

<b>Title</b>	<b>Planning Applications</b>
<b>To:</b>	<b>Planning Control Committee</b>
<b>On:</b>	<b>25 April 2017</b>
<b>By:</b>	<b>Development Manager</b>
<b>Status:</b>	<b>For Publication</b>

### Executive Summary

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

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

### This report has the following implications

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

**Policy:** Identified in each case.

**Resources:** Not generally applicable.

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

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

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

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

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

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

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

## **Development Manager**

### **Background Documents**

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

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

**01**      **Township Forum - Ward:** Prestwich - St Mary's      **App No.**      60904

**Location:**              Former Viridor Waste Transfer Site, off Buckley Lane, Prestwich, Manchester, M25 3HR

**Proposal:**              Residential development of 4 no. dwellings

**Recommendation:**    Approve with Conditions

**Site Visit:**              Y

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**02**      **Township Forum - Ward:** Whitefield + Unsworth - Pilkington Park      **App No.**      60924

**Location:**              54 Ringley Road, Whitefield, Manchester, M45 7LL

**Proposal:**              Demolition of existing dwelling and erection of 7no. flats

**Recommendation:**    Approve with Conditions

**Site Visit:**              Y

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**03**      **Township Forum - Ward:** Prestwich - St Mary's      **App No.**      61218

**Location:**              26,30,34,38,42 Chapel Road, Prestwich, Manchester, M25 9SR

**Proposal:**              Change of use of 5 no. existing ground floor shops to 5 no. two bedroom flats

**Recommendation:**    Approve with Conditions

**Site Visit:**              N

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**04**      **Township Forum - Ward:** Whitefield + Unsworth - Besses      **App No.**      61267

**Location:**              Whitefield Housing Surgery, Albert Place, Whitefield, Manchester, M45 8NE

**Proposal:**              Change of use from offices to nursery with conservatory at rear

**Recommendation:**    Approve with Conditions

**Site Visit:**              N

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

Item 01

**Applicant:** Mr Martin Slack

**Location:** Former Viridor Waste Transfer Site, off Buckley Lane, Prestwich, Manchester, M25 3HR

**Proposal:** Residential development of 4 no. dwellings

**Application Ref:** 60904/Full

**Target Date:** 20/03/2017

**Recommendation:** Approve with Conditions

**The Head of Development Management has arranged a site visit for this item**

### **Description**

The application relates to a former household waste recycling site at Drinkwater Park Prestwich. It is a previously developed brownfield site within the Green Belt. It is located within a secluded woodland area adjacent to Drinkwater Park. The site is accessed from the private road linking onto Buckley Lane, to the north. There are a number of houses on Buckley Lane. A Public Right of Way (No.13) runs from Buckley Road through the site. The southern edge of St. Marys Conservation Area abuts the boundary with the access road into the site.

The site, measuring 0.39ha and comprises a road looping around a raised concrete area previously used to load waste onto waste skips. The associated portacabins and other structures have been removed from site.

The proposals state that the layout and design takes account of the site, views out onto surrounding land and its orientation in relation to the sun's path. The layout also takes reference from the layout of the recycling centre and the saw-tooth profile of the existing retaining walls.

The proposed houses are two storey in height and would have a flat roof contemporary design that reflects the use of the site and its 'utilitarian character'. The form of each house is a simple block with concrete and steel infill cladding panels with punched openings to provide interest and articulation to the elevations. Each house would have a garaging for two cars and gardens to the front and rear.

The existing barrier at the end of Buckley Lane would be removed and the access track resurfaced/upgraded where necessary.

A number of the self-seeded trees would be removed and others cut back to allow for the development. Trees would be replanted around the site and native hedging would be introduced along the access road as part of the landscaping scheme.

A contaminated land Desk Study has also been submitted and concludes that the site, due to past industrial and commercial activity, has potentially been contaminated and needs investigation and appropriate remedial works.

### **Relevant Planning History**

Pre-application enquiry

### **Publicity**

Press notice in Prestwich and Whitefield Guide 02/02/17. Site Notice posted 25/01/16. The following neighbours were notified by letter dated 23/01/17. Woodlands, Nos.1 - 7 Buckley Lane.

Two representation from the residents at 1 and 4 Buckley Lane. Concerns are summarised below:

- Increase in traffic, which is currently unmanaged.
- Has a recent survey been done to assess the amount of methane still within the underlying substrate?
- Impact on surrounding wildlife and nature.
- Construction works may risk spread of Japanese Knotweed and Himalayan Balsam.
- The space at the end of Buckley Lane is used by walkers/park users for parking cars. Opening up the road would reduce parking.
- There is no provision within the plans to improve the access road and HGV's would cause further damage.
- Resurfacing/widening the road should be considered.

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

### **Consultations**

**Traffic Section** - No objection.

**Drainage Section** - No objection.

**Environmental Health** - No objection.

**Public Rights of Way Officer** - No objection.

**Environment Agency** - No objection.

**United Utilities** - No objection.

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

**Minerals and Waste Planning Unit** - No objection.

**The Forestry Commission** - No objection.

**Fire Protection** - No objection.

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

EN2/1 Character of Conservation Areas

EN2/2 Conservation Area Control

EN6/4 Wildlife Links and Corridors

OL1/2 New Buildings in the Green Belt

OL5/2 Development in River Valleys

EN1/1 Visual Amenity

EN1/3 Landscaping Provision

EN5/1 New Development and Flood Risk

EN7 Pollution Control

EN7/4 Groundwater Protection

EN8 Woodland and Trees

EC2 Existing Industrial Areas and Premises

H1/2 Further Housing Development

H2/1 The Form of New Residential Development

H2/2 The Layout of New Residential Development

HT2/4 Car Parking and New Development

HT6/2 Pedestrian/Vehicular Conflict

RT3/4 Recreational Routes

SPD16 Design and Layout of New Development in Bury

SPD14 Employment Land and Premises

SPD8 DC Policy Guidance Note 8 - New Buildings in the Green Belt

NPPF National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning

considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

UDP Policy OL1/2 - New Buildings in the Green Belt states that construction of new buildings inside the Green Belt is inappropriate development, unless it is for one or more of the following purposes:

- a) agriculture and forestry (except where permitted development rights have been withdrawn);
- b) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of Green Belt and which do not conflict with the purposes of including land in it;
- c) limited extension, alteration or replacement of existing dwellings, provided that this would not result in disproportionate additions over and above the size of the original dwelling, or, in the case of replacement of existing dwellings, the new dwelling is not materially larger than the one it replaces;
- d) limited infilling in existing villages as set out under Policy OL1/3.

Proposals for buildings not falling into one of the above categories, ((a) to (d) in Policy OL1/2), is inappropriate development and is, by definition, harmful to the Green Belt. Any development proposal considered to be inappropriate development will only be permitted in very special circumstances. Very special circumstances to justify inappropriate development will not exist unless the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

H1/2 - Further Housing Development sets out various factors in assessing proposals for housing development on sites not identified on the Proposals Map:

- a) the need to direct development towards the urban area;
- b) the availability of infrastructure;
- c) the need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration;
- d) the suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses;
- e) other policies and proposals of the Plan.

H2/1 - The Form of New Residential Development sets out criteria to be considered when assessing proposals:

- a) the height and roof type of adjacent buildings;
- b) the impact of developments on residential amenity;
- c) the density and character of the surrounding area;
- d) the position and proximity of neighbouring properties;
- e) the materials to be used in proposed developments, especially their colour and texture.

H2/2 - The Layout of New Residential Development. Factors to be considered when assessing proposals will include:

- a) car parking provision;
- b) access for both vehicles and pedestrians, and provision for public transport;
- c) the possible need for traffic calming measures;
- d) density;
- e) space about and between dwellings;
- f) landscaping and screening;
- g) protection/provision of trees and hedgerows;
- h) open space/children's play areas;
- i) design for safety and security;
- j) access/facilities for the disabled;
- k) the existence of any public rights of way.

NPPF - The proposal relates to a number of issues addressed in the NPPF. Paragraph 109 states that the planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being

put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution. Paragraph 120 states that local policies and decisions should ensure that new development is appropriate for its location, having regard to the effects of pollution on health or the natural environment, taking account of the potential sensitivity of the area or proposed development to adverse effects from pollution.

The NPPF also sets out the national considerations of development within the Green Belt. These are considered in detail below.

**Principle** - Having operated as a household waste recycling station since the 1990s, the site is classed as brownfield land within the Green Belt. Although there is a presumption in favour of development within the NPPF, the principle of development of the site within the Green Belt needs to be considered against the criteria listed in paragraphs 89 and 90 of the NPPF.

This proposal would involve the partial or complete redevelopment of a previously developed site whether it is currently redundant or in continuing use. Paragraph 89 of the NPPF states that the construction of new buildings in the Green Belt is inappropriate although lists a number of exceptions, one of which relates to the complete redevelopment of previously developed sites whether redundant or in continuing use, provided that it would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

Should this not be possible, then the proposals would be viewed as inappropriate development in the Green Belt and a case for 'Very Special Circumstances' would need to be made which would clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm.

It is viewed that the redevelopment of this previously developed site would have a marginally greater impact on the openness of the Green Belt than the existing development due to the height and massing of the new dwellings when compared to the previous waste transfer facility and its associated structures. Consequently the proposal is judged to be inappropriate development under Paragraph 89 of the NPPF.

A recent case law decision in *Boot v Elmbridge BC* highlighted the importance of the impact on openness of the Green Belt and finds that Paragraph 89 requires the openness of the Green Belt to be preserved. As such, proposals should adequately demonstrate that the openness of the Green Belt is preserved, and if there is even a limited impact on openness this will fail the test and would make the proposal inappropriate development.

**Very Special Circumstances (VSC)** - Paragraph 87 of the NPPF sets out that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.

The applicant recognises that the visual impact of the development would have a detrimental impact, albeit limited, on openness and has submitted a case for Very Special Circumstances. These include:

- The redevelopment of a previously-developed site meets one of the five purposes of including land in Green Belt relating to assisting in urban regeneration by encouraging the recycling of derelict and other urban land under Paragraph 80 of the NPPF;
- Allows for the enhancement of the beneficial use of Green Belt by improving damaged and derelict land and providing access, therefore according with Paragraph 81 of the NPPF;
- Limited residential development of a brownfield site is preferable to that of the fallback position of the consented B2 general industrial use which together with associated impacts of large commercial vehicles using the site would be to the detriment of the wider use of the area for recreation.

In consideration, the issue is whether the reasons when taken individually or collectively outweigh the potential harm to the Green Belt by reason of inappropriateness and as such form VSC to meet Paragraph 88 of the NPPF.

The site is an established industrial/ commercial site within the Green Belt and adjacent to Drinkwater Park. As such there is a possibility that the re-establishment of a similar use, with the associated HGV and other traffic, could be carried out to the serious detriment of both the Green Belt, Drinkwater Park, the local road network and the existing Public Right of Way running through the site. Developing the site for residential would be a realistic and viable alternative to the continued industrial use and would generate a more sympathetic form of development on the site.

The proposal would result in the recycling of a derelict brownfield site within the Green Belt and represent an opportunity to improve the land which is populated by invasive species including Himalayan Balsam and is also likely to be contaminated by its previous use as a waste recycling centre. The decontamination of the site has particular importance given it is located in a sensitive environmental location above secondary aquifers and in close proximity to the River Irwell.

The development would also allow the existing road, and Public Right of way to be upgraded to the benefit of the public.

By allowing the redevelopment of the site for a minor housing development with associated landscaping, it would result in the protection and enhancement of the existing Green Belt by the removal of unsightly structures, decontamination, enhancement of the immediate landscape and the improvement of damaged and derelict land.

The proposed dwellings, which have been reduced in height from the original submission to two storeys in height from three, would remain to be well screened within the surrounding Green Belt by existing, relatively dense areas of trees and woodland. Given that this site would remain extensively surrounded by woodland, the development would have a very limited impact on the openness of the wider Green Belt.

The very special circumstances presented in the application have different degrees of significance but together, are in line with guidance in the NPPF (paragraph 81) and form a coherent and persuasive argument for approving the proposal.

**Visual amenity, character and openness of the Green Belt and River Valley** - The proposal, whilst having a marginally greater impact on the openness of the surrounding Green Belt than the previous use in terms of the volume of buildings, it would be considered acceptable given reduction in traffic, the remedial works required on the site and the relatively modest nature of the development, is considered acceptable and complies with the NPPF, guidance and UDP Policies OL1/2, H2/1, H2/2, EN1/1 and EN1/2 with regard to the visual amenity and streetscape.

Policy OL5/2 on Development in River Valleys requires development within Green Belt to satisfy Green Belt policy, and states that new buildings or change of use of land will not be permitted, except where the development would not lead to the division of the open parts of valleys into sections.

It is viewed that Green Belt policy has been satisfied, as set out above. The development of four dwellings and the access road is on existing previously-developed land forming the previous waste transfer site and does not encroach onto other areas of the River Valley. Therefore there is no loss or division of river valley land caused by this development thereby complying with Policy OL5/2.

**Design and Layout** - The design and layout philosophy of the scheme, with its contemporary and utilitarian approach, reflects in part the layout and construction of the



former waste transfer site with its staggered concrete footprint plinth / metal loading and unloading bays along one side. The new houses are similarly stepped along the access road which also allows a significant area behind to be more integrated into the surrounding Green Belt area through enhanced landscaping and tree planting. Furthermore the removal of 'permitted development' rights by an appropriate condition would allow the Local Planning Authority to retain control over any future alterations and extensions, should approval be granted in what is a sensitive Green Belt location thereby to ensure that the openness considerations are maintained.

Given the careful design and layout considerations within the proposal it is considered that the approach taken by the applicant is correct and appropriate on this site and would comply with UDP Policies including EN1/1 Visual Amenity and H2/1 and H2/2 relating to the design and layout of new housing, together with guidance in SPD16 relating to design standards in Bury.

**Residential amenity** - Given the nature of the proposal and the location of the houses within the plot in relation to the surrounding uses, there would be no residential amenity issues arising. As such the proposal is acceptable and complies with UDP Policies H2/1 and H2/2 relating to the form and layout of residential development in relation to residential amenity.

**Traffic** - The improvements to the existing access road would comprise removing the existing barrier, removing the graffiti on the wall, resurfacing the road, introducing traffic calming and creating a new pedestrian footpath one side and planting a native hedge along the other side. These works would benefit the existing Public Right of Way and improve facilities for both vehicles and pedestrians accessing the development.

Whilst the removal of the barrier would reduce informal parking at the end of Buckley Lane, this would be minimal. With regard to concerns about increased traffic flow, the proposed light traffic generated by the proposed development would be a significant improvement over the previous traffic generated by the lawful use as a waste transfer site. The HGV's generated by the initial construction phase are unavoidable and controlled by other legislation - Environmental Health and Health and safety, which would be temporary in terms of disruption.

Each dwelling would have at least two parking spaces with two of the houses having 3-4 spaces and there would be a turning head at the end of the access road. The parking provision is considered adequate and complies with UDP Policies H2/2 The Layout of New Residential Development, HT2/4 Car Parking and New Development and SPD guidance note 11 Parking Standards in Bury.

**Ecology** - An Ecological Appraisal has been submitted and confirms that the site has relatively low ecological value and the proposal would pose no significant harm to protected species. However large quantities of invasive Himalayan Balsam require clearing and an appropriate condition would require this to be carried out.

**Contamination** - The contaminated land Desk Study, submitted with the application concludes that the site, due to past industrial and commercial activity, has potentially been contaminated and needs further investigation and appropriate remedial works. An appropriate condition, requiring further investigative reports to be submitted prior to commencement and where necessary suitable mitigation measures carried out, also prior to commencement.

**Representations** - The concerns raised by objectors have been addressed in the above report.

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

The Local Planning Authority worked positively and proactively with the applicant to identify

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

**Recommendation:** Approve with Conditions

### Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered TRI-1444-01, 02, 03, R-0361-SLP, 01/E, 02A, 06A, 07A, 5225.01 708.1A, 2B,  
The development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of the materials to be used in the external elevations, walls, boundary treatment and areas of hardstanding, 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 the NPPF Section 7 and UDP Policy EN1/1 Visual Amenity.
4. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.  
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.
5. No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:
  1. A preliminary risk assessment which has identified:
    - all previous uses
    - potential contaminants associated with those uses
    - a conceptual model of the site indicating sources, pathways and receptors
    - potentially unacceptable risks arising from contamination at the site.
  2. A site investigation scheme, based on the risk assessment to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
  3. The results of the site investigation and the detailed risk assessment and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.Any changes to these components require the express written consent of the

Local Planning Authority. The scheme shall be implemented as approved.  
Reason. Details have not been submitted and in the interests of Pollution control pursuant to the NPPF Section 11 and UDP Policy EN7 Pollution Control.

6. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.  
Reason. In order to protect groundwater pursuant to the NPPF Section 11 and UDP Policy EN7 Pollution Control.
7. No infiltration of surface water drainage into the ground where land contamination is suspected or known to be present in adverse concentrations is permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.  
Reason. Details have not been submitted and in the interests of pollution control pursuant to the NPPF Section 11 and UDP Policy EN7 Pollution Control.
8. No occupation of any part of the permitted development shall take place until a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a “long-term monitoring and maintenance plan”) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.  
Reason. Details have not been submitted and in the interests of pollution control pursuant to the NPPF Section 11 and UDP Policy EN7 Pollution Control.
9. A landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. It shall be implemented not later than 12 months from the date the building are 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 EN1/1 Visual Amenity and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
10. No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed (*Fallonica Japonica*, *Rouse Decraene*, *Polygonum Cuspidatum*) and Himalayan Balsam (*Impatiens Glandulifera*) is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.  
Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam and in the interests of the natural environment pursuant to UDP Policy EN9 Landscape and the NPPF Section 11.
11. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist

has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Reason. In order to protect birds pursuant to the NPPF Section 25 and UDP Policy EN6/4 Wildlife Links and Corridors.

12. Development shall not commence until details of foul and surface water drainage aspects have been submitted to and approved in writing by the Local Planning Authority. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution.

Reason. Insufficient details have been provided and to ensure the proposed drainage scheme is appropriate and complies with UDP Policies EN5/1 New Development and Flood Risk and EN7/5 Waste Water Management.

13. No development shall commence unless and until full details of the provision following have been submitted to and approved by the Local Planning Authority:
- proposals to install residential sprinkler systems to BS 9251:2005 or equivalent standard, or other measures as required by the Greater Manchester Fire and Rescue Service to overcome the site's emergency access deficiencies;
  - access road a minimum width of 4.5m and capable of carrying 12.5 tonnes;
  - a turning circle, hammerhead, or other turning point for fire appliances within the curtilage of the site;
  - a suitable fire hydrant positioned within 165m of the furthest dwelling.

The details subsequently approved shall be implemented to the written satisfaction of the Local Planning Authority before the dwelling is first occupied.

Reason. In the interests of fire safety pursuant to the NPPF Section 8 and UDP Policy H2/2 The Layout of New Residential Development.

14. 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:

- Access route for construction traffic from the highway network;
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site or on land within the applicant's control of operatives' and construction vehicles together with storage on site of construction materials.
- 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 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 NPPF Section 8 and UDP Policy HT2 Highway Network.

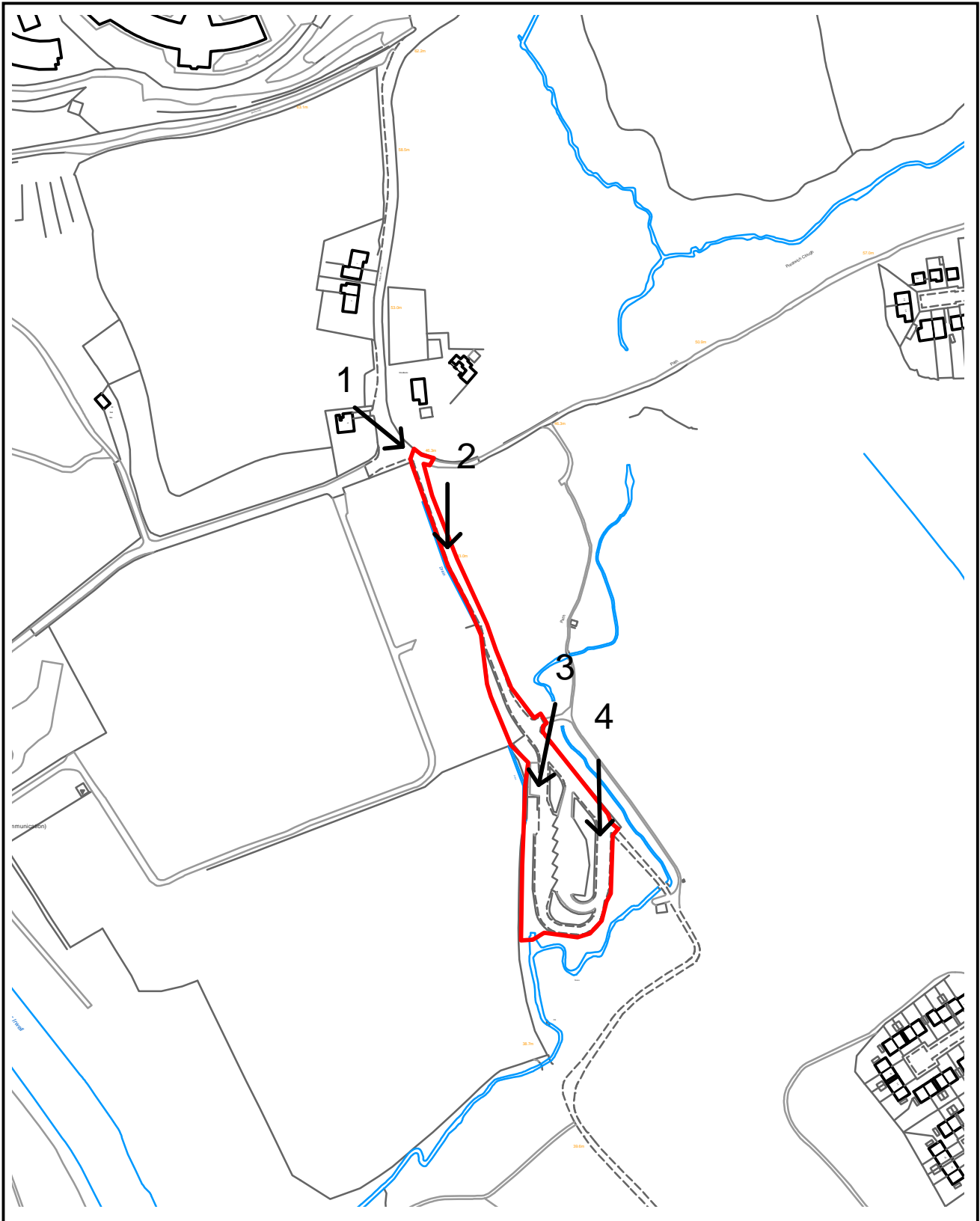
15. The access road improvements detailed on approved plan references R-0361-01 Revision E and R-0361-02/A shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied.

Reason. To ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety pursuant to NPPF Section 7 and UDP Policy H2/2 The Layout of New Residential Development.

16. The various turning facilities indicated on approved plan reference R-0361-01 Revision D 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 NPPF Section 7 and UDP Policy H2/2 The Layout of New Residential Development.
  
17. The car parking indicated on approved plan reference R-0361-01 Revision D shall be surfaced with a permeable material, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained.  
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to NPPF Section 7 and UDP Policy H2/2 The Layout of New Residential Development.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 60904**

**ADDRESS: Former Viridor waste transfer station,  
Buckley Lane, Prestwich**

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL



60904

Photo 1



Photo 2





Photo 3



Photo 4







ALL WORKS TO THE LAND IN OWNERSHIP OF BURY COUNCIL TO BE AGREED IN WRITING WITH THE COUNCIL PRIOR TO ANY WORKS ON SITE.

- KEY**
- - - - - SITE BOUNDARY
  - + 39.00 PROPOSED LEVELS
  - + 38.00 EXISTING LEVELS
  - + 41.65 TOF PROPOSED LEVELS TO TOP OF WALL
  - + 43.15 TOF PROPOSED LEVELS TO TOP OF FENCE
  - [Pattern] PERMEABLE ASPHALT PAVING
  - [Pattern] OVERGROWN VEGETATION TO BE REMOVED
  - [Pattern] OVERGROWN VEGETATION TO BE TRIMMED BACK
  - [Line] NEW THICK FENCE AT 1000mm HIGH
  - [Line] EXISTING BRICK WALL TO BE REINFORCED TO HEIGHT TO 800mm HIGH WITH NEW STONE COPING
  - [Line] NEW BRICK WALL TO BE CONSTRUCTED AT 1000mm HIGH WITH STONE COPING
  - [Line] NEW NATIVE HEDGE

- ABBREVIATIONS**
- Cn GABLE HEIGHT
  - CL COVER LEVEL
  - GP GATE POST
  - GR GRASS
  - WFC WOODEN FENCE COVER
  - WFL WOODEN FENCE LEVEL
  - WMP WOODEN POST
  - SP SIGN POST
  - TF TOP OF FENCE
  - TELEGRAM-POLE TOP OF WALL
  - WV WATER VALVE

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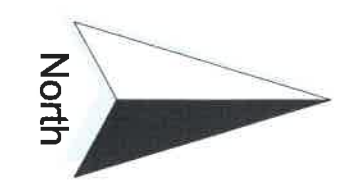
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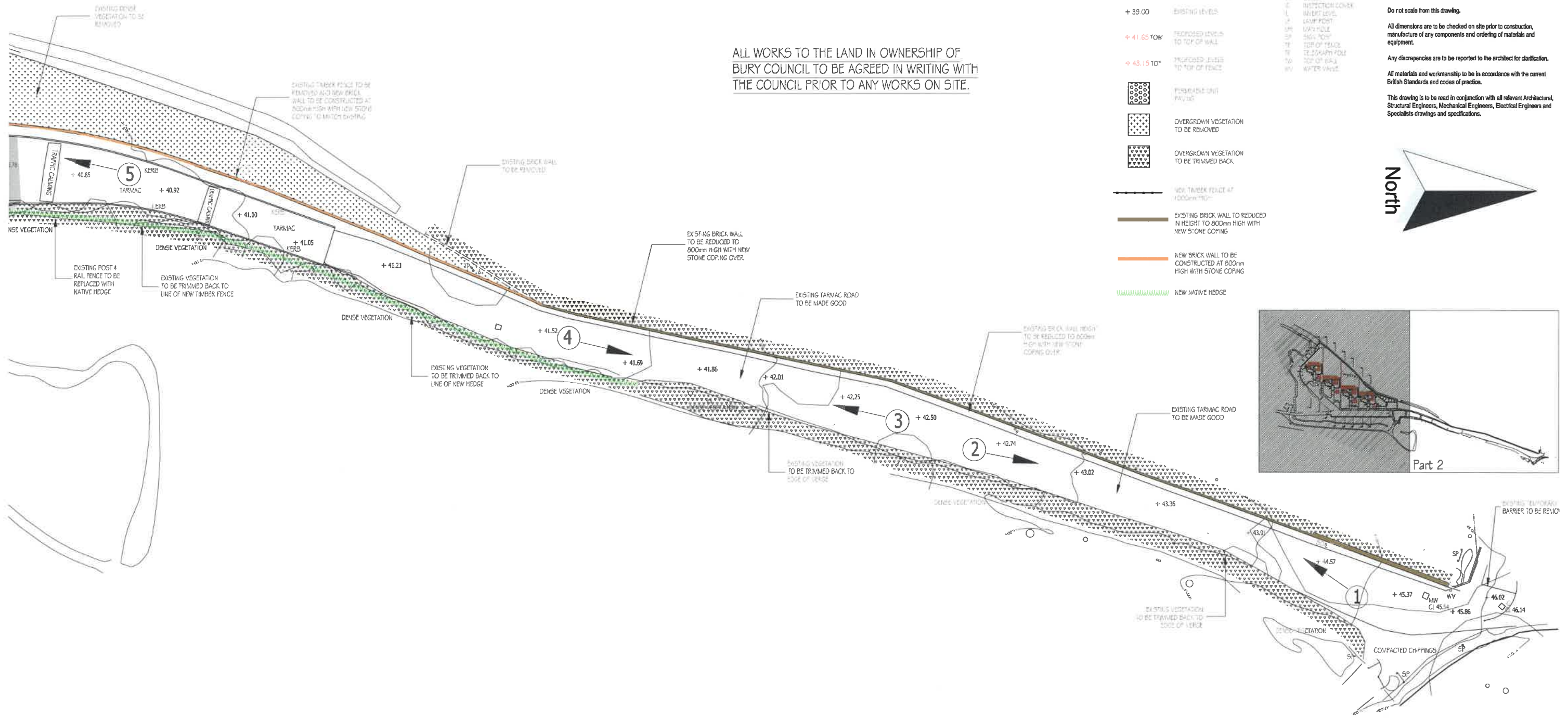
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E	Existing brick fence to be removed and replaced with native hedge.	AL	13/06/17
D	Increase depth of drive to property D.	AL	15/09/16
REV	DESCRIPTION	CHECK	DATE
CLIENT	MARTIN SLACK		
PROJECT	Proposed Development, Drinkwater Park, Prestwich, M25 3HR		
DRAWING	Proposed Site Layout Part 1		
SCALE	DATE	DRAWN	CHECKED
1:200 @ A1	July 2016	AL	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0361-01		E	

Proposed Site Plan Part 1





ALL WORKS TO THE LAND IN OWNERSHIP OF BURY COUNCIL TO BE AGREED IN WRITING WITH THE COUNCIL PRIOR TO ANY WORKS ON SITE.

- KEY**
- SITE BOUNDARY
  - - - PROPOSED LEVELS
  - - - EXISTING LEVELS
  - - - PROPOSED LEVELS TO TOP OF WALL
  - - - PROPOSED LEVELS TO TOP OF FENCE
  - [Pattern] PERMEABLE UNIT PAVING
  - [Pattern] OVERGROWN VEGETATION TO BE REMOVED
  - [Pattern] OVERGROWN VEGETATION TO BE TRIMMED BACK
  - NEW TIMBER FENCE AT 1000mm HIGH
  - EXISTING BRICK WALL TO BE REDUCED IN HEIGHT TO 800mm HIGH WITH NEW STONE COPING
  - NEW BRICK WALL TO BE CONSTRUCTED AT 800mm HIGH WITH STONE COPING
  - [Pattern] NEW NATIVE HEDGE

- ABBREVIATIONS**
- CH CABLE CHANNEL
  - CL CONC LEVEL
  - CP GATE POST
  - CU GULLY
  - CC INJECTION COVER
  - EL ELEVATION
  - EP LAMP POST
  - EM MAN HOLE
  - SP SIGN POST
  - TF TOP OF FENCE
  - TE TELEGRAPH POLE
  - TOF TOP OF WALL
  - WV WATER WAVE

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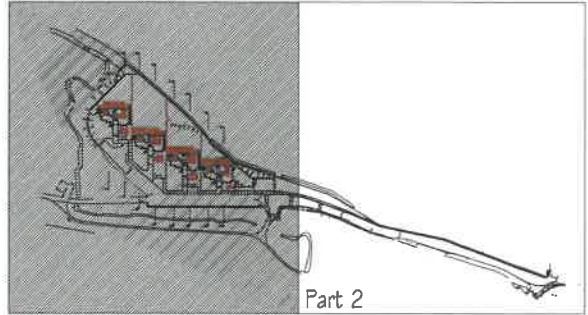
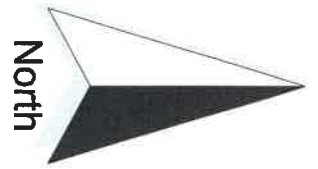
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REV	DESCRIPTION	CHECK	DATE
A	Existing timber fence to be removed and replaced with native hedge.	AL	12/04/17

CLIENT  
**MARTIN SLACK**

PROJECT  
**Proposed Development, Drinkwater Park, Prestwich, M25 3HR**

DRAWING  
**Proposed Site Layout Part 2**

SCALE	DATE	DRAWN	CHECKED
1:200 @ A1	July 2016	AL	

DRAWING NO.	CAD REFERENCE NO.	REVISION
R-0361-02		A



Proposed Site Plan Part 2

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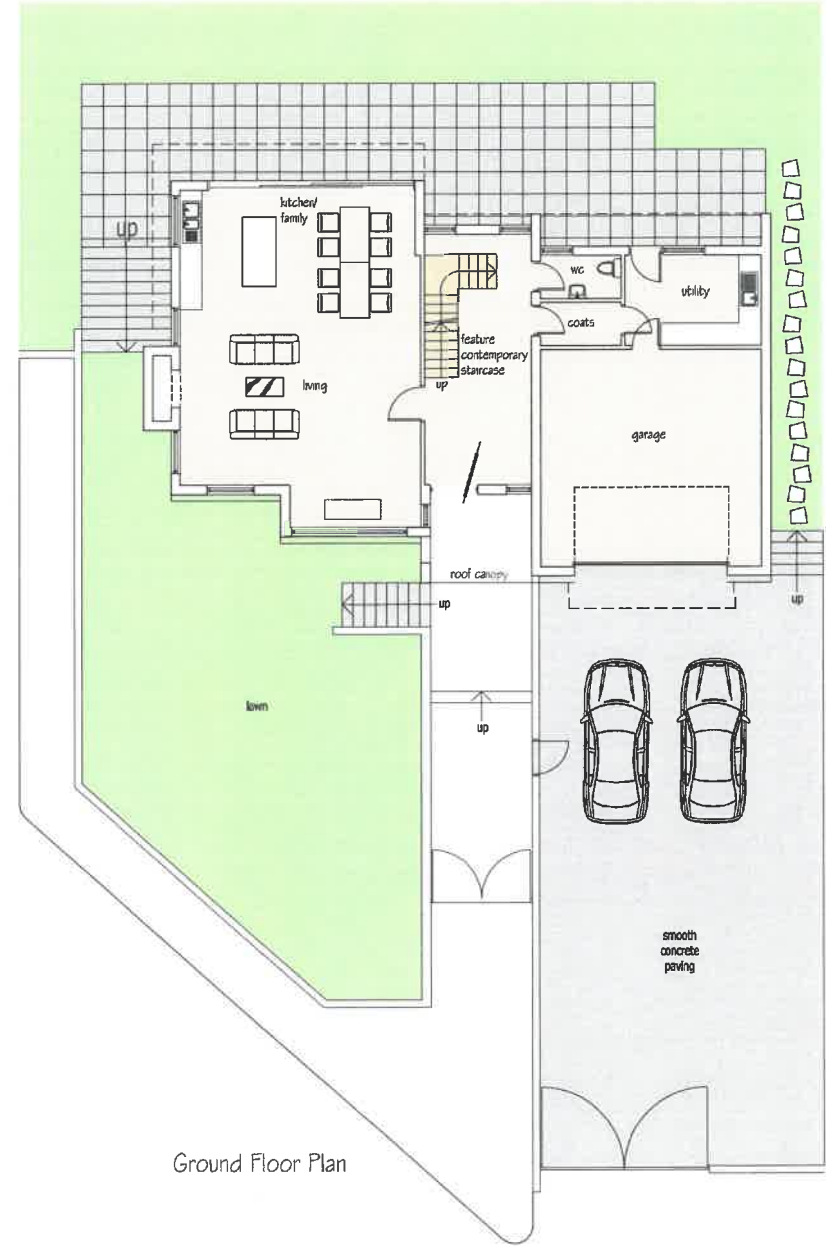
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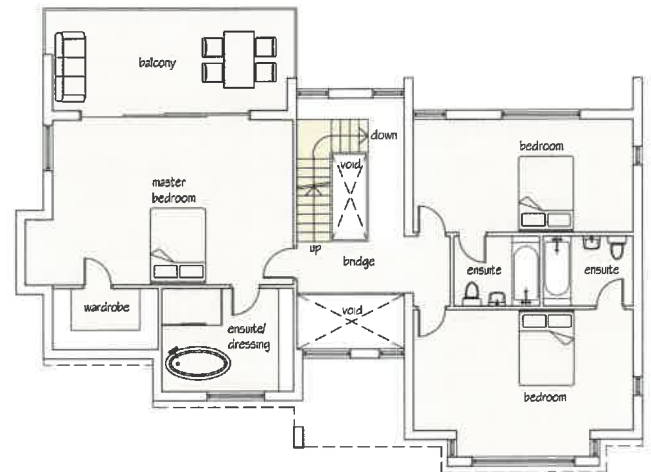
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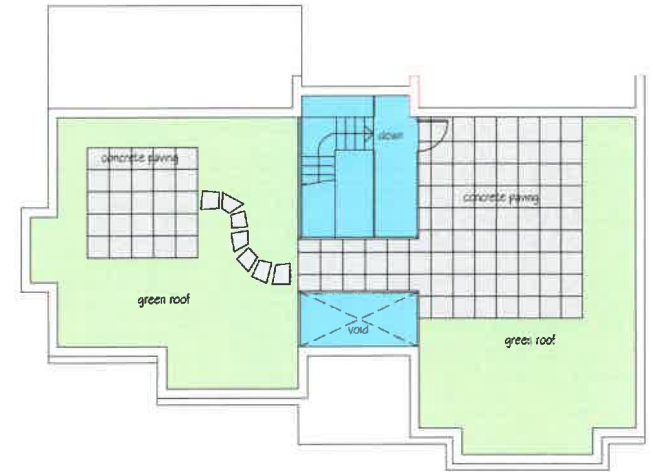
This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.



Ground Floor Plan



First Floor Plan



Roof Plan

A Second floor omitted. AL 10/04/17

REV DESCRIPTION CHECK DATE

CLIENT  
MARTIN SLACK

PROJECT  
Proposed Development, Drinkwater Park,  
Prestwich, M25 3HR

DRAWING  
Proposed Floor Plans

SCALE	DATE	DRAWN	CHECKED
1:100 @ A1	July 2016	AL	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0361-06		A	



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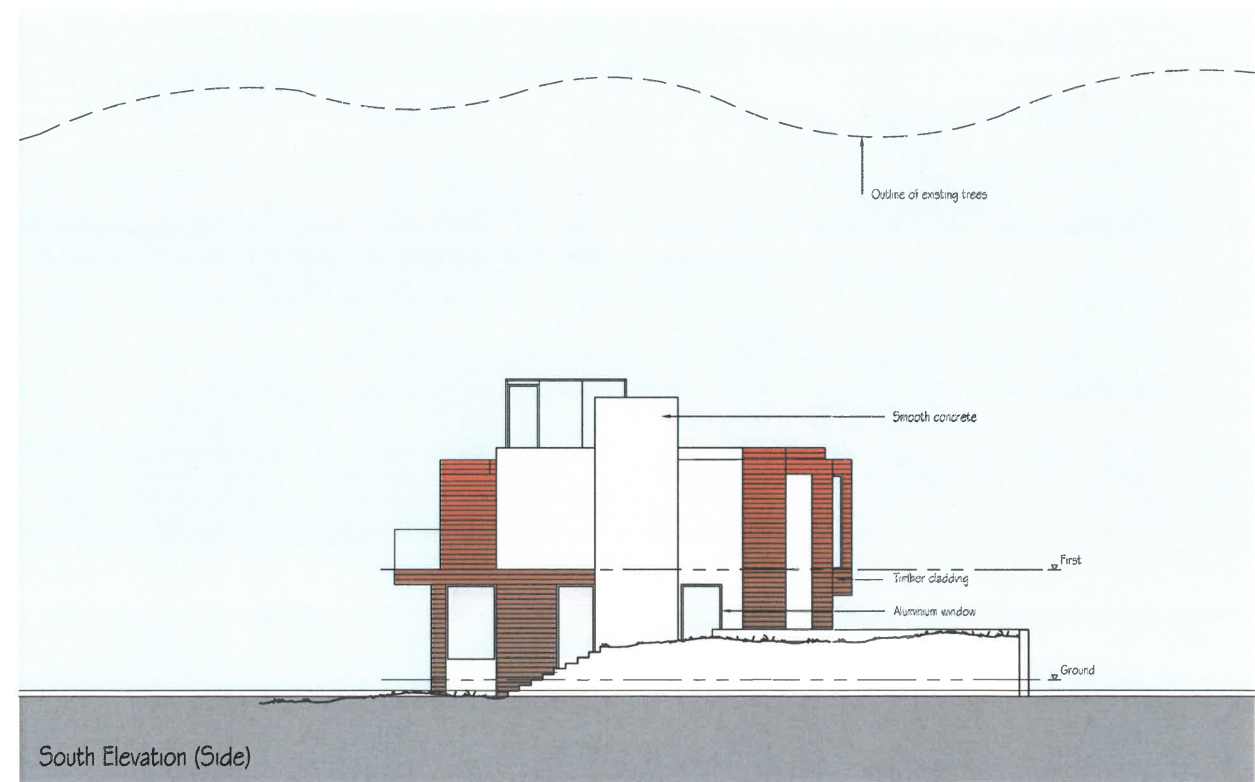
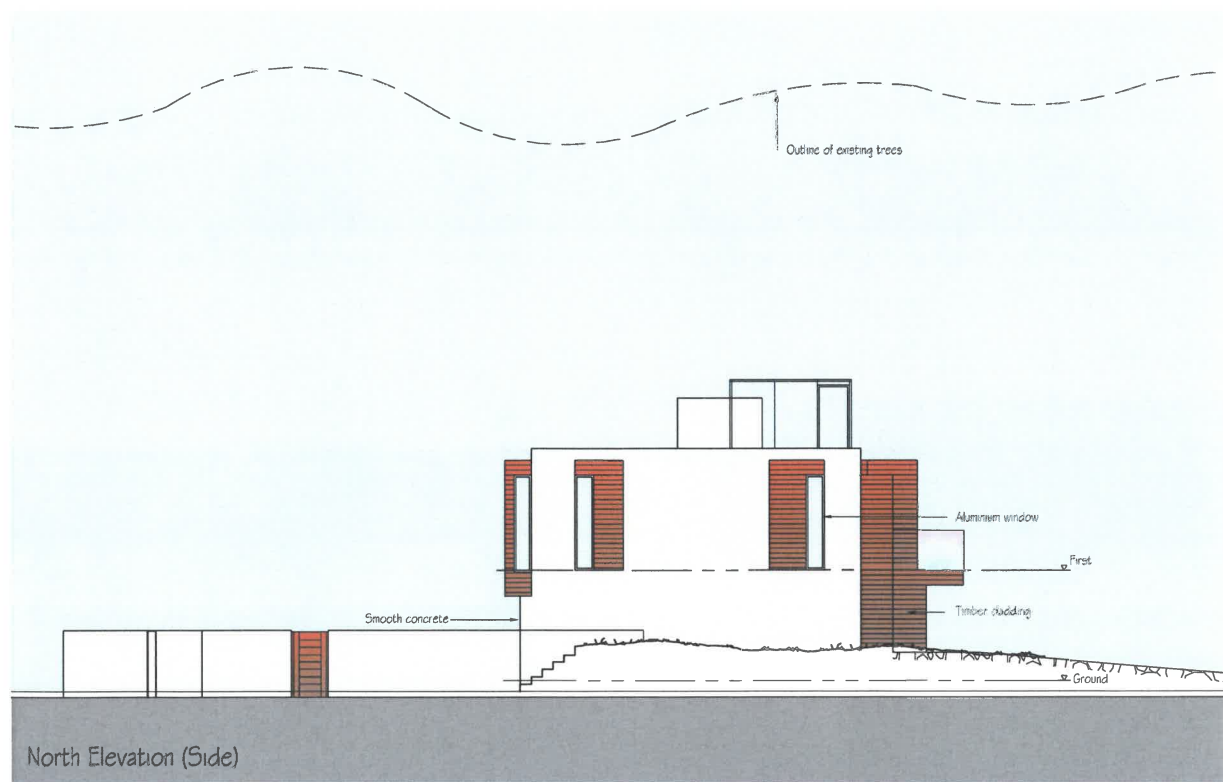
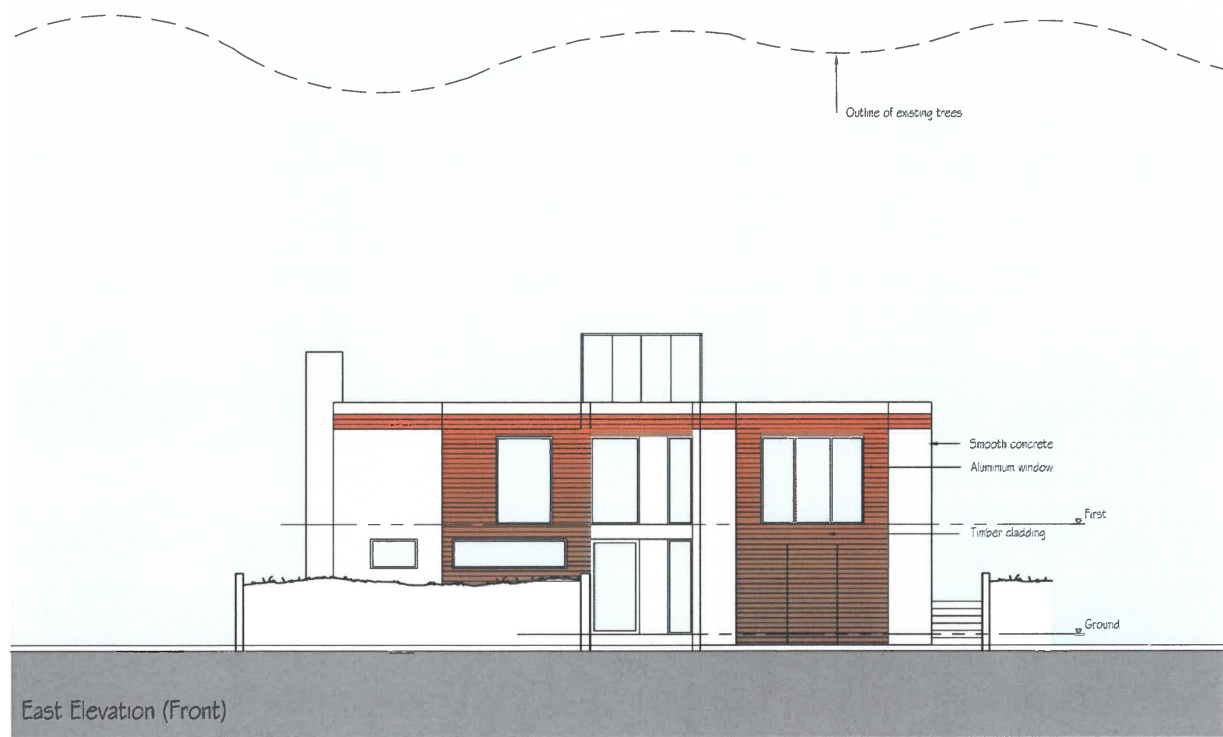
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REV	DESCRIPTION	CHECK	DATE
A	Second floor omitted	AL	12/04/17

CLIENT  
MARTIN SLACK

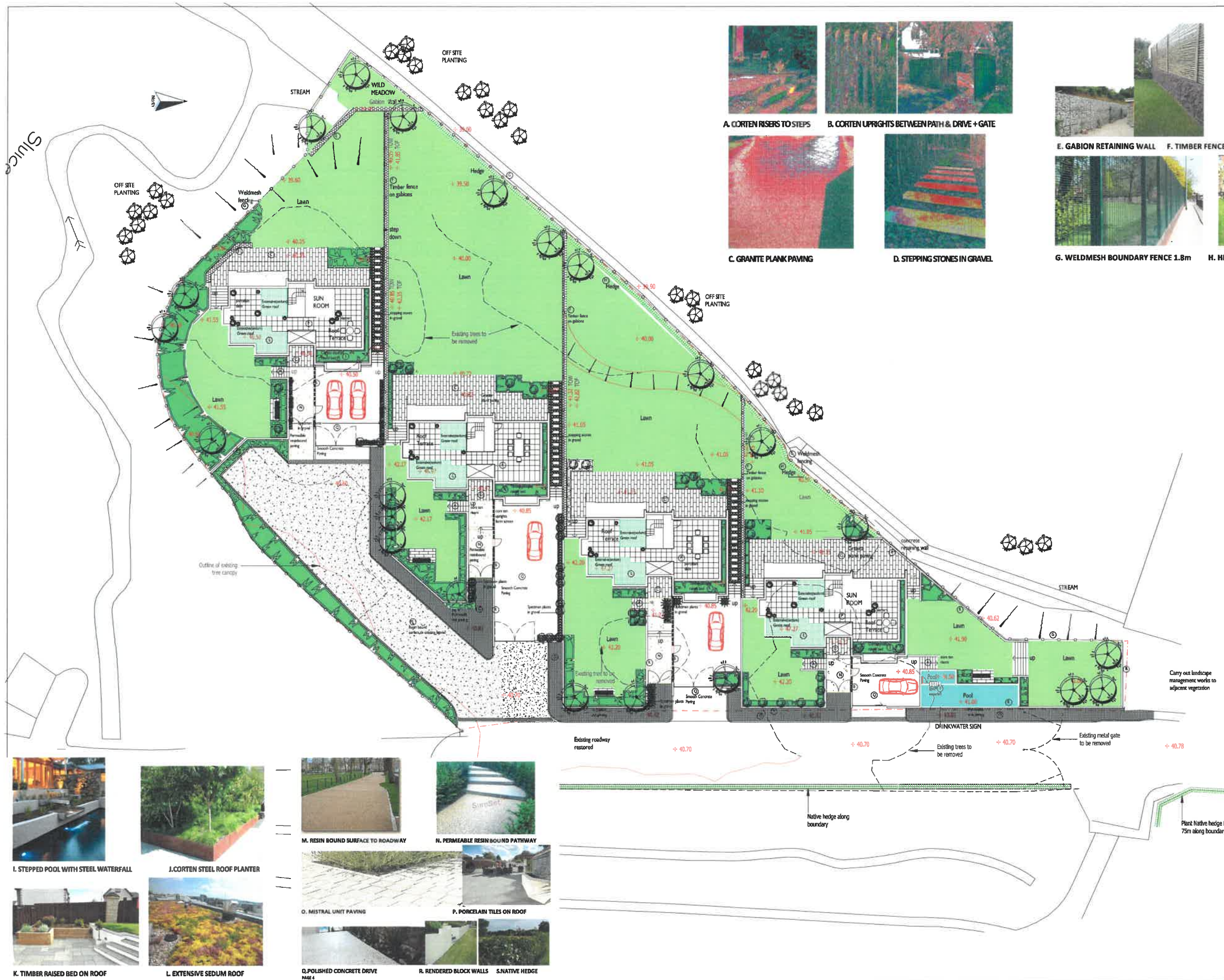
PROJECT  
Proposed Development, Drinkwater Park,  
Prestwich, M25 3HR

DRAWING  
Proposed Elevations

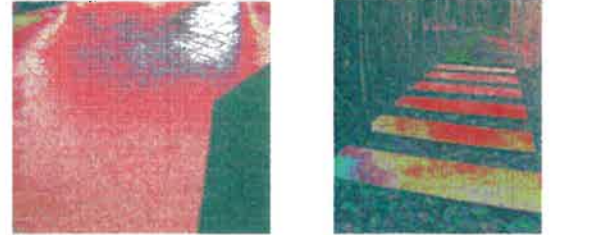
SCALE	DATE	DRAWN	CHECKED
1:100 @ A1	Apr 2016	AL	
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0361-07		A	







A. CORTEN RISERS TO STEPS B. CORTEN UPRIGHTS BETWEEN PATH & DRIVE + GATE



C. GRANITE PLANK PAVING D. STEPPING STONES IN GRAVEL



E. GABION RETAINING WALL



F. TIMBER FENCE BETWEEN PLOTS OVER GABIONS



G. WELDMESH BOUNDARY FENCE 1.8m



H. HEDGE SET IN FRONT OF PERIMETER FENCE



I. STEPPED POOL WITH STEEL WATERFALL



J. CORTEN STEEL ROOF PLANTER



M. RESIN BOUND SURFACE TO ROADWAY



N. PERMEABLE RESIN BOUND PATHWAY



O. MISTRAL UNIT PAVING



P. PORCELAIN TILES ON ROOF



K. TIMBER RAISED BED ON ROOF



L. EXTENSIVE SEDUM ROOF



Q. POLISHED CONCRETE DRIVE



R. RENDERED BLOCK WALLS



S. NATIVE HEDGE



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 4 Jordan Marshes, E: sarah.rycroft@rycroft.co.uk  
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landscape architects

Project:  
**PROPOSED DEVELOPMENT  
 DRINKWATER PARK  
 PRESTWICH**

Drawing:  
**LANDSCAPE PROPOSALS**

Drawing No. 708.2B	Scale. 1:200 @A1	Date. 19.09.2016
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**Ward:** Whitefield + Unsworth - Pilkington Park

Item 02

**Applicant:** Mr Samuel Don

**Location:** 54 Ringley Road, Whitefield, Manchester, M45 7LL

**Proposal:** Demolition of existing dwelling and erection of 7no. flats

**Application Ref:** 60924/Full

**Target Date:** 08/02/2017

**Recommendation:** Approve with Conditions

**The application was deferred for a site visit at the March Planning Committee meeting.**

### **Description**

The site contains a large detached dwelling, which is two storeys in height and is constructed with rendered elevations with a tile roof. There is a large front garden and rear garden with mature trees on the periphery. The site is accessed from Ringley Road via a driveway and there is a 2 metre high brick wall along the frontage with Ringley Road.

There are residential properties to the south, east and west of the site and Stand Golf Course is located to the north.

The proposed development involves the demolition of the existing dwelling and the erection of a four storey building containing 7 apartments. The proposed development would be located centrally within the site and would be constructed from brickwork with a flat roof. The site would be accessed from Ringley Road with a small car park (7 spaces) at ground floor level and a ramp leading down to a basement car park of 7 spaces.

### **Relevant Planning History**

01593/E - Demolition of existing dwelling and erection of 2 no. blocks comprising of 8 no. flats at 54 Ringley Road, Whitefield. Enquiry completed - 11 February 2015.

59053 - Outline application for the demolition of existing dwelling and erection of 7 no.flats at 54 Ringley Road, Whitefield. Refused - 21 April 2016.

### **Publicity**

The neighbouring properties were notified by means of a letter on 14 December 2016.

9 letters were received from the occupiers of Stand Unitarian Chapel, 52, 56, 61 Ringley Road, which raised the following issues:

- Objections are the same as the previous application as the changes are minimal.
- The plans have been slightly amended from the four storey building that was refused. The amendments are so minor that they don't make any difference and the building is too large for the plot.
- The proposed building extends further to the rear of my property and well beyond my extension.
- Both my house and garden would be overlooked and would cause a serious loss of privacy.
- It would overshadow my house and encroach on its light and air.
- The new flats would start well in front of the existing house and would project further at the rear.
- The new building would be far higher than the existing house and all the surrounding

properties.

- There would be an underground car park, making the building 5 storeys high.
- There is not enough parking on site and it is not possible to use some of the spaces at the front.
- There is subsidence within Whitefield and the construction of a 5 storey building would add to this. If subsidence occurs, there would be legal proceedings issued for negligence against all parties concerned including Bury Council.
- The applicant has not contacted the neighbouring properties with regard to the application or any difficulties during construction.
- There are no 3d drawings and as a result you cannot tell from the plans how much they would impact upon the neighbouring properties.
- Concern about increased traffic flow in the area.
- Ringley Road narrows in front of No. 54 and this would exacerbate the existing traffic problems in the vicinity.
- The size and design of the proposed building is not appropriate. The plot is far too narrow.
- The proposed residents would overlook the front and rear gardens and into our home.
- There is little space (1.5 Metres ) between the proposed build and the existing dwelling, leading to an oppressive and claustrophobic feel.
- There is little room for manoeuvres in the underground car park.
- The 14 spaces would be used by residents - where would visitors park?
- A full bat survey is required and this cannot be provided until May.
- Any removal of the vegetation at the front would impact upon our privacy.
- A swept path analysis of the car parking should be requested.
- The bin store is too prominent in the streetscene.
- Concerned about the proposed balconies and specifically the penthouse apartment.
- Access onto Ringley Road
- On site parking issues
- Lack of on-road parking
- Traffic congestion
- The new plans do not deal with any of the reasons the Council gave previously for refusing planning permission.

The neighbouring properties were notified of revised plans on 14 March 2017.

3 letters have been received from the occupiers of 52, 56 Ringley Road and Stand Unitarian Chapel, which have raised the following issues:

- The latest plans appear almost identical to the former plans and I object.
- The latest plans are STILL for a FOUR storey block of flats, despite the first application being refused as four storeys was too large for the remaining houses in the area.
- The size, scale and mass has been increased from the first application.
- The latest plans go far beyond the building line of the existing houses.
- The occupants of the flats can look directly into my bedroom and lounge extensions, which is a unacceptable invasion of my privacy.
- A FOUR storey block of flats by reason of its size, scale and position would still be a PROMINENT and INTRUSIVE feature on Ringley Road and would be HUGELY DETRIMENTAL to the visual amenities of the area.
- A FOUR storey block of flats would be DETRIMENTAL to my adjoining property by OVERSHADOWING my property due to height ,size and position.
- A FOUR storey block of flats would be DETRIMENTAL to the AMENITIES of my adjoining property by reason of it's height, size and position.
- The latest plans PROVE that there is still INSUFFICIENT room for parking for a FOUR storey block of flats on the plot in question which I have referred to in detail in previous objections.
- AND FINALLY there would be a total lack of PRIVACY to my own property not just to the rear where my bedrooms and garden would be OVERLOOKED but also to the front of the property where the flats would start far in advance of my house.

- 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 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 two 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, which 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 been notified of the Planning Control Committee meeting.

### **Consultations**

**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.

**Drainage Section** - Comments awaited.

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

**Waste Management** - Comments awaited.

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



**GM Ecology Unit** - No objections, subject to the inclusion of a condition relating to bats.

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

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/6	Garden and Backland Development
EN1/2	Townscape and Built Design
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
OL1/2	New Buildings in the Green Belt
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Principle** - Following revocation of the North West Regional Strategy on 20 May 2013, there is no statutory housing target for Bury. Work has commenced on the Greater Manchester Spatial Framework and this will bring forward a new statutory housing target for the Borough. This will subsequently be incorporated into Bury's future Local Plan.

In the meantime, the National Planning Policy Framework should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable housing land.

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

The site is located within the urban area and there is residential development to the south, east and west and a golf course to the north. The proposed development would not conflict with the surrounding land uses and would be in a sustainable location with regard to services and public transport. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan.

**Design and layout** - The proposed development would be four storeys in height and would be located centrally within the plot. The proposed development is located in an area of predominantly large detached houses of differing styles, character and heights. The detached dwellings are predominately two storeys in height with pitched roofs and there is a block of flats located to the south, which is four storeys in height with a flat roof.

The art deco theme has incorporated curvilinear corners, horizontality to residential window openings, with the central vertical transitional arrangements formed by glazing in the building providing a line of symmetry. The upper floors reduce in from the sides to provide a stepped appearance and the upper floor pavilion sits back recessively from the front elevation.

The key amendments from the previously refused scheme are:

- The penthouse has been reduced from 3 bedrooms to 2 and the floor has been reduced in width by 2.85 metres
- The third floor has been reduced by 1.5 metres in width
- The ground and first floors have been reduced by 0.2 metres in width.
- The overall height of the building has been reduced by 1.5 metres.

These respond to the concerns the Local Planning Authority had in relation to the bulk, massing and height of the previous scheme.

The proposed building would be constructed from render with a single ply membrane flat roof, which would be acceptable. Therefore, the proposed development would not be unduly prominent within the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon the surrounding area** - The level of private amenity space would be acceptable and the proposed bin store in the southern corner would be large enough to accommodate the required level of bins. The existing boundary treatments of a brick wall to the frontage with Ringley Road and a timber fence to all other boundaries would be retained, which would be acceptable. Therefore, the proposed development would not be a prominent feature in the locality and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - Whilst there are no set standards in terms of separation distances between newly built properties and existing dwellings, SPD6 is used as a guide to assess relationships and aspect standards between properties and new built development.

The proposed site plan indicates that the proposed building would project 6 metres in front of No. 52 Ringley Road and 5.6 metres in front of No. 56 Ringley Road, but would be level with the garage to No. 56. However, the proposed site plan indicates that the proposed development would comply with the 45 degree rule for both properties and as such, the proposed development would not have a significant adverse impact in terms of loss of light and privacy to the front elevation of the adjacent dwellings.

The proposed building would project beyond the rear elevation of the adjacent dwellings at ground, first floor and second floor and to a lesser extent at the third floor. Again, the proposed development would comply with the 45 degree rule and as such, would not have a significant adverse impact upon the amenity of the neighbouring properties.

The proposed building would include windows in the gable elevations and these windows would be obscure glazed to prevent any overlooking or loss of privacy to the neighbouring properties. This would be secured by a condition.

The proposed windows to the front elevation would be curved and as such would allow some views across the front gardens of the adjacent properties. Currently, there are banks of mature conifer trees to the boundaries with the adjacent properties, which would protect privacy. However, it should be noted that these trees could be removed in the future and are not suitable for a Tree Preservation Order. The curved nature of the proposed openings does allow for a more direct relationship, but this would not be significantly more adverse than the potential to overlook from the existing dwelling. In addition, the proposed development would overlook the front garden, which would also be visible from the main road. As such, it is considered that the proposed development would not have a significantly adverse impact upon the amenity of the neighbouring properties.

The proposed development includes the provision of terraces and balconies on the rear elevation and screens would be provided at ground, first and second floor level. It is not clear whether a screen would be provided at fourth floor. As such, a condition will be attached to any grant of planning consent requiring details of a screen to be provided.

Therefore, the proposed development would have an adverse impact upon the amenity of the neighbouring properties and would conflict with Policies H2/1, H2/2, H2/6 and EN1/2 of the Bury Unitary Development Plan.

**Bats** - The proposed development would involve the demolition of the existing dwelling and a bat survey was submitted with the application. A daytime inspection of the building was undertaken and no signs of bats were found. While the risk posed to bats is not so great to warrant an emergence survey prior to determination, a survey should be undertaken prior to any demolition works taking place. GM Ecology Unit has no objections to the proposal, subject to the inclusion of a condition requiring the submission of a further bat survey prior to the demolition of the building. Therefore, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan and the NPPF.

**Highways issues** - The proposed development would be accessed from Ringley Road and the appropriate visibility splays would be provided. A separate pedestrian access from Ringley Road to the proposed building would be provided. The proposed access road would be 5.5 metres wide, which would be wide enough for cars to pass and re-pass. A traffic management system would be put in to place, which would allow traffic in one direction only up or down the ramp. The Traffic Section has 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. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Parking** - SPD 11 states that the maximum number of parking spaces is 1.5 per 2 bed dwelling. This equates to 10.5 parking spaces.

The proposed development would provide 7 parking spaces in an undercroft parking area and 7 parking spaces at the front of the property, which would equate to 14 spaces, which would be in excess of the parking standards. Ringley Road narrows outside the application site and there are waiting restrictions on Ringley Road. As such, any vehicles parking on-street would have a significant impact upon the free flow of traffic and pedestrian safety and on this basis, it is considered that an over provision of parking would be acceptable in this instance. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

### **Response to objectors**

- The issues relating to the height, scale, bulk massing and design of the building, bats, car parking, traffic generation, overlooking and loss of privacy have been addressed in the main report.
- The issues relating to construction are not material planning considerations and cannot be taken into consideration.
- 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.

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

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

**Recommendation:** Approve with Conditions

#### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered R-0345 SLP, TRI-1417-01, R-0345-01 A, R-0345-02 A, R-0345-03 A, R-0345-05 and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.  
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
4. The approved Remediation Strategy and associated works as detailed in letter dated 5 January 2017 (reference CL800.050117.1) must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.  
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
5. No demolition works shall commence unless or until a survey to establish whether the building is being utilised by bats and a programme of mitigation measures has been submitted to and approved in writing by the Local Planning Authority. The approved mitigation measures shall be fully implemented prior to the commencement of works and shall remain in situ until the demolition works are completed.

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

6. 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.
7. The windows in the north eastern and south western elevations shall be fitted with obscured glazing and shall be permanently retained in that condition thereafter.  
Reason. To protect the privacy of adjoining occupiers pursuant to Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.
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:

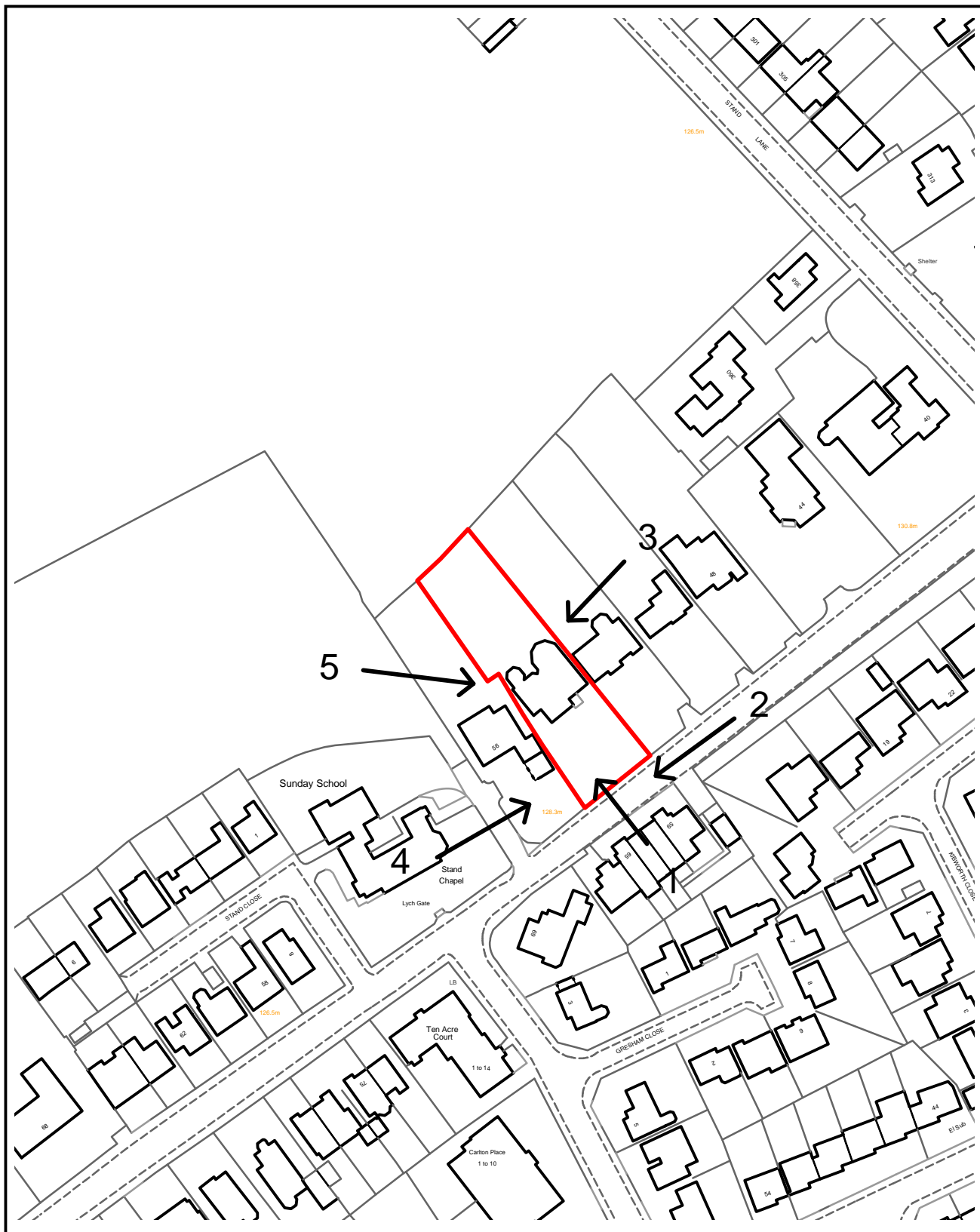
Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 60924**

**ADDRESS: 54 Ringley Road  
Whitefield**

**Planning, Environmental and Regulatory Services**

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





60924

Photo 1



Photo 2





Photo 3



Photo 4



Photo 5





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All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification. All materials and workmanship to be in accordance with the current British Standards and codes of practice.

This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialist drawings and specifications.



**KEY**

-  PROPOSED TREES
-  BLACK TARMAC
-  STONE PAVING
-  PAVED AREA
-  GRASSED AREA
-  1.0m HIGH GARDEN FENCE

**ABBREVIATIONS**

- CBL CABLE COVER
- CH CABLE HEIGHT
- CL COVER LEVEL
- GU GULLY
- LP LAMP POST
- MH MAN HOLE
- TP TELEGRAPH POLE
- TW TOP OF WALL
- WV WATER VALVE

**PLANNING**

A: 1:1000 (Overall site plan) 1:200 (Detailed site plan) 1:50 (Detailed site plan) 1:20 (Detailed site plan) 1:10 (Detailed site plan)

REV: 01 DESCRIPTION: DATE: 01/11/15

MR & MRS DON

PROJECT: 54 Ringley Road, Bury

TITLE: Proposed Site Layout

SCALE: 1:200@A1	DATE: Nov 15	DRAWN: AL	CHECKED: -
APPROVED BY: R-0345-01	CAD FILE REFERENCE NO.:	REVISION:	A



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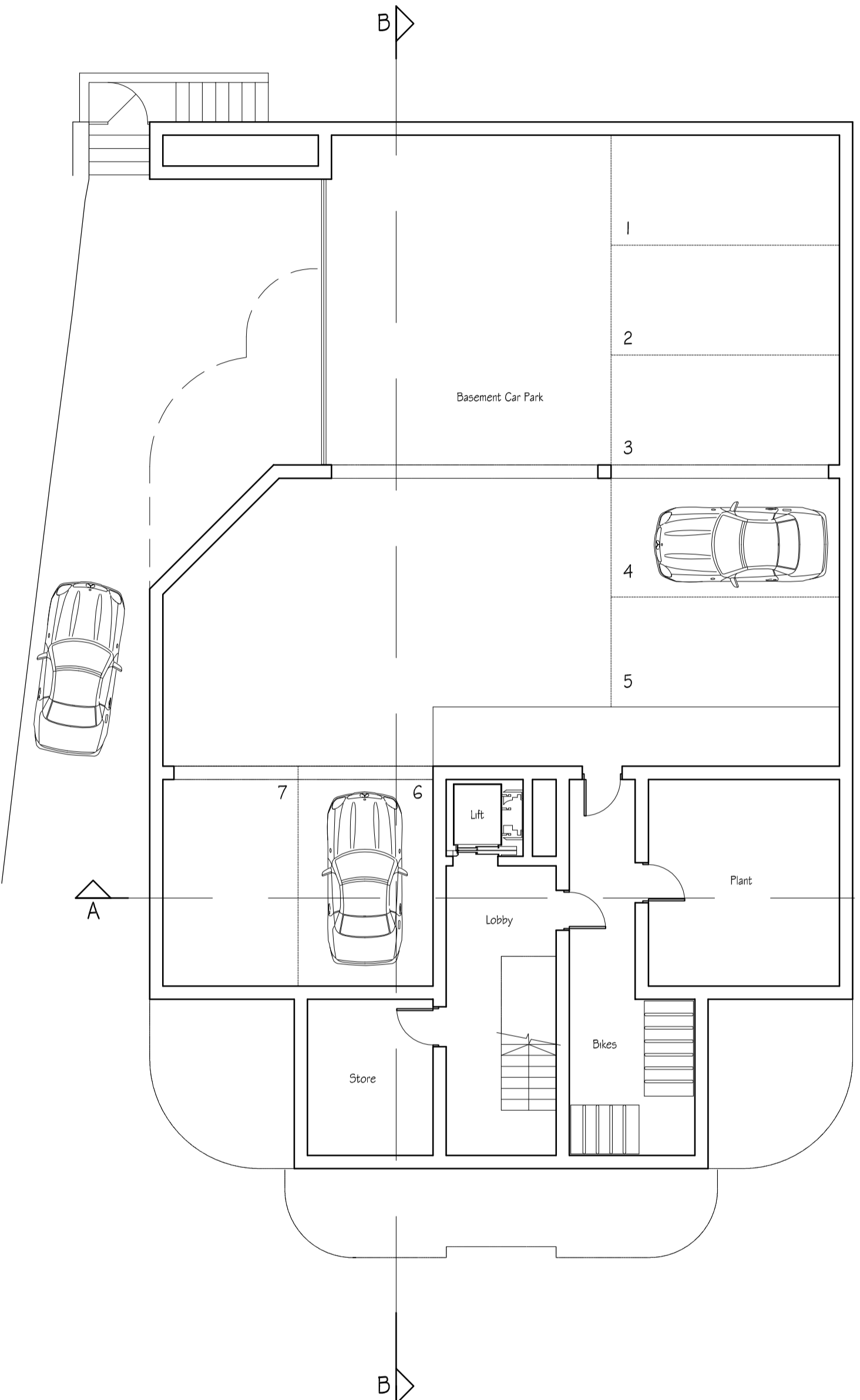
Do not scale from this drawing.

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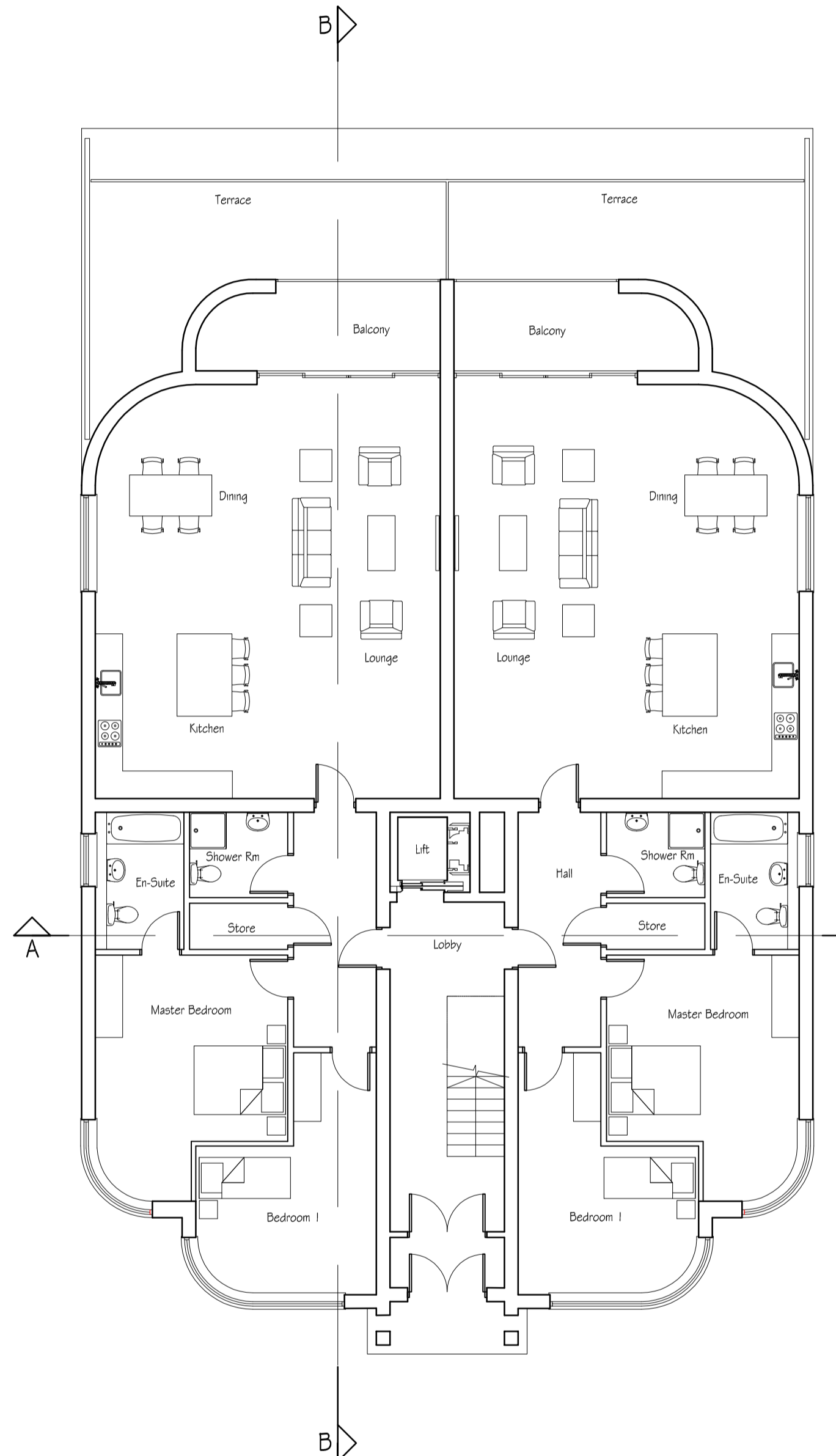
Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

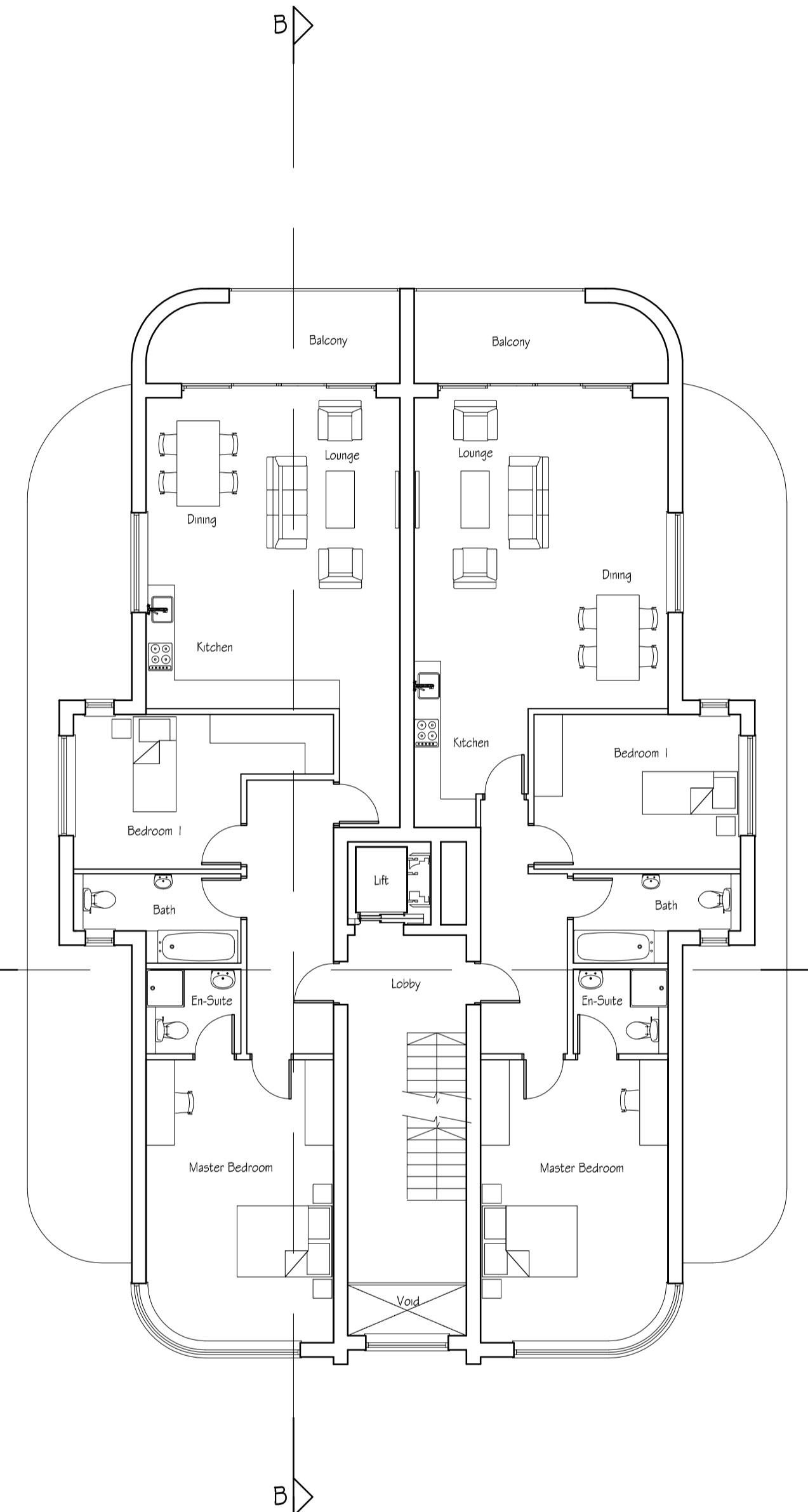
This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.



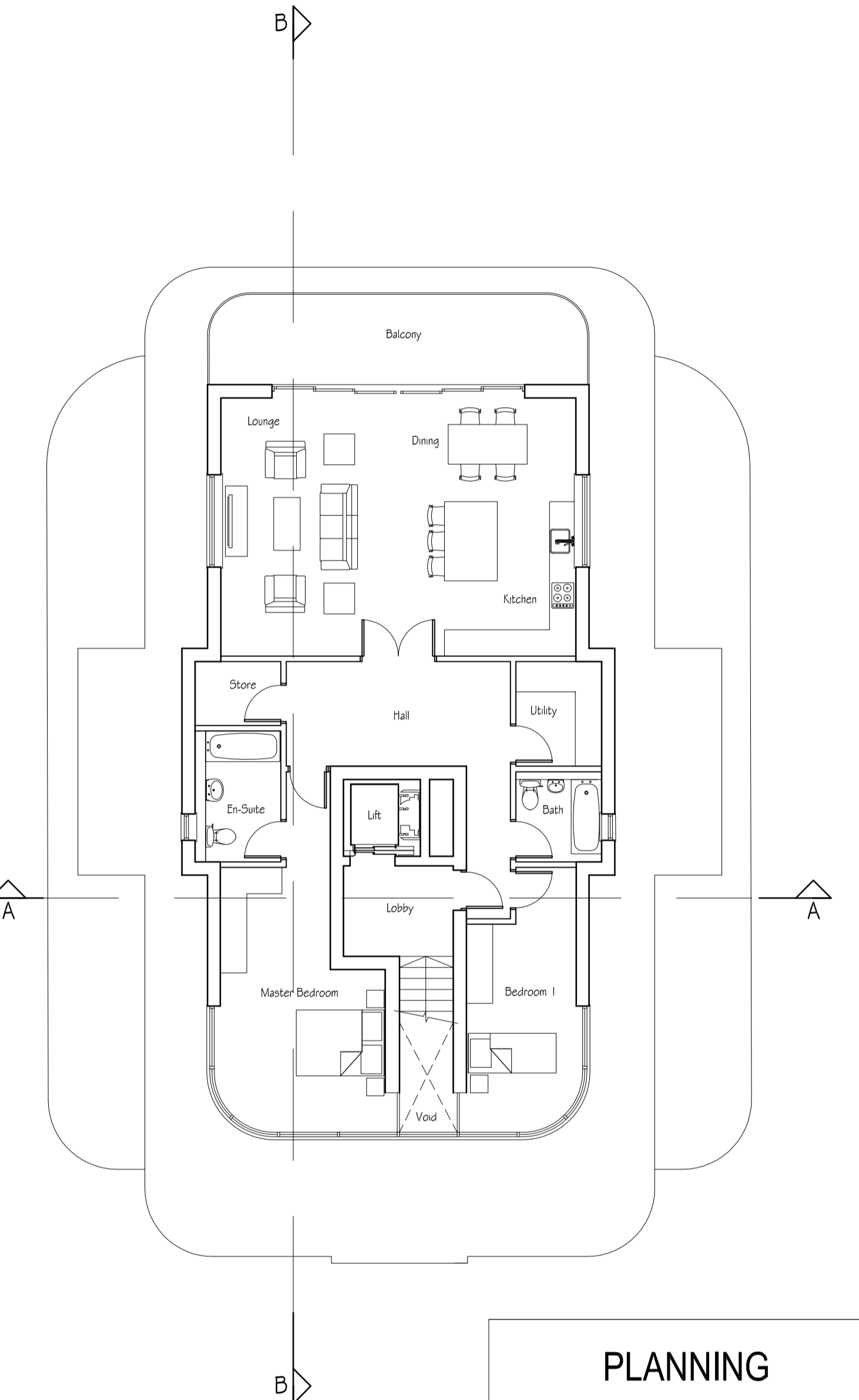
Proposed Basement Floor Plan



Proposed Ground and First Floor Plan



Proposed Second Floor Plan



Proposed Third Floor Plan

**PLANNING**

A Basement wall altered to allow easy vehicular access into underground secure car park. AL 05/03/17

REV	DESCRIPTION	CHECK	DATE

CLIENT  
**MR & MRS DON**

PROJECT  
**54 Ringley Road, Bury**

TITLE  
**Proposed Plans**

SCALE	DATE	DRAWN	CHECKED
1:100@A1	Nov 16	AL	-
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0345-02		A	



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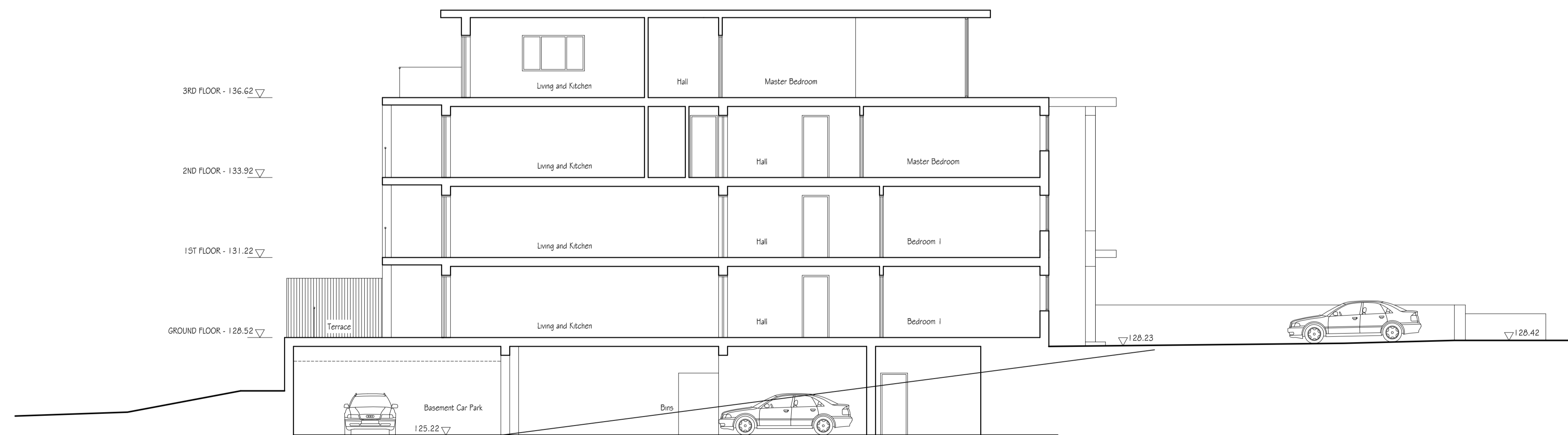
Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.



Proposed Site Section A-A



Proposed Site Section B-B

PLANNING

A Section A-A extended and ground levels indicated to Planners' comments. AL 13.03.17

REV DESCRIPTION CHECK DATE

CLIENT  
MR & MRS DON

PROJECT  
54 Ringley Road, Bury

TITLE  
Proposed Sections

SCALE	DATE	DRAWN	CHECKED
1:100@A1	Nov 16	AL	-
DRAWING NO.	CAD REFERENCE NO.	REVISION	
R-0345-03		A	



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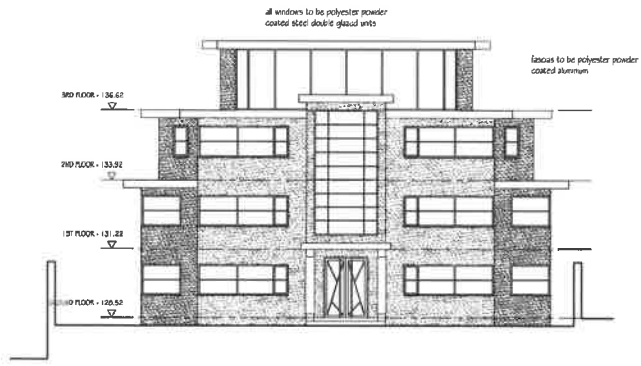
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All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

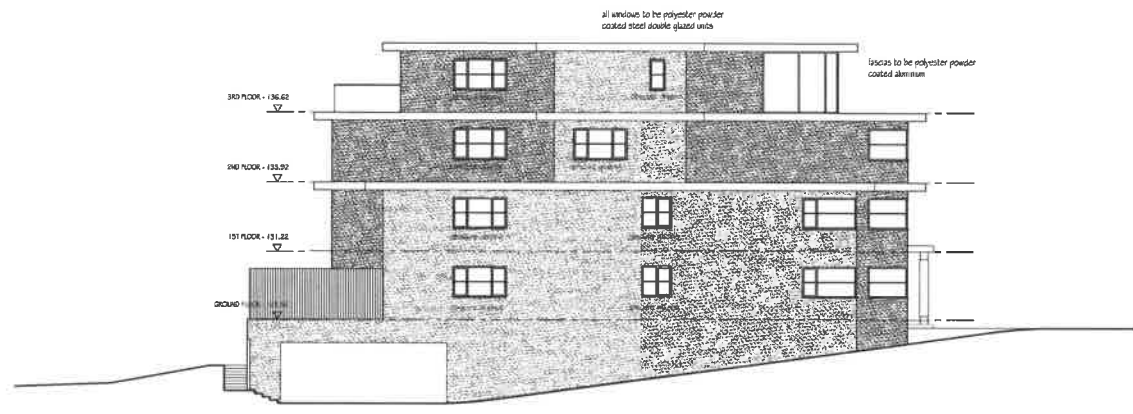
Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

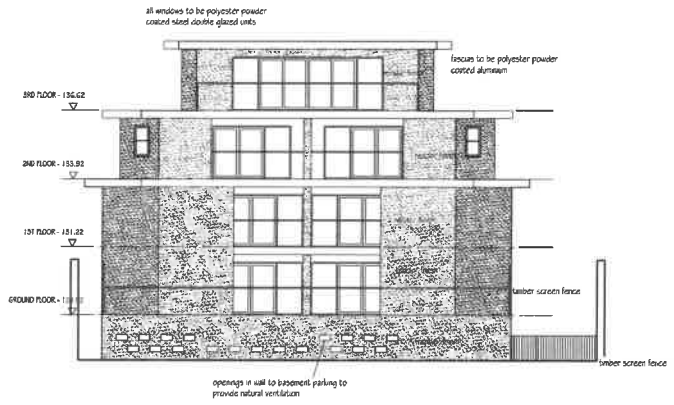
This drawing is to be read in conjunction with all relevant Architectural, Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialist drawings and specifications.



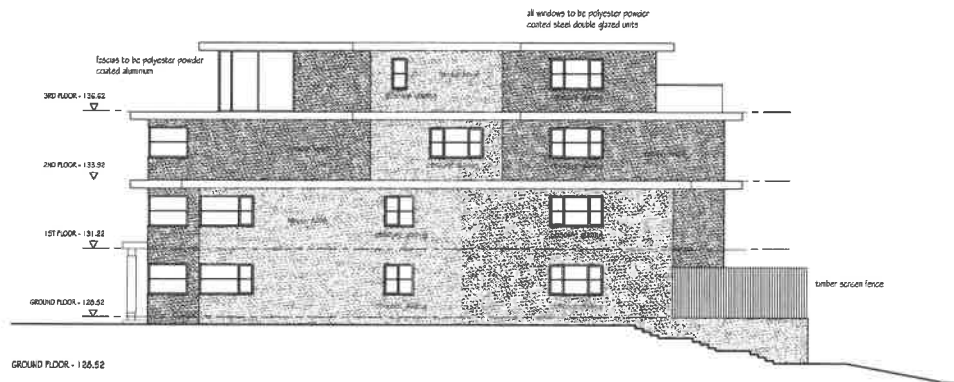
Proposed Front Elevation



Proposed Side Elevation  
(As viewed from no. 56)



Proposed Rear Elevation



Proposed Side Elevation  
(As viewed from no. 52)

PLANNING

REV	DESCRIPTION	DATE	BY
01	ISSUED FOR PERMIT	16/11/2017	AL

CLIENT  
MR & MRS DON

PROJECT  
54 Ringley Road, Bury

TITLE  
Proposed Elevations

SCALE	DATE	DRAWN	CHECKED
1:100@A1	Nov 16	AL	-





Notes

All Dimensions to be checked on site. Walls shown on plans are not to be assumed to be solid & should be checked for thickness, construction, load bearing capacity & stability.



ABBREVIATIONS

- DBL Cable Cover
- CH Cable Height
- CL Cover Level
- DK Drop Kerb
- EH Eaves Height
- FH Fire Hydrant
- FHL Finished Floor Level
- GI Gas Inlet
- GU Gully
- IC Inspection Cover
- LP Lamp Post
- MH Man Hole
- RH Rigg/Hood Height
- RWP Rain Water Pipe
- SVP Soil Vent Pipe
- TF Top of Fence
- TL Threshold Level
- TP Telegraph Pole
- TW Top of Wall
- WV Water Valve

NOTE

All levels and coordinates relate to OSBM using 0855 datum.  
Levels on the right side of the drawing are shown as normal unless otherwise stated.



Rev.0 Description. Issued



2 Betchins Close | Wilpshire | Blackburn | Lancashire | BB1 9NG  
tel 01254 614055 fax 01254 203754 e-mail sales@tiscad.com

Site Address

54 Ringley Rd  
Bury

Project Description

Existing Site Survey

Drawing Title

Existing Site Survey

Scale	Date	Drawn By
1:200@A1	01/04/2015	TS

Drawing Number

TRI-1417-01



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

**Item** 03

**Applicant:** Salix Homes

**Location:** 26,30,34,38,42 Chapel Road, Prestwich, Manchester, M25 9SR

**Proposal:** Change of use of 5 no. existing ground floor shops to 5 no. two bedroom flats

**Application Ref:** 61218/Full

**Target Date:** 09/05/2017

**Recommendation:** Approve with Conditions

### **Description**

The site contains a terrace of retail shops with 5 no. two storey flats above. The building is constructed from buff brick with a pitched tile roof. The shops on the ground floor are vacant and have been for some years. The dwellings at first and second floor level are accessed from an external staircase on the western elevation. There is a parking layby to the front of the building and there is a vehicular access off Drinkwater Park for servicing at the rear. At the rear of the dwelling is a tarmac area and an area of grass, which slopes from north to south.

The site is bounded by residential properties to all boundaries.

The proposed development involves the conversion of the retail shops to 5 flats. The existing doors on the rear elevation would be blocked up and 1 new window would be inserted into the rear elevation. The existing toilet windows in each of the retail units would be merged to form 1 larger window in the respective flat. The shop fronts at the front would be removed and replaced with 2 - 3 windows per flat and a front door. 5 parking spaces would be provided on the existing tarmac at the rear and would be accessed from Drinkwater Road.

### **Relevant Planning History**

None relevant.

### **Publicity**

The neighbouring properties were notified by means of a letter on 16 March 2017.

3 letters have been received from the occupiers of 1, 3 Halliwell Road and 2 Drinkwater Road, which have raised the following issues:

- There is only 1 way in and out of the parking and loading area at the back of the flats, which is next to my house.
- We have trouble now with children in our back garden and there is not much space for 6 homes and gardens.
- I have spoken to people who oppose this scheme like me.
- My fence backs onto this area and despite a sign saying no ball games, children still try and retrieve their balls from my garden.
- The parking would be next to my property, which would result in more noise.
- Salix Housing have neglected this estate for years and the police attend regularly. To put another five dwellings in this area is stupid.
- We pay our rent to Salford and Council tax to Bury. Neither are interested in this estate.

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

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to car parking.

**Waste Management** - Comments awaited. Any comments will be reported in the Supplementary Report.

**Drainage Section** - Comments awaited. Any comments will be reported in the Supplementary Report.

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

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN6	Conservation of the Natural Environment
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
S1/5	Neighbourhood Centres and Local Shops
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Principle (residential)** - Following revocation of the North West Regional Strategy on 20 May 2013, there is no statutory housing target for Bury. Work has commenced on the Greater Manchester Spatial Framework and this will bring forward a new statutory housing target for the Borough. This will subsequently be incorporated into Bury's future Local Plan.

In the meantime, the National Planning Policy Framework should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable housing land.

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

The site is located within the urban area and there is residential development to the south, east and west and a golf course to the north. The proposed development would not conflict with the surrounding land uses and would be in a sustainable location with regard to services and public transport. The site contains a building and the land is previously developed. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan.

**Principle (retail)** - Policy S1/5 states that the Council will seek to retain retailing (Class A1) as the predominant use in small neighbourhood centres and in new or existing local shops,

to cater primarily for the day to day needs of residents and businesses.

The proposed development would result in the loss of the retail units within the neighbourhood centre. However, the retail units are currently vacant and have been for some time. In addition, planning consent was granted for a retail unit (which has been completed) on a site adjacent to Flashfields on Rainsough Brow, which is within 150 metres of the application site. As such, there would be an acceptable level of retailing to cater for the day to day needs of the residents and businesses. Therefore, the proposed development would be in accordance with Policy S1/5 of the Bury Unitary Development Plan.

**Design and layout** - The proposed conversion involves the removal of the shop fronts and the addition of two windows and a door. The proposed windows would match the existing flats above in terms of size, proportion and design. The proposed shop fronts would be blocked up with a mix of brick and cladding, which would add interest to the elevations and match the existing building.

On the rear elevation, the 5 existing windows would be retained and the existing doors would be blocked up using a matching brick. The two smaller windows would be merged to form 1 larger window and this window would match the existing flats above in terms of size, proportion and design. In plot 5, a small high level window would be added and would relate to a bathroom.

Overall, the proposed development would not be a prominent feature in the locality and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon surrounding area** - There is a significant amount of land at the rear to act as amenity space. The level of private amenity space would be acceptable and there would be space for a bin store within the land at the rear. This would be secured by a condition. The existing boundary treatments would be retained, which would be acceptable. Therefore, the proposed development would not be a prominent feature within the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Impact upon residential amenity** - Whilst there are no set standards in terms of separation distances between newly built properties and existing dwellings, SPD6 is used as a guide to assess relationships and aspect standards between properties and new built development.

There would be 7 metres from the rear elevation to the boundary with plot 1, which would comply with the aspect standards. In addition, there is a 2 metre high hedge along this boundary, which is to be retained and would reduce overlooking.

There would be 7.8 metres between the rear elevation and the boundary with No. 2 Drinkwater Road and 10.3 metres to the gable elevation of No. 2 Drinkwater Road. These distances would comply with the aspect standards.

Plots 2 - 4 would overlook the tarmac and grassed area and there would be 34 metres to the boundary with the properties on Halliwell Road.

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

**Highways issues** - The proposed development would utilise the existing access from Drinkwater Road and there would be an acceptable level of amenity space. There would be space for turning within the existing tarmac area. The Traffic Section has no objections, subject to the inclusion of a condition relating to car parking. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

**Parking** - SPD 11 states that the maximum number of parking spaces is 1.5 per 2 bed dwelling. This equates to 7.5 parking spaces.

The proposed development would provide 5 parking spaces, which would equate to 1 per apartment. There is a large tarmac area, which would allow some on-street parking. The site is located in a sustainable location and has good access to public transport. As such, the proposed development would provide an acceptable level of parking and would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

### **Response to objectors**

- The access onto Drinkwater Road was previously used as a service and loading area for the 5 retail units. As such, the proposed development is likely to bring about a reduction in the number of vehicular movements and noise.
- The proposed development would create 5 flats and would provide natural surveillance of this area.
- The remaining issues are not material planning considerations and cannot be taken into consideration.

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

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

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 3136 100, 3136 101, 3136 101 Rev 1 (including car parking), 3136 102, 3136 103, 3136 104, 3136 105, 3136 106, 3136 107, 3136 108 and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
4. 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.
5. The car parking indicated on approved plan reference 3136 S0 101 Revision 1 shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being 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.

6. No development shall commence unless or until details of the refuse store have been submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the dwellings hereby approved being occupied.

Reason. In order to ensure that the development would maintain adequate facilities for the storage of domestic 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

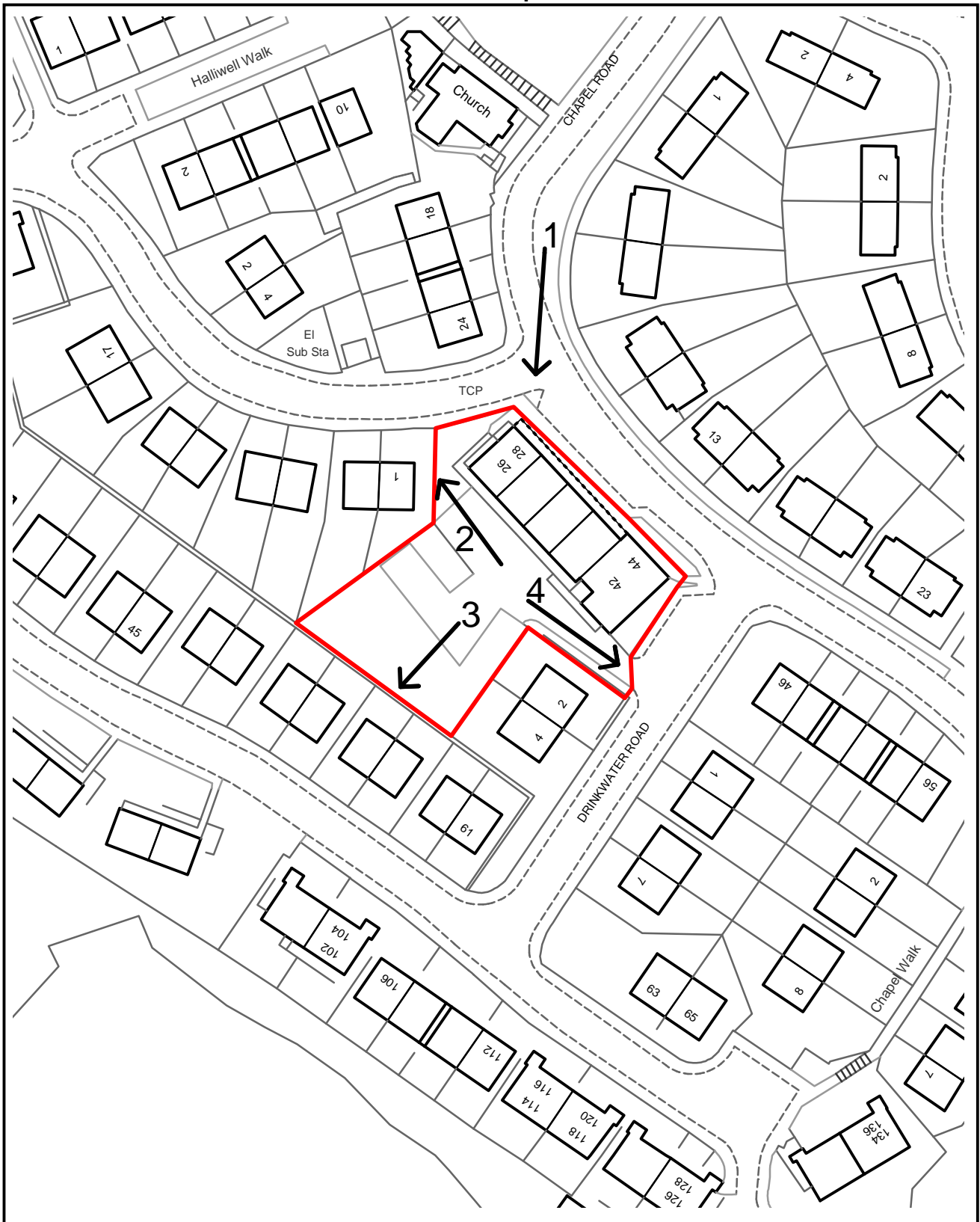
Policy EN1/2 - Townscape and Built Design.

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

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

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 61218**

**ADDRESS: 26,30,34,38,42 Chapel Road  
Prestwich**

**Planning, Environmental and Regulatory Services**

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61218

Photo 1



Photo 2





61218

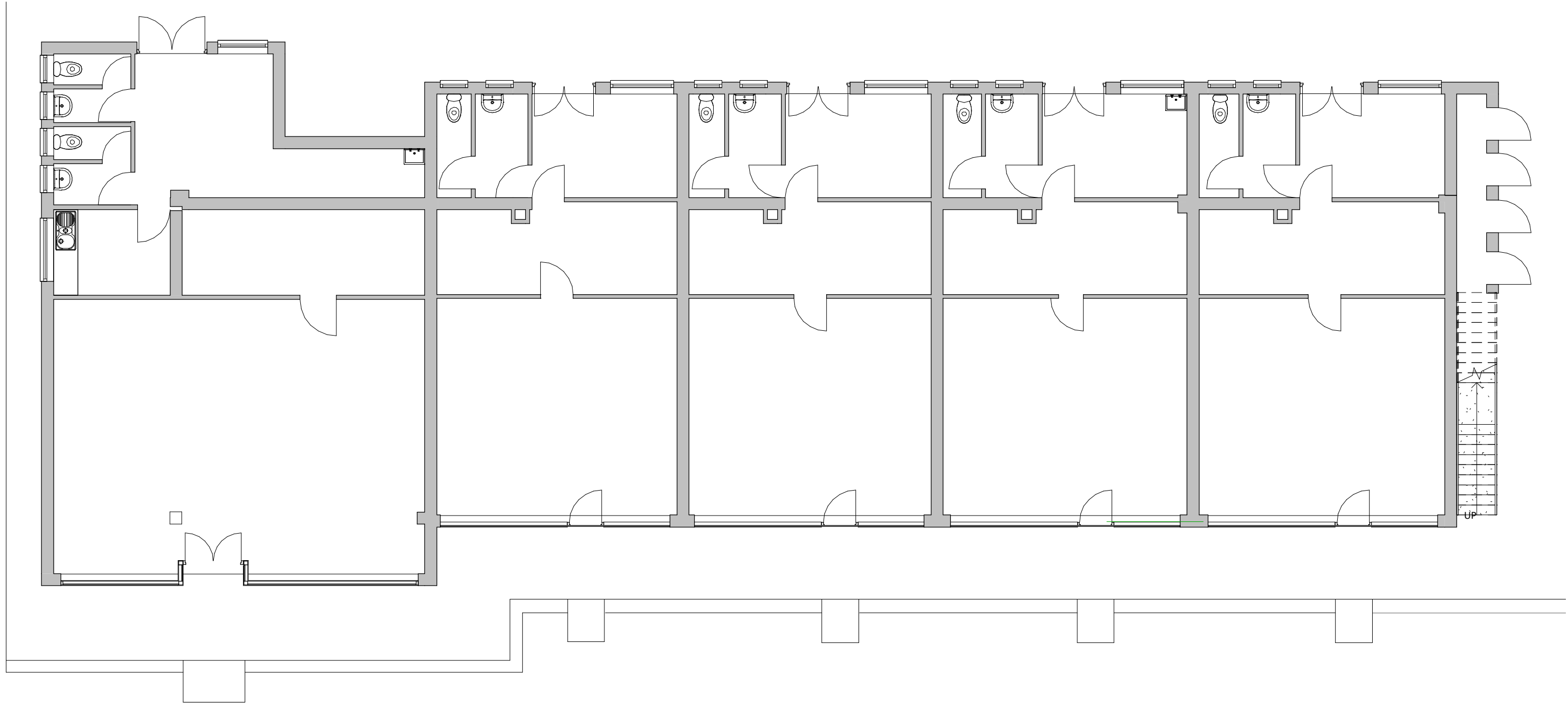
Photo 3



Photo 4









# 00 Existing Plan

1 : 100

Rev	Date	Int	Description
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 	Client: Salix Homes	Job No: <b>3136</b>	Scale @ A3: 1 : 100
	Project: Chapel Road		

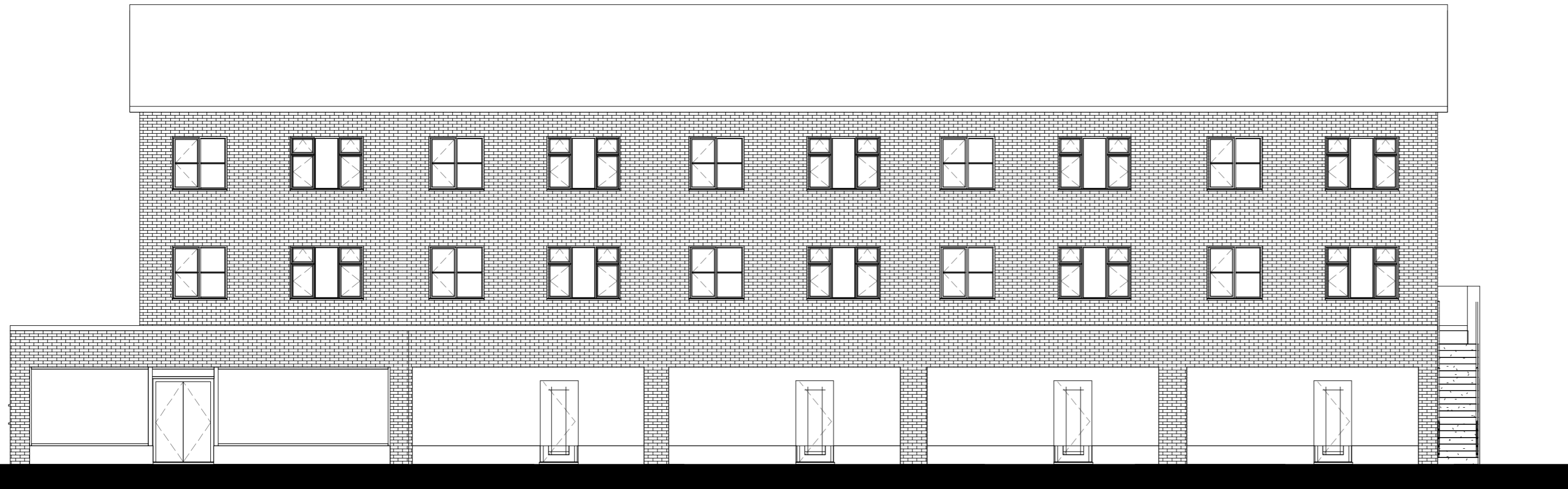
Description: <b>Existing Plan</b>	Drawn By: PC	Checked By: VS	Date: 02/10/17	Status Code: S0	Drawing No: <b>102</b>	Rev:
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Purpose of Issue: <b>Planning</b>	File Identifier: <b>CR-BTP-01-00-DR-A-3136-102</b>
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DO NOT SCALE FROM THIS DRAWING  
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR PRIOR TO  
CONSTRUCTION

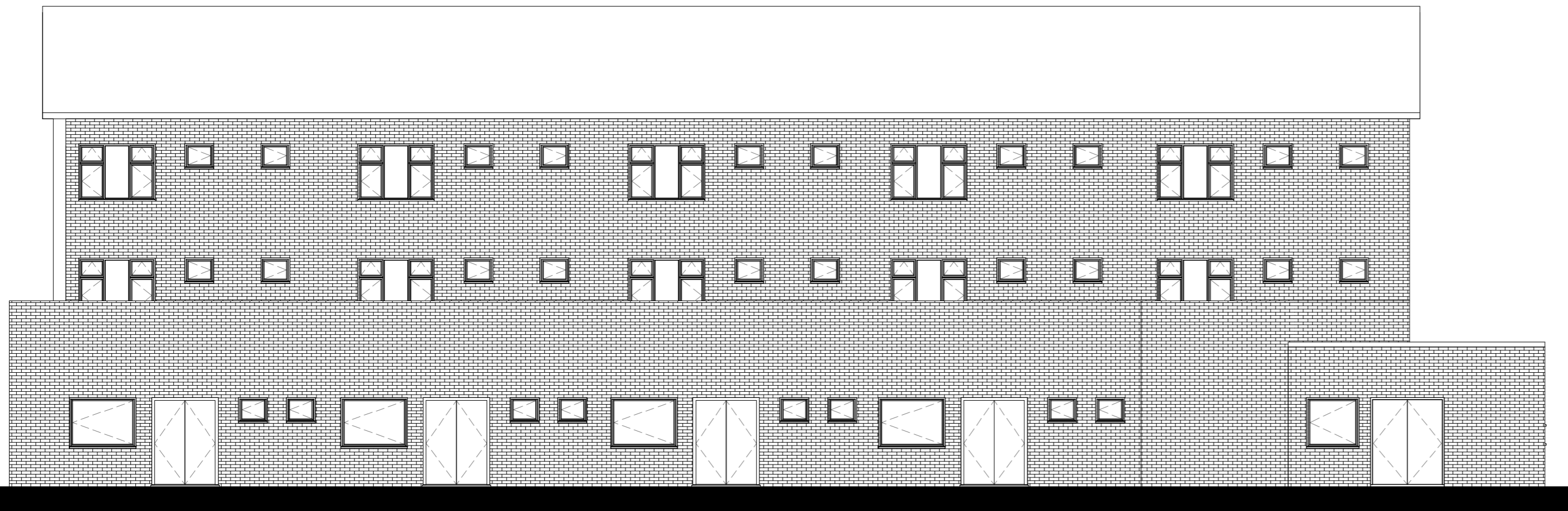
Elizabeth House, 486 Didsbury Road, Heaton Mersey, Stockport, SK4 3BS  
t 0161 443 1221 e info@bernardtaylor.co.uk w www.btparchitects.co.uk

\*Dimensions (width and height) and location of existing doors and windows to be checked and confirmed on site  
\*Internal floor to ceiling heights to be checked and confirmed on site



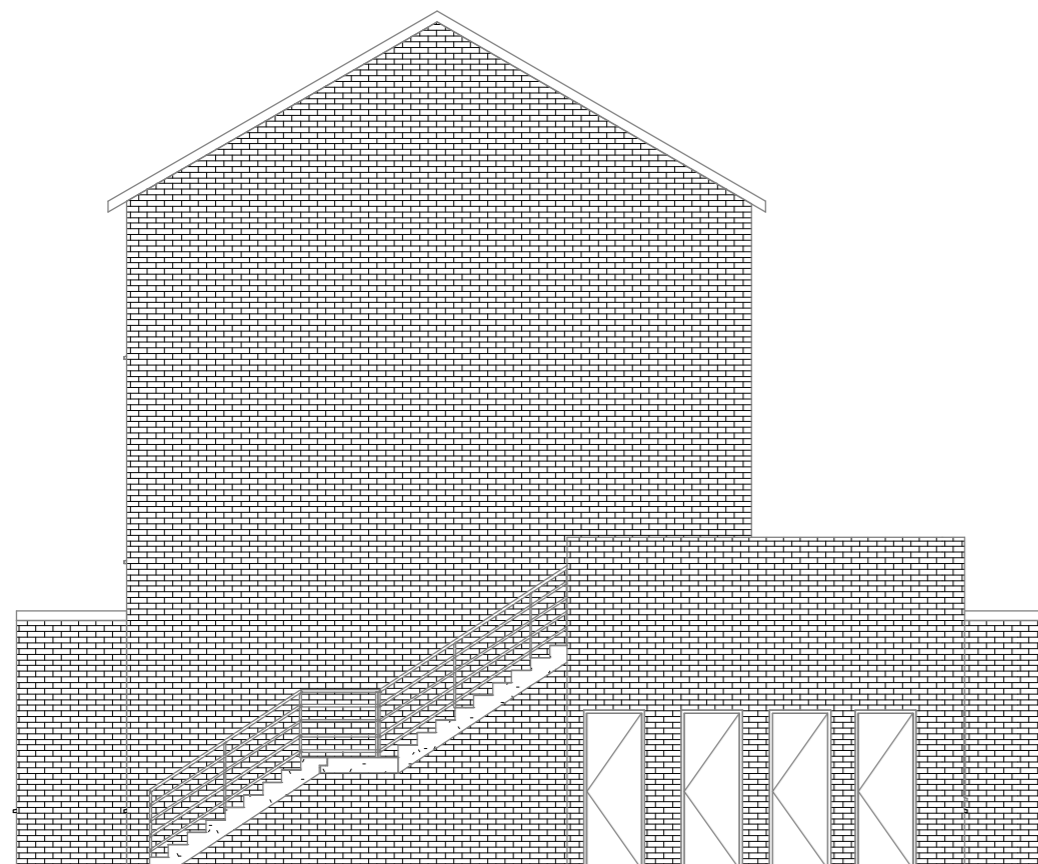
**01 Front Elevation (Existing)**

1 : 100



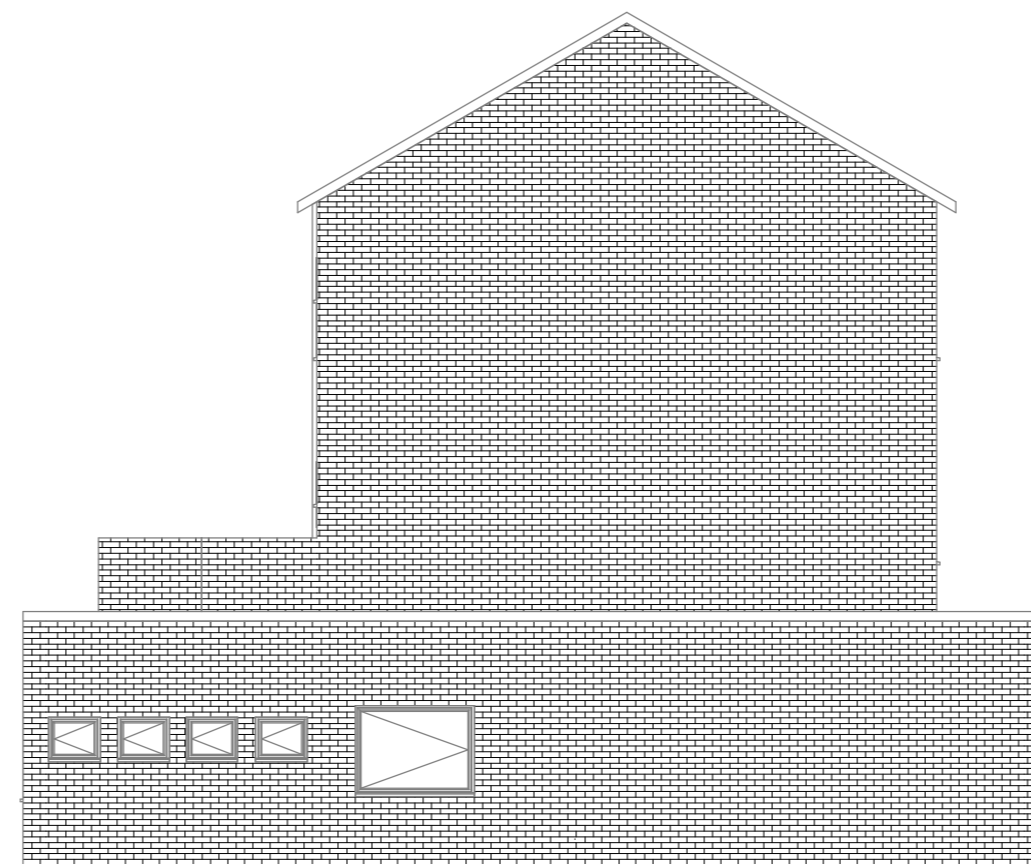
**02 Rear Elevation (Existing)**

1 : 100



**03 Gable**

1 : 100



**04 Gable**

1 : 100

Rev	Date	Int	Description
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Client:  
Salix Homes

Project:  
Chapel Road

Description:  
Elevations as Existing

Purpose of Issue:

Planning

Drawn By:	Checked By:	Date:	Scale @ A2:
PC	PC	23.02.17	1 : 100
Job No:	Status Code:	Drawing No:	Rev:
3136	S0	104	

File Identifier:  
CR-BTP-01-E-DR-A-3136-104



TC

DO NOT SCALE FROM THIS DRAWING  
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR PRIOR TO CONSTRUCTION

**SCHEDULE OF ACCOMMODATION**

**Conversion**

2B3P Flats	04
2B4P Flat	01

<b>Overall no of Units:</b>	<b>05</b>
<b>No. of new proposed parking spaces:</b>	<b>05</b>



**01 Proposed Site Plan**  
1 : 100

Rev	Date	PC	Int	Description
1	17.03.13	PC		5 no parking spaces added



Client:  
**Salix Homes**

Project:  
**Chapel Road**

Description:  
**Proposed Site Plan**

Purpose of Issue:  
**Planning**

Drawn By:	Checked By:	Date:	Scale @ A1:
PC	PC	22.02.17	1 : 100
Job No:	Status Code:	Drawing No:	Rev:
3136	S0	101	1

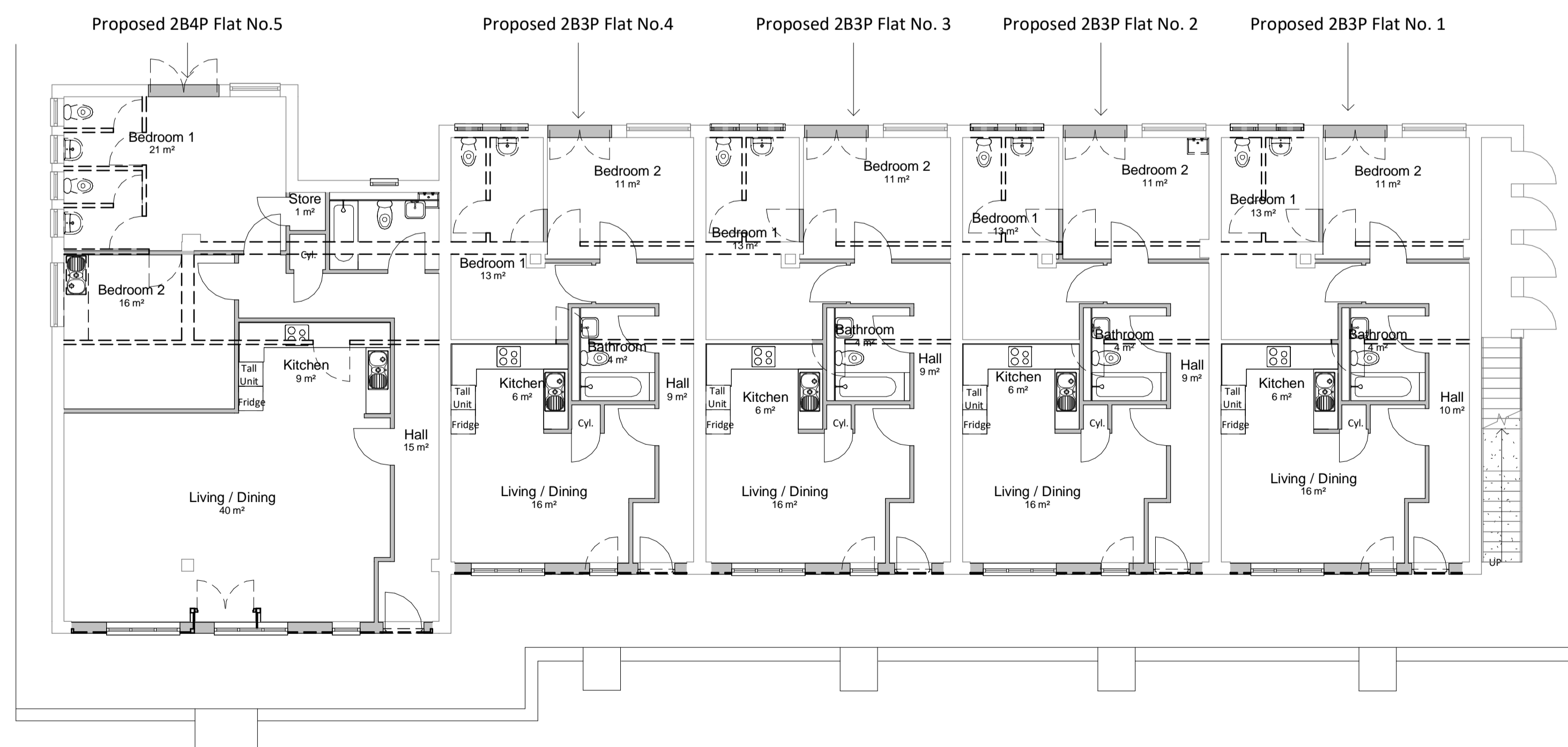
File Identifier:  
**CR-BTP-00-LP-DR-A-3136\_101.1**

Elizabeth House, 486 Didsbury Road, Heaton Mersey, Stockport, SK4 3BS  
t 0161 443 1221 e info@bernardtaylor.co.uk w www.btparchitects.co.uk





**00 Proposed Plan**  
1 : 50



**00 Proposed Conversion**  
1 : 100

Rev	Date	Int	Description
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Client:  
**Salix Homes**

Project:  
**Chapel Road**

Description:  
**Proposed Plan**

Purpose of Issue:  
**Planning**

Drawn By:	Checked By:	Date:	Scale @ A1:
PC	VS	02/10/17	As indicated
Job No:	Status Code:	Drawing No:	Rev:
3136	S0	103	

File Identifier:  
**CR-BTP-01-00-DR-A-3136-103**

\*Dimensions (width and height) and location of existing doors and windows to be checked and confirmed on site  
\*Condition of existing windows to be checked and confirmed on site

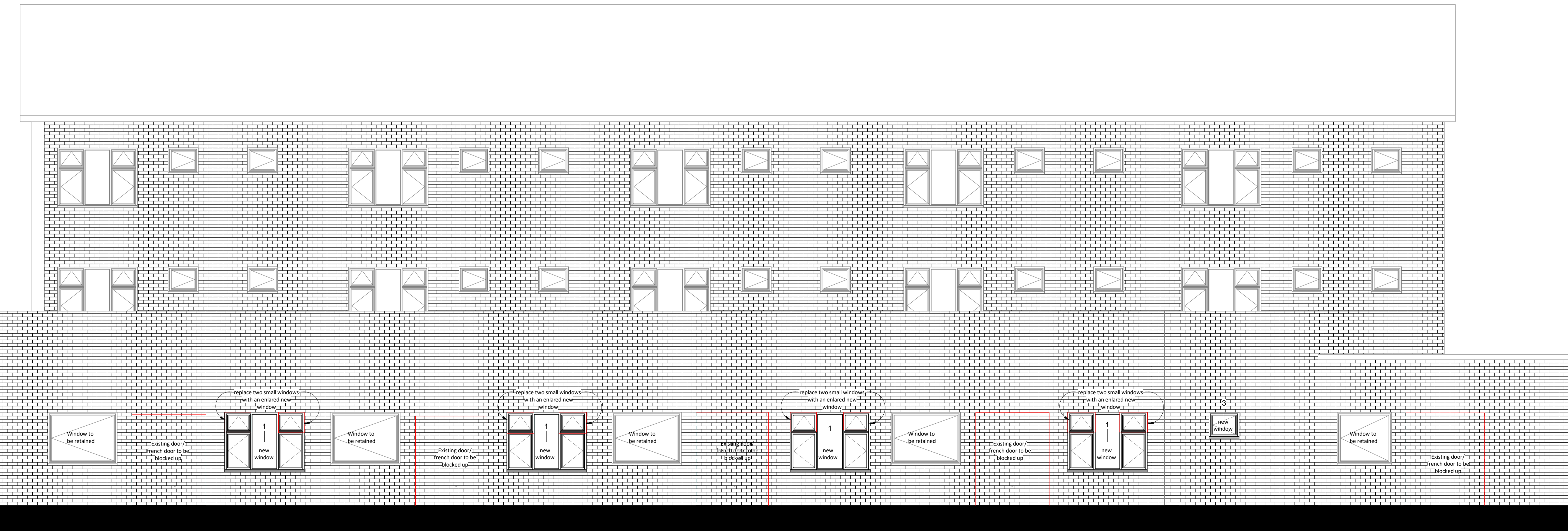
\*Internal floor to ceiling heights to be checked and confirmed on site

\* Wall blocking up with brick or cladding to be confirmed



### 01 Front Elevation (Proposed)

1 : 50



### 02 Rear Elevation (Proposed)

1 : 50

Rev	Date	Int	Description
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Client:  
**Salix Homes**  
Project:  
**Chapel Road**

Description:  
**Elevations as Proposed**

Purpose of Issue:

**Planning**

Drawn By: PC Checked By: PC Date: 23.02.17 Scale @ A1: 1 : 50

Job No: 3136 Status Code: S0 Drawing No: 105 Rev:

File Identifier:  
**CR-BTP-01-E-DR-A-3136-105**

**Ward:** Whitefield + Unsworth - Besses

Item 04

**Applicant:** Mrs Allison Smith

**Location:** Whitefield Housing Surgery, Albert Place, Whitefield, Manchester, M45 8NE

**Proposal:** Change of use from offices to nursery with conservatory at rear

**Application Ref:** 61267/Full

**Target Date:** 15/05/2017

**Recommendation:** Approve with Conditions

### **Description**

The application relates to a 2 storey office building and car park which is located within the Ribble Drive Neighbourhood Shopping Centre as allocated under Bury Unitary Development Plan Policy S1/5. To the north is a row of shops with residential flats above. To the east are social housing bungalows on Hindburn Walk and to the south are 2 storey dwellings on Albert Drive which are separated from the site by a brick boundary wall. To the west is the access road to the site beyond which are the rear elevations of shops on Albert Place.

The site itself is self contained with the office building located adjacent to the northern boundary with parking for 12 cars demarcated to the west and south of the building. To the east is a garden area which is bounded on all sides by a waneylap wooden fence. The access to the site is off Ribble Drive which is also used to service the shops on Albert Place opposite.

The application seeks the change of use of the offices to a nursery for up to a maximum of 60 children. It is also proposed to add a conservatory to the east elevation of the building.

The nursery would span over the two floors, with associated offices and reception area at ground floor. The conservatory would provide an additional 20 sqm of indoor play area, with the existing garden space to the east for outdoor play. Access to the site would be as existing, and there would be no alterations to the existing parking provision which is demarcated for 12 spaces.

Five full time and four part time staff are proposed, with opening hours between 8am to 6pm, Monday to Friday. There would be no Sunday or Bank Holiday working.

### **Relevant Planning History**

54056 - Change of use from offices (Class B1) to day nursery (Class D1); Conservatory at rear - Approved 15/08/2011

### **Publicity**

Twenty letters sent on 24/3/17 to properties at Nos 6,7,8,9 Hindburn Walk; Apartments 18,19,20,21 Ribble Square; 29,31,33,35 Albert Drive; 4,5,6,7,11,12,13,14 Albert Place.

Two letters of objection received from Nos 35 Albert Drive and No 7 Hindburn Walk with the following issues raised:

- The proposed property directly backs onto mine and as a private nursery it would operate long hours for 52 weeks of the year and would particularly disturb my children and use of the garden;
- Work from home (No 35) and would be disrupted by noise and activity;
- It would be inappropriate to be so close to my home and to the neighbouring retirement bungalows next to it and would cause distress in the form of noise nuisance, in addition to the traffic and building works that would be necessary;

- Already have enough problems with youngsters hanging around and causing problems which has been reported to the Housing Association and Police;
- With bad health my only pleasure is to sit in the garden which has cost money to make nice and a pleasant area which I will not be able to do without interruption from noise from a nursery;
- My fence has already been badly damaged by local children;
- A nursery will only encourage more problems with noise 5 days a week.

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

### **Consultations**

**Traffic Section** - No objection subject to a condition to allocate parking spaces for the staff of the nursery.

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

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
CF1/1	Location of New Community Facilities
CF5	Childcare Facilities
HT2/4	Car Parking and New Development
S1/5	Neighbourhood Centres and Local Shops
SPD11	Parking Standards in Bury

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Principle** - CF1/1 - Location of New Community Facilities considers proposals with regards to impact on residential amenity and local environment, traffic generation and parking, scale and size of development, access to shops and services, relation to local community, accessibility by public transport, needs and requirements of the disabled.

CF5 - Childcare Facilities seeks to support proposals for improving the provision of childcare.

The site is located in an area close to local services and within walking distance of the local community and residences which would benefit from the nursery.

This development has already been granted planning permission in 2011 but this has now lapsed. The site layout and use of the previously approved is exactly the same as is proposed under the current application. Subject to details discussed below, the proposal is considered to be acceptable in principle in this location.

**Residential amenity** - The properties closest to the site would be those houses on Albert Drive, the bungalows on Hindburn Walk and flats to Ribble Square. The objectors have raised issues of the noise and disturbance which would be associated with the nursery and particularly from the children using the outdoor play areas.

Nos 29 to 35 Albert Drive are located to the south of the site, 20m from the building and 10m from the boundary. The site is separated from the rear gardens of these properties by a 2m high brick boundary wall. The area which would be closest to these houses would be the car park for the nursery and not an outdoor area for play. This area is already used as parking for the offices and as such there would be no change in type of activity to this area

or outlook from the back of these houses. The brick boundary wall would mitigate some of the noise from those arriving by car and would block out headlight reflections in the winter months. As such, it is considered that there would not be a detrimental impact on the amenity of the occupiers of these properties from the proposed development. Traffic generation is discussed in the section below.

Nos 6 and 7 Hindburn Walk are bungalows to the east and south of the site, respectively, and would be adjacent to the proposed outdoor play area. Their gardens are already separated by a 1.8m high timber fence which would be retained, and which would provide some physical barrier to mitigate from noise from children playing outside. The garden area would only be used at certain times of the day and only in dry conditions and as such it is considered that activity to this area would not be for concentrated and not for prolonged periods of time.

The conservatory would be attached to the side of the office building and project part way into the garden area, but at single storey and partly screened by the boundary fence would not cause overlooking or privacy issues to these properties.

As such, it is considered that there would not be a detrimental impact on the amenity of the occupiers of these properties from the proposed development.

The rear of the flats above the shops on Ribble Square would face the site and given the difference in levels it would be the upper floors only positioned directly opposite. The closest flat would be 12.3m away from the site boundary and some would overlook the car park, some the building itself and some of the outdoor area. Like the dwellings above, there would be some screening from the boundary treatment and it is considered the distance away and the scale of the development would not have a significant impact on amenity of the occupiers of the flats. There have not been any objections received from these residents.

The application proposes the hours of 8am to 6pm on weekdays, which is not dissimilar to what would be expected of either an office use or a business/commercial use. These hours are also times when people are generally up and carrying out their daily activities. The site is located close to other businesses and shops which would also be open and operating at similar times. As such, it is considered that the hours proposed would be acceptable and would not have a detrimental impact on the amenity of local occupiers.

Nurseries are generally located in or near to residential areas and serve those living nearby and in close proximity. It is therefore considered that given the scale of the development proposed, the hours of operation and the position of the site in relation to the adjacent properties, there would not be a significant or detrimental impact on residential amenity and as such would comply with UDP Policies EN1/2 - Townscape and Built Design and CF1/1 - Location of New Community facilities and CF5 - Childcare Facilities.

**Traffic** - One of the objectors refers to the increase in traffic which would arise from the use as a nursery. The building is currently used as an office and already provides 12 spaces for employees and visitors. Whilst the nursery may generate more traffic and particular time of the day, it trips would naturally be staggered as parents would drop off and pick up before and after work, which would be at different times.

The access road off Ribble Drive is of an appropriate width and geometry and also leads to a turning area at the end where parents could manoeuvre and park for the short period of time it would take to drop or collect children. There are no residential properties on the access road which would be affected by any traffic to the nursery.

As such, it is considered there would not be a significant increase in traffic or cars to the area which would have a detrimental impact on residential amenity or affect the servicing of the shops opposite.



**Parking** - SPD11 - Parking Standards in Bury advises maximum parking provision of 1 space per full time member of staff.

The application proposes 5 full time and 4 part time members of staff and there would also be occasions when spaces would be needed for visitors or by parents. The site is located on a bus route and in a residential area accessible by foot or public transport. There are already 12 spaces demarcated and by way of a condition, some of these would be designated for use by staff only which would ensure there would be sufficient parking for employees.

As such, it is considered the proposed parking would be acceptable for a nursery use and its employees and visitors, and would comply with UDP Policy HT2/4 - Car parking and New Development, CF1/1 - Location of New Community Facilities and SPD11.

**Response to objectors** - The issues raised with regards to noise, disturbance, parking and traffic have been covered in the above report.

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

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

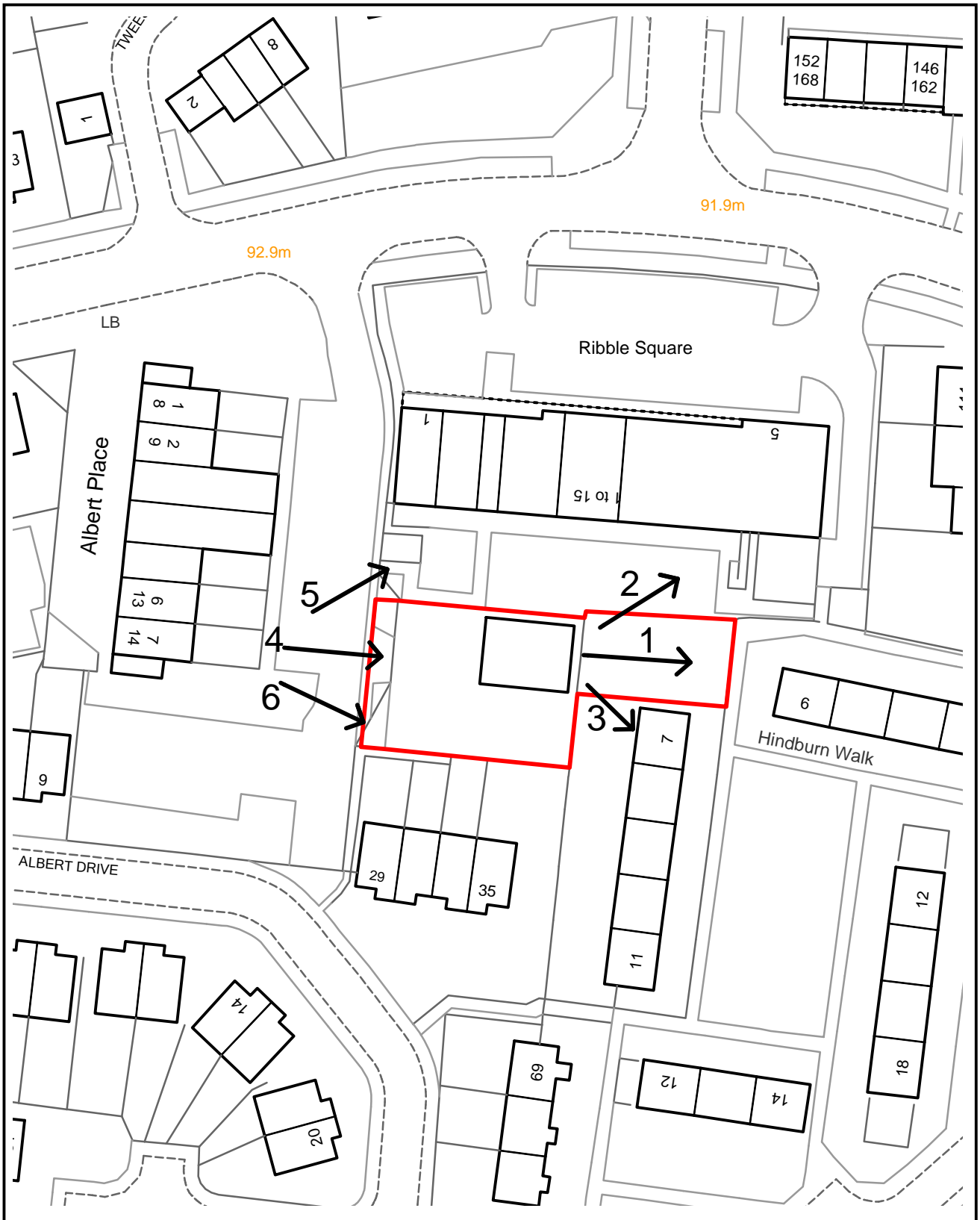
**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered CE/85 - Existing site layout; CE/87 Proposed layout; CE/98 dated 4/8/2011 - Car park layout and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Prior to the development hereby approved first being brought into use, a scheme to show designated staff parking spaces on approved plan CE/98 shall be submitted to and approved by the Local Planning Authority. The approved parking layout only shall be implemented and thereafter maintained.  
Reason. To ensure appropriate parking provision for the development hereby approved pursuant to Bury Unitary Development Plan Policies HT2/4 - Car parking and New Development and CF1/1 - Location of New Community Facilities.
4. There shall be no work or other activities, and no customers or visitors to the development hereby approved outside the following hours:-  
0745 hrs to 1815 hrs, Monday to Fridays.  
There shall be no Sunday or Bank Holiday working or opening times.  
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies HT2/4 - Car parking and New Development and CF1/1 - Location of New Community Facilities of the Bury Unitary Development Plan.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 61267

ADDRESS: Whitefield Housing Surgery  
Albert Place

Planning, Environmental and Regulatory Services

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61267

Photo 1



Photo 2





61267

Photo 3



Photo 4



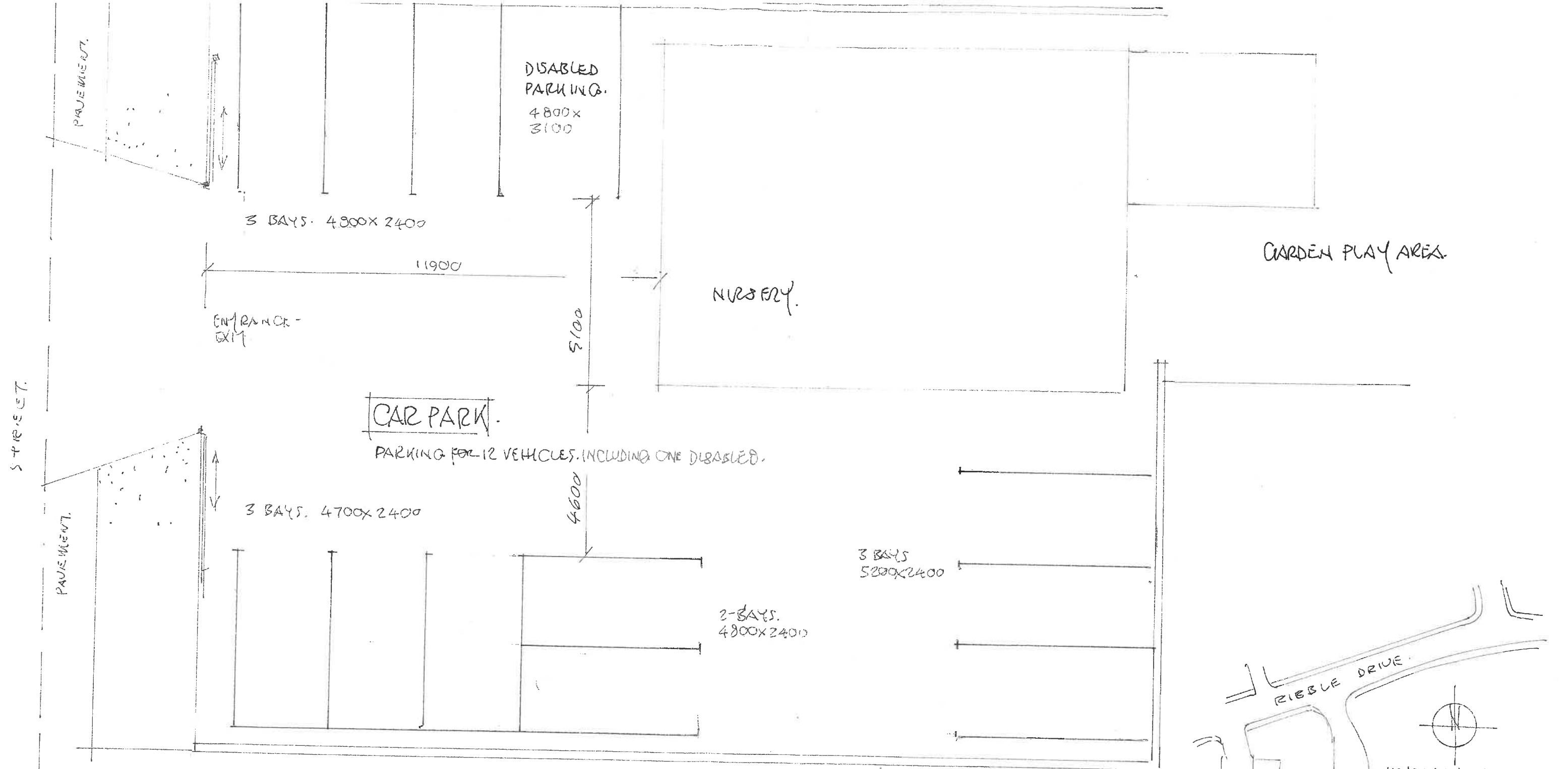
61267

Photo 5



Photo 6



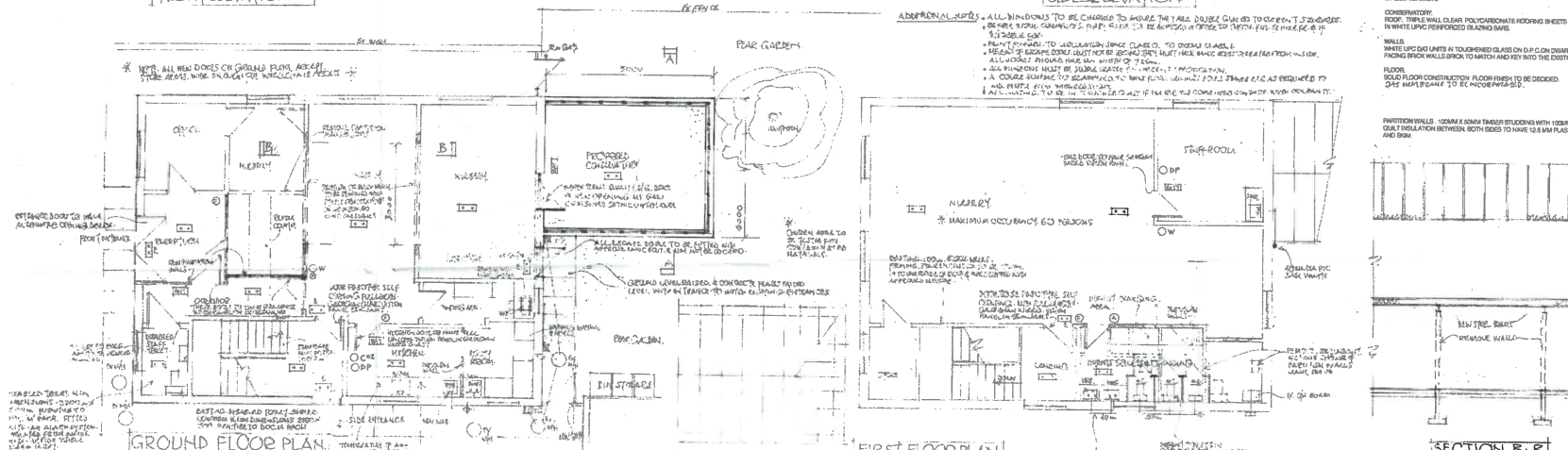
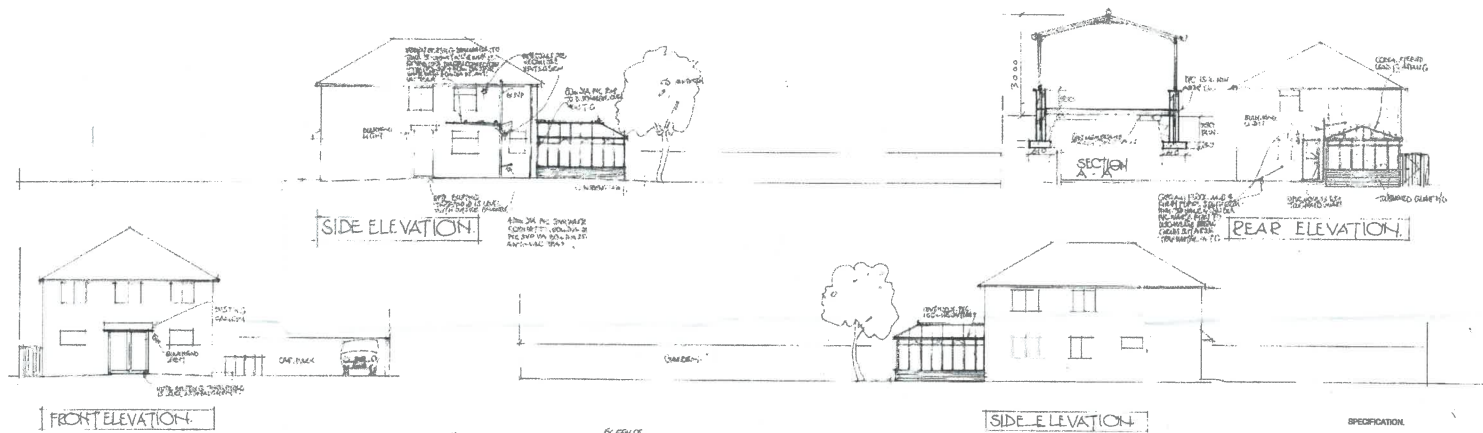


PLAN ON CARPARK.

DRAWING N° CE/98  
 PROPOSED CHANGE OF USE  
 FROM OFFICES TO NURSERY FOR  
 M<sup>rs</sup> A. SMITH AT ALBERT PLACE  
 WHITEFIELD. CARPARK LAYOUT.  
 DATE 4/8/2011 SCALE 1:100  
 DRAWN BY D HESLOP 4 WHEATFIELD  
 CRESCENT, ROYTON OL25UX  
 TEL 0161 6333555







**SPECIFICATION**

CONSERVATORY  
ROOF: THREE WALL CLEAR POLYCARBONATE HOODING 8 SHEETS IN WHITE UPVC FINISHED GLAZING UNITS

WALLS  
WHITE UPVC DO UNITS IN TONGUE AND GROOVE ON D.P.F. 1000 DRUM PACKING BRICK WALLWORK TO MATCH AND KEY INTO THE EXISTING

FLOOR  
SOLID FLOOR CONSTRUCTION FLOOR FINISH TO BE DECIDED. DOOR THRESHOLDS TO BE ACCORDINGLY

PARTITION WALLS: 100MM X 50MM TREKOR STUDS WITH 100MM GLASS WOOL INSULATION BETWEEN BOTH SIDES TO HAVE 150MM PLASTER AND BRICK

- EQUIPMENT AND FINISHES LEGEND**
- NIGHT LIGHT (B) [Symbol]
  - WET DRY DOWN (B) [Symbol]
  - SOIL [Symbol]
  - SHOWER [Symbol]
  - SHOWER TRAYS [Symbol]
  - SHOWER COAT [Symbol]
  - SHOWER WATER [Symbol]

**PLAN ON CONSERVATORY ROOF**

**NOTES WHERE APPLICABLE**

1. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
2. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
3. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

**EXISTING FIRE ALARM & SMOKE DETECTOR SYSTEM TO BE CHECKED.**

**CONSERVATORY WITH BRG 9 BY P11 2000, 40.**

1. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
2. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.
3. THE CLIENT MUST BE ADVISED THAT THE CONSERVATORY IS A STRUCTURE THAT IS NOT COVERED BY THE BUILDING REGULATIONS AND THEREFORE IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN THE NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY.

**DRAWING NO. C/87**

**PROPOSED LAYOUT**

**CHANGE OF USE FROM OFFICES TO NURSERY FOR MR A SMITH AT ALBERT PLACE OFFICERS DRIVE - WHITE FIELD.**

DATE: 11/02/11

SCALE: 1:100



**ARCHITECTURAL DRAWING**

**ALBERT PLACE OFFICERS DRIVE - WHITE FIELD**

**PROPOSED LAYOUT**

**CHANGE OF USE FROM OFFICES TO NURSERY FOR MR A SMITH AT ALBERT PLACE OFFICERS DRIVE - WHITE FIELD.**