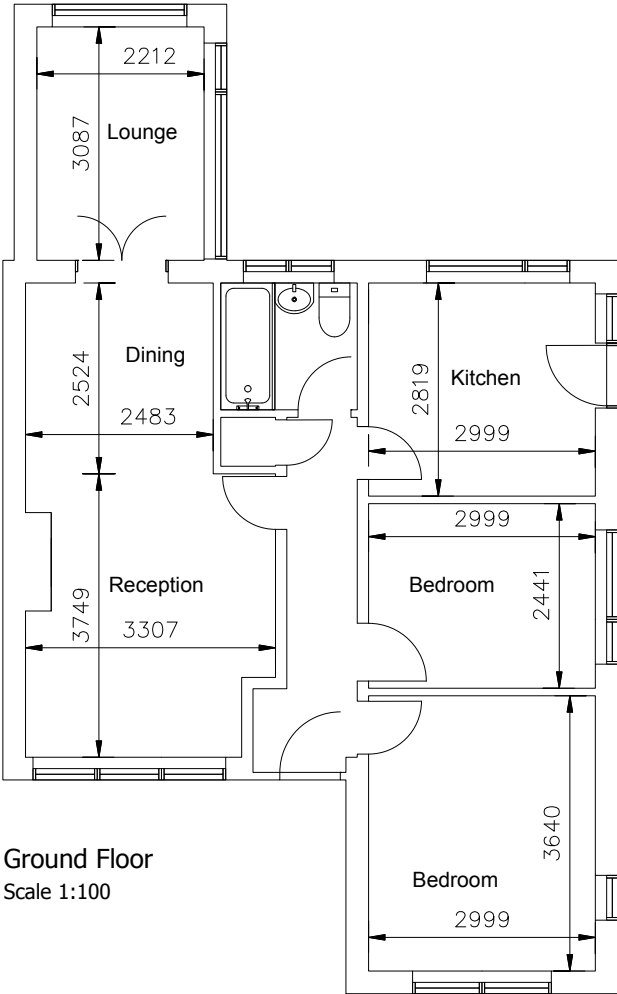


Location Plan
Scale 1:1250

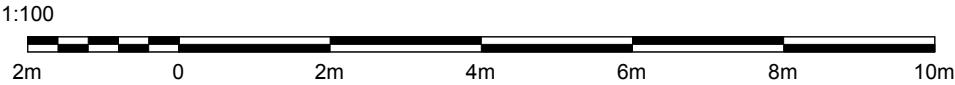
North



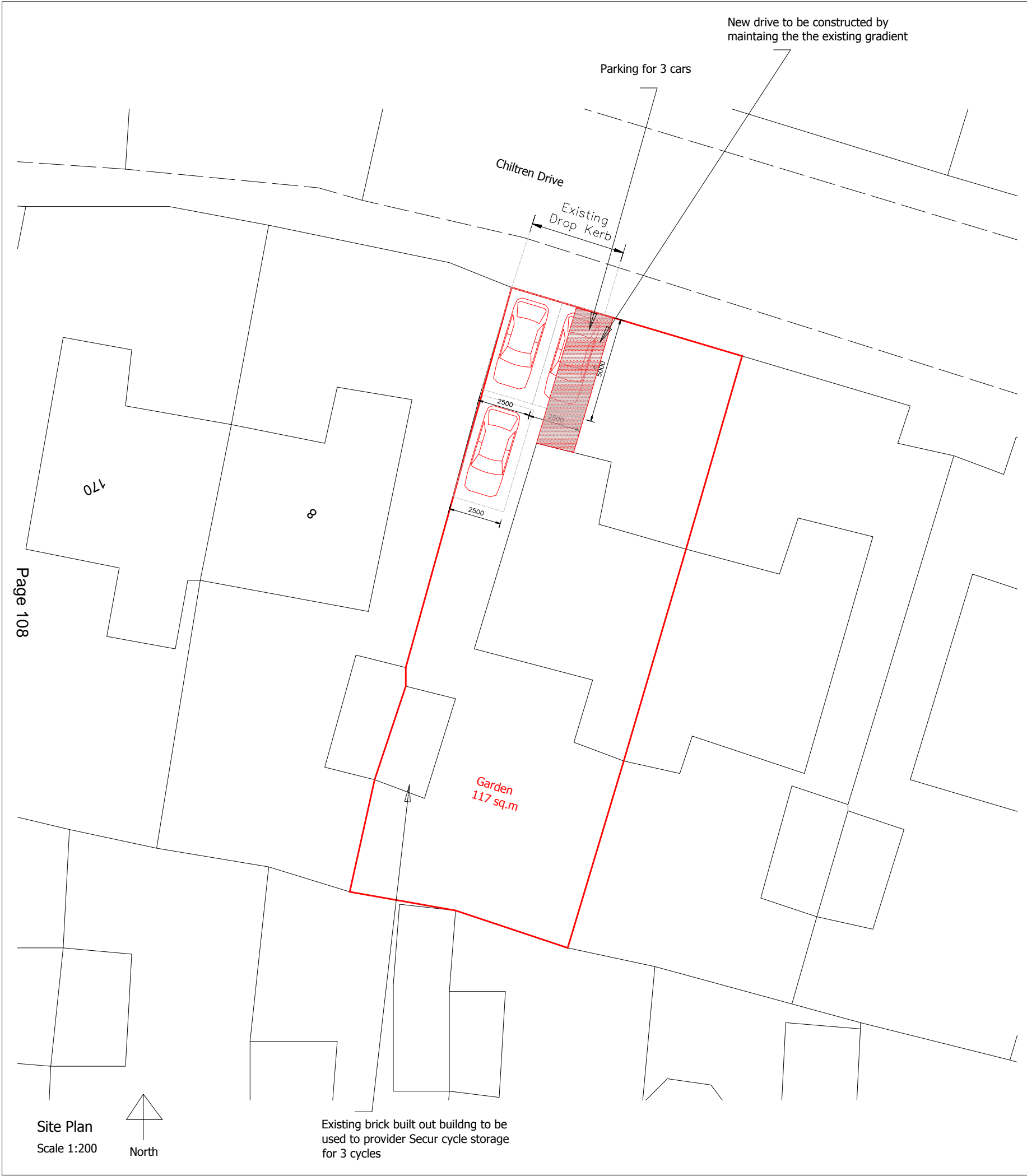
Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
 ANJUM DESIGN Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk				Scale: As shown @ A3	Drawn by: UA	Date: Aug 2025	Status:
				Title: Location Plan			
				Drg. No. PL01			Rev:



Ground Floor
Scale 1:100



Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
<div> ANJUM DESIGN</div> <div>Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk</div>				Scale: As shown @ A3	Drawn by: UA	Date: Aug 2025	Status:
				Title: Existing Floor Plans			
				Drg. No. PL03			Rev:



Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
 ANJUM DESIGN Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk				Scale: As shown @ A3	Drawn by: UA	Date: Aug 2025	Status:
				Title: Site Plan			
				Drg. No. PL02			Rev: B



Page 109

Site Plan
Scale 1:200



Rev	Description	Date	chkd	Project: 10 Chiltern Drive, Bury BL8 1QY			
 ANJUM DESIGN Anjum Design Limited, Suite 104, 123 Stratford Road, Shirley, Solihull B90 3ND TEL: 0121 364 7650 E: info@anjumdesign.co.uk				Scale: As shown @ A3	Drawn by: UA	Date: Nov 2025	Status:
				Title: Existing Site Plan			
				Drg. No. PL06			Rev:

This page is intentionally left blank

Ward: Prestwich - St Mary's

Item 04

Applicant: C/O UPP Architects + Town Planners

Location: Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Proposal: Demolition of existing garages and erection of 2 no. dwellings

Application Ref: 71784/Full

Target Date: 18/07/2025

Recommendation: Approve with Conditions

Description

The application site comprises land to the rear of the existing row of shops on Sandy Lane which form the Neighbourhood Shopping Centre. The land is made up of a tarmacadam hardstanding and accommodates a garage colony of 17 units, most of which are vacant with a run-down appearance. The shopping centre lies to the east and there are houses to the south, west and north.

It is proposed to demolish the existing garages and construct a pair of two storey semi-detached houses. There would be private garden areas at the rear and 3no. parking space to the front of the houses. The open tarmacadam area in front of the houses would be maintained to allow access to the rear of the shops and flats and servicing. Unit 1 would be a 1no. bedroom unit whilst unit 2 would be a 2 bedroom unit.

The application has been submitted following a previous refusal for 2no. dwellings at the site due to density, accuracy of plans, non compliance with space standards and impact on the adjacent car parking and servicing for the neighbouring site.

Relevant Planning History

54837 - Demolition of existing garages and construction of 6 flats with associated external works - refused 16/05/2012

01890/E - Pre app enquiry for proposed development of 2 no. two storey semi detached houses along with associated parking and gardens - Enquiry completed 26/09/2016

60997 - Demolition of existing garages and erection of 2 no. semi detached houses - Approve with Conditions 01/03/2017

65788 - Conversion of garages to 3no. single bedroom flats (73 Sandy Lane) - Approve with Conditions 7/10/2020

71039 - Demolition of existing garages and erection of 2no. dwellings - Refuse 20/22/2024

Publicity

Neighbour letters sent 29th May 2025

Site notice posted 11th June 2025

3 objections received in relation to:

- Overlooking/loss of privacy
- Loss of light into garden
- Noise and disturbance

- Loss of view
- Existing drains/sewers insufficient to serve these properties.
- In order to proceed, the land owner would have to excavate the existing carpark and land in order to install services that would cause a significant amount of damage on private land.

Following the receipt of amended plans further letters sent 1st September 2025. 1 additional objection received in relation to:

- Loss of privacy
- Reduction of light to garden
- Noise and disturbance.
- Drainage

Further plans were received, and letters sent on the 31st October 2025.

Objectors have been informed of the Planning Control Committee Date.

Statutory/Non-Statutory Consultations

United Utilities (Water and waste) - Condition requested in relation to submission of SuDs and foul water drainage scheme.

Greater Manchester Ecology Unit - Conditions requested in relation to enhancement through bat or bird boxes. Informative requested in relation to protected species. Likely that 10% can be achieved and standard BNG condition can be applied.

Traffic Section - To be reported within supplementary

Drainage Section - No response

Environmental Health - Contaminated Land - A Phase 1 Desk Study and Preliminary Risk Assessment Report has previously been received and commented on by this team. Further investigation has been recommended and is therefore required. Conditions requested in relation to a risk assessment, remediation strategy and verification, unexpected contamination and imported soil.

EV chargepoints are also requested to be secured via condition.

Waste Management - No response

Prestwich Village Neighbourhood Forum - Previous issues appear to have been addressed. The scheme itself is a backland development, next to existing lock-up garages and within an area used for servicing the adjoining shop units, and is not a particularly suitable environment for the development of housing. However, we note the previous approval for two 2-bed houses on the site, and it appears the principle of developing two 2-bed houses on this site has been accepted by the Council.

Pre-start Conditions - Conditions agreed by Agent.

Development Plan and Policies

EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/3	Extensions and Alterations
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-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
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S1	Sustainable Development
JP-S5	Clean Air
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), 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) should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework states that unless they have an adopted plan that is less than five years old that identified a five year supply of specific deliverable sites at the time of conclusion of the examination, then local planning authorities should identify and update annually a supply of specific developable sites to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing in certain circumstances set out in NPPF paragraph 226.

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 (e.g. some large sites could take up to ten years to be completed). In addition to the housing land supply in the SHLAA, 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 now able to demonstrate a deliverable 5 year supply of housing land when assessed against the adopted PfE housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test, 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 show that Bury has a housing delivery test result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11d) 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, provides a clear 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, taken as a whole.

In terms of housing delivery the Borough has underdelivered against the local housing need, and as a result the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

The site is considered to be in a sustainable location for housing within the urban area and sitting outside the Green Belt. The national requirement to significantly boost the supply of housing under the NPPF is a material consideration that would favour the residential development of this site in principle.

Layout and Design

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. Therefore in accordance with Policy JP-H4 regard should be had to a minimum net residential density of 50 dwellings per hectare at this site. The submitted application form states that the site is 336 sqm or 0.0336 hectares, which based on a total of 2 dwellings would result in a density of 60 dwellings per hectare. The refused scheme included conflicting site areas, in various documents and site plans and therefore the LPA was unable to fully determine an accurate density. This has been addressed and clarified in the amended scheme and therefore it is considered that the proposal would therefore make efficient use of land.

UDP Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments. PfE Policy JP-H3 - 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. UDP Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. PfE Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places.

Policy H2/6 states that the Council will not support proposals that will result in the loss of private gardens and backland for infill development unless it can be shown that such proposals would not adversely affect the character and amenity of the area, when considering the relative density, impact on neighbouring properties and access arrangements. Density has been addressed above and the impact on neighbouring properties and access will be reviewed in the subsequent area of the report. Whilst unusual in terms of siting, the site is already partially developed with garages sited within the red edge. There are a number of residential properties within the vicinity of the site and as such the proposed use would not conflict with the surrounding land uses.

There are a number of different styles of properties within the immediate vicinity of the site including semi-detached hipped roofed dwellings, two storey gable roof terraced dwellings, 2-3 storey terraced shops/flats and a block of flats. The dwellings would be semi-detached with a staggered footprint due to the constraints of the site. The proposed dwellings would be of a simple and unobtrusive design with pitched gable roofs. The Planning Statement and application form confirm that the finishing materials would be dark red brick walls and grey roof tiles, complemented by brick soldiers and timber frame windows which would be in keeping with the materials utilised on neighbouring properties, and the details of which would be secured by condition.

Each property would have access to a rear garden, with a shared bin storage area to the side of unit 2. Parking is proposed to the front of the units, with cycle storage also shown within the rear gardens. A proposed landscaping plan has been submitted as part of the proposal that indicates hedgerows proposed to the boundaries of the rear gardens, paving to the front and also includes provision of bat and bird boxes on the proposed dwellings.

PfE Policy JP-H3: states that all new dwelling 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.

Unit 1 would be a 1 bed, 2 person property. Unit 2 would be a 2 bed, 3 person, 2 storey dwellings. The proposed dwellings would meet minimum standards for floor area, and appropriate built in storage for this size of dwellings. The proposed single and double occupancy bedrooms meet minimum standards for widths and areas.

Unit 1 would have a first floor rear study, rather than a bedroom as this room is 7.3m² and as such does not need to meet the threshold for a single occupancy room

Amenity

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. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

The first floor rear windows would be located 7 metres from the rear boundary complying with SPD 6. The proposed rear ground floor windows would be screened by the boundary treatment.

No windows are proposed within the west side elevations. Unit 1 has a front door located within the east side ground floor and unit 2 has a secondary living room window located within the east side ground floor elevation. As these openings are associated with non-habitable areas, or are secondary windows they are considered to be acceptable.

Unit 1 has no front ground floor windows due to the proximity of the unit to the existing garage colony. The ground floor front opening within Unit 2 is limited to an access door which would relate to a non-habitable area.

The proposed front first floor bedroom windows would face towards the existing garage colony and parking/servicing area and as such no loss of privacy from these windows is foreseen.

Proposed section B - B indicates that the gardens to the west of the proposed dwellings are sited at a slightly lower level but not to the extent that additional distances would be required for aspect standards utilised to assess overbearing relationships. The side elevation of Unit 1 would be located approximately 18 metres from the rear elevation of No. 6 Lynmouth Grove and 19 metres from the rear elevation of No. 4 Lynmouth Grove exceeding the 13 metres required by SPD 6.

Proposed section A - A indicates a similar level of garden in relation to the properties on Carr Avenue. The proposed rear elevation of Unit 1 would be located a minimum approximately 13 metres away from the rear of No. 6 Carr Avenue (as extended) complying with SPD 6. Unit 2 would be located approximately 20 metres from the rear elevations of No. 4 and No. 2 Carr Avenue again complying with aspects set out within SPD 6.

Permitted Development

It is considered reasonable, given the constrained nature of the site, that the 'permitted development' right for future residents be removed in order to control any future development on the site in the interests of visual and residential amenity.

Highways and Access

UDP Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. 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.

PfE Policy JP-P1 states that all development should be functional and convenient, enabling

people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage. This is further supported by PfE Policy JP-C8 that states that the LPA should prioritise convenient and safe access to the site and buildings for all users and ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability.

Pedestrian and vehicular access to the site would be gained from Sandy Lane utilising the existing site entrance/access. Pedestrian access is indicated as being located to the rear of the existing garages to the west of the Lowther Court, which would be demolished as part of the scheme. The removal of these garages will be secured by condition to ensure that there is an element of natural surveillance for pedestrians accessing the site, and to prevent them having to walk through the parking/servicing area for the existing flats.

The servicing for the existing flats would remain unaltered by the proposal.

Tracking has been submitted to show that the proposed parking spaces to the fronts of the dwellings can be accessed by a large car.

Parking

In terms of parking standards, UDP Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document 11 provides parking standards for developments.

The site is located within Zone 4. Within this zone 1 space would be required for Unit 1, and 2 spaces for Unit 2 which have been shown on the proposed floor plans. EV charge points are also shown. Covered cycle storage for both units is indicated within the rear garden.

Ecology and Biodiversity Net Gain

PfE Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by UDP Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. UDP Policy EN8/2 supports and encourages new woodland and tree planting within the borough. This is further supported by PfE Policy JP-G7 that aims to significantly increase tree cover and requires 2no. replacement trees for each tree lost or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

The application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment (Arbtech, 2025) and Biodiversity Net Gain Assessment (Arbtech, 2025).

The site was found to comprise two buildings, developed land, and two small trees. The buildings and trees were found to have negligible bat roosting potential and based on the evidence provided and Greater Manchester Ecology Unit (GMEU) have confirmed that they have no reason to doubt this assessment. As such, no further surveys are required.

The remainder of the site was found to provide minimal ecological value. The ruderal vegetation present on site however provides limited foraging and commuting opportunities for hedgehogs, and this vegetation would be removed during construction. The Ecological Appraisal considered the loss of such habitats is likely to be inconsequential to local hedgehog populations owing to their low value and the presence of more extensive habitat locally. However, it also highlights construction activities could result in the death or injury of hedgehogs, if present. The Ecological Appraisal recommends Reasonable Avoidance

Measures for hedgehogs, and GMEU have requested that this is secured by condition. A condition is also requested in relation to the integration of bat or bird boxes within the proposed buildings on site. The proposed landscaping plan shows these elements and as such this has been recommended to be secured by condition.

Regarding the Biodiversity Net Gain Assessment (BNG), this shows that a gain of 0.02 habitat units (27.55%). This is due to the retention of the trees on site and the creation of vegetated garden. GMEU would note that while some vegetation including bramble does appear to have colonised the developed land, they accept that this likely covers less than 10% of the area in line with the UKHab developed land definition. GMEU therefore have no reason to doubt the results of the BNG assessment and the standard BNG condition can be applied.

Carbon and Energy

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

An Energy and Sustainability Statement has been submitted in support of the application that details the baseline energy requirements for the proposed new dwellings, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO2 reductions using renewable energy technologies.

Digital Connectivity

PfE Policy JP-C2 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.

Future occupiers would be provided with operational and accessible networks, in accordance with the digital inclusion policies.

Response to representations

It is considered that the material considerations have been addressed within the main body of the report.

Land ownership issues are non-material planning considerations not relevant to the decision.

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 numbered 069SA-A-01-001 Rev 3, 069SA-A-01-002 Rev 4, 069SA-A-02-001, 069SA-A-02-002, 069SA-A-02-101 Rev 4, 069SA-A-02-102 Rev 3, 069SA-A-02-103 Rev 3, 069SA-A-02-104 Rev 3, 069SA-A-03-001, 069SA-A-03-002, 069SA-A-03-101 Rev 4, 069SA-A-03-102 Rev 4, 069SA-A-03-103 Rev 4, 069SA-A-05-101 Rev 3, 069SA-A-05-102 Rev 4, 069SA-A-06-001, 069SA-A-06-002, 069SA-A-06-003, 069SA-A-06-004, 069SA-A-06-101 Rev 4, 069SA-A-06-102 Rev 4, TH 5204B LSCP, TRK01 Rev A and the development shall not be carried out except in accordance with the drawings hereby approved.

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

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

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

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:

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:

1. Generic Quantitative Risk Assessment (GQRA).
2. 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).

5. 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:

1. Remedial Options Appraisal.
2. Remediation Strategy.
3. 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).

6. 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).

7. 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).

8. 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 validity 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).

9. Prior to occupation the applicant shall provide:

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

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).

10. The landscaping scheme drawing TH 5204B LSCP hereby approved shall be implemented not later than 12 months from the date the dwellings are first occupied and shall include the implementation of the bird boxes and bat boxes and bricks proposed. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted

Reason. To secure the satisfactory development of the site and ensure enhancements and net gains for biodiversity pursuant to policies JP-G8: A Net Enhancement of Biodiversity and Geodiversity and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

11. A precautionary working method for hedgehog shall be implemented during construction, including the following measures:

- Any excavations will be covered overnight, or a ramp will be installed to enable any trapped animals to escape.
- The use of night-time lighting will be avoided, or sensitive lighting design will be implemented to avoid light spill on to retained habitats which hedgehogs could use.
- Any chemicals or pollutants used or created by the development should be stored and disposed of correctly according to COSHH regulations.

If any hedgehogs are found in the working area these should be allowed to disperse of their own accord or, if at immediate risk, should be moved by hand to a sheltered, vegetated area away from disturbance.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies JP-G8: A Net Enhancement of Biodiversity and Geodiversity

and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

12. Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Development Plan Policies JP-S4 Flood Risk and Water Environment, EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

13. 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.

14. 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 Development Plan listed.

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

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

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 any statutory undertakers connections to the site that may be required;
2. Access route for all demolition and construction vehicles to the site from the Key Route Network;
3. Access point/arrangements for demolition and construction traffic from Sandy Lane, all temporary works required to facilitate access for demolition/construction vehicles and retain access for existing residents and service/delivery vehicles;
4. If proposed, details of site hoarding/gate positions within the site, incorporating the provision, where necessary, of temporary pedestrian facilities/protection

measures;

5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Sandy Lane;
6. Confirmation of hours of operation, delivery & demolition/construction vehicle sizes that can be accommodated within/enter and leave the site in a forward gear and number of vehicle movements;
7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site including the retention of existing turning/servicing facilities and measures to control/manage delivery vehicle manoeuvres;
8. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition and construction materials;
9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

Reason. 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 Development Plan Policies EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development, JP-C5 - Streets for All and JP-C6 - Walking and Cycling.

16. Notwithstanding the proposed pedestrian access improvements indicated on approved plan reference 069SA-A-01-002 Rev 4, prior to commencement of development a scheme of works shall be submitted to and agreed in writing by the Local Planning Authority incorporating the removal of the service yard gates, demolition of the existing garages to the north of the proposed dwellings, demarcation of the proposed parking spaces and provision of a surfaced pedestrian route. The approved scheme shall be implemented prior to the dwellings hereby approved being occupied and thereafter maintained at all times.

Reason. To ensure adequate pedestrian access arrangements from the adopted highway, in the interests of pedestrian safety pursuant to Development Plan Policies H2/2 The Layout of New Residential Development, JP-C5 - Streets For All, JP-C6 - Walking and Cycling and JP-C8 Transport Requirements of New Development.

17. The turning and servicing facilities indicated on approved plan reference 069SA-A-01-002 Rev 4, shall be provided before the development is first occupied and the areas used for the manoeuvring of vehicles in each parking area shall

subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development, HT2/4 - Car Parking and New Development and Supplementary Planning Document 11: Parking Standards in Bury.

18. The car parking indicated on approved plan reference 069SA-A-01-002 Rev 4, shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied

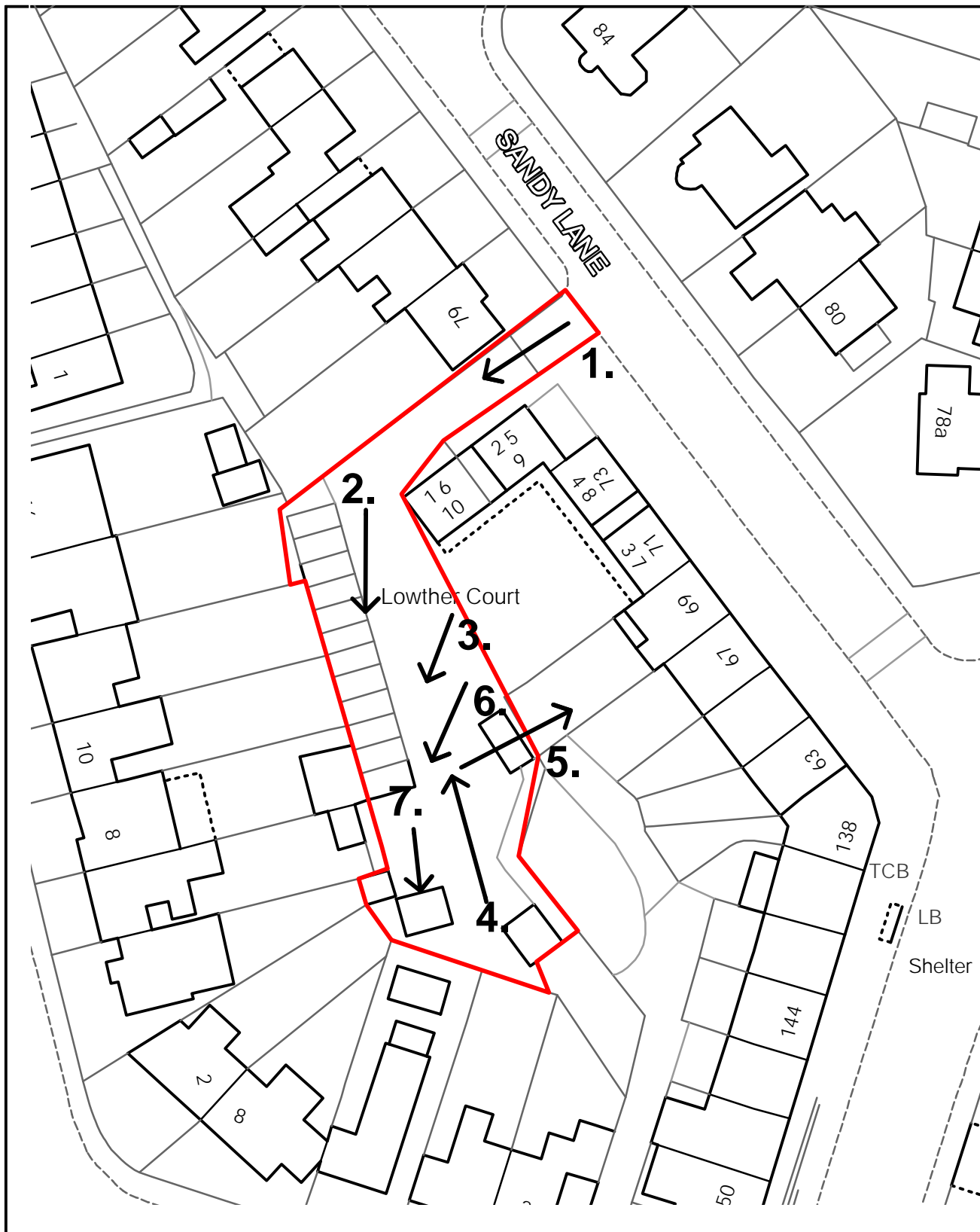
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

19. The proposed air source heat pump shall comply with Microgeneration Certification Scheme (MCS) Planning Standards, and the volume of the air source heat pump's outdoor compressor unit (including any housing) shall not exceed 1.5 cubic metres.

Reason. No MCS details have been submitted with the proposed application and to protect the amenity of neighbouring occupiers pursuant to Development Plan Policy EN7/2 - Noise Pollution.

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

Viewpoint - 71784



ADDRESS: Land to rear of 69 Sandy Lane/
Lowther Court, Prestwich,
Manchester, M25 9PS



Planning, Environmental and Regulatory Services

© Crown Copyright and database right (2023). Ordnance Survey 100023063.

71784

Photo 1



71784

Photo 2



Photo 3



71784

Photo 4



Photo 5



71784

Photo 6

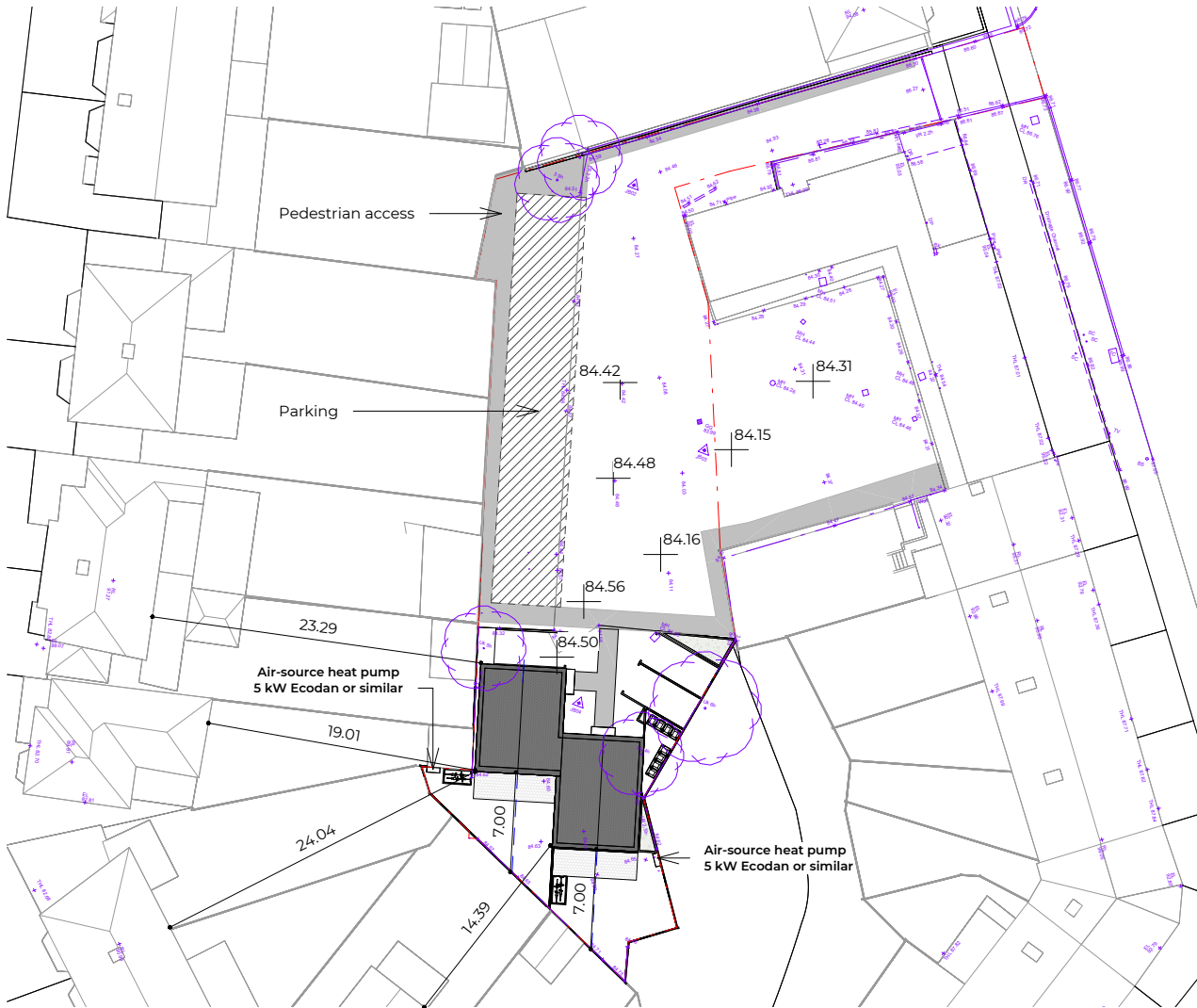


Photo 7





EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN



4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

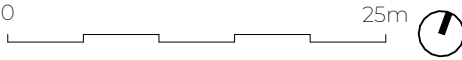
Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-01-002	SB

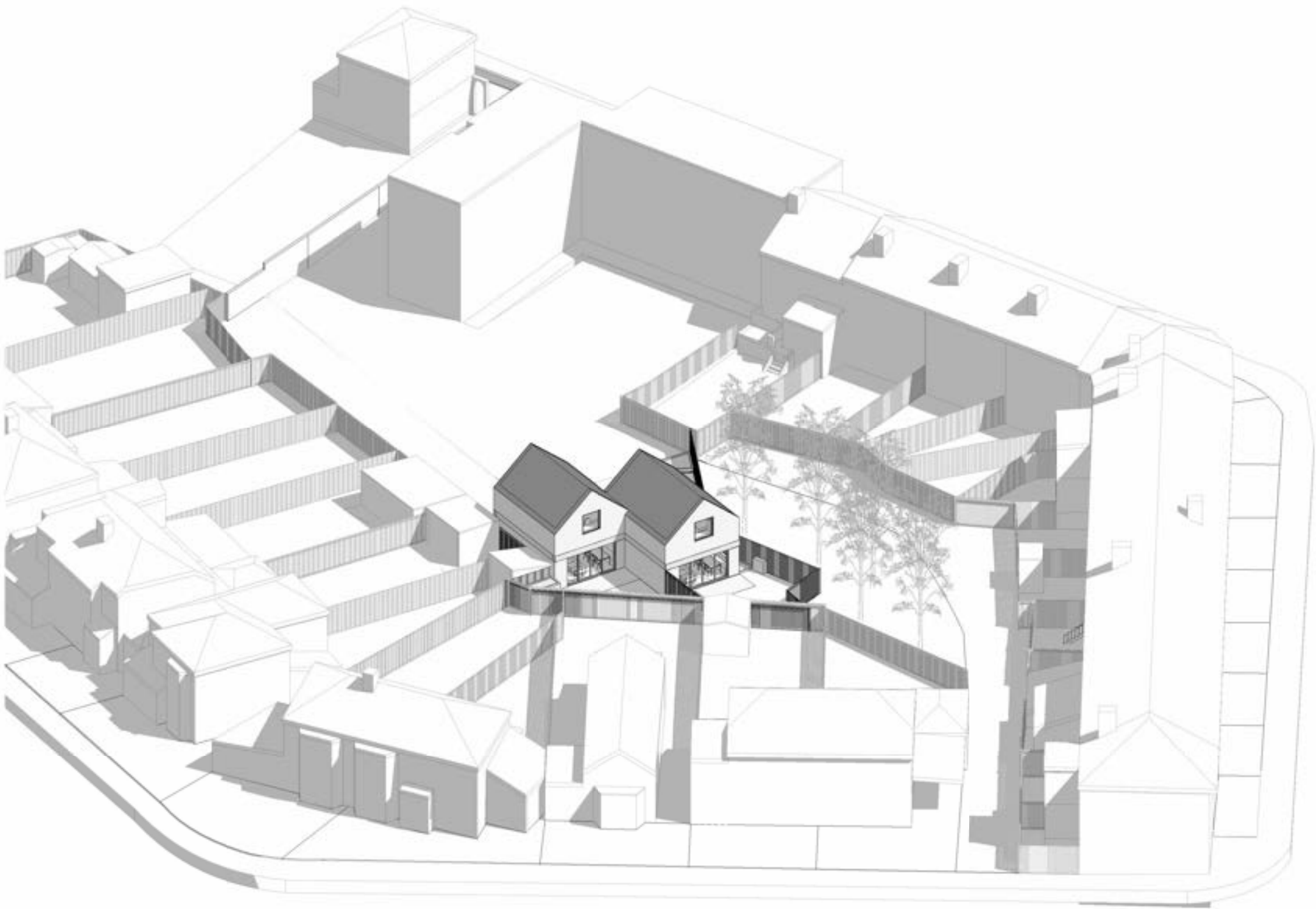
Drawing	Checked
Block plans	RK FN

Scale	Issue Date
As indicated @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-02-101	SB

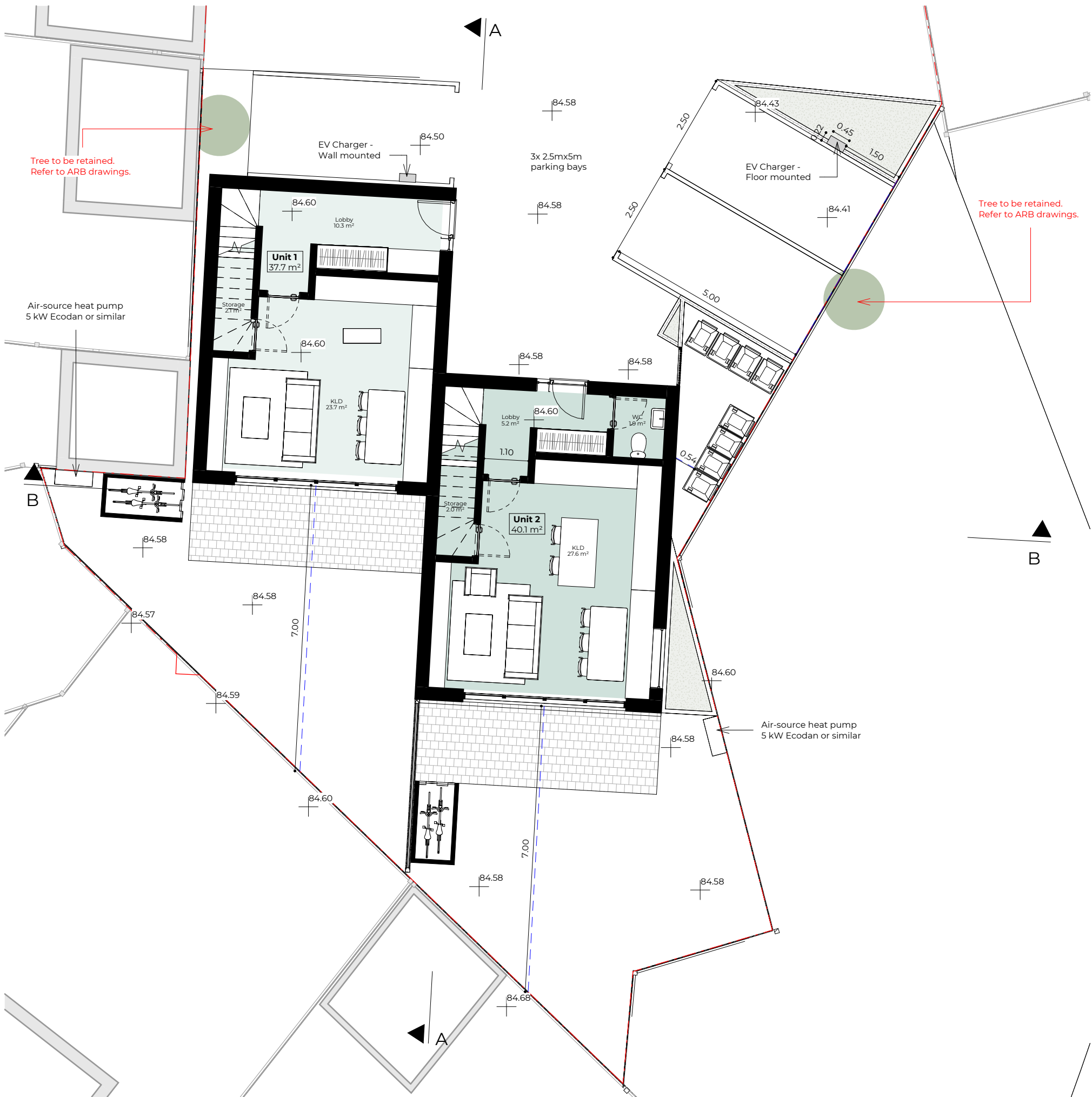
Drawing	Checked
Proposed Rear Visualization	RK FN

Scale	Issue Date
@ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



PROPOSED GIA	
Name	Area

Unit 1	158.3 m ²
	158.3 m ²

Unit 2	167.1 m ²
	167.1 m ²
	325.4 m ²

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

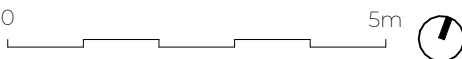
Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-03-101	SB

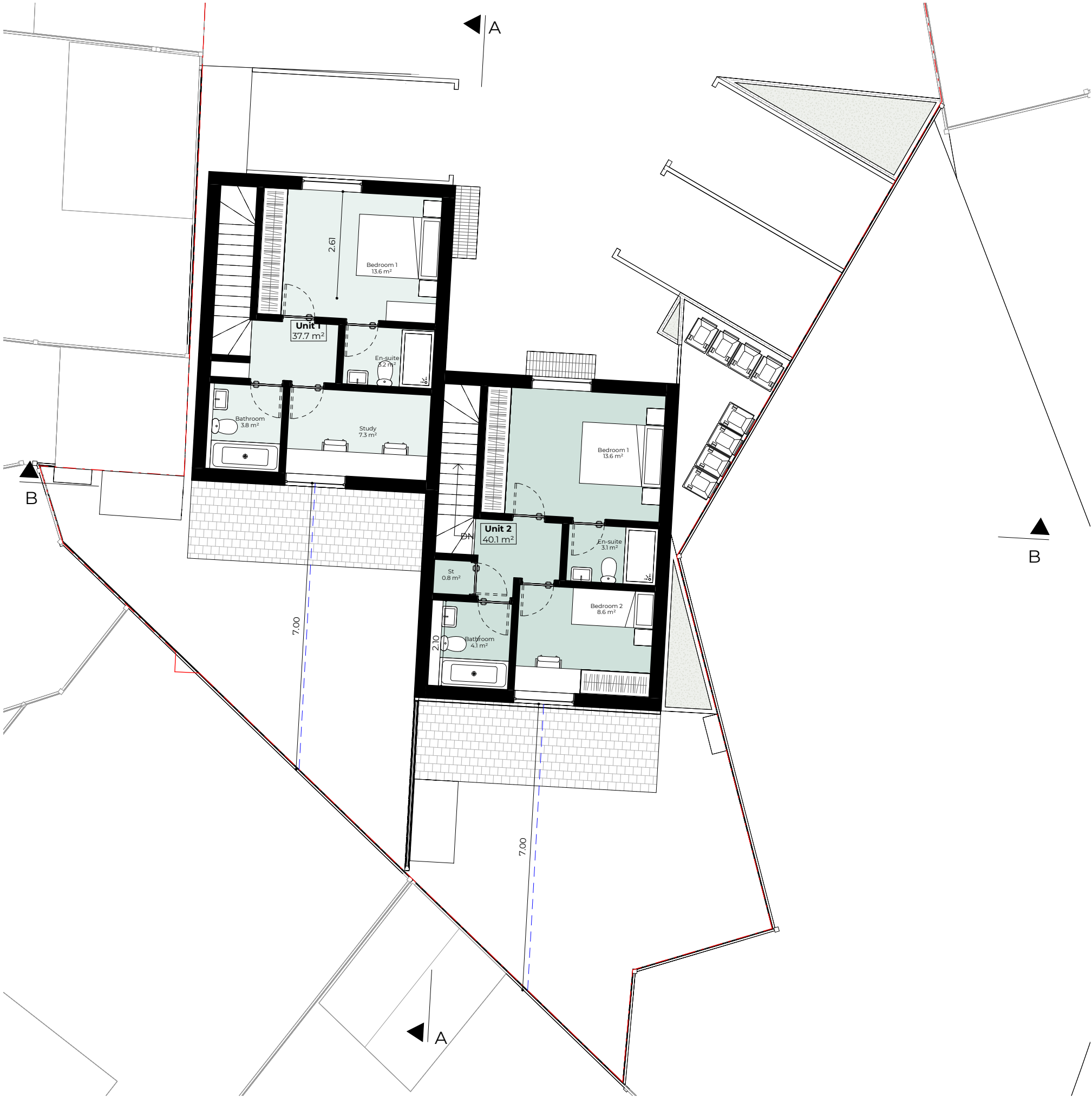
Drawing	Checked
Proposed Ground Floor Plan	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



PROPOSED GIA	
Name	Area

Unit 1	158.3 m²
--------	----------

158.3 m²

Unit 2	167.1 m²
--------	----------

167.1 m²

325.4 m²

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

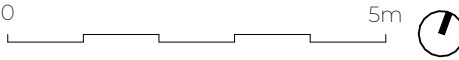
Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-03-102	SB

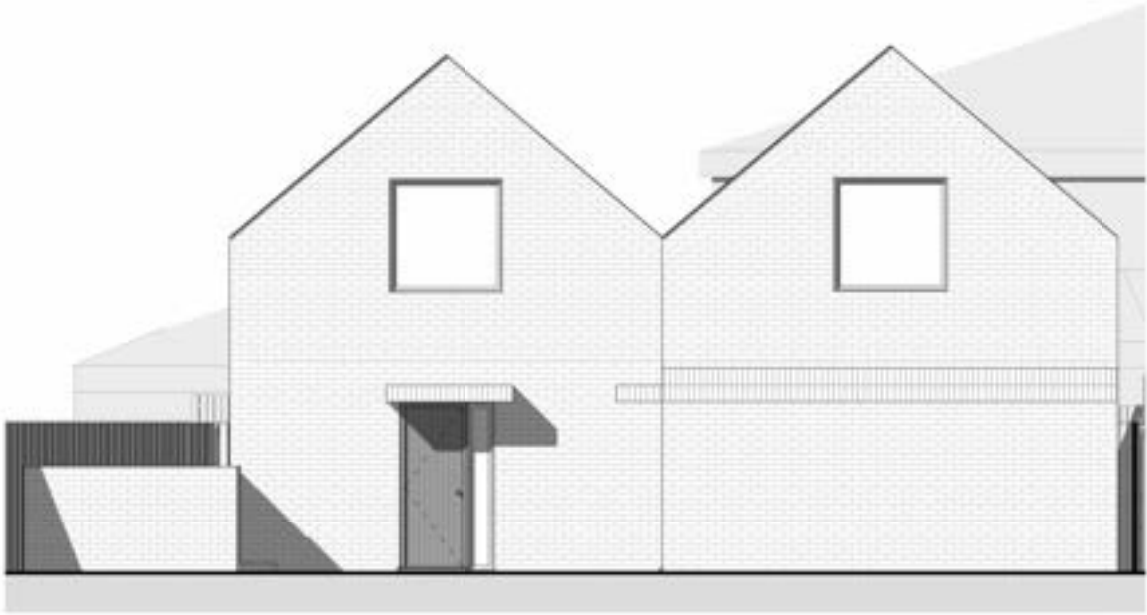
Drawing	Checked
Proposed First Floor Plan	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Proposed North Elevation



Proposed South Elevation

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-101	SB

Drawing	Checked
Proposed Elevation	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25

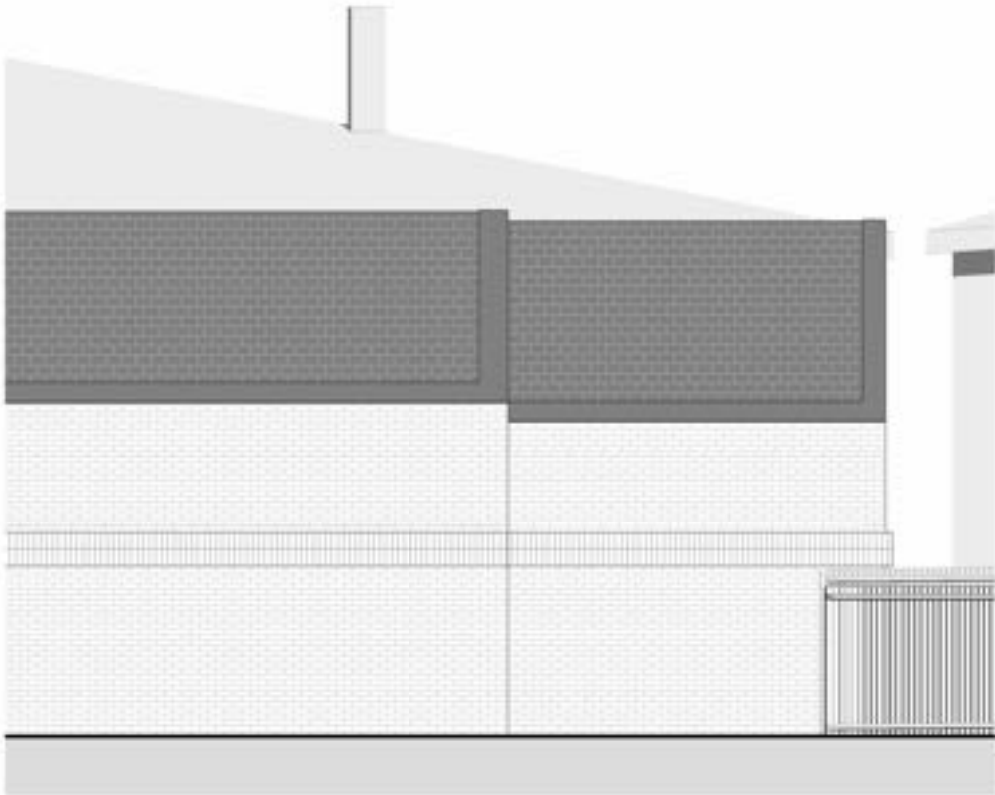


Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Proposed East Elevation



Proposed West Elevation

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-102	SB

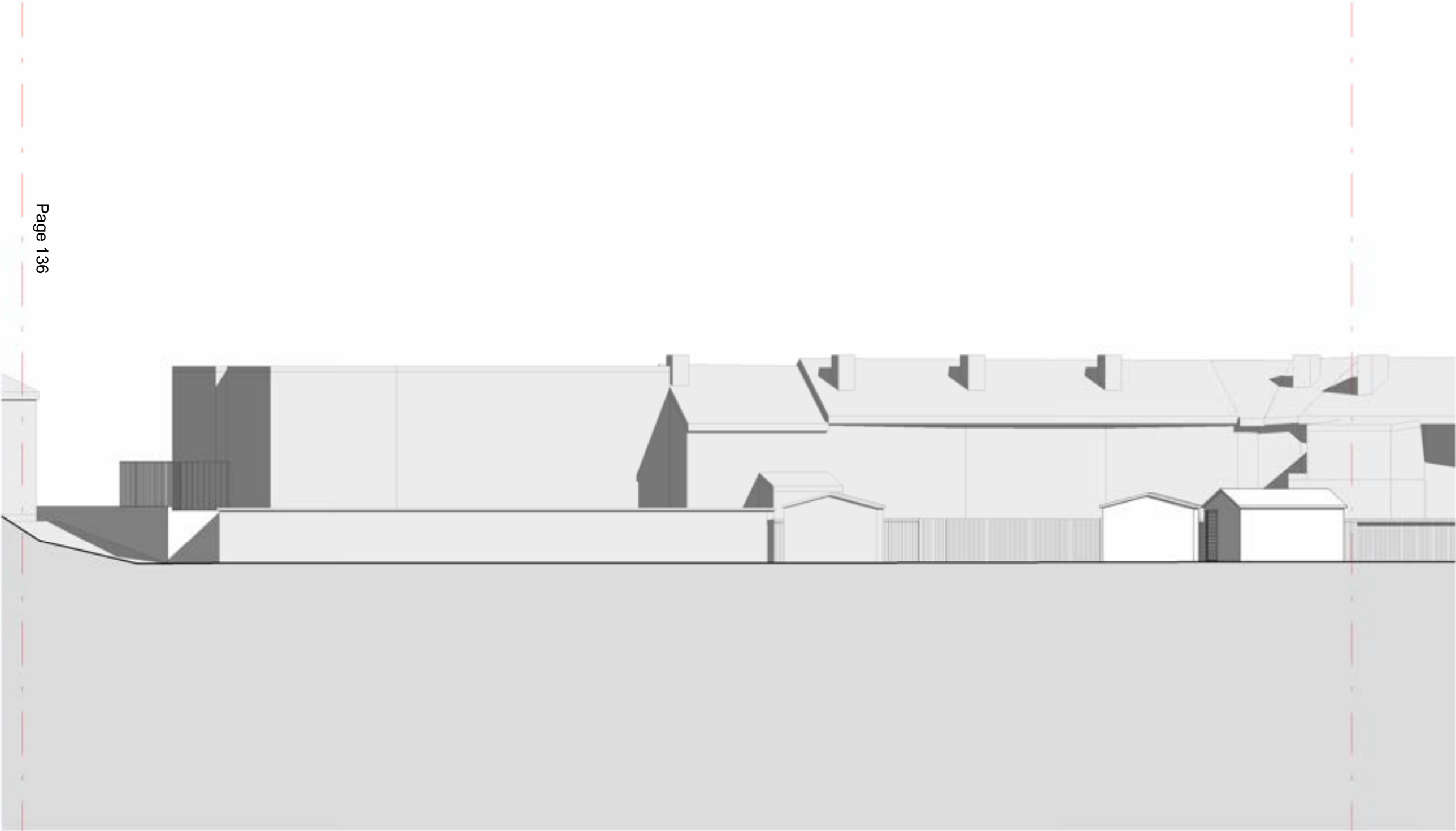
Drawing	Checked
Proposed Elevation	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-004	SB

Drawing	Checked
Existing West Elevation	JM

Scale	Issue Date
1:200 @ A3	23.04.25

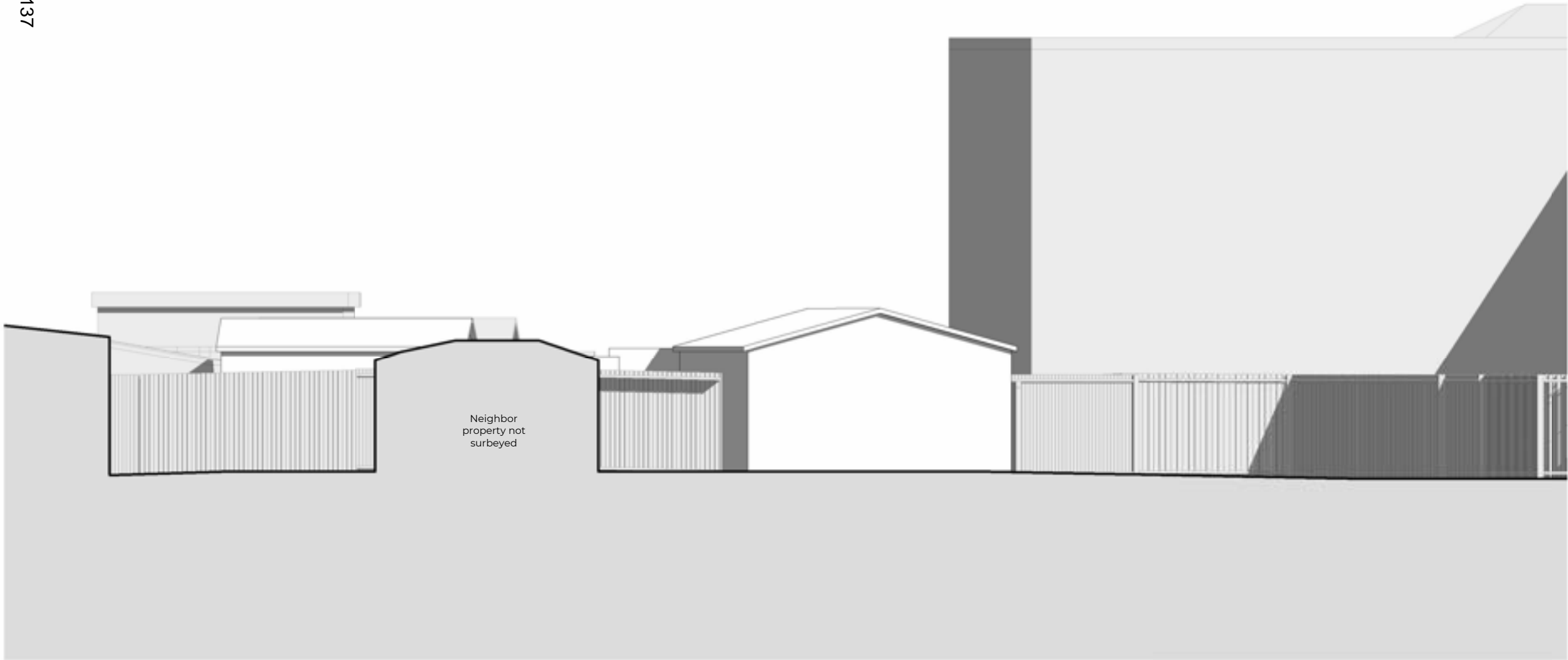


Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market, Chalk
Farm Road, London, NW1 8AH





Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-001	SB

Drawing	Checked
Existing South Elevation	JM

Scale	Issue Date
1:100 @ A3	23.04.25

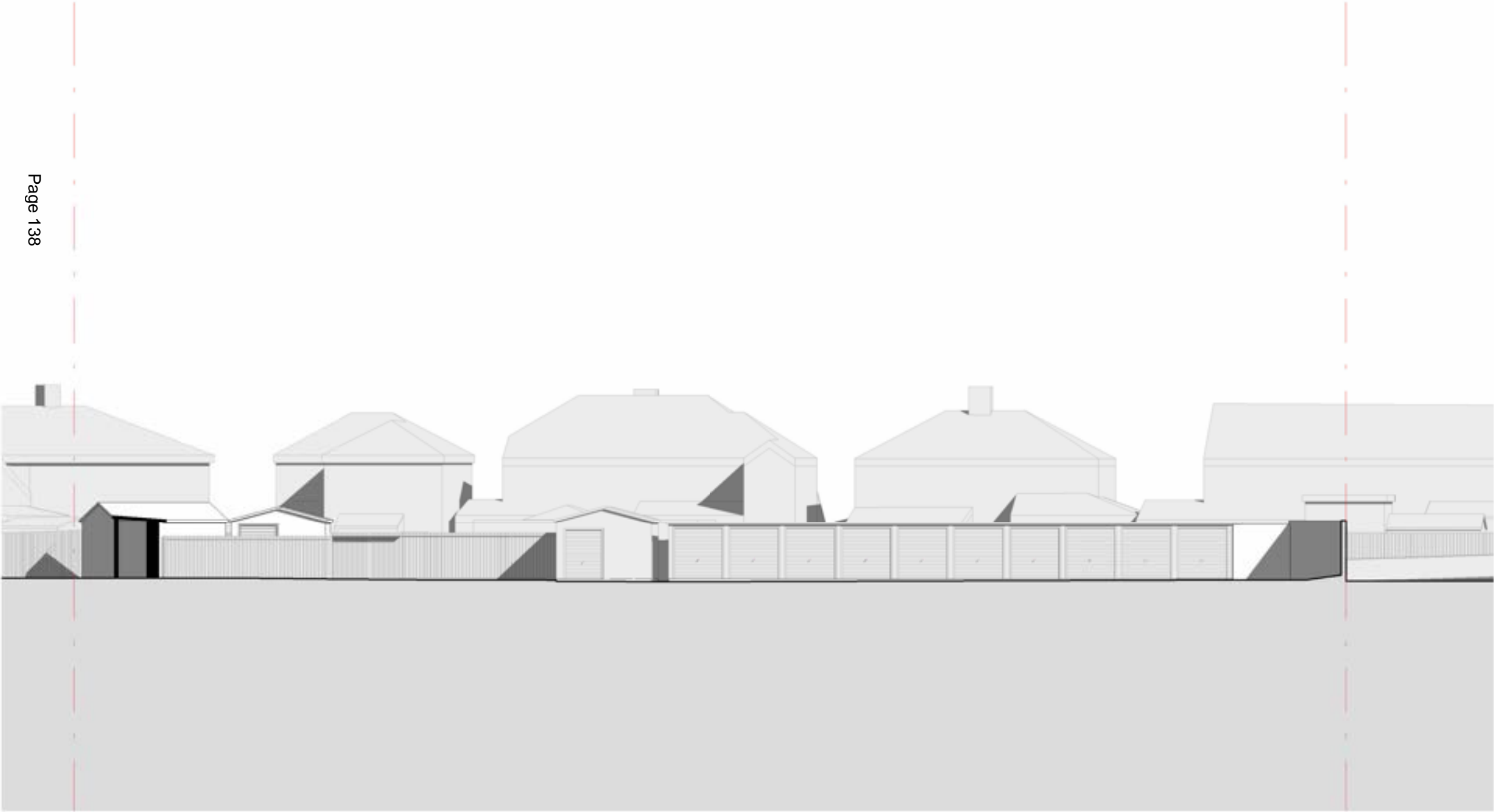


Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market, Chalk
Farm Road, London, NW1 8AH





Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-003	SB

Drawing	Checked
Existing East Elevation	JM

Scale	Issue Date
1:200 @ A3	23.04.25

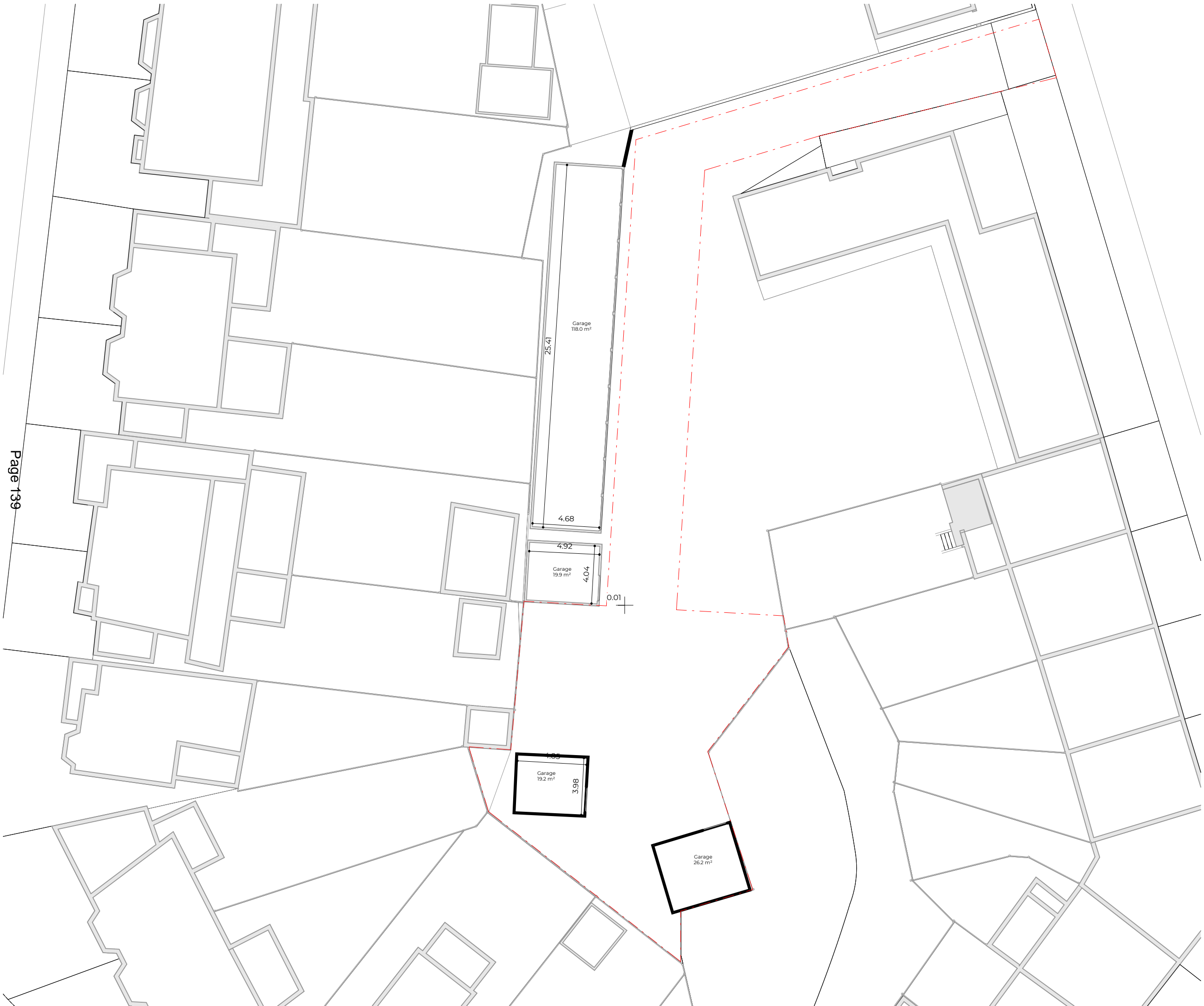
0 10m

Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market, Chalk
Farm Road, London, NW1 8AH





Rev No.	Date	Description
---------	------	-------------

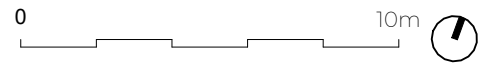
Notes:

Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-03-001	SB

Drawing	Checked
Existing Ground Floor Plan	JM

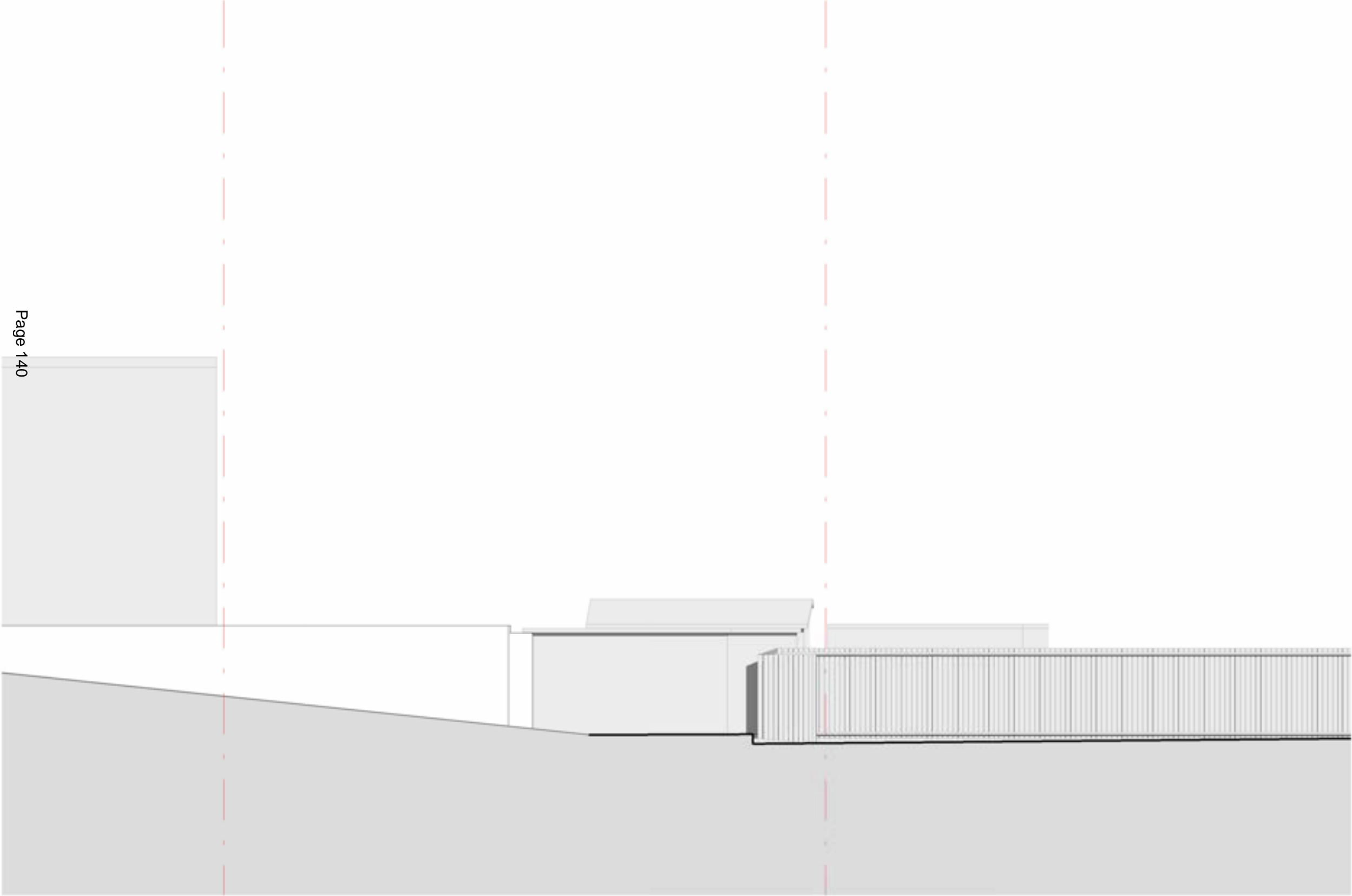
Scale	Issue Date
1:250 @ A3	23.04.25



Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-06-002	SB

Drawing	Checked
Existing North Elevation	JM

Scale	Issue Date
1:100 @ A3	23.04.25

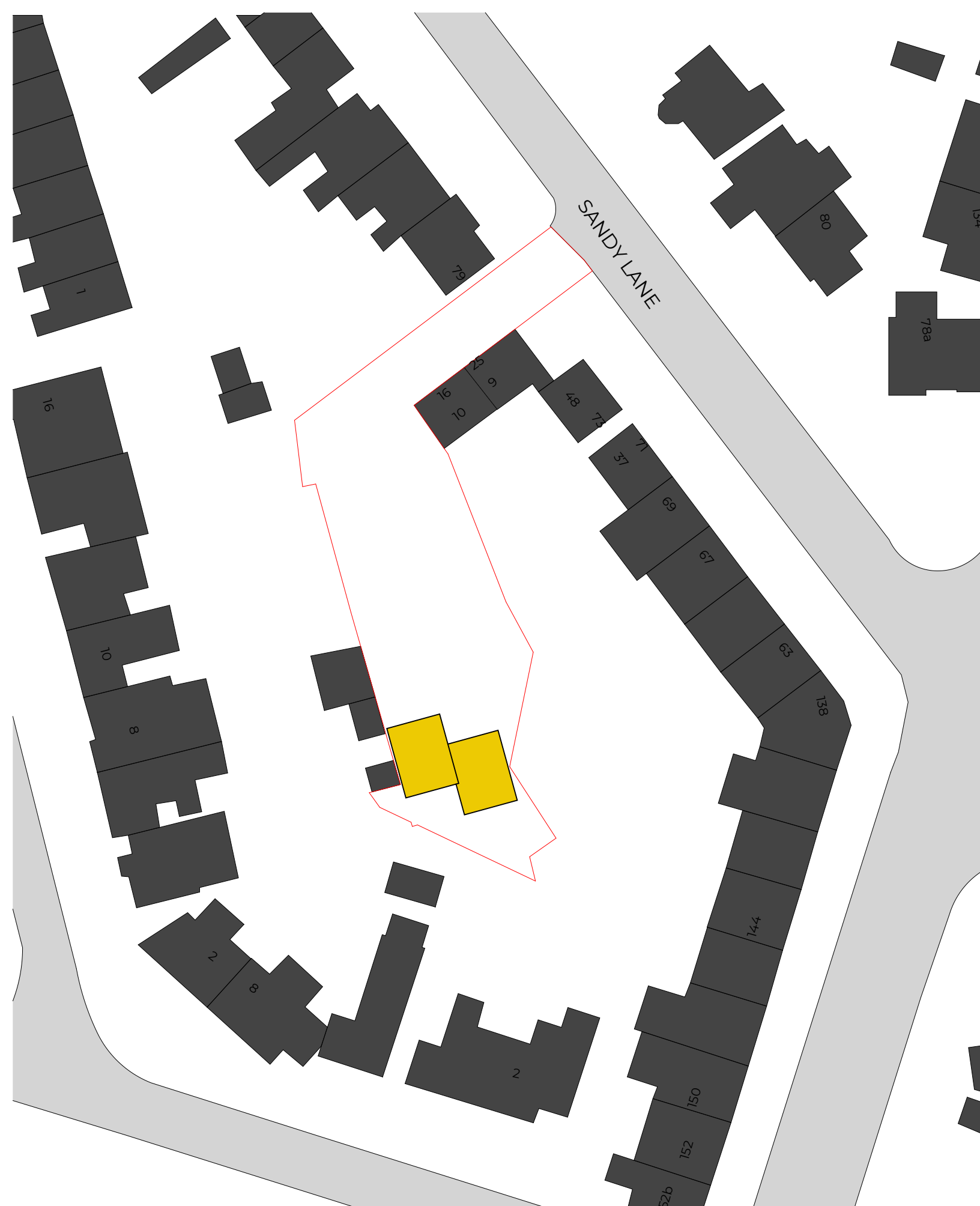


Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

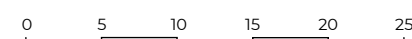
Client	Status
MC Housing Ltd	For Planning



Location Plan
1:1250



Proposed site plan
1:500



Schedule of Areas

Total Site Area		
568.7 s.q.m.		
Existing Residential		Existing Non-Residential
0 s.q.m.		336 s.q.m.
Residential area lost by change of use or demolition		Non Residential area lost by change of use or demolition
0.00 s.q.m.		118 s.q.m.
Proposed Residential		Proposed Non-Residential
328 s.q.m.		218 s.q.m.
Net additional area		
0.00 s.q.m.		
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
---------	------	-------------

Notes:

Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No
069SA-A-01-001

Drawn
SB

Drawing	Checked
Location Plan	RK FN

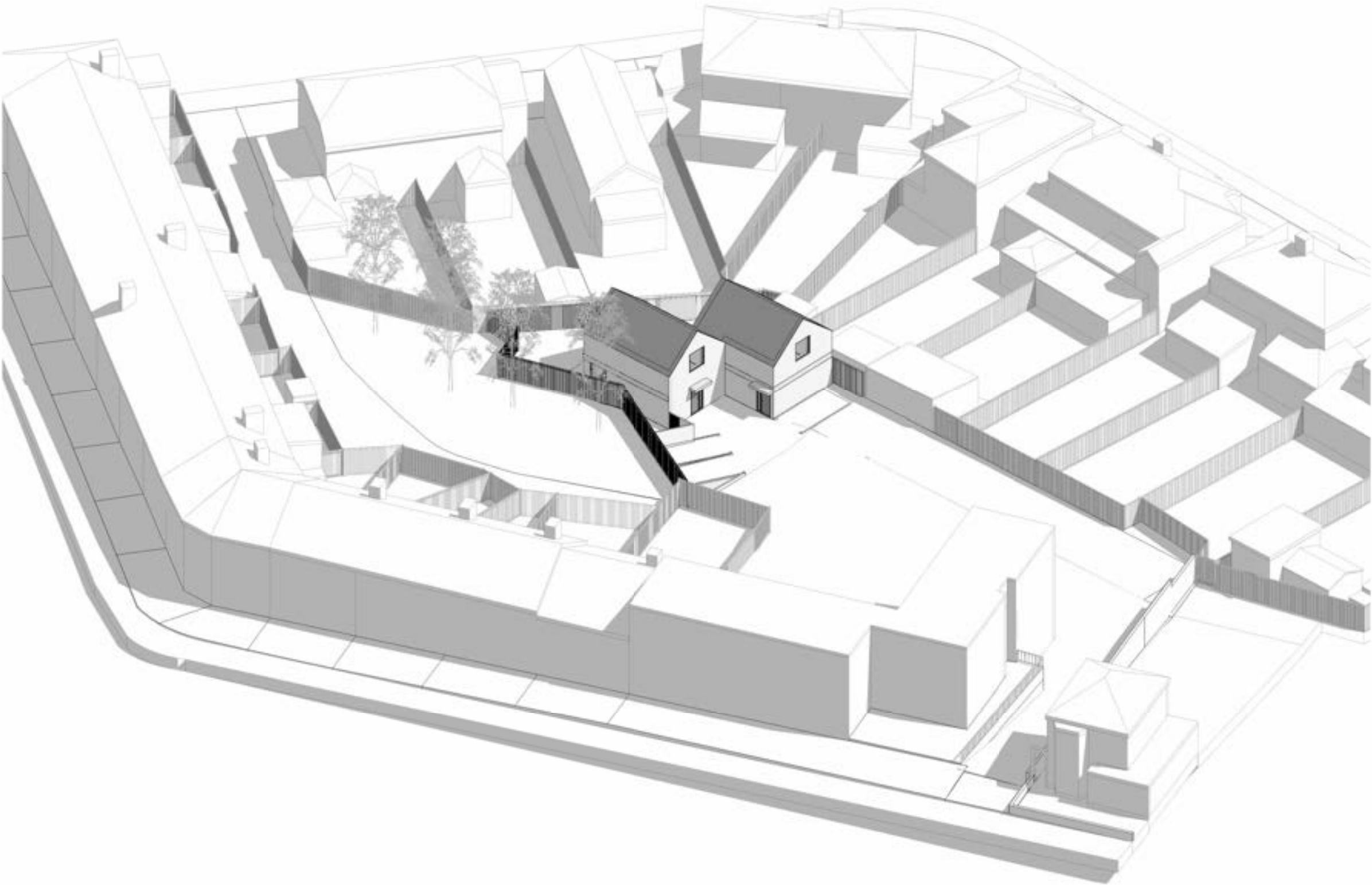
Scale	Issue Date
As indicated @ A3	30.10.25



Project Address

**Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS**

Client	Status
MC Housing Ltd	For Planning



3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
---------	------	-------------

Notes:
Any inaccuracies or errors to be reported to the architect/surveyor immediately and prior to any work commencing. All dimensions to be verified on site. All work to comply with British Standards Code of practice. All external surfaces and materials to match existing. This drawing and all information provided within it is the copyright of UPP Consultants Ltd. and reproduction without prior consent is strictly forbidden.

Dwg No	Drawn
069SA-A-02-102	SB

Drawing	Checked
Proposed Front Visualization	RK FN

Scale	Issue Date
@ A3	30.10.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

REPORT FOR NOTING

Agenda Item 5

Bury
COUNCIL

**Agenda
Item**

5

DECISION OF:	PLANNING CONTROL COMMITTEE
DATE:	18 November 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:-**

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 applications decided using Delegated Powers

Between 13/10/2025 and 09/11/2025



Ward:

Application No.: 71727 **App. Type:** CONDIS 06/11/2025 Approve
Location: 66 Rudgwick Drive, Bury, BL8 1YE
Proposal: Application to discharge condition 4 (revised vehicular access) and condition 5 (bin storage arrangements) on planning permission 71366

Application No.: 72227 **App. Type:** CONDIS 15/10/2025 Approve
Location: Halter Inn Works, 11 Redisher Croft, Ramsbottom, Bury, BL0 9SA
Proposal: Application to discharge condition 11 (materials), condition 12 (dilapidation survey), condition 13 (construction traffic management plan) and condition 17 (construction environment management plan) on planning permission 69702

Application No.: 72338 **App. Type:** CONDIS 22/10/2025 Approve
Location: 50 Willow Street, Bury, BL9 7QZ
Proposal: Application to discharge condition 10 (Landscaping Maintenance and Management Plan for Allotment Gardens) on planning permission 71302

Application No.: 72349 **App. Type:** CONDIS 23/10/2025 Approve
Location: Land off Parkinson Street, Bury, BL9 6NY
Proposal: Application to discharge condition 30 (residential travel plan) on planning permission 71577

Application No.: 72384 **App. Type:** CONDIS 30/10/2025 Approve
Location: Millwood Primary Special School, School Street, Radcliffe, Manchester, M26 3BW
Proposal: Application to discharge condition no. 5 (safe & stable site) on planning permisison 70596

Application No.: 72408 **App. Type:** CONDIS 30/10/2025 Approve
Location: 6 Bentley Lane, Bury, BL9 6RZ
Proposal: Application to discharge condition 5 (remediation strategy) on planning permission 64525

Application No.: 72442 **App. Type:** CONDIS 05/11/2025 Approve
Location: Topping Mill, Topping Street, Bury, BL9 6DR
Proposal: Application to discharge condition 4 (remediation) on planning application 70033

Application No.: 72461 **App. Type:** REG5 29/10/2025 Raise No Objection
Location: Corner of Bridge Hall Lane (opposite Burger King), Bury, BL9 7PB
Proposal: Regulation 5 notice (ref. BRY021/788480) of intention to install GPS node on existing pole, removal of pogona cabinet, installation of 6130 cabinet, installation of half bowler cabinet and ancillary development

Ward: **Bury East**

Application No.: 70803 **App. Type:** FUL 22/10/2025 Refused
Location: Former Barclays Bank, 26 Silver Street, Bury, BL9 0DH
Proposal: Change of use to create 9no. apartments (Class C3) including internal alterations; Existing timber framed windows to be replaced

Application No.: 70804 **App. Type:** LBC 22/10/2025 Refused
Location: Former Barclays Bank, 26 Silver Street, Bury, BL9 0DH
Proposal: Listed building consent for change of use from former bank to 9 no. apartments (Class C3) including associated works to the rear of the building to provide bin/cycle storage; Replacement of existing timber framed windows; Internal alterations including mezzanine floors and roof lights

Application No.: 72098 **App. Type:** FUL 23/10/2025 Approve with Conditions
Location: 150-156 Heywood Street, Bury, BL9 7DY & 61 Kershaw Street, Bury, BL9 7HH
Proposal: Change of use of first/second floors from office/storage (Class E(g)(i)) to 6 no. apartments including the formation of 2no rear dormers and roof lights to front and rear elevations

Application No.: 72319 **App. Type:** FUL 29/10/2025 Approve with Conditions
Location: Fairfield General Hospital, Rochdale Old Road, Bury, BL9 7TD
Proposal: Variation of condition 2 (approved Plans) on planning permission 71698 - to include alterations to the fuel tank enclosure (1100mm above tank height), increase of 600mm of brick wall adjacent to fuel tanks, new and amended access points (including doors, gate, bridge, and dormer fire escape), relocation of hatch and ladder, and associated changes to walls and elevations

Ward: **Bury East - Moorside**

Application No.: 72377 **App. Type:** FUL 24/10/2025 Approve with Conditions
Location: 36 Arley Avenue, Bury, BL9 5HD
Proposal: Single storey extension at side

Ward: **Bury East - Redvales**

Application No.: 72331 **App. Type:** FUL 06/11/2025 Approve with Conditions
Location: 272 Market Street, Bury, BL9 9JN
Proposal: Part single/part two storey rear extension

Application No.: 72361 **App. Type:** LDCE 03/11/2025 Refused
Location: 17 Belle Vue Terrace, Bury, BL9 0SY
Proposal: Lawful development certificate for existing use as small HMO (Use Class C4)

Ward: **Bury West**

Application No.: 72307 **App. Type:** FUL 16/10/2025 Approve with Conditions
Location: 34 Greenhill Road, Bury, BL8 2LL
Proposal: Single storey rear extension

Application No.: 72351 **App. Type:** FUL 05/11/2025 Approve with Conditions
Location: 67 Newington Drive, Bury, BL8 2DZ
Proposal: Erection of outbuilding in side garden

Ward: **Bury West - Elton**

Application No.: 71598 **App. Type:** FUL 23/10/2025 Approve with Conditions
Location: The Gatehouse, Woodhill Road, Bury, BL8 1BN
Proposal: Reconfiguration/extensions of the dwelling to include two storey front and side extensions and first floor rear extension; replacement garage.

Application No.: 72193 **App. Type:** FUL 22/10/2025 Approve with Conditions
Location: 2 Holbeach Close, Bury, BL8 1XA
Proposal: Two storey extensions to both sides; Front porch

Application No.: 72342 **App. Type:** LDCP 15/10/2025 Lawful Development
Location: 9 Woodhill Vale, Bury, BL8 1AH
Proposal: Lawful Development Certificate for the proposed change of use from residential property (Class C3) to Residential institution (Class C2) for up to two children (up to the age of 18) supported by a maximum of four members of staff working on a rota basis.

Ward: **North Manor**

Application No.: 72305 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: 512 Bolton Road West, Ramsbottom, Bury, BL0 9RU
Proposal: Front porch; First floor front extension; Two storey rear extension with balustrade balcony

Application No.: 72356 **App. Type:** FUL 04/11/2025 Approve with Conditions
Location: 119 Summerseat Lane, Ramsbottom, Bury, BL0 9UB
Proposal: Front porch; single storey / first floor side extension including timber cladding to front; new driveway / pavement crossing and render to front, side and rear elevations

Ward: **Prestwich - Holyrood**

Application No.: 72285 **App. Type:** FUL 03/11/2025 Refused
Location: Land to south of Mount Pleasant, Prestwich, Manchester, M25 2SD
Proposal: Residential development - 7 no. dwellings including associated access road, parking, private amenity space, boundary treatments and landscaping

Ward: **Prestwich - Sedgley**

Application No.: 72059 **App. Type:** FUL 22/10/2025 Approve with Conditions
Location: 2 Windsor Road, Prestwich, Manchester, M25 0DZ
Proposal: Erection of 1 no. dwelling

Application No.: 72180 **App. Type:** FUL 21/10/2025 Approve with Conditions
Location: 39 Hereford Drive, Prestwich, Manchester, M25 0AG
Proposal: Hip to gable roof extension with loft conversion and dormers at front/rear; Single storey extension at front/side; Two storey extension at side/rear;

Application No.: 72221 **App. Type:** FUL 28/10/2025 Approve with Conditions
Location: Holy Law Congregation, Bury Old Road, Prestwich, Manchester, M25 0EX
Proposal: Security fencing around two perimeters, rear and right side of the boundary

Application No.: 72238 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: 6 Fort Road, Prestwich, Manchester, M25 0HA
Proposal: Loft conversion with front & rear dormer

Application No.: 72339 **App. Type:** FUL 23/10/2025 Approve with Conditions
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.: 72340 **App. Type:** FUL 24/10/2025 Approve with Conditions
Location: 34 Lichfield Drive, Prestwich, Manchester, M25 0HX
Proposal: Two storey side/rear extension; Single storey rear extension

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

Application No.: 72301 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: 36 Agecroft Road East, Prestwich, Manchester, M25 9RT
Proposal: Variation of condition no. 3 (external finishing materials) on p/p 71647 (Two storey extension at side/rear; New front porch; Loft conversion with rear dormer; 1 rooflight to the front and 2 rooflight/balconies):
Change of materials on bay windows to front elevation from tiles to grey cladding

Application No.: 72374 **App. Type:** FUL 05/11/2025 Approve with Conditions
Location: 9 School Grove, Prestwich, Manchester, M25 9RJ
Proposal: Single storey side extension

Ward: **Radcliffe - East**

Application No.: 71775 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: Former Castlecroft Caravan Centre, land at rear of Eton Hill Road, Radcliffe, Bury, M26 2ZT
Proposal: Erection of 5no. covered padel courts, conversion of existing building to clubhouse, provision of accessible WC and shower unit and associated car parking, cycle parking and access works.

Application No.: 72206 **App. Type:** P3JPA 22/10/2025 Prior Approval Required and Granted
Location: 78-80 Church Street West, Radcliffe, Manchester, M26 2SY
Proposal: Prior approval for proposed change of use from commercial (Class E) to 18 no. flats (Class C3)

Application No.: 72289 **App. Type:** GPDE 15/10/2025 Prior Approval Not Required - Extension
Location: 173 Bury Road, Radcliffe, Manchester, M26 2XR
Proposal: Prior approval for proposed single storey rear extension

Application No.: 72365 **App. Type:** FUL 05/11/2025 Approve with Conditions
Location: 14 Coventry Road, Radcliffe, Manchester, M26 4FY
Proposal: Two/single storey extension at side/rear linked to existing garage

Application No.: 72373 **App. Type:** GPDE 06/11/2025 Prior Approval Required & Granted - Ext
Location: 18 Belgrave Street, Radcliffe, Manchester, M26 4DS
Proposal: Prior approval for proposed single storey rear extension

Ward: **Radcliffe - North and Ainsworth**

Application No.: 72214 **App. Type:** FUL 31/10/2025 Approve with Conditions
Location: 29 Greenside, Ainsworth, Bolton, BL2 5SF
Proposal: Porch to front elevation and alterations to first floor front window with installation of juliet balcony; Single storey side extension

Application No.: 72230 **App. Type:** FUL 31/10/2025 Approve with Conditions
Location: Land adjacent to 100 Bury New Road, Radcliffe, Bolton, BL2 6QB
Proposal: Erection of 2 no. detached dwellings with associated means of access

Application No.: 72309 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: 3 Brynhall Close, Radcliffe, Manchester, M26 4NG
Proposal: Demolition of existing single storey extension and erection of two/single storey extension at front/side/rear

Application No.: 72364 **App. Type:** LDCE 03/11/2025 Lawful Development
Location: Land opposite 41 Arthur Lane, Ainsworth, Bolton, BL2 5PR
Proposal: Lawful development certificate for existing conversion of stable to a dwelling with an extension (approved under Appeal ref. App/T4210/W/21/3288575, LPA ref. 67550)

Application No.: 72366 **App. Type:** PRNPV 24/10/2025 Prior Approval Not Required
Location: Les Williams and Co, Carlton Works, 250 Radcliffe Moor Road, Radcliffe, Bolton, BL2 6RE
Proposal: Prior approval for proposed installation of solar PV panels to roof

Application No.: 72385 **App. Type:** FUL 07/11/2025 Approve with Conditions
Location: 21 Chelsea Avenue, Radcliffe, Manchester, M26 3NE
Proposal: Erection of a single storey outbuilding at rear comprising of bedroom, kitchen/living/craft area and ensuite

Ward: **Radcliffe - West**

Application No.: 72284 **App. Type:** FUL 29/10/2025 Approve with Conditions
Location: 44 Rossall Avenue, Radcliffe, Manchester, M26 1JD
Proposal: Front porch, two storey extension at side/rear and single storey rear extension

Application No.: 72372 **App. Type:** LDCP 03/11/2025 Lawful Development
Location: 16 Ringwood Avenue, Radcliffe, Manchester, M26 1BP
Proposal: Lawful development certificate for proposed single storey rear extension and demolition of existing prefabricated garage

Ward: Ramsbottom

Application No.: 71588 **App. Type:** LDCE 13/10/2025 Lawful Development
Location: Bast House Farm, Manchester Road, Ramsbottom, Bury, BL9 5LZ
Proposal: Lawful development certificate for existing use of store to end of old stable building that has been used as a domestic store

Application No.: 72082 **App. Type:** FUL 28/10/2025 Refused
Location: Land to south of 390 Manchester Road, Ramsbottom, Bury, BL9 5NB
Proposal: Application for permission in principle for proposed residential development between 7 to 9 no. dwellings

Application No.: 72179 **App. Type:** FUL 22/10/2025 Approve with Conditions
Location: Abbots Hall, Woodhey Road, Ramsbottom, Bury, BL0 9RD
Proposal: Completion of existing detached outbuilding to form ground floor double garage for domestic use and first floor office accommodation with side balcony

Application No.: 72241 **App. Type:** FUL 16/10/2025 Approve with Conditions
Location: Woodhey Farm, Woodhey Road, Ramsbottom, Bury, BL0 9RD
Proposal: First floor extension over existing storage area

Application No.: 72312 **App. Type:** ADV 14/10/2025 Approve with Conditions
Location: 52A Bolton Street, Ramsbottom, Bury, BL0 9HX
Proposal: 1 non illuminated fascia sign.

Application No.: 72316 **App. Type:** FUL 13/10/2025 Approve with Conditions
Location: 24 Carr Bank Avenue, Ramsbottom, Bury, BL0 9DW
Proposal: Single storey front extension with alterations to existing garage and new door to side elevation

Application No.: 72332 **App. Type:** LDCP 22/10/2025 Lawful Development
Location: 34 Carrwood Hey, Ramsbottom, Bury, BL0 9QT
Proposal: Lawful development certificate for proposed loft with dormer

Application No.: 72359 **App. Type:** FUL 30/10/2025 Refused
Location: Meadow Heys, Moorbottom Road, Ramsbottom, Bury, BL8 4NS
Proposal: Variation of condition 2 (approved drawings) of planning permission 71313 to amend walling material of annex to burnt wood vertical cladding

Ward: **Tottington**

Application No.: 72310 **App. Type:** FUL 22/10/2025 Approve with Conditions
Location: Holcombe Villa Farm, Turton Road, Tottington, Bury, BL8 3QG
Proposal: Single storey rear extension with balcony above; Single storey front extension

Application No.: 72411 **App. Type:** LDCP 03/11/2025 Lawful Development
Location: 14 Claybank Drive, Tottington, Bury, BL8 4BU
Proposal: Lawful development certificate for proposed single storey rear extension to domestic dwelling

Ward: **Whitefield + Unsworth - Besses**

Application No.: 72329 **App. Type:** FUL 15/10/2025 Approve with Conditions
Location: 5 Ashby Grove, Whitefield, Manchester, M45 6EX
Proposal: Single storey side extension

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

Application No.: 72271 **App. Type:** FUL 07/11/2025 Approve with Conditions
Location: 361 Bury New Road, Whitefield, Manchester, M45 7SU
Proposal: Loft conversion with front and rear dormers

Application No.: 72294 **App. Type:** FUL 17/10/2025 Approve with Conditions
Location: 45 Sergeants Lane, Whitefield, Manchester, M45 7TR
Proposal: Two/single storey rear extension

Application No.: 72352 **App. Type:** FUL 23/10/2025 Approve with Conditions
Location: 37 Middleton Drive, Whitefield, Bury, BL9 8DT
Proposal: Single storey rear extension and new gable on rear elevation to form bedroom at first floor

Application No.: 72355 **App. Type:** FUL 07/11/2025 Approve with Conditions
Location: 12 Deane Close, Whitefield, Manchester, M45 7LG
Proposal: Front porch; garage conversion; single storey rear extension and associated external alterations

Application No.: 72382 **App. Type:** FUL 24/10/2025 Approve with Conditions
Location: 18 Hey Croft, Whitefield, Manchester, M45 7HX
Proposal: Replacement of conservatory with single storey rear extension with raised patio; Conversion of existing garage to living accommodation

Application No.: 72387 **App. Type:** FUL 07/11/2025 Approve with Conditions
Location: 3 Sergeants Lane, Whitefield, Manchester, M45 7TR
Proposal: Single storey rear extension, changes to front elevation and outbuilding to rear

Application No.:	72247	App. Type:	FUL	16/10/2025	Approve with Conditions
Location:	2 Sandown Road, Bury, BL9 8HN				
Proposal:	Single storey extension at side; new pitched roof over existing single storey extension at rear; 1m high timber fence to front of the site and pedestrian gate.				
Application No.:	72330	App. Type:	FUL	21/10/2025	Approve with Conditions
Location:	30 Oakwell Drive, Bury, BL9 8LB				
Proposal:	Garage conversion with single storey side/rear extension				
Application No.:	72341	App. Type:	FUL	28/10/2025	Approve with Conditions
Location:	Bury Hebrew Congregation, Sunny Bank Road, Bury, BL9 8ET				
Proposal:	Installation of 2.2m to 2.4m security fencing around the boundary; Security gates at entry point from Sunnybank Road				
<hr/>					
Total Number of Applications Decided:			64		

REPORT FOR NOTING

Agenda Item 6

Bury
COUNCIL

**Agenda
Item**

6

DECISION OF:	PLANNING CONTROL COMMITTEE
DATE:	18 November 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:	<p>Planning Appeals:</p> <ul style="list-style-type: none"> - Lodged - Determined <p>Enforcement Appeals</p> <ul style="list-style-type: none"> - 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 13/10/2025 and 09/11/2025**



Application No.: 71572/FUL

Appeal lodged: 04/11/2025

Decision level: DEL

Appeal Type:

Recommended Decision: Refuse

Applicant: Wells

Location: 15 Bishops Road, Prestwich, Manchester, M25 0HT

Proposal: Loft conversion with raised ridge and front and rear dormers

Application No.: 72082/FUL

Appeal lodged: 28/10/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: PUS Construction

Location: Land to south of 390 Manchester Road, Ramsbottom, BL9 5NB

Proposal: Application for permission in principle for proposed residential development between 7 to 9 no. dwellings

Application No.: 72186/FUL

Appeal lodged: 20/10/2025

Decision level: DEL

Appeal Type: Written Representations

Recommended Decision: Refuse

Applicant: Mrs Sam Clague

Location: 84 Holcombe Road, Tottington, Bury, BL8 4AY

Proposal: Rear dormer; extension of the existing side dormer, and front canopy along with cladding to front & rear elevations

Total Number of Appeals Lodged: 3

**Planning Appeals Decided
between 13/10/2025 and 09/11/2025**



Application No.: 71399/FUL Decision level: DEL 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	Appeal Decision: Allowed Date: 28/10/2025 Appeal type: Written Representations
Application No.: 71444/FUL Decision level: DEL Recommended Decision: Refuse Applicant: Mr Mohammed Amirinejad Location: Land at Harper Fold Road & Canute Street, Radcliffe, M26 3BX Proposal: Erection of 2 no. dwellings	Appeal Decision: Dismissed Date: 28/10/2025 Appeal type: Written Representations
Application No.: 71734/FUL Decision level: DEL Recommended Decision: Refuse Applicant: Mr Refoel Weissbraun Location: 50 Craigwell Road, Prestwich, Manchester, M25 0FE Proposal: Erection of a garden fence.	Appeal Decision: Dismissed Date: 21/10/2025 Appeal type: Written Representations
Application No.: 71792/FUL Decision level: DEL 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	Appeal Decision: Dismissed Date: 28/10/2025 Appeal type: Written Representations
Application no.: 71855 Decision level: DEL Recommended decision: Refuse Applicant: Mr Andrew Platt Location: 20 Cliff Road, Bury, BL9 9SP Proposal: Demolition of existing garage & erection of new garage	Appeal decision: Allowed Date: 13/10/2025 Appeal type: Written reps

Appeal Decision

Site visit made on 29 September 2025 by Kim Vo MPLAN

Decision by John Morrison BA (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 28 October 2025

Appeal Ref: APP/T4210/D/25/3369996

17 Bloomfield Drive, Bury BL9 8JX

- 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. Mohammed Iqbal Hussain against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71399.
 - The development proposed is described as a “part gable end roof to the rear, to gain additional headroom at first floor and 2 meter high fence to the side boundary”.
-

Decision

1. The appeal is allowed and planning permission is granted for a “part gable end roof to the rear, to gain additional headroom at first floor and 2 meter high fence to the side boundary” at 17 Bloomfield Drive, Bury BL9 8JX in accordance with the terms of the application, Ref 71399, 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 drawing numbers: PP-13596515v1; IPS/R/17/BL98JX SHT 3 of 5 – Revision A; and IPS/R/17/BL98JX SHT 5 of 5 – Revision A.
 - 3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used on the existing building and fence.

Appeal Procedure

2. The site visit was undertaken by a representative of the Inspector whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

Preliminary Matter and Main Issue

3. The existing plan shows a lower section of fencing towards the front of the site. However, the erected version on site has a consistent taller fence line around the front and side boundary. Nonetheless, there is sufficient information to make an informed assessment of the development from both the plans and what I saw on site, and I have referred to it accordingly. The Council does not object to the proposed rear roof extension, and I find no reason to disagree. My recommendation therefore focuses on the proposed fence. The main issue in regard to which is its effect on highway safety.

Reasons for the Recommendation

4. The appeal site relates to a two storey detached dwelling located on a prominent corner plot. Fencing has been erected to the side and front boundaries to create an enclosed side garden. It is adjacent a sharp bend in the road, with no on street parking restrictions and a speed limit of 20 miles per hour. There is also an open driveway with a dropped kerb, providing vehicular access to the front of the site. The surrounding area is residential and features a wide carriageway flanked by public pavements. Properties are also set well back from the street due to their generous front gardens and driveways, where these features contribute to an open and spacious setting.
5. The high fence erected on site currently restricts visibility from the driveway to one side. The proposal would address this by setting it back so it would not extend past the main dwelling's front elevation. It would also be chamfered at the corner closest to the highway. This new layout would significantly improve sightlines, by enabling vehicles entering, emerging, or reversing out from the driveway, to better observe any oncoming traffic navigating the bend. Views of pedestrians coming from the currently concealed side of the driveway would also be enhanced. Moreover, given the location of the dropped kerb, vehicles leaving or entering the driveway would do so directly from the south, away from the bend. As such, the proposal represents an improvement over the current arrangement and would reduce potential conflicts between vehicles from the driveway and other road users.
6. The proposed fence's tall height would reduce forward visibility for drivers approaching the bend from either direction to a substandard level. However, its proposed setback and chamfered layout would help to mitigate its overall impact by reducing the extent of the fence. Bloomfield Drive is also lightly trafficked with a low speed limit. It is set within a small residential estate, with each dwelling benefitting from off-street parking. On-street parking is, therefore, typically low in demand and vehicle movements, including any manoeuvring or reversing, are expected and common. As such, motorists would tend to proceed through the estate with caution at reduced speeds. The sharp bend in the road also naturally discourages speeding due to restricted visibility ahead.
7. Notably, properties adjacent the outer side of the bend all have driveways and dropped kerbs. On-street parking to this section and side of the road would therefore be generally avoided. Thus, drivers travelling towards Sunny Bank Road would typically not need to stop when passing the bend, as this side would generally be free of on-street parked vehicles. Whilst on-street parking is possible to the inside of the bend, the carriageway is wide enough for a driver travelling towards Goodison Road to overtake them. Any on-street parking would also narrow the carriageway and further encourage slower driving.
8. Consequently, the proposal's layout, the local traffic and road context and parking constraints would ensure that drivers would have adequate time and visibility to respond to any potential hazards when approaching the bend from either direction. For these reasons, and despite the reduction of forward visibility, the intervisibility of the highway would be acceptably maintained and would result in an acceptable impact upon highway safety overall. Accordingly, it would not conflict with Policy H2/3 of the Bury Unitary Development Plan 1996 and the Alterations and Extensions to Residential Properties Supplementary Planning Document 6 2010.

Together, and amongst other things, these require house extensions and alterations to have regard to visibility for pedestrians, cyclists and vehicles.

Other Matters

9. The Council's Traffic Section set out, amongst other things, that the proposed fence would breach a condition under a previous planning permission. I have not seen a copy, but I have explained above why the fence subject of the appeal would not be the source of harm such that dismissal thereof would be justified.

Conditions

10. To provide certainty and for enforcement purposes, it is necessary to impose the standard time limit and specify the approved plans. A condition is also necessary for materials to match those used on the existing building and the fence, to maintain the character and appearance of the area.

Conclusion and Recommendation

11. For the reasons given above, I recommend that the appeal should be allowed in the circumstances set out and subject to the conditions explained, given it would comply with the development plan and there is nothing compelling to suggest a decision other than in accordance therewith.

Kim Vo

APPEAL PLANNING OFFICER

Inspector's Decision

12. I have considered all the submitted evidence and my representative's report and on that basis the appeal is allowed and planning permission granted, subject to the stated conditions.

John Morrison

INSPECTOR



Appeal Decision

Site visit made on 7 October 2025

by **N McGurk BSc (Hons) MCD MBA MRTPI**

an Inspector appointed by the Secretary of State

Decision date: 21 October 2025

Appeal Ref: APP/T4210/D/25/3371315

50 Craigwell Road, Prestwich, Bury, M25 0FE

- 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 Refoel Weissbraun against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71734.
 - The development proposed is erection of a garden fence.
-

Decision

1. The appeal is dismissed.

Procedural Matters

2. The development the subject of this appeal has already taken place and is referred to below as “the development.”
3. The appellant draws my attention to the supporting statement submitted alongside the planning application which states that he “...proposes to reduce the fence height from 3.5 metres to 3.2 metres, minimising its visual impact...To further minimise the visual impact and enhance the appearance...(he) has agreed to add climbing plants on a trellis over the fence...”
4. In this regard, the appellant states that the appeal property’s garden sits roughly 1.5 metres above street level. The Council notes that it is proposed to retain the fence at a reduced height, whereby the fence itself would be reduced from 2.4m to 2.1m in height.

Main Issues

5. The main issues in this case are the effect of the development on the character and appearance of the area, and its effect on highway safety.

Reasons

Character and appearance

6. The appeal property is a two-storey detached dwelling situated in a prominent location at the corner of Craigwell Road and Edenfield Road. The surrounding area is residential and is characterised by the presence of detached and semi-detached two-storey dwellings which tend to be set back from the road behind gardens and/or parking areas.

7. The setting-back of dwellings from the road combines with the presence of gardens, gaps between dwellings, planting and occasional street trees to provide the area with a green, open and spacious character.
8. During my site visit, I observed that the presence of low brick boundary walls is a striking feature of the area. These low boundaries enhance the area's sense of openness and spaciousness and afford views of front gardens and/or the planting within them. Some of the boundaries have hedges rising above them and these help to soften the built-up appearance of the area as well as contribute to its sense of greenery.
9. The appeal property has a low brick boundary wall which wraps around its front and side garden. Its side garden faces Edenfield Road, whilst its front garden faces Craigwell Road, from which a small gateway leads to the front of the dwelling. Craigwell Road rises from Edenfield Road such that the appeal dwelling's side garden sits considerably above the street level of Edenfield Road.
10. The development comprises a tall fence built immediately behind the low brick wall adjacent to Edenfield Road and set back from Craigwell Road, such that it is level with the front elevation of the appeal dwelling. The tall height of the fence combined with its prominent location, the raised height of Craigwell Road above Edenfield Road and the solid appearance afforded by the fence's close-boarded construction, result in it looming above Edenfield Road as a stark, visually intrusive and unduly dominant feature.
11. The harm arising from this is severely exacerbated as a result of the fence appearing entirely out of keeping with the general form of boundary treatments in the surrounding area. Resultantly, the development appears highly incongruous within its surroundings.
12. Given all of the above, I consider that the development appears as an intrusive feature, out of keeping with its surroundings and to the detriment of the area's green, open and spacious qualities.
13. I therefore find that the development harms the character and appearance of the area, contrary to the National Planning Policy Framework; to Policy H2/3 of the Bury Unitary Development Plan (1997. Saved 2007); and to the Council's SPD¹, which together amongst other things, seek to protect local character.

Highway Safety

14. The fence rises immediately behind the appeal property's boundary with Edenfield Road and presents a tall, impermeable barrier level with the front elevation of the appeal dwelling. This results in the fence obscuring views of Edenfield Road to the south from Craigwell Road. This is especially noticeable as one travels towards the junction of the two roads from Craigwell Road.
15. I find that the position and the tall impermeable nature of the fence combine to impede visibility to the south as cars head towards Edenfield Road from Craigwell Road. As a consequence, drivers are presented with a restricted view of other road and pavement users, including cyclists and pedestrians. I find that this places

¹ Supplementary Planning Document 6: Alterations and Extensions to Residential Properties (Adopted 2004, Updated 2010).

cyclists, pedestrians and other road users within a residential area at risk from vehicles pulling out from Craigwell Road with reduced visibility.

16. The appellant, in support of his case, states that a previous boundary impeded views. However, whether or not this was the case I have found that, for the reasons set out above, the development the subject of this appeal would result in harm to highway safety, and this harm is not something that is reduced by the presence of a different boundary at some point in the past.
17. Consequently, I find that the development harms highway safety, contrary to the National Planning Policy Framework; to Policy H2/3 of the Bury Unitary Development Plan; and to the Council's SPD, which together amongst other things, seek to provide for highway safety.

Other Matters

18. In support of his case, the appellant considers that an overall boundary height of 3.2 metres combined with a trellis providing climbing plants over the fence would minimise visual impact and enhance the appearance of the development. However, the fence would still appear as a very tall, solid, unduly dominant and incongruous feature that would appear out of keeping with its surroundings, resulting in significant harm.

Conclusion

19. For the reasons given above, the appeal does not succeed.

N McGurk

INSPECTOR

Appeal Decision

Site visit made on 30 September 2025

by **J Hobbs MRTPI MCD BSc (hons)**

an Inspector appointed by the Secretary of State

Decision date: 28 October 2025

Appeal Ref: APP/T4210/W/25/3367342

Land between Harper Fold Road and Canute Sreet, Radcliffe

- 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 Mohammed Amirinejad against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71444.
 - The development proposed is erection of 2 No. dwellings.
-

Decision

1. The appeal is dismissed.

Preliminary Matters

2. The address in the banner above is duplicated from the Application Form. However, I amended one of the names of the roads to “Harper Fold Road” to reflect the Appeal Form. During my site visit I observed that this was the correct name of the road.

Main Issues

3. The main issues are the effect of the proposal on:
 - the character and appearance of the area; and,
 - highway safety, with particular regard to the provision of off-street parking.

Reasons

Character and appearance

4. The appeal site is an area of grassland surrounded by several land uses. The development to the north and west largely comprises of terraced blocks of two-storey housing, there is also some commercial uses within these blocks. Most of these dwellings are tall, narrow, are of a simple form, and they have a high footprint to plot ratio. This area is characterised by high density development. To the south is more suburban style development comprising of bungalows, semi-detached, and detached houses. The bungalows tend to have a simple form. This development has a much lower footprint to plot ratio than the terraced houses. To the east is a school and a care home. The scale of those buildings is larger than nearby dwellings, but they are set within spacious grounds. The appeal site provides a transition between high density terraced block development and the spacious residential, school, and care home development.

5. As the proposed bungalows would be separated from the high density development by a road, they would be primarily viewed alongside the spacious bungalows to the south. The proposed bungalows would have a higher footprint to plot ratio than the existing bungalows and there would be limited circulation space around them. As such, the proposed bungalows would appear cramped and as an overdevelopment of the appeal site, especially when viewed alongside the existing spacious development.
6. The proposed bungalows would include box dormers to both the front and rear elevations, and conjoined porches. These projections would add significant massing to the dwellings and result in the proposed bungalows having a complex form. The form of the proposed bungalows would appear incongruous when viewed alongside the simple form of both the existing bungalows and terraced houses.
7. Most of the proposed fenestration would have a horizontal emphasis; this would appear similar to the fenestration within the existing housing to the south of the site as well as the nearby school. Moreover, the proposed bungalows would be rendered. Whilst render is not a common external finish to properties in the area, some of the buildings including the care home have been rendered. Accordingly, these aspects of the design of the proposed bungalows would not appear out of place. Nevertheless, the proposal would have a harmful effect overall, for the reasons given above.
8. I note that the appeal site is not within a conservation area, in proximity to a listed building or any other heritage asset. Similarly, the site does not accommodate any protected trees. Nonetheless, this does not alter my assessment on the effect of the proposal on the character and appearance of the area.
9. I conclude that the proposal would have a harmful effect on the character and appearance of the area. The proposal would be contrary to policies H2/1, H2/2 and EN1/2 of the Bury Unitary Development Plan, August 1997 (UDP). These policies indicate that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area, and the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character of the Borough's towns, amongst other matters. The proposal would also be contrary to paragraph 135 of the National Planning Policy Framework where it advises that planning decisions should ensure that development is sympathetic to local character.

Highway Safety

10. The proposal includes two off-street vehicle parking spaces for each of the proposed dwellings. The application plans do not detail how these spaces would be accessed, but it is common ground between the parties that access would be taken from Canute Street. The appeal site extends significantly to the south beyond the siting of the proposed bungalows. Although there is a lighting column within the pavement between the appeal site and Canute Street there would still be sufficient space to provide an appropriate access without needing to move the lighting column. Similarly, there would be sufficient space within the site to provide turning space to allow vehicles to enter and exit the site in a forward gear. The detailed design of the access could be secured by condition.

11. The proposal includes a policy compliant provision of off-street parking, and the creation of an access would only result in the loss of a small amount of on-street parking. Whilst there may be increased demand for parking during school pick up and drop off times and when the nearby takeaway or community centre are busy, there is no substantive evidence of parking stress in the area.
12. The amount of vehicle movements generated by 2 two-bedroom bungalows would be modest and there is no substantive evidence to indicate that a modest increase in vehicle movements would have a severe impact on the road network. Appropriate visibility for both pedestrians and vehicle drivers around the proposed access could be secured by condition. Furthermore, the introduction of fencing would reduce the visibility across the site, but there would still be sufficient visibility around existing junctions.
13. Restrictions on the movement of construction vehicles and the timing of deliveries during the construction period could be secured within a construction management plan, which could be secured by condition. Likewise, appropriate refuse storage facilities and collection arrangements could be secured by condition.
14. The public highway around the appeal site is used by school children and occupiers of the care home. As above, it has not been demonstrated that the proposal would have an unacceptable effect on highway safety or that it would have a severe impact on the road network. Accordingly, school children and occupiers of the care home could continue to use the highway network safely. In completing this assessment, I have had due regard to the Public Sector Equality Duty set out under the Equality Act 2010. The protected characteristics of age and/or disability may be relevant to some of the people using the highway around the appeal site. As the proposal would not have a harmful effect on highway safety for any users, it would not be contrary to the need to eliminate discrimination of people with protected characteristics, advancing equality of opportunity for those persons, and fostering good relations between them and others.
15. I conclude that the proposal would not have a harmful effect on highway safety. In this regard, the proposal would be in accordance with UDP policies H2/2, HT2/4, and HT6/2, and policies JP-C5 and JP-C6 of Places for Everyone Joint Development Plan Document, March 2024 (PfE). These policies indicate that the Council will require developments to make adequate provision for their car parking and servicing arrangements, and the design of streets will follow a Street for All approach including by providing appropriate space for servicing, amongst other matters. The proposal would also be in accordance with Development Control Policy Guidance Note 16, Design and Layout of New Development in Bury, October 2008, where it advises that development should integrate car parking in a sensitive manner.

Other Matters

16. The appeal site is in proximity to services and facilities necessary to support the everyday needs of future occupiers. Accordingly, future occupiers would be able to access these facilities by sustainable transport modes. The proposed dwellings would include high levels of insulation, energy-efficient glazing, and solar panels; the layout has also been designed to maximise natural light and ventilation. Furthermore, the proposed floorspace would be larger than the Nationally

Describe Space Standard¹. Notwithstanding this, these benefits do not outweigh the development plan conflict and harm identified above.

17. The appellant has also highlighted several policies within the PfE that the proposal would comply with. Nonetheless, for the reasons given above, the proposal would be contrary to the development plan when considered as a whole.

Conclusion

18. The proposal conflicts with the development plan, when read as a whole, and the material considerations do not indicate that the appeal should be decided other than in accordance with it. Therefore, the appeal should be dismissed.

J Hobbs

INSPECTOR

¹ Technical housing standards – nationally described space standard.



Appeal Decision

Site visit made on 29 September 2025 by Kim Vo MPLAN

Decision by John Morrison BA (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 28 October 2025

Appeal Ref: APP/T4210/D/25/3370423

28 Alnwick Drive, Bury BL9 8BZ

- 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 Hatel Patel against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71792.
 - The development proposed is for a first floor rear extension and two new obscure glass windows to both sides.
-

Decision

1. The appeal is dismissed.

Appeal Procedure and Main Issue

2. The site visit was undertaken by a representative of the Inspector whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal scheme. The main issue in which is its effect on the living conditions of the occupiers of Number 26 Alnwick Drive (No. 26) with specific regard to light and outlook.

Reasons for the Recommendation

3. The appeal site comprises a two storey detached property with an existing single storey rear extension. Both the appeal building and the adjacent dwelling at No. 26 share level rear elevations and are positioned in close proximity, due to their narrow side passages. Both dwellings also benefit from substantial north facing rear gardens, with No. 26 featuring a rear patio.
4. Given the orientation of the rear gardens and the appeal building's existing rear extension, No. 26's patio area and rear elevation openings already experience a level of overshadowing. As such, the proposal would not result in a significant reduction of light compared to the existing situation. It, therefore, would not harm the living conditions of the occupiers of No. 26 in respect of light.
5. The proposal would sit within the same footprint as the existing single storey rear extension. However, and notwithstanding the Council's acceptance of its compliance with the 45 degree rule (as specified under the Alterations and Extensions to Residential Properties Supplementary Planning Document 6 2010 (SPD)), its projection forward of the level rear elevations, together with its height and roofline matching the original dwelling, would result in a looming and imposing presence. Its large scale combined with the close siting to the shared boundary would lead to an unacceptable reduction in the quality of outlook from No.26's patio. Views from this area would be dominated by the side elevation of the

proposal and this would diminish the quality of experience from within their rear garden. This harm would extend to No. 26's rear elevation openings, albeit to a lesser degree, given that the existing single storey rear extension already limits outlooks.

6. For these reasons, the proposal would cause unacceptable harm to the living conditions of the occupiers of No. 26, with specific regard to outlook. Consequently, the appeal scheme would be contrary to Policy H2/3 of the Bury Unitary Development Plan 1997 and guidance within the SPD. Together, and amongst other things, these seek to ensure that development proposals consider the amenity of adjacent properties.

Other Matters

7. I have not been provided with full details of the other nearby planning approvals cited. Therefore, I cannot be sure that they represent a sufficient comparison to the appeal scheme, such that I would change my findings. The difference in rear projections between that specified under permitted development rights and the appeal scheme does not override the identified harm. Moreover, any fallback in respect of permitted development rights in this instance is unproven as such and may require the submission of a scheme under the prior approval regime. Such is not before me, and I cannot be sure of what the outcome of what one would be.
8. The matter of the proposal's effect on living conditions in terms of privacy was not a contentious one in the appeal. Given the distance of the proposed new windows and that they would be obscure glazed, I do not disagree with the Council's findings in this regard.
9. I have had due regard to the Public Sector Equality Duty set out under Section 149 of the Equality Act 2010, which sets out the need to eliminate discrimination, harassment and victimisation, and to advance equality of opportunity and foster good relations between people who share a protected characteristic and people who do not share it.
10. The proposal would accommodate a relative with complex caring needs, as well as elderly parents in the near future. Additional space is required to meet evolving household needs, and a dismissal of the appeal would require the family to search for a new property. The proposal would support the appellant's caring responsibilities and enhance their family's quality of life. I attach considerable weight to the benefits the development would afford them.
11. However, there is no sufficiently conclusive evidence to demonstrate that the appellant's requirements cannot be met through alternative measures, which might have a lesser impact than the appeal scheme. I remain to be convinced that the proposed extension is the only way to achieve the outcome the appellant desires. Therefore, a refusal of planning permission is a proportionate and necessary approach to protect the wider public interest given the harm identified upon the living conditions of the occupiers at No. 26, which would remain in perpetuity.

Conclusion and Recommendation

12. For the reasons given above, the appeal proposal would conflict with the development plan and material considerations do not indicate a decision other than

in accordance therewith. I therefore recommend that the appeal should be dismissed.

Kim Vo

APPEAL PLANNING OFFICER

Inspector's Decision

13. I have considered all the submitted evidence and my representative's report and on that basis the appeal is dismissed.

John Morrison

INSPECTOR

Appeal Decision

Site visit made on 1 September 2025 by Kim Vo MPLAN

Decision by John Morrison BA (Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 13 October 2025

Appeal Ref: APP/T4210/D/25/3369638

20 Cliff Road, Bury BL9 9SP

- 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. Andrew Platt against the decision of Bury Metropolitan Borough Council.
 - The application Ref is 71855.
 - The development proposed is described as “garage removed and rebuilt on boundary with neighbour”.
-

Decision

1. The appeal is allowed and planning permission is granted for development described as “garage removed and rebuilt on boundary with neighbour” at 20 Cliff Road, Bury BL9 9SP in accordance with the terms of the application, Ref 71855, subject to the following conditions:
 - 1) The development hereby permitted relates to the following approved plans, drawing references: TDS-25-196-00; TDS-25-196-02; and TDS-25-196-03.

Appeal Procedure

2. The site visit was undertaken by a representative of the Inspector whose recommendation is set out below and to which the Inspector has had regard before deciding the appeal.

Preliminary Matters and Main Issue

3. The Council has confirmed that the drawing numbers as referenced above are those which were considered during the planning application. I have taken into account the same. Additionally, the description of development does not refer to the retrospective nature of the proposal, but it is clear from the parties’ cases and my site visit that this is so. The main issue is therefore the effect of the garage on a) the character and appearance of the area and b) highway safety.

Reasons for the Recommendation

Character and Appearance

4. The appeal site occupies a corner plot, with a generous front garden enclosed by a varied mix of boundary treatments. A detached garage, subject to this appeal, has also been repositioned. It abuts the shared boundary with Number 22 Cliff Road, which features an open paved driveway that offers some degree of spaciousness. Despite this, Cliff Road is predominantly framed and defined by detached garages and gates that open onto it, alongside fencing, hedgerows and mature trees. These features result in a sense of enclosure and an inward facing setting that contributes

to the road's distinctive character and appearance. Cliff Road is also an unadopted highway, discreetly located at the centre of surrounding residential and commercial uses. It is primarily used for access, parking and bin storage.

5. The garage is prominently positioned within the front garden and partially obscures views of the appeal buildings' principal elevation. However, it is sited along a road largely used for vehicular and pedestrian access and which already features similar detached garages. Therefore, the structure does not appear discordant and aligns with the functional purpose of the road. It is also noted that the garage is not a new addition to the site and is an existing feature, albeit in a different location. Furthermore, the proposal maintains the sense of enclosure to this unadopted road. The openness of No. 22's front garden is also maintained, as the garage is primarily concealed by the existing adjacent fence, where its height is only marginally taller than the fence line.
6. For these reasons, the development does not harm the character and appearance of the surrounding area. Accordingly, it does not conflict with Policy H2/3 of the Bury Unitary Development Plan 1996 (UDP) and the Alterations and Extensions to Residential Properties Supplementary Planning Document 6 2010 (SPD). Together, and amongst other things, these require house extensions and alterations to not have a detrimental impact on the character of the surrounding area.

Highway Safety

7. Cliff Road lacks formal footpaths as it is unadopted, with its primary function being for access, parking and bin storage. Vehicle movements, including any manoeuvring or reversing, are therefore expected and common. The road is more akin to a back street for private access serving limited dwellings, where few cars and pedestrians are present. Thus, the potential for conflict between a vehicle reversing into the garage and other road users is minimal. The rough surface and short length of the road, the storage of bins and there being no through traffic results in a natural tendency for vehicles to drive slower. The presence of many garages and driveways fronting onto Cliff Road further indicates it is routinely and safely used by vehicles, with ample space for any reversing movements. The dwellings on Lawrence Street also benefit from on-street parking to their front, reducing the reliance on Cliff Road for vehicle parking.
8. No information has been provided to confirm that the appellant has permission for access rights onto Cliff Road. Nonetheless, as set out, this road appears to be long established for parking and access for the dwellings adjoining it. There is no indication that this arrangement will change. In any case, a permission granted here does not automatically mean the same would be forthcoming elsewhere. Any access disputes over this unadopted highway would also be a private/civil matter.
9. For these reasons, the development does not result in harm to highway safety. Accordingly, it does not conflict with Policy H2/3 of the UDP and SPD. Together, and amongst other things, these require house extensions and alterations to have regard to visibility for pedestrians, cyclists and vehicles.

Other Matters

10. The garage's effect on light for the occupiers of No. 22 was not a contentious matter. Given the sufficient distance and that an existing fence conceals the majority of the garage from No. 22, I do not disagree with the Council's findings in

this regard. Moreover, given that there is a small gap between No. 22 and the garage, any water runoff would be contained within the appeal site.

11. On-street parking is available in the surrounding streets, with each dwelling on Cliff Road having their own off-street parking provision. Therefore, the loss of one street parking space due to the garage's frontage would not significantly reduce parking capacities. Concern has been raised about factual inaccuracies of the planning application. However, I have based my decision on my own site visit and the submitted information, which to my knowledge accurately reflects the appeal scheme.
12. A 2.5 metre height restriction for outbuildings relates to permitted development thresholds and is not applicable to this appeal. Concern relating to the garage materials meeting fire safety standards are covered by building regulations. The loss of property values is not a planning issue. The appellant allegedly not meeting any assurances verbally agreed with are matters that should be taken up with them directly and are not for me to resolve here.

Conditions

13. To provide certainty and for enforcement purposes, it is necessary to impose a condition to specify the approved plans the development relates to. As the development has been fully constructed, a condition for a time limit and to control materials is not necessary. Particularly since I see no reason not to find the materials it has been constructed in unacceptable.

Conclusion and Recommendation

14. For the reasons given above, I recommend that the appeal should be allowed given it complies with the development plan and there is nothing compelling to suggest a decision other than in accordance therewith.

Kim Vo

APPEAL PLANNING OFFICER

Inspector's Decision

15. I have considered all the submitted evidence and my representative's report and on that basis the appeal is allowed, subject to the condition stated.

John Morrison

INSPECTOR