

BURY COUNCIL
DEPARTMENT FOR RESOURCES AND REGULATION
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

28 March 2017

SUPPLEMENTARY INFORMATION

Item:01 Land at rear of Porada, 231 Bury New Road, Whitefield, Manchester, M45 8QP Application No. 60696

Change of use of grassed area to car park

Publicity

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

- The substantial knee rail will not improve the overall negative effect this car park has on the gateway to the Conservation Area in the heart of Whitefield.
- The proposed low box hedge will not screen the 4 x 4 cars which currently park there.
- I reiterate my stance (and from previous letters) that the land should be returned to its former glory.

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

Consultations

Traffic Section - No objections, subject to the inclusion of conditions relating to highway remedial works, turning facilities and car parking.

Conditions

Therefore, conditions 3, 4, 5 and 6 should be added in relation to drainage, highway remedial works, turning facilities and car parking:

3. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 20 l/s.

Reason: To ensure a satisfactory means of drainage, promote sustainable development and to manage the risk of flooding and pollution pursuant to Policy EN5/1 - New Development and Flood Risk and Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework.

4. Notwithstanding the details indicated on approved plan reference 0.01 Revision B, the use hereby approved shall not be commenced unless and until the limits of the adopted highway have been established on site and a scheme of highway remedial works at the junction of Bank Street with Church Lane and works to demarcate the limits of the adopted highway on Church Lane with concrete edgings have been submitted to and approved in writing by the Local Planning Authority. The details subsequently approved shall be implemented to an approved timetable.

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

5. The turning facilities indicated on approved plan reference 0.01 Revision B shall be provided before the car park hereby approved is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction

at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

6. The car parking indicated on approved plan reference 0.01 Revision B shall be surfaced, demarcated and made available for use and thereafter maintained at all times

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

Item:02 Land off Rochdale Road, Bury, BL9 7AX Application No. 60798
Proposed development of 6 no. shops (Class A1) and 24 no. flats in 3 and 4 storey building

Publicity

1 letter has been received from the occupiers of Claybank Works, which has raised the following issues:

- No adequate bin storage for 26 residential units.
- Traffic and congestion issues further aggravated by local mosque - daily attendance at the mosque school , over 100 children
- On going parking issues -one way and residents permits
- This land should be commercial use only not residential

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

Consultations

Traffic Section - No objections, subject to the inclusion of conditions relating to a scheme for highway remedial works, a construction traffic management plan, measures to prevent mud from passing onto the highway, a delivery management plan, turning facilities and car parking.

DesignforSecurity - No comments received.

GM Fire Service - No comments received.

Issues and analysis

There are three bin stores on the ground floor of the proposed building. However, it is not clear where the bins would be located on collection day and as such, a waste management plan would be the subject of a condition.

Planning Obligations - The contribution for recreation provision of £29,677.05 would be spent on the following projects:

- Improvements to infrastructure at Openshaw Park (Phase 1) - £20,000
- Improvements to infrastructure at Clarence Park (Phase 1) - £17,486.80

Conditions

Therefore, conditions 10 and 11 should be amended to reflect the retail use and car parking and conditions 12 to 17 should be added in relation to a scheme for highway remedial works, a construction traffic management plan, measures to prevent mud from passing onto the highway, a delivery management plan, turning facilities and car parking.

10. The retail use (class A1) hereby permitted shall not be open to customers outside

the following times:

08.00 to 23.00 - daily

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies S2/5 – New Local Shopping Provision Outside Recognised Shopping Centres and S2/6 – Food and Drink of the Bury Unitary Development Plan.

11. The car/service vehicle parking indicated on approved plan references 1545-01 Revision E and 13-27- (Ground and First Floors) shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained at all times

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

12. Notwithstanding the details indicated on approved plan reference 1545-01 Revision E and 13-27- (Ground and First Floors), no development shall commence unless and until full details of the following have been submitted to and agreed with the Local Planning Authority:

- Proposals for the introduction of One-way Working and associated prohibition of waiting orders on Back Rochdale Road and the un-named side street linking Back Rochdale Road with Rochdale Road, to a scope to be agreed and incorporating all associated one-way, no entry and turn left signage in positions to be agreed, road markings and all necessary highway remedial works;
- In association with the above, a scheme of highway reconstruction/resurfacing works for the carriageways and footways on both sides of Back Rochdale Road in order to facilitate the proposed site access arrangements and implementation of the above orders, to a scope and specification to be agreed, incorporating the demarcation of the limits of the adopted highway, the widening/rationalisation of the footway on Back Rochdale Road and the un-named side street linking Back Rochdale Road with Rochdale Road where available to accommodate the proposed signage and all associated highway and highway drainage remedial works;
- Formation of heavy duty accesses onto Back Rochdale Road to serve the proposed car park and service yard areas;
- A scheme of highway remedial works on Rochdale Road and York Street to reinstate/repair the adopted footways abutting the proposed building as a result of the construction of the development and following removal/replacement of any affected existing edgings, incorporating the demarcation of the limits of the adopted highway and the widening/rationalisation of the footway on York Street between Rochdale Road and Back Rochdale Road;
- Foundation details for the proposed building confirming no encroachment under the adjacent adopted highways around the perimeter of the site;
- Confirmation of the position of all pedestrian accesses from the adopted highway, incorporating inward opening doors and revised arrangements at Unit D to ensure that the existing traffic signal control box will not restrict pedestrian access to this unit;
- In association with the above, confirmation of door threshold levels for all pedestrian accesses from the adopted highway to ensure that level/Building Regulations compliant pedestrian accesses can be provided at each unit/stairwell.

The details subsequently approved shall be implemented in full prior to the development hereby approved being brought into use/first occupied.

Reason. To ensure bus passenger facilities affected by the development are

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

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

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site or on land within the applicant's control of operatives' and construction vehicles;
- Method statement to cover the delivery and storage of materials and all works abutting the adopted highway, including the provision, where necessary of temporary pedestrian facilities/protection measures on the adopted highways abutting the site.

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

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

Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.

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

Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

15. No development shall commence unless and until a Delivery Management Plan has been submitted to and approved in writing by the Local Planning Authority, incorporating a restriction in size of all future service vehicles to approximately 3.5T in weight/5.35m in length or similar, that the proposed access arrangements and service areas have been designed for and as confirmed in the submitted Transport Statement dated November 2016. The Plan and measures subsequently approved shall be implemented before the development is brought into use/first occupied.

Reason. To ensure that the proposed vehicular access arrangements can adequately accommodate all future service vehicles which will visit the site, provision is made

within the curtilage of the site for the loading and unloading of these vehicles and to enable such vehicles to enter and leave the site in forward gear, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

16. The visibility splays and forward visibility envelope indicated on approved plan reference 1545-01 Revision E shall be implemented to the written satisfaction of the Local Planning Authority before the development is brought into use/first occupied and subsequently maintained free of obstruction above the height of 0.6m

Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

17. The turning facilities within the proposed car park and service yard areas indicated on approved plan references 1545-01 Revision E and 13-27- (Ground and First Floors) shall be provided before the dwellings are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

18. Prior to the commencement of the development hereby approved, a waste management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the building and shall be maintained thereafter.

Reason. To ensure that the development would maintain adequate facilities for the storage of waste, including recycling containers, in the interests of amenity and pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

Item:03 The Bridles, 2 Riders Gate, Bury, BL9 7RD Application No. 60808

Change of use of existing stable block to pet crematorium with incinerator

Publicity

Further objection received from Smethurst Hall House with the following issues raised:

- The proposal of a pet crematorium with incinerator is not in the interest of the local community and has strong opposition by residents. Planning Committees are held to ensure that communities can raise their views, and this community has strong views against the proposal;

- There have been 16 individual and lengthy objections with valid concerns, plus a petition with 44 signatures;
- The site is not an appropriate location - it is a densely populated residential location. Similar crematoriums are not established in residential areas - eg Pennine Pet Crematorium in Ashton under Lyne is 1.5 miles from the nearest property;
- The incinerator would release smoke and odour that would reduce the enjoyment of resident's properties. The manufacturer claims no smoke/odour produced yet a chimney stack calculation is required to disperse smoke, odour and pollution. It has been compared to the output of a wood burning stove but this 50kg/hr output would be dead animal carcass. the chimney stack at Crawshawbooth is 34 foot to 'disperse emissions';
- Local Government association state that planing decisions should contribute to healthier communities, reduced congestion and safer communities. This application achieves none and has potential to damage the health of residents;
- There are significant concerns in relation to pollution and health effects this pollution has the potential to cause;
- Monitoring results in 2014 from the Addfield PetCrem 200 executive summary of dry gas emissions lists the following known harmful chemicals in the incinerator emissions - arsenic, chromium, mercury, sulphur dioxide, carbon monoxide, hydrogen chloride and an extensive list of dioxins;
- With reference to EN7, the council will have regard to available scientific evidence. Research undertaken by the British Society of Ecological Medicine (2008) reports the following associated health conditions released from the Pet Incinerator - Arsenic - Lung cancer; Chromium - Lung cancer; mercury - learning difficulties/Autism/ADHD; Dioxins - Cancer of the oral/nasal cavity/lymphoma, birth defects, Liver cancer;
- The applicant argues this research is only pertinent to larger scale incineration. this is untrue and dioxins are known to be linked to several cancers even at low emissions. Friends of the Earth is a national expert on organisation on pollution and identifies chemicals and known health impacts which would be present in the PetCrem 200;
- The World Health Organisation has found an increase in respiratory illnesses in areas where there are incinerator emissions;
- Bury UDP EN7 objective 3 states to control development to limit the environmental impact of pollution and encourage improvement in air, water and land quality. Air pollution kills 40,000 people a year in the UK and 12,000 premature deaths were reported in 2013 due to nitrogen dioxide released by diesel vehicles. The incinerator would be operated by diesel up to 9 hours a day;
- There is no plan to monitor emissions due to the incinerator being classed as 'low capacity'
- There is an Association for Private Pet Cemeteries and Pet Crematorium's (APPCC) the applicant has raised no wishes to be part of this organisation which sets standards and codes of conduct to ensure monitoring and quality;
- There is no need for this type of development in Bury - there is an abundance of local pet crematoriums such as Manchester, Sale Crawshawbooth and Wigan;
- The area behind the site appears to be part of the Roch Valley Wildlife Corridor that extends to Jericho and Fairfield - a plan of the Wildlife Links and Corridors plan has been submitted as an appendices by the objector - and dioxins can enter the food chain;
- Policy EN6/4 states the Council will not permit development which could adversely affect wildlife corridors or adjacent to them. A pet incinerator would pose a significant risk to the wildlife Corridor and many breeding animals and their habitat. The applicant has taken no measures to mitigate the impact of the

incinerator and plan to fell at tree.

Response to objections

- The issues which have been raised with regards to health, pollution and emissions have been covered in the main officer report.
- The site is located in the Green Belt and is not in a densely populated area.
- The site is not located within the Wildlife Corridor as defined in the Bury UDP.
- The quote from the objector in relation to UDP Policy EN7 - Pollution Control stops short of what the policy actually says as it goes on to state that "...the Local Authority would seek advice from the relevant Pollution Control Authorities and the Environmental Services Officer". The operations of the business would be monitored by DEFRA and concerns from residents would be reported to the appropriate regulating authority which in this case would be DEFRA.
- A condition has been included which requires a landscaping scheme to be submitted for approval. the removal of the tree can therefore be mitigated by a future planting scheme.

Item:04 54 Ringley Road, Whitefield, Manchester, M45 7LL Application No. 60924
Demolition of existing dwelling and erection of 7no. flats

Publicity

2 letters have been received from Stand Unitarian Chapel and 52 Ringley Road, which have raised the following issues:

- The revised plans do not alter our basic objection to the development, which would result in an unnecessary and unwelcome increase in traffic and activity on what is an already unsafe section of Ringley Road.
- We note the revised plans, but would respond that there is nothing there to address our concerns and objections. All of our previous objections notified to you still stand.
- The previous scheme was rejected primarily due to bulk, massing and height issues and whilst the revised plans include some reduction in the width of the second and third floors, these reductions are not material. The proposed building extends significantly beyond the existing building line at the front and rear.
- Existing developments for flats have been built on much wider and more spacious plots. The nearest block of flats is some distance away and built on a corner plot - not between 2 houses.
- The streetscene plan is too simplistic to appreciate the totally overbearing nature of the proposed build. No 3D illustrations have been provided.
- The building is overwhelming and inappropriate for the plot.
- Only the ground floor of the existing building exceeds the building line, where as all floors of the proposed build exceed the front and rear of the existing dwellings.
- The report refers to the 45-degree rule and the fact that the front line is level with the garage at No 56. Our understanding of the 45 degree rule was that it was designed to ensure sufficient light on new development and not as a way of defeating objections as to the impact of overshadowing on the amenities of adjacent properties.
- Residents of the proposed build would overlook our front garden, back garden and into our home.
- The curved windows would allow views across the front gardens, which may be mitigated by the conifer trees. The trees are not shown to be retained. The report states that the views would not be significantly more adverse than the existing dwelling. We do not understand this point as we are not overlooked by the

- existing dwelling.
- The proposed build would block our light and air and the proposed build would be totally claustrophobic and oppressive.
- We are concerned about the potential impact of such a major build on the structural integrity of our dwelling.
- We believe that all 14 spaces will be used by residents of the flats, which leaves the issue of visitor parking.
- As the underground car park would be difficult to manoeuvre in and out of, we believe that residents will not use this car park.
- The car parking spaces at the front face our property and we will be disturbed by vehicles arriving/leaving at night in terms of headlights and noise.
- As the visitor parking will be used by residents, visitors will look for alternative parking. Ringley Road is narrow at this point and there are double yellow lines restricts on-street car parking.
- Question where are contractor vehicles to park - the site is just too small.
- If residents are to access the rear garden through the narrow passageway between ourselves and the proposed build, it would clearly impact upon our right to privacy.
- This scheme cannot be justified. The site is just not large enough for a building of this size and the traffic/parking issues cannot be ignored.

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

Consultation

Traffic Section - No objections, subject to the inclusion of conditions relating to access onto Ringley Road, a construction traffic management plan, measures to prevent mud from passing onto the highway, visibility splays, turning facilities and car parking.

Response to objectors

- The converse is that crossing the 45 degree line would render the development unacceptable.
- There would be a 1.8 metre high timber panel fence between the proposed development and the adjacent residential property and there would be 10.5 metres between the proposed car park and the front elevation of the adjacent property. Given the timber fence and the distance to the residential properties, it is considered that there would not be a significantly adverse impact upon the amenity of the neighbouring properties.
- Where the contractors would park would be dealt with by a construction traffic management plan condition.
- The maximum parking standards asks for 10.5 spaces and the proposed development would provide 14 spaces.
- The remaining issues have been addressed in the main report.

Conditions

Therefore, conditions 8 and 9 should be amended and conditions 10 - 17 should be added in relation to screens, landscaping, boundary treatments, access onto Ringley Road, a construction traffic management plan, measures to prevent mud from passing onto the highway, visibility splays, turning facilities and car parking:

8. Prior to the commencement of the development hereby approved, detailed drawings of the curved windows on the front elevation, at a scale of 1:20, shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented prior to first occupation of the building hereby

approved.

Reason: To ensure a satisfactory form of development and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

9. The car parking indicated on approved plan reference R-0345-01 Revision A shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained at all times.

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

10. Prior to the commencement of development, details relating to the proposed screens for all balconies/terraces shall be submitted to and approved in writing by the Local Planning Authority. The approved details only shall be implemented as part of the approved development.

Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

11. A landscaping scheme, including details of all boundary treatments, shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. It shall be implemented not later than 12 months from the date the building(s) is first occupied; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted to the written satisfaction of the Local Planning Authority.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

12. Notwithstanding the details indicated on approved plan references R-0345-01 Revision A, no development shall commence unless and until full details of the formation of the proposed 5.5m wide site access onto Ringley Road, incorporating the provision of a sliding gate set back a minimum of 5m from the adopted highway, relocation/replacement of the affected street lighting column and highway gully, reinstatement of the redundant access and reconstruction of the footway abutting the site, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works, have been submitted to and approved in writing by the Local Planning Authority. The details subsequently approved shall be implemented in full, to an agreed specification prior to the development hereby approved being occupied.

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

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

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

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

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

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design

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

Reason. - To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

15. The visibility splays indicated on approved plan reference R-0345-01 Revision A shall be implemented before the new access is brought into use/development first occupied and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design

16. The turning facilities indicated on approved plan reference R-0345-01 Revision A shall be provided before the development is first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design

17. The car parking indicated on approved plan reference R-0345-01 Revision A shall be surfaced, demarcated and made available for use prior to the development hereby

approved being occupied and thereafter maintained at all times.

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

Item:05 Lumb Carr Farm, Lumb Carr Road, Ramsbottom, Bury, BL8 4NH

Application No. 61015

Single storey extension at rear

Nothing further to report.

Item:06 Lumb Carr Farm, Lumb Carr Road, Ramsbottom, Bury, BL8 4NH

Application No. 61016

Listed building consent for single storey extension at rear

Nothing further to report.

Item:07 The Oddfellows House, 94 Manchester Road, Bury, BL9 0TH Application No. 61018

Change of use from mixed use development to create 5 no. self-contained flats; refurbishment of Oddfellows meeting house and erection of 2 no. semi-detached dwellings

Nothing further to report

Item:08 45 Bury Old Road, Prestwich, Manchester, M25 0EY Application No. 61022

Extension and change of use to existing dwelling to form a mixed use comprising first floor self contained flat (Class C3) with post graduate study centre on ground floor (Class D1); Formation of new vehicular access from Kings Road.

Correction.

It is stated in the Issues section that 'The applicant is investigating the possible shared use of the car park at the Jewish Cultural Centre on the corner of Bury Old Road and Park Road, just over **300mm** away to the south east'....this should read **300m**.

Additional information from Applicant.

In addition to the information setting out the daily study schedule, at the end of the main report, the applicant has also supplied a letter from the Manchester Jewish Community Centre, Bury Old Road stating that the community centre has agreed to allow students of the proposed study centre to use the car park on a permanent basis. A copy of this letter is attached.

The applicant has also submitted a further letter, from the Beis Hamedrash Shaarei Tefillah Synagogue at 76 Bury New Road. This states that the study centre has been using the synagogue for the past two years without causing parking issues. It states that students who don't walk use a car pool system. This letter is also attached.

No other information has been received.

**Item:09 Garden at side of 3 Wentworth Avenue, Whitefield, Manchester, M45 7GQ
Application No. 61056**

Residential development of 1 no. bungalow

Nothing further to report

**Item:10 Garden at side of 29 Ludlow Avenue, Whitefield, Manchester, M45 6TD
Application No. 61089**

Erection of detached dwelling

Amended condition

8. The car parking arrangements indicated on approved plan reference 'Sheet 5' Revision 1, incorporating the provision of a new footway crossing, all associated footway remedial works and the 5.7m long hardstanding measured from the back of the adopted highway, shall be surfaced and made available for use to the written satisfaction of the Local Planning Authority prior to the dwelling hereby approved being occupied and thereafter maintained at all times.

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

Additional Condition

9. Prior to commencement of development full details of the proposed boundary treatment, including the height of fence panels, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented in full and maintained in situ thereafter.

Reason. In order to maintain visibility into and out of the site and adjacent footway in the interests of pedestrian safety and pursuant to UDP Policy HT2/6 Pedestrian/Vehicular Conflict.

Item:11 449A Bury New Road, Prestwich, Manchester, M25 1AF Application No. 61159

Change of use of ground floor from cafe (Class A3) to cafe/wine bar (Class A3/A4)

Consultation.

Greater Manchester Police - No objection. Doors and fittings should be certified by Secure by Design.

Additional comments.

The objector has written to confirm that the bedroom to the flat above the barber's shop is at the front, adjacent to the shared boundary with the site. This can be seen on the photos in the main report.

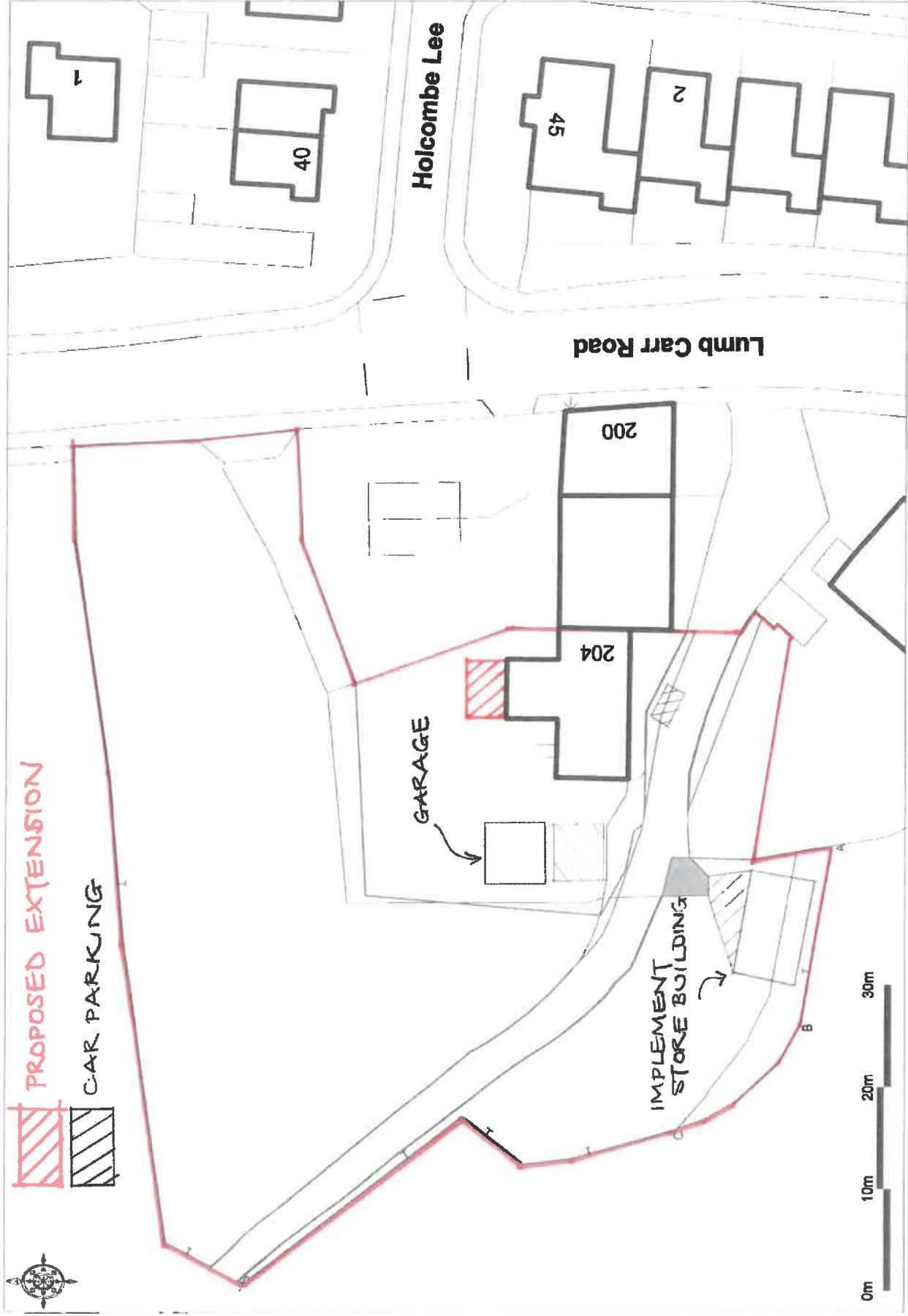
Additional Condition -

A condition requiring details of refuse collection and recycling arrangements is considered to be appropriate.

Prior to the use hereby approved commencing, full details of refuse storage facilities and arrangements for refuse collection and recycling shall be submitted for approval in writing by the Local Planning Authority. The approved details shall be implemented

in full and shall thereafter remain available at all times.

Reason. In order to ensure that the development would maintain adequate facilities for the storage, collection and recycling of waste in the interests of amenity and pursuant to the following Unitary Development Plan Policies: EC4/1 Small Businesses, S2/6 Food and Drink.



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P Wilson and Company, Burlington House, 10-11 Ribblesdale Place, Preston, PR1 3NA.

61015 + 61016

6.10.22
MANCHESTER JEWISH COMMUNITY CENTRE

JUBILEE SCHOOL

BURY OLD RD

MANCHESTER

REGISTERED CHARITY

To whom it may concern

On behalf of the Trustees of the Manchester Jewish Community Centre charity, I am writing to confirm that I am in agreement to let Post Graduate Students of the proposed Study Centre, at 45 Bury Old Road, use the existing extensive car parking facilities on a permanent basis for their needs at our premises.

Our premises are 3 minutes walk away from the study centre



Brian White

Chair of Trustees

17 March 2017

Beis Hamedrash

All correspondence to:
26 Richmond Ave,
Manchester M25 0LZ.
Tel: 0161-798 8873



Shaarei Tefillah

76 Bury New Road,
Sedgley Park, Manchester M25

Friday, 17 March 2017

Re: Heichal Hatorah Institute

To whom it may concern:

This is to confirm that over the past couple of years that the post graduate centre has been using our premises, there has never been an issue with parking. This is simply because the majority of the post graduates live locally, and those who do not, car pool and therefore arrive altogether in one vehicle.

Yours sincerely

(Rabbi) M Segal