

Title	Planning Applications
To:	Planning Control Committee
On:	19 September 2017
By:	Development Manager
Status:	For Publication

Executive Summary

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

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

This report has the following implications

Township Forum/ Ward: Identified in each case.

Policy: Identified in each case.

Resources: Not generally applicable.

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

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

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

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

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

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

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

Development Manager

Background Documents

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

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

01	Township Forum - Ward: Whitefield + Unsworth - Unsworth	App No. 61239
	Location: 853 & 857 Manchester Road, Bury, BL9 9TP	
	Proposal: Enlargement of service vehicle turning area and change of use of land to form parking area for use by customers	
	Recommendation: Approve with Conditions	Site Visit: Y
<hr/>		
02	Township Forum - Ward: Bury East	App No. 61705
	Location: 2 Manchester Road, Bury, BL9 0DT	
	Proposal: Listed Building Consent to replace 2 no. first floor windows with new timber framed double glazed windows	
	Recommendation: Approve with Conditions	Site Visit: N
<hr/>		
03	Township Forum - Ward: Whitefield + Unsworth - Besses	App No. 61746
	Location: 130 Bury New Road, Whitefield, Manchester, M45 6AD	
	Proposal: Variation of condition no.4 of planning permission 51171 to change the opening hours from: 09:00 to 00:00 (midnight) on Monday to Saturday and 11:00 to 23:00 on Sundays and Bank Holidays. To: 11:00 to 01:00 Monday to Saturday and 11:00 to 00:00 (midnight) on Sundays and Bank Holidays.	
	Recommendation: Approve with Conditions	Site Visit: N
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04	Township Forum - Ward: Bury East - Redvales	App No. 61752
	Location: Land adjacent to Warth Road, Bury, BL9 9NB	
	Proposal: Variation of condition no. 2 (approved plans) of planning permission 60424 to show kitchen windows to both side elevations of apartment blocks - Plots 1-15 and 51-65	
	Recommendation: Minded to Approve	Site Visit: N
<hr/>		
05	Township Forum - Ward: Whitefield + Unsworth - Pilkington Park	App No. 61790
	Location: 215 Bury New Road, Whitefield, Manchester, M45 8GW	
	Proposal: Single storey rear extension; Demolition of part boundary wall and installation of gate	
	Recommendation: Approve with Conditions	Site Visit: N
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06	Township Forum - Ward: Whitefield + Unsworth - Unsworth	App No. 61834
	Location: Mercedes-Benz of Whitefield, 845 Manchester Road, Bury, BL9 9TP	

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

Recommendation: Minded to Approve

Site Visit: Y

Ward: Whitefield + Unsworth - Unsworth

Item 01

Applicant: LSH Auto Properties (UK) Ltd

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

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

Application Ref: 61239/Full

Target Date: 23/05/2017

Recommendation: Approve with Conditions

A site visit has been requested by the Assistant Director prior to the Planning Committee meeting.

Description

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

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

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

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

A - The proposed development involves the enlargement of the service vehicle turning area and the change of use of land to form a car park for use by customers. The proposed area would be surfaced in tarmac and would provide a larger turning area for use by the vehicle transporters. The remainder of the site would provide a 20 space car park for customers and would be accessed from the existing access off Manchester Road.

B - The proposed development involves the creation of a 22 space car park at the south eastern corner of the site for use by staff only. The proposed car park would be accessed from the existing gate in the eastern boundary. The proposed site would be cut and filled to create a level surface and a retaining wall of a maximum of 3.5 metres in height would be constructed on the northeastern boundary.

Relevant Planning History

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

with conditions - 15 October 2013.

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

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

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

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

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

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

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

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

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

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

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

Publicity

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

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

- The existing site plan indicates parking bays for 41 customers at the rear of 863 - 873 Manchester Road with a further 5 bays for general parking with a total parking provision of 145 cars with no staff parking.
- Since the original development, the parking at the rear of 863 - 873 is never fully occupied, while staff park on High Bank Road and Manchester Road.
- The back of pavement outside 853 - 857 is currently being used for the display of sales vehicles.

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

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

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

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

Any further comments received will be reported in the Supplementary Report.

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

Consultations

Traffic Section - No objections in principle and further comments will be reported in the Supplementary Report.

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

Unitary Development Plan and Policies

EC3/1 Measures to Improve Industrial Areas
 EC6/1 New Business, Industrial and Commercial
 EN1/1 Visual Amenity

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

Issues and Analysis

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

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

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

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

Parking - There is an existing issue with capacity for parking at the site and objectors have

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

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

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

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

Response to objectors

- The level of car parking has been explained and justified in the report above. An application for a car park for use by staff is the subject of a separate application (61834).
- The proposed development would enlarge the turning area, which would enable the servicing to take place within the site.
- The applicant has an agreement for 20 vehicles to park at the adjacent synagogue.
- The site for the proposed customer car park is not located within the Green Belt.
- The impact upon amenity has been assessed in the report above.

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

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

Recommendation: Approve with Conditions

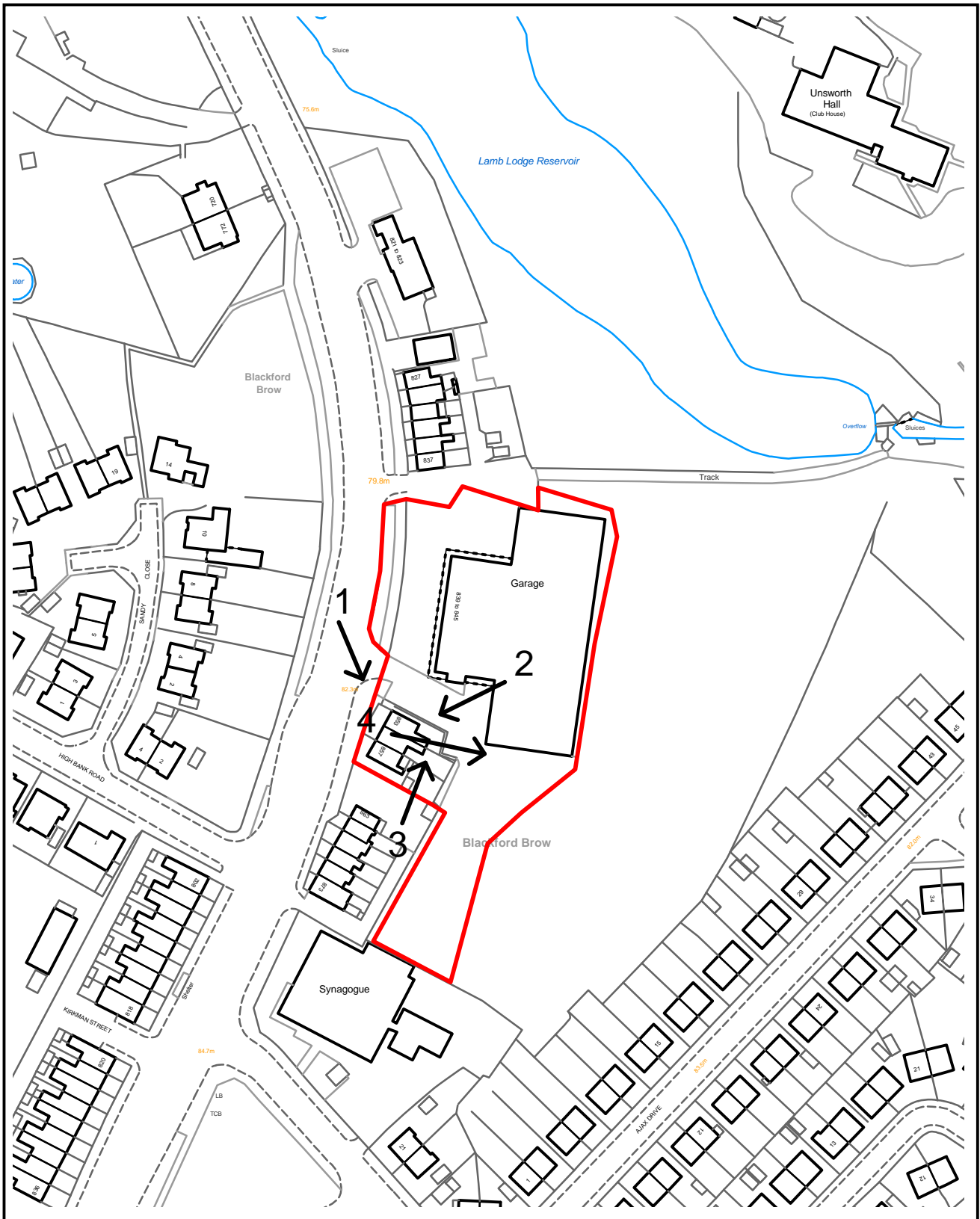
Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings numbered 39280 002 B, 3348 E 001 C, 3348 P 002 H and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. The turning facilities indicated by the tracking diagram on the proposed site plan shall be provided before the development is brought into use and shall subsequently be maintained free of obstruction and parked vehicles at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy S4/4 - Car Showrooms, Car Sales Area and Petrol Filling Stations of the Bury Unitary Development Plan.
4. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being first brought into use.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
5. Prior to the turning facilities being brought into use, signs shall be erected on site stating 'Parking within marked bays only.'
Reason. To ensure the turning area is available for use and to minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy S4/4 - Car Showrooms, Car Sales Area and Petrol Filling Stations of the Bury Unitary Development Plan.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61239

ADDRESS: 853 & 857 Manchester Road
Bury

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

61239

Photo 1



Photo 2

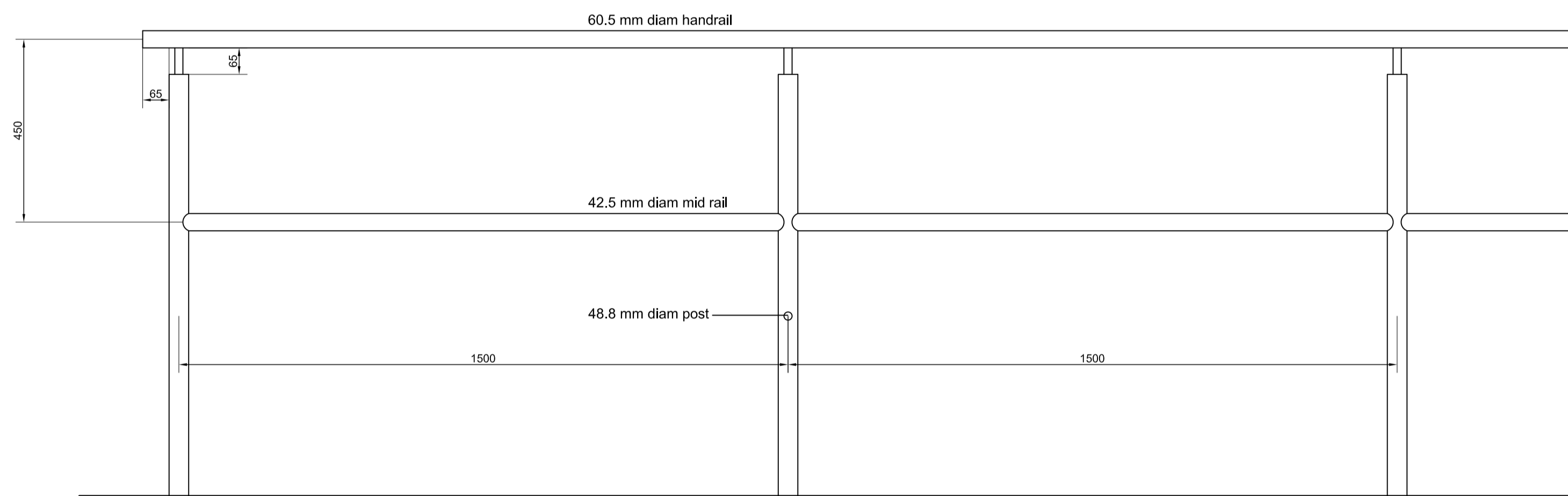
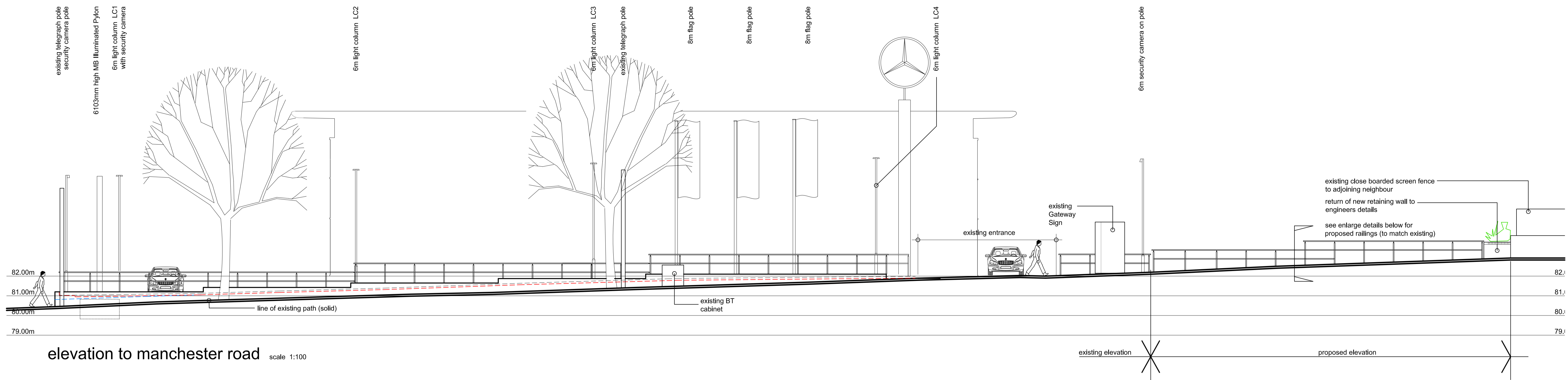


Photo 3

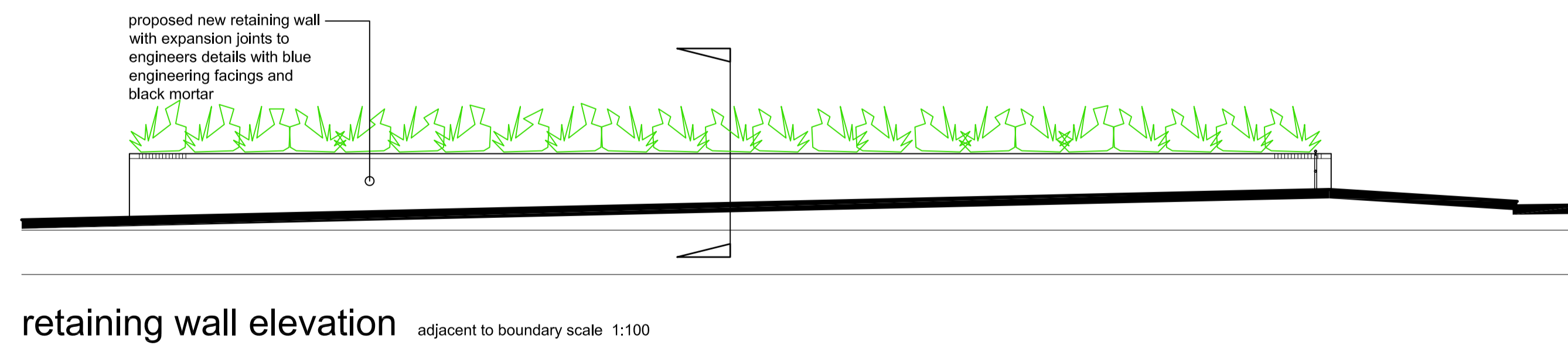
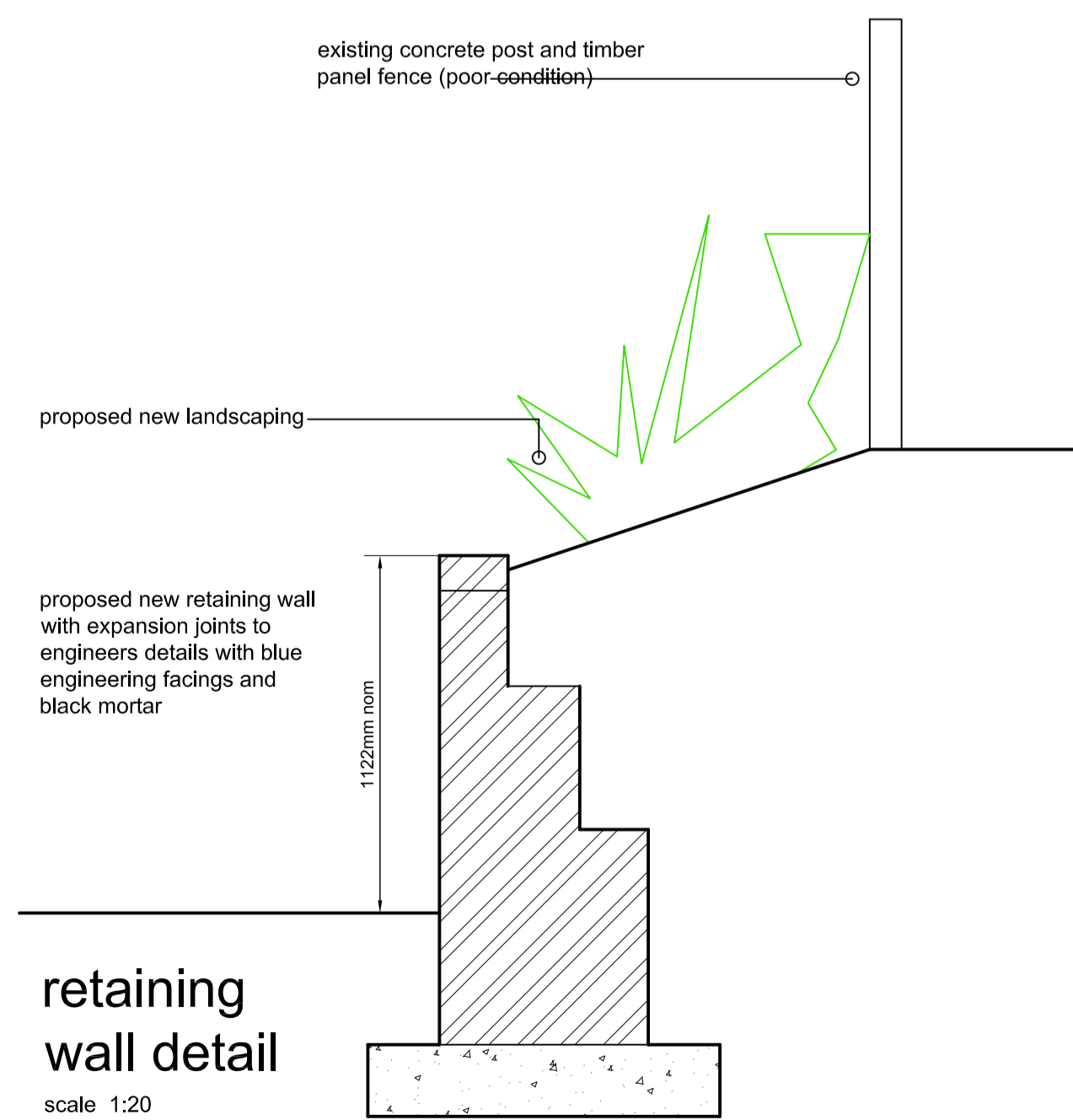
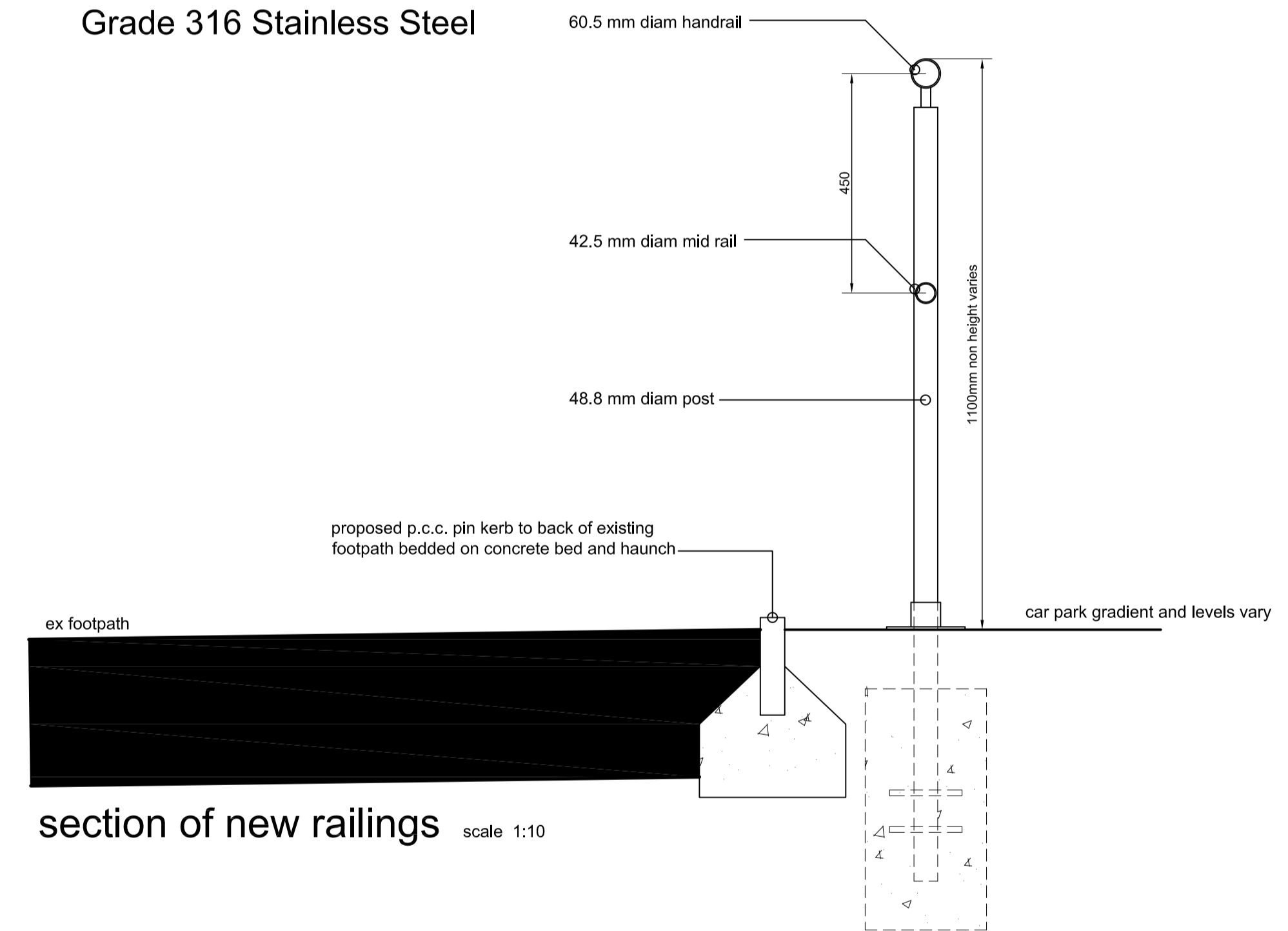


Photo 4





Grade 316 Stainless Steel



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

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



PLANNING ISSUE PROPOSED

Ward: Bury East

Item 02

Applicant: Clough & Willis Solicitors

Location: 2 Manchester Road, Bury, BL9 0DT

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

Application Ref: 61705/Listed Building Consent

Target Date: 29/08/2017

Recommendation: Approve with Conditions

Description

The site comprises of two end terraces operating as a solicitors office. They are located within Bury Town Centre and the row is Grade 2 Listed and within the Conservation Area. The row is constructed in red brick with stone dressings and including a stone sill band. The area is generally commercial and there are a number of other listed buildings in the vicinity including a church opposite, and to the north, a row of terraces at St Marys Place.

The application is for Listed Building Consent for the replacement of two first floor timber sash windows to the front which are in a dilapidated state. They are to be replaced with 18mm timber double glazed sliding sash windows. This application is a resubmission of 61465 which was withdrawn as the proposed units were not considered appropriate and a slimmer version required.

Relevant Planning History

61465 - Listed Building Consent to replace 2 no. first floor windows with new timber framed double glazed windows - Withdrawn 06/06/2017

Publicity

12 notification letters were sent on 07/07/17 to addresses at 1-5 & 2-6 St Marys Place, Metcalfes & Wyndale Life St Marys Place, St Maries Church & St Maries Presbytery Manchester Road, Textile Hall Manchester Road, 6 Manchester Road, Bury Employment Service Silver Street. A site notice was posted on 14/07/17 and a press notice placed in the Bury Times on 20/07/17.

One objection has been received from The Victorian Society, a statutory consultee, their concerns in summary are:-

- Principle of replacing the existing windows is acceptable, oppose the installation of double-glazed windows in listed buildings, aesthetically inappropriate and practically unnecessary.
- New windows should be single-glazed, and the dimensions of their joinery based precisely on surviving examples of original windows in the terrace.

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

Consultations

Conservation Officer - Considers the proposal acceptable.

Ancient Monuments Society - No comments received.

Council for British Archaeology - No comments received.

The Georgian Group - No comments received.

Society for the Protection of Ancient Buildings - No comments received.

The 20th Century Society - No comments received.
The Victorian Society (London) - Objection.

Unitary Development Plan and Policies

EN2/3 Listed Buildings
EN2/1 Character of Conservation Areas
EN2/2 Conservation Area Control
EN1/2 Townscape and Built Design
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.

Planning (Listed Building and Conservation Areas) Act 1990 (as amended), Chapter 12 - Conserving and enhancing the historic environment of the NPPF and UDP Policies EN2/1, EN2/2 and EN2/3 seek to consider the relationships of proposed development to the architectural and visual qualities of the surrounding area, with the emphasis on preserving and enhancing these areas and safeguarding the setting of Listed Buildings.

UDP Policies EN2/1 - Character of Conservation Areas and EN2/2 - Conservation Area Control seek to preserve or enhance the character and appearance of these areas. Development will only be acceptable if it preserves or enhances these areas with regard to the nature of the development in terms of bulk, height, materials, design, relationship to the surrounding area, and impact of a new use on the character of the surrounding area. Proposals where appropriate should seek to implement measures to retain, replace, restore features of architectural interest, retain and enhance landscaping features, promote environmental enhancement and promote design guidelines to ensure sympathetic development.

EN2/3 - Listed Buildings seeks to actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features.

Impact on the Listed Building and Conservation Area - The building is Mid C19 Terrace in classical style. The window frames proposed to be replaced are not original but Victorian or possibly later versions. The application provides a detailed survey of the condition of the windows and repairs that would be required. It concludes that the extensive repairs and replacement of key components would result in windows which have effectively been replaced. The new windows would differ in that they would be double glazed. The proposed units would be a slimline version at 18mm and largely follow the detail of the existing frames. The slimline versions reduce the potential for distortion and mirroring. The frames are of a type seen on the other properties within the terrace and would then be in keeping. As such the proposal would not harm the significance of this listed building and would enhance and preserve its appearance and that of its location within the Conservation Area.

The proposal complies with UDP Policies EN2/3 - Listed Buildings, EN2/1 - Character of Conservation Areas, EN2/2 - Conservation Area Control and EN1/2 - Townscape and Built Design.

Response to objection - Whilst it is recognised that there can be difficulties in using double glazed units in Listed Buildings due to distortion and mirroring particularly in multi-paned

frames and where using standard double glazed units. In this case there would be a slimline units used and without glazing bars which mitigates this issue and there is minimal difference between the double and single glazed frames within the row.

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

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

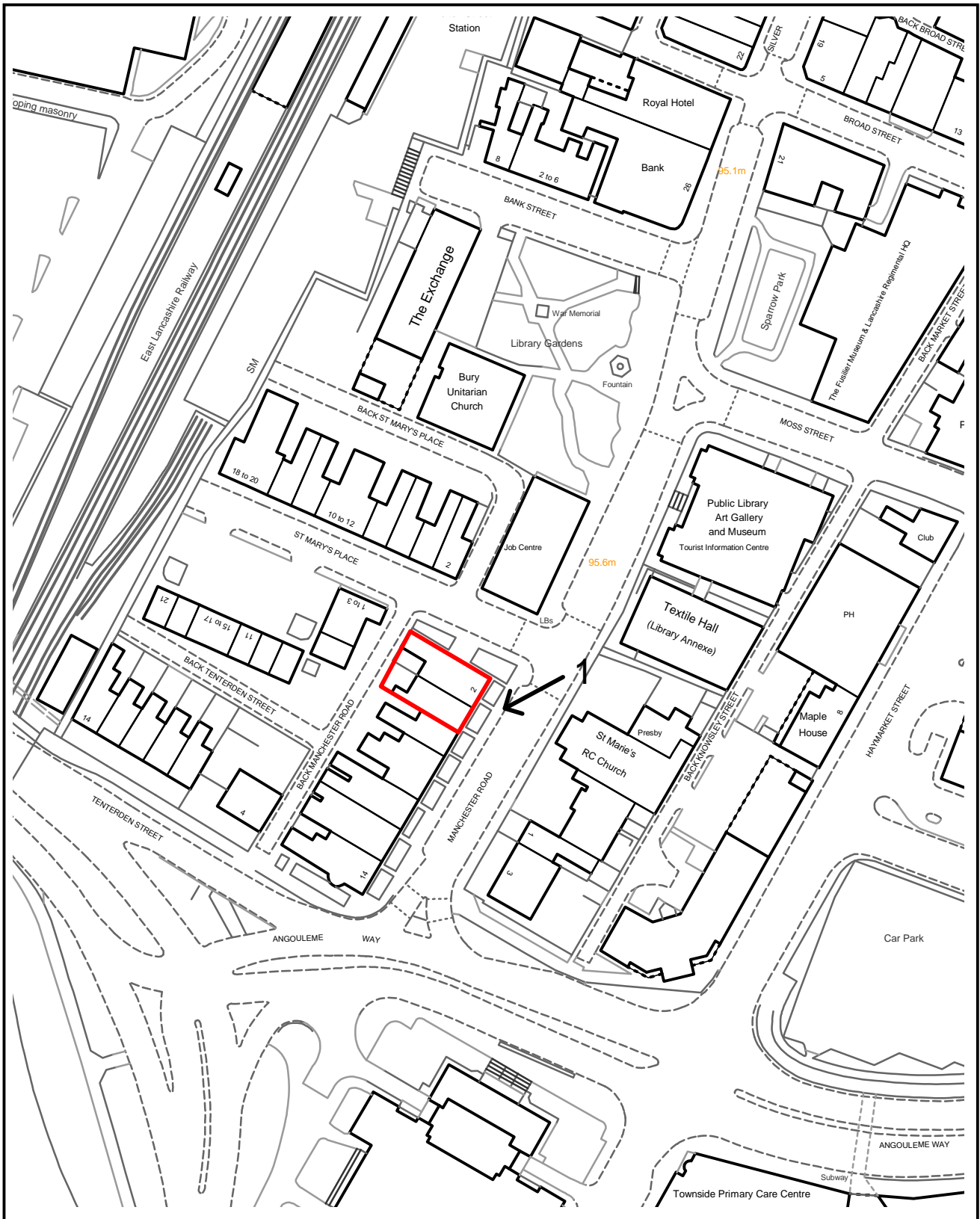
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
2. This decision relates to drawings numbered DWG No. 01, DWG No. 02A, DWG No. 03A 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.

For further information on the application please contact **Jane Langan** on **0161 253 5316**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61705

ADDRESS: 2 Manchester Road
Bury

Planning, Environmental and Regulatory Services

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61705

Photo 1



Dilapidations survey of 2no. First floor windows
at Clough Willis Solicitors,
2-4 Manchester Road, Bury.



Survey carried out on 16th June 2017

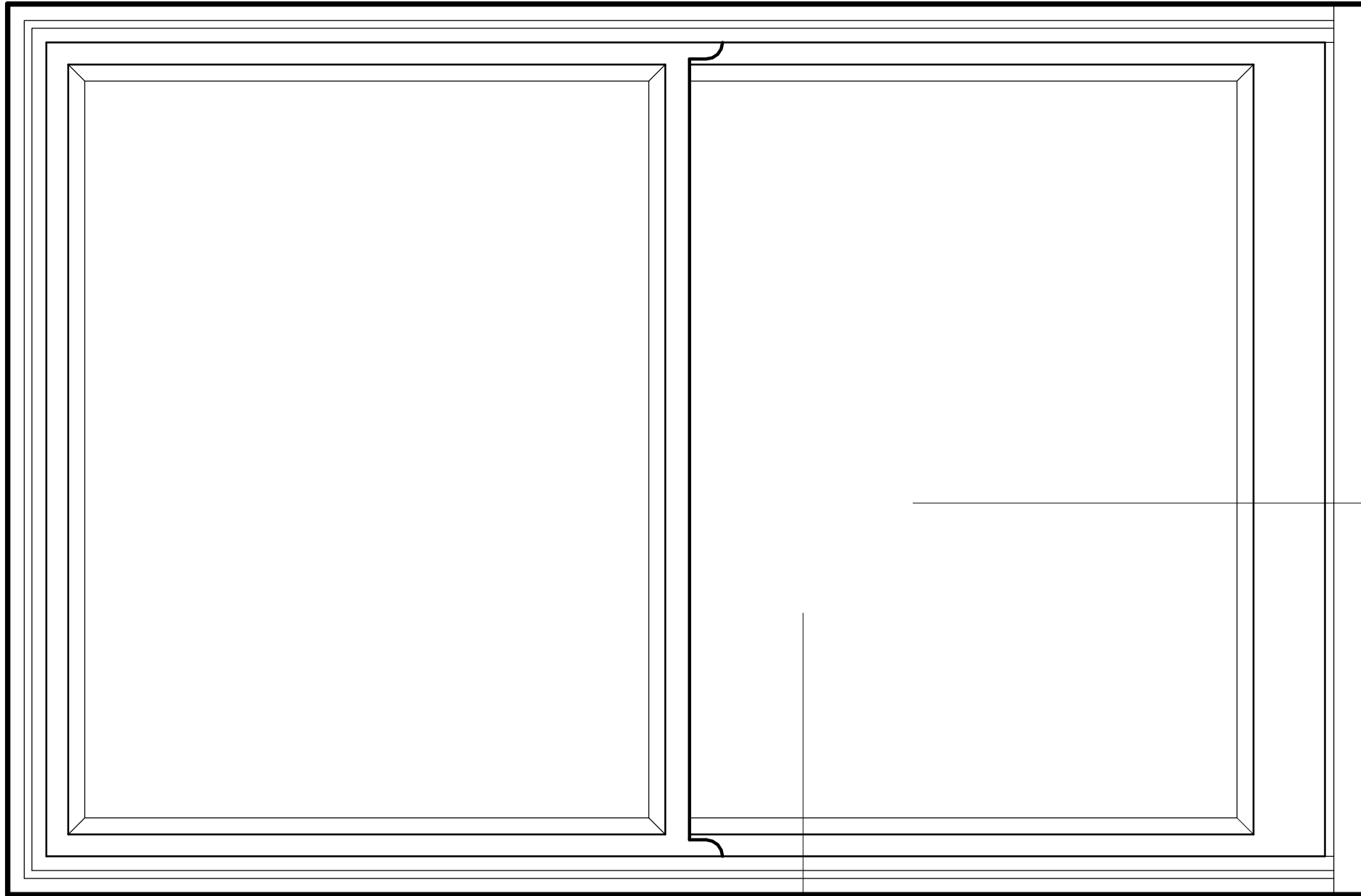
By Gary Hinds BA Hons.

Design Solutions

7 Booth Road

Altrincham

Windows to be replaced:
W1 & W2 on attached photo sheet



A-A
See drawing No. 2

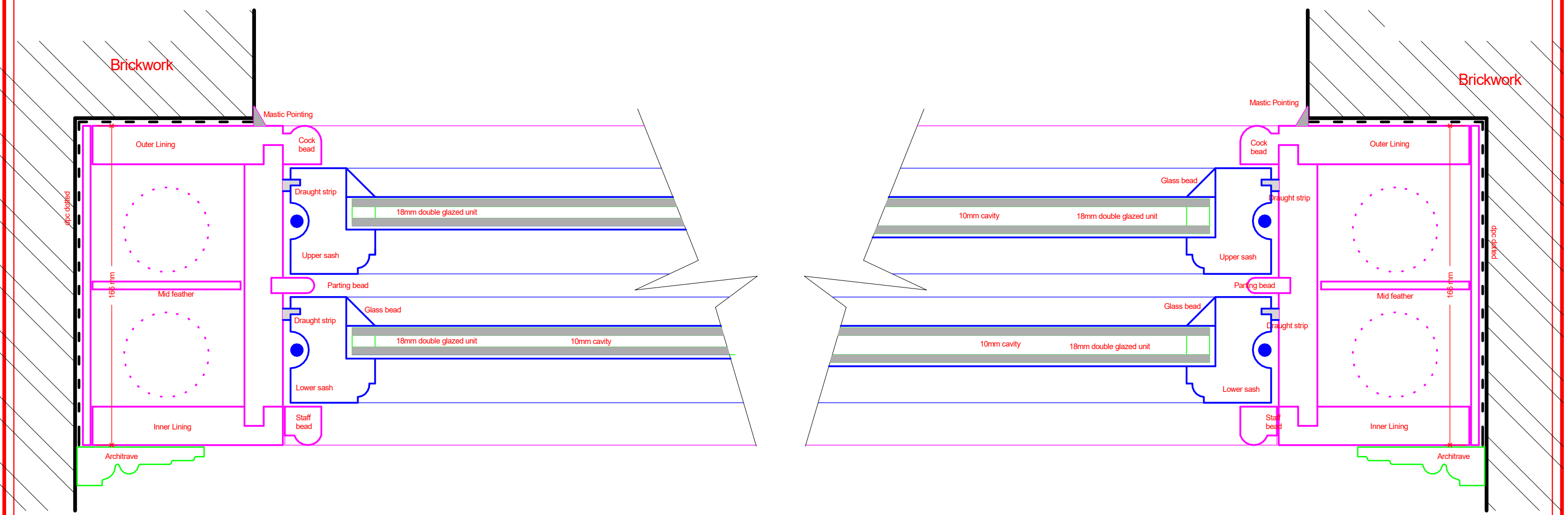
B-B
See drawing No. 3

GBS Joinery
Unit 2, James Street
Edgeley, Stockport
SK3 9AG

Typical elevation of sliding sash window with horns.

Scale 1:5

DWG No. 01

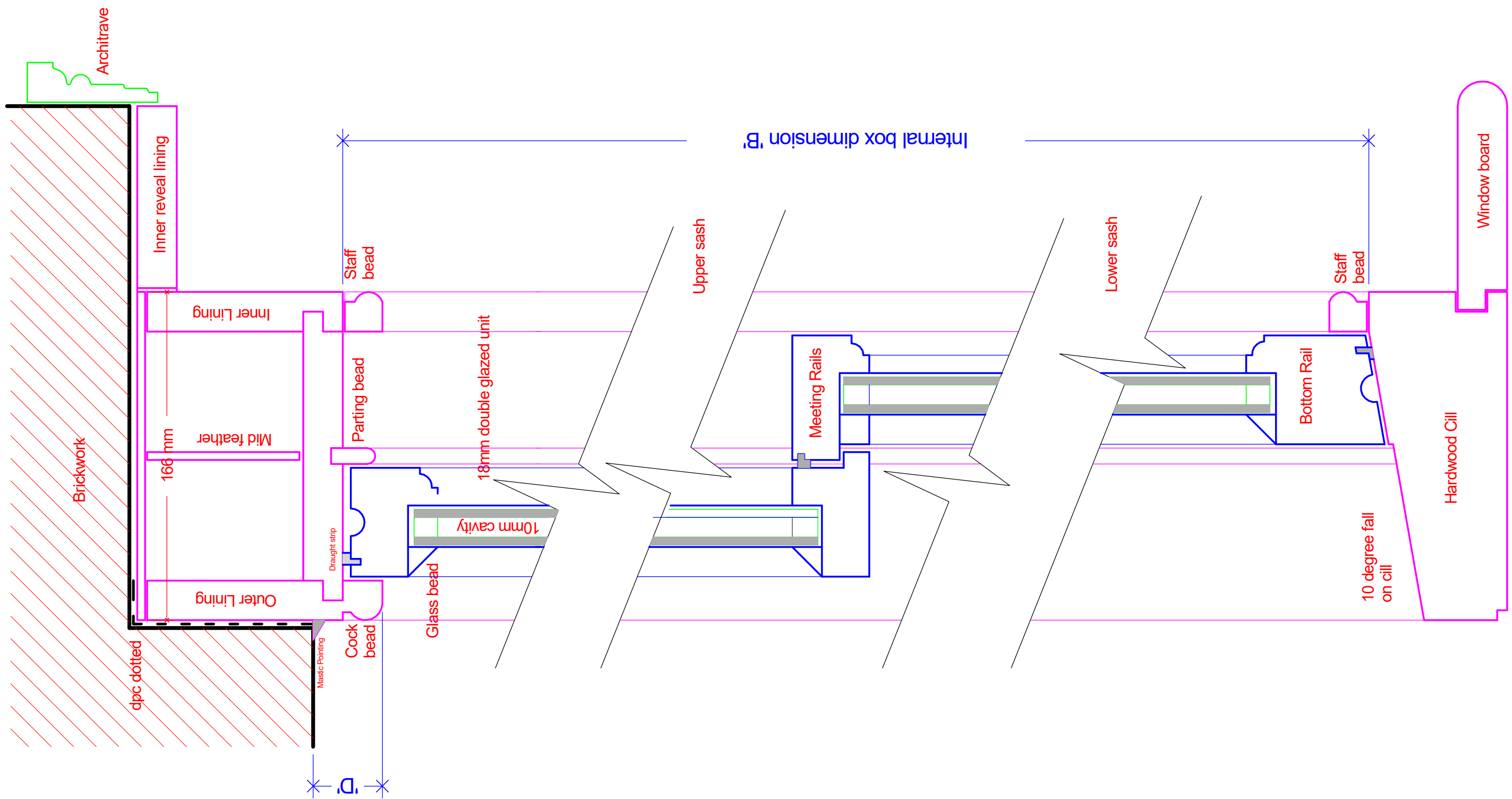


GBS Joinery
 Unit 2, James Street
 Edgeley, Stockport
 SK3 9AG

Horizontal section through sliding sash window without glazing bars

Scale 1:2

DWG No. 02A



GBS Joinery
 Unit 2, James Street
 Edgeley, Stockport
 SK3 9AG

Vertical section through sliding sash window without glazing bars

Scale 1:2

DWG No. 03A

Ward: Whitefield + Unsworth - Besses

Item 03

Applicant: Bits N Pizza

Location: 130 Bury New Road, Whitefield, Manchester, M45 6AD

Proposal: Variation of condition no.4 of planning permission 51171 to change the opening hours from:
09:00 to 00:00 (midnight) on Monday to Saturday and 11:00 to 23:00 on Sundays and Bank Holidays.
To: 11:00 to 01:00 Monday to Saturday and 11:00 to 00:00 (midnight) on Sundays and Bank Holidays.

Application Ref: 61746/Full

Target Date: 15/09/2017

Recommendation: Approve with Conditions

Description

The existing takeaway sits in the middle of a terrace row within Whitefield District Centre, which is identified as a Secondary Shopping Frontage Area. There is a residential flat above the takeaway and at the rear, across an unmade service road, is a terraced row of houses that is slightly lower than, and rear on to, the site. Facing the site, across Bury New Road, are larger residential properties and the Knowsley Road junction.

The proposal is to extend the opening hours which were restricted by condition 4 of the original approval notice in 2009. The approved hours of opening were until midnight Monday to Saturday and until 11pm on Sundays and Bank Holidays.

The proposed opening hours are as follows:

1100hrs - 0100hrs Monday to Saturday

1100hrs - 0000hrs (midnight) Sundays and Bank Holidays

These hours have been scaled back from the hours initially proposed by the applicant in this application which were to 2.30am Thursday to Saturday and 1pm Monday to Wednesday and 1.30pm on Thursdays.

Relevant Planning History

51171 - Change of use from shop (A1) to hot food take away (A5) - Approved 22/07/2009

54524 - Variation of condition no. 4 of planning permission 51171 to extend the opening hours - Refused on grounds of residential amenity 30/11/2011

11/0379 - Breach of planning conditions - 10/10/2011

17/0182 - Breach of Condition 51171 -permitted opening hours - application received 19/07/2017

Publicity

The following 24 neighbours were notified by initial letter dated 21/07/2017.

124 -138(even), 164, 171, 173, 177 Bury New Road, 13-27(Odd) Ducie Street, Rosebank and Ashlea on Knowsley Road.

Objections received from 15 and 21 Ducie Street and a resident by email (no address) Concerns are summarised below:

- Increased noise and disturbance from customers and the business itself impacting on residents at rear.
- Increased rubbish/litter.

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

Consultations

Traffic Section - No objection.

Environmental Health - No objection.

Greater Manchester Police - No objection.

Unitary Development Plan and Policies

S1/3 Shopping in District Centres

S2/3 Secondary Shopping Areas and Frontages

S2/6 Food and Drink

EN7/2 Noise Pollution

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.

Use. The current hot food takeaway was approved in 2009 with a condition restricting hours of opening to midnight between Monday and Saturday and to 11pm on Sundays and Bank Holidays. The applicant, who has operated the premises since 2011 states that the restricted opening hours are detrimentally affecting the business.

It is noted that an application (51171) to vary the original hours of opening was previously submitted in 2011. This application, which proposed opening between Sunday to Thursday to 1am and Friday and Saturday to 2.30am, was refused on grounds due to noise and disturbance to nearby residents.

Residential Amenity. As with the previously refused application, the main issue remains the impact of additional customers coming and going within the extended opening times and the impact of noise and smells from the premises and flue at the rear.

The nearest residential properties at the front are across Bury New Road. With the premises located on a busy main road, within the existing shopping centre, the impact over the additional opening hour at the front is negligible.

Impact on residential properties to the rear is considered to be potentially more damaging as the houses are closer and there is significantly less background noise compared to the front. The flue at the rear, which has been the source of some complaints in the past, has recently been fitted with a new silencer to make it significantly quieter.

It is considered that a modest increase in opening hours may be acceptable, but that it would be reasonable to suggest the increase initially for a temporary period of one year in order for the situation to be monitored. With a temporary 'test period' the additional hour proposed would be acceptable and comply with UDP Policies S2/6 Hot Food and EN7/2 Noise Pollution.

Response to objectors

The issues raised in relation to noise, disturbance have been addressed in the report above.

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

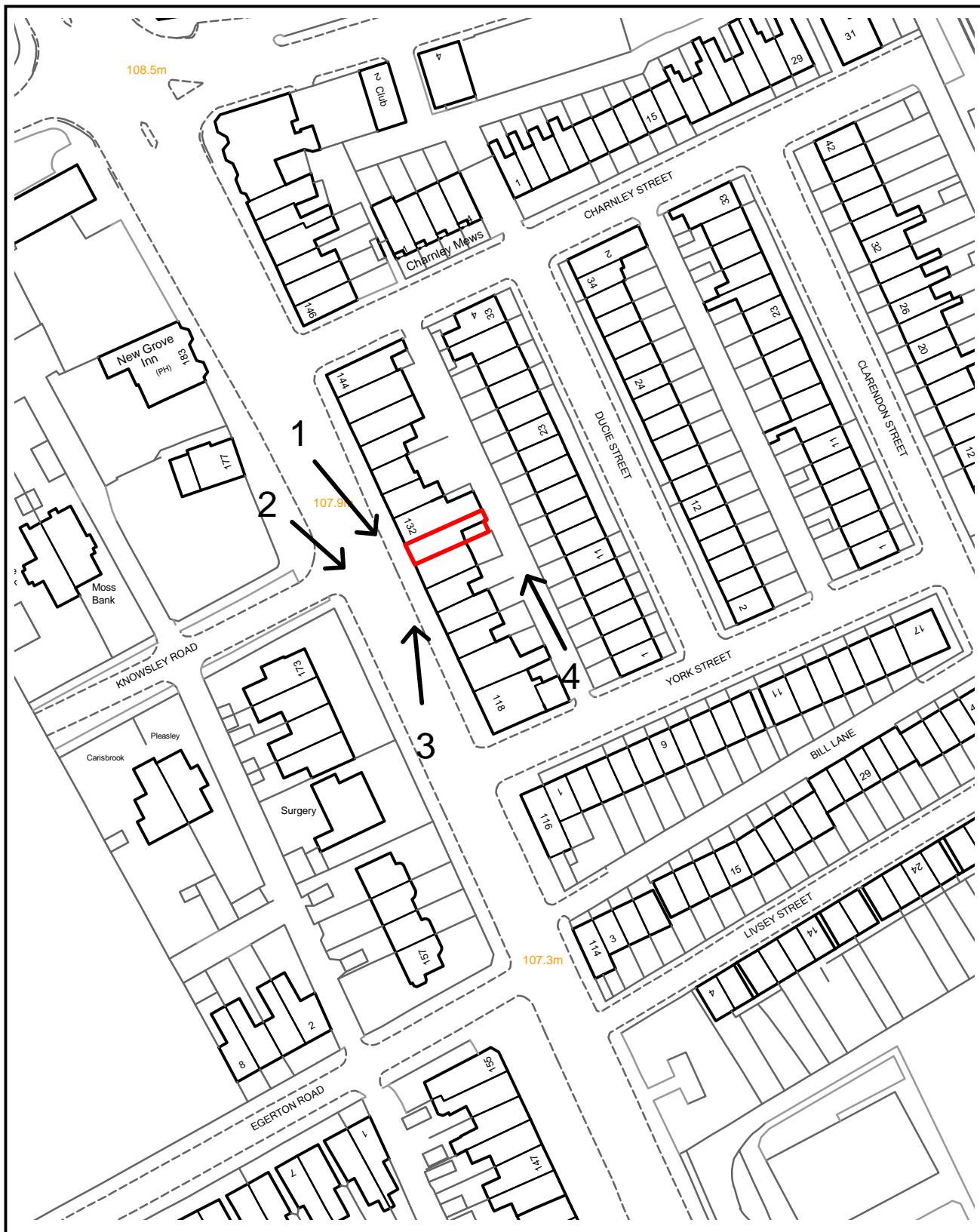
Conditions/ Reasons

1. Permission is hereby granted for a limited period only, namely for a period expiring 1 year from the date of this decision notice.
Reason. In order to retain control over the opening times for a test period having regard to residential amenity of surrounding residents pursuant to UDP Policy S2/6 Food and Drink.

2. Opening hours shall be confined to the following times:-
0900 hrs to 0100 hrs, Monday to Saturday
0900 hrs to 0000 hrs (midnight) Sundays and Bank Holidays
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies S2/6 Food and Drink, EN7/2 Noise Pollution and EC4/1 Small Businesses.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61746

**ADDRESS: 130 Bury New Road
Whitefield**

Planning, Environmental and Regulatory Services

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61746

Photo 1



Photo 2



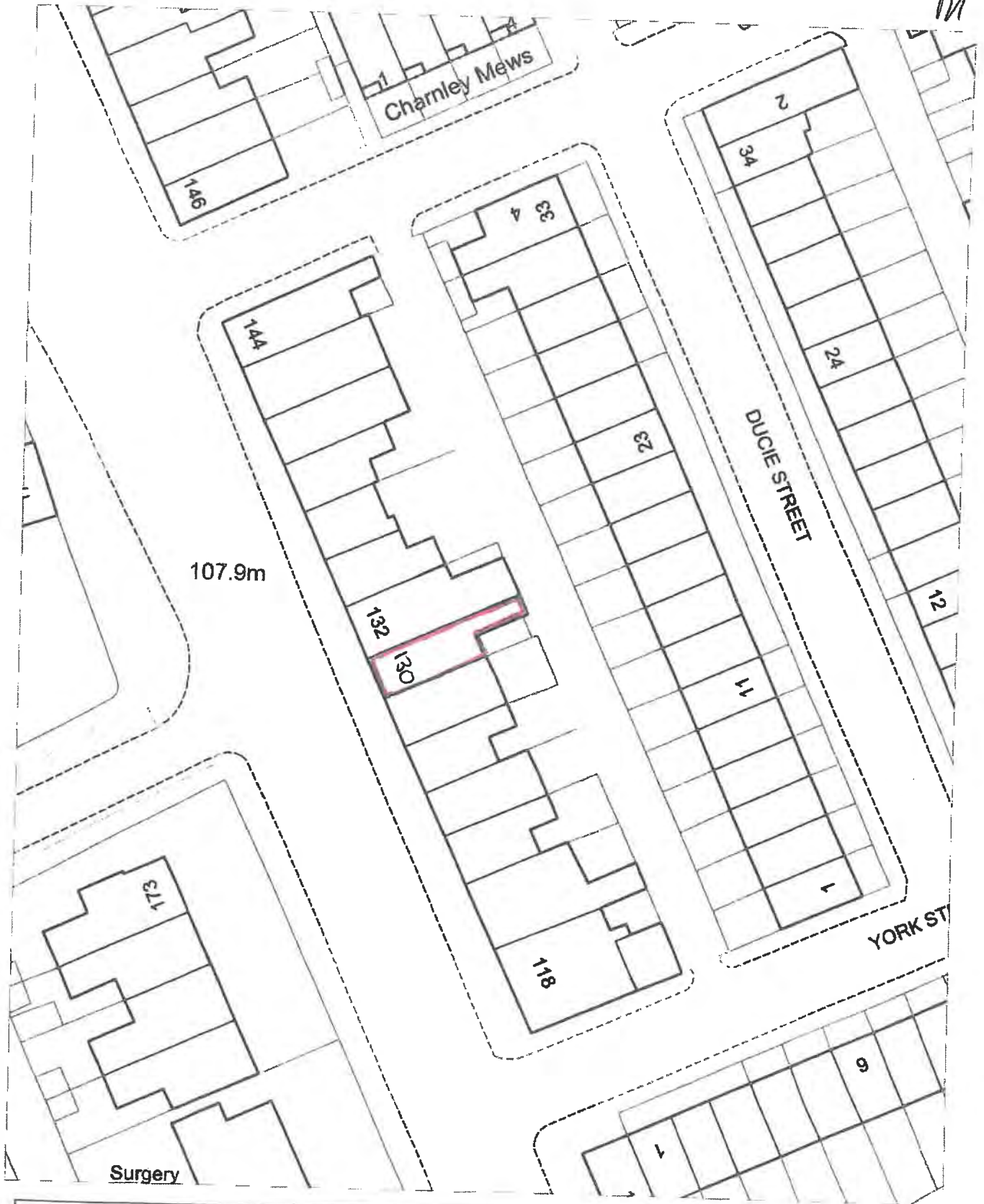
Photo 3



Photo 4



M



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1:1250

Ward: Bury East - Redvales

Item 04

Applicant: M.C.I. Developments Limited

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

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

Application Ref: 61752/Full

Target Date: 14/09/2017

Recommendation: Minded to Approve

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

Description

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

This application involves the apartment blocks.

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

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

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

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

Following the grant of consent 60424, it transpired that there was an anomaly in the approved plans. Non habitable room windows (kitchen windows) were proposed in the side elevations of the apartment blocks, which was shown on the elevation plans, but the windows were not annotated on the proposed floor plans.

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

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

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

Relevant Planning History

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

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

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

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

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

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

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

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

Publicity

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

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

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

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

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

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

Consultations

None relevant

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
H1/1	Housing Land Allocations
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/2	Noise Pollution
OL5/2	Development in River Valleys
RT2/2	Recreation Provision in New Housing Development
HT2/3	Improvements to Other Roads
HT2/4	Car Parking and New Development
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
SPD16	Design and Layout of New Development in Bury
NPPG	National Planning Policy Guide

Issues and Analysis

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

Policies - UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties.

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

Impact on the surrounding area

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

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

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

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

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

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

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

"The 3 storey apartment block sited in the northern part of the development would not

overlook or be close to any residential properties outside the site, and aspect standards are satisfied".

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

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

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

Response to objectors

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

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

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

Recommendation: Minded to Approve

Conditions/ Reasons

1. This decision relates to drawings numbered WarthRd/Location; Topographical Land survey MCI.TS.69; WarthRd/SK10 F; WarthRd/L01 Rev B; WarthRd/Highway Rev C; WarthRd/Boundary Rev C; WarthRd/Materials Rev D; WarthRd/Openspace; WarthRd/TopoOverlay Rev B; WarthRd/Streetscene B; WarthRd/Binstoreapt; WarthRd/Apt Plots 1-15; WarthRd/Apts Plots 51-65; WarthRd/2B4P 70/02; WarthRd/2B4P 70/01; WarthRd/2B4P Aspect; WarthRd/3B5P 85/03; WarthRd/3B5P 85/01; WarthRd/3B5P 85/02; WarthRd/3B5P Aspect; WarthRd/4B6P 95/01; WarthRd/Railings/1.2; WarthRd/Wall/1.8; WarthRd/Fence/1.5; WarthRd/Fence1.8; WarthRd/Fence/2.1; WarthRd/Gate/1.8; 30217/100; 30217/101; Transport Statement by VTC 18th July 2016; Environmental management plan 28.7.16; Noise and vibration assessment Echo acoustics 21 July 2016; Preliminary Ecological Appraisal and Bat Scoping Survey 27th July 2016 UES01790/01; Remedial Strategy DB Remediation 243.07.16.RS; Crime Impact Statement 2008/0536/CIS/01; Flood Risk Assessment (FRA) by Ironside Farrar ref ; 30217/SRG dated July 2016 and associated revised FRA text ref: 30217/SRG/revA dated Oct 2016 and the development shall not be carried out except in accordance with the drawings hereby approved.

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

2. The development hereby approved shall be carried out in accordance with the details submitted and approved as part of Condition 3 of planning permission 60424, and as detailed in letter ref CL340.080817.1 dated 8 August 2017.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

3. Within 56 days of the permission hereby granted, further details shall be submitted to the Local planning Authority for approval, regarding the built phase remediation strategy and validation plan to include:
 - Confirmation that the gas protection measures installed in each plot will be independently validated;
 - A copy of the United Utilities Risk Assessment and details of whether or not barrier pipe will be installed.The approved details only shall be implemented to an approved timetable.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

4. Following the provisions of Condition 2 and 3 of this planning permission, the development shall be carried out in accordance with the approved Remediation Strategy submitted as part of Condition 4 of planing permission 60424. Within 56 days of this permission hereby granted, the following details shall be submitted to and approved by the Local Planning Authority:
 - Validation information for the final phase of Japanese Knotweed (JKW) remediation work to relocate the stockpile of JKW impacted material in a deposition layer along the western boundary of the site;
 - A copy of the materials management plan and signed declaration for the placement of JKW impacted soils;
 - Build Phase Completion and Validation ReportThe approved details only shall be implemented prior to the first occupation of the development hereby approved..
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. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;
The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc) submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

6. All instances of contamination encountered during the development works which do not form part of an approved Remediation Strategy shall be reported to the Local Planning Authority (LPA) immediately and the following shall be carried out where appropriate:
 - Any further investigation, risk assessment, remedial and / or protective works shall be carried out to agreed timescales and be approved by the LPA in writing;
 - A Site Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
7. The development hereby approved shall be carried out in accordance with the details in the tba Landscape proposal 1 of 2 and 2 of 2 dwg 5264.02, and as approved as part of Condition 7 of planning permission 60424.

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

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design, EN8/2 – Woodland and Tree Planting, EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
8. The development hereby approved shall be carried out in accordance with the details submitted as part of Condition 8 of planning permission 60424, and as submitted in plan no SL/1300/001 dated 5 January 2017. All external lighting shall be installed in accordance with the agreed specification and locations set out in the approved strategy and thereafter maintained.

Reason. To ensure there would be no detrimental impact on the natural habitat of protected species or the Wildlife Corridor, pursuant to Bury Unitary development plan Policies EN6/3 - Features of Ecological Value, EN6/4 - Wildlife Links and Corridors and chapter 11 - Conserving and enhancing the natural environment of the NPPF.
9. The development hereby approved shall be carried out in accordance with the details as approved as part of Condition 9 of planning permission 60424. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

Reason. To ensure the safe and satisfactory development of the site in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
10. No works to trees or shrubs shall occur or demolition commence between the 1st March and 31st August inclusive in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided and agreed by the Local Planning Authority that no active bird nests are present.

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

11. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 11 of planning permission 60424 and implemented in full prior to the first occupation of the development hereby approved. The scheme as approved shall thereafter be maintained.
Reason. To ensure the satisfactory and safe development of the site and protect the future and occupiers and those adjacent from flood risk. To promote sustainable development and reduce flood risk pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
12. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 12 of planning permission 60424, and to be implemented in full, and to an approved timetable.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety and pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design, H4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
13. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 13 of planning permission 60424, and to be implemented in full throughout the demolition/construction period and the measures hereby approved to be retained and facilities used for the intended purpose for the duration of the demolition/construction period.
Reason. To mitigate the impact of construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, H4 - New Development and HT6/2 - Pedestrian/Vehicular Conflict.
14. The development hereby approved shall be carried out in accordance with the details submitted as part of Condition 14 for planning permission 60424 and shall be implemented in full and maintained during the period of demolition/construction.
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and H4 - New Development.
15. Minimum hardstandings of 5.0m clear of the adopted highway shall be provided at each dwelling and thereafter maintained.
Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
16. The turning facilities indicated on the approved plan references SK10 Rev F and 30217/100 shall be provided before the development is brought into use and shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict
17. The car parking indicated on the approved plan reference SK10 Revision F shall

be surfaced, demarcated and made available for use prior to the dwellings hereby approved being brought occupied.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies H2/2 - The Layout of New Residential Development and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

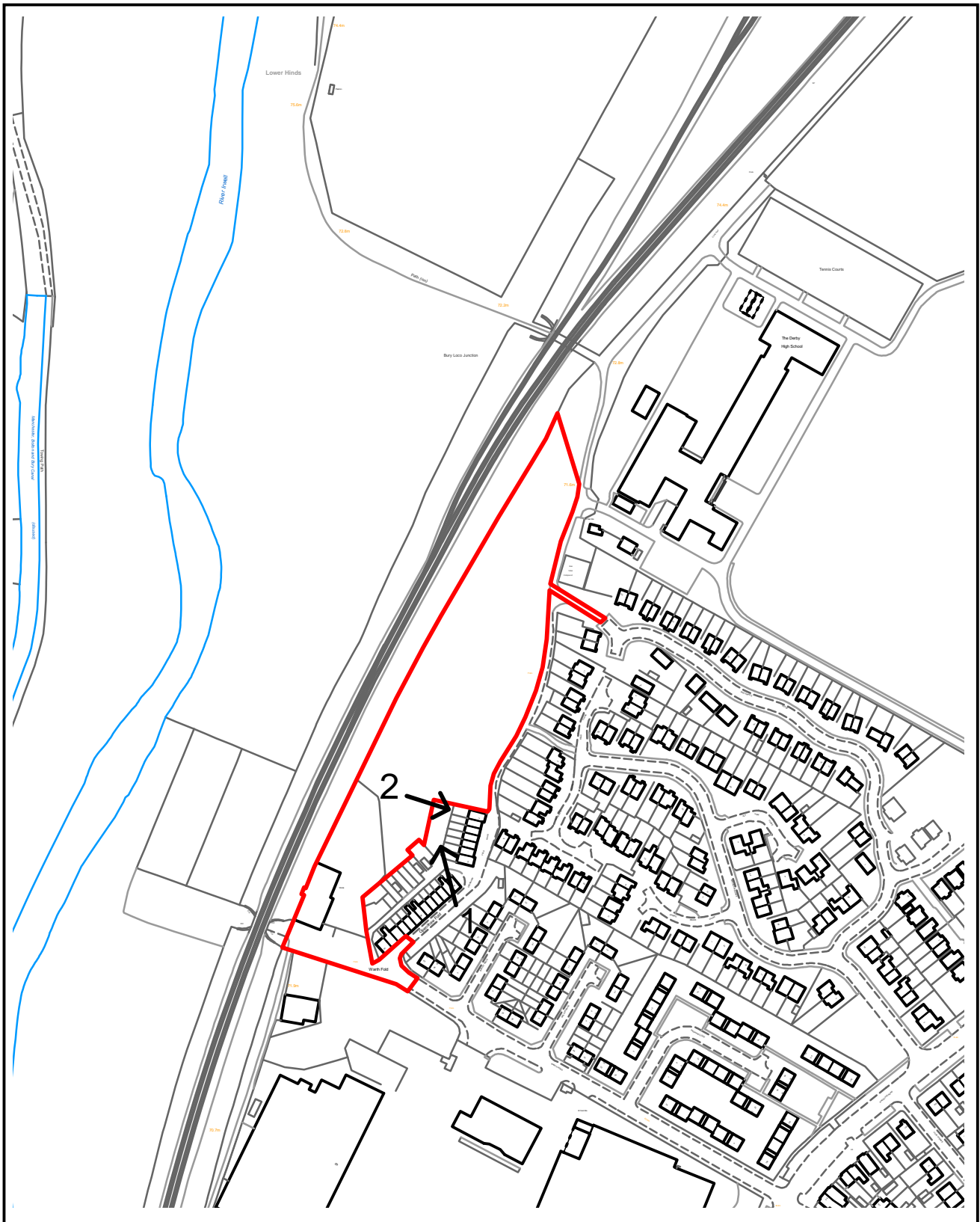
18. The development hereby approved shall be carried out in accordance with the details approved in Report by Echo Acoustics - Technical memorandum dated 30 January 2017 and Technical Noise Report ref 2016-07-21 WarthRoad_Noise Report_Final July 2016, and as part of Condition 18 of planning permission 60424. The approved acoustic attenuation scheme shall be implemented in full before first occupation of the dwellings hereby approved and thereafter maintained.
Reason. To protect residential amenity in accordance with Bury Unitary Development Plan Policy EN7/2 - Noise Pollution, paragraph 123, chapter 11 - Conserving and enhancing the natural environment of the NPPF and the NPPG.
19. No dwelling shall be occupied unless and until a scheme of improvements and maintenance plan for the area of open space shown on approved plan WarthRd/Openspace have been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be completed and the area of open space shall be made available for recreational use prior to occupation of the 50th dwelling. The area of open space shall thereafter remain as accessible open land for recreational use and shall be managed and maintained as such in accordance with the approved maintenance plan.
Reason. To ensure that the development would contribute to satisfying the need for recreation provision pursuant to Unitary Development Plan Policy RT2/2 - Recreation Provision in New Housing Development and Supplementary Planning Document 1 - Open space, Sport and Recreation Provision in New Housing Development.
20. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Ironside Farrar ref ; 30217/SRG dated July 2016 and associated revised FRA text ref: 30217/SRG/revA dated Oct 2016 and the mitigation measures outlined in section 9 of ref: 30217/SRG/revA.
The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme.
Reason. To reduce the risk of flooding to the proposed development and future occupants pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
21. The development hereby approved shall be carried out in accordance with the details approved as part of Condition 21 of planning permission 60424. The approved details only shall be implemented and thereafter maintained.
Reason. To reduce the risk of flooding pursuant to chapter 10 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
22. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

23. Following demolition of the buildings and prior to commencement of any other works, and notwithstanding the height and position of the boundary fence to the south (rear) of apartment block 1-15 hereby approved as detailed on plans WarthRd/ SK10 rev F, and WarthRd/Boundary rev C, details of the position, height and design of the boundary fence and details of the pedestrian footpath, to the southern apartment block 1-15, shall be submitted to and approved by the Local Planning Authority. The approved details only shall be implemented and thereafter maintained.

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

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61752

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

Planning, Environmental and Regulatory Services

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61752

Photo 1



Photo 2

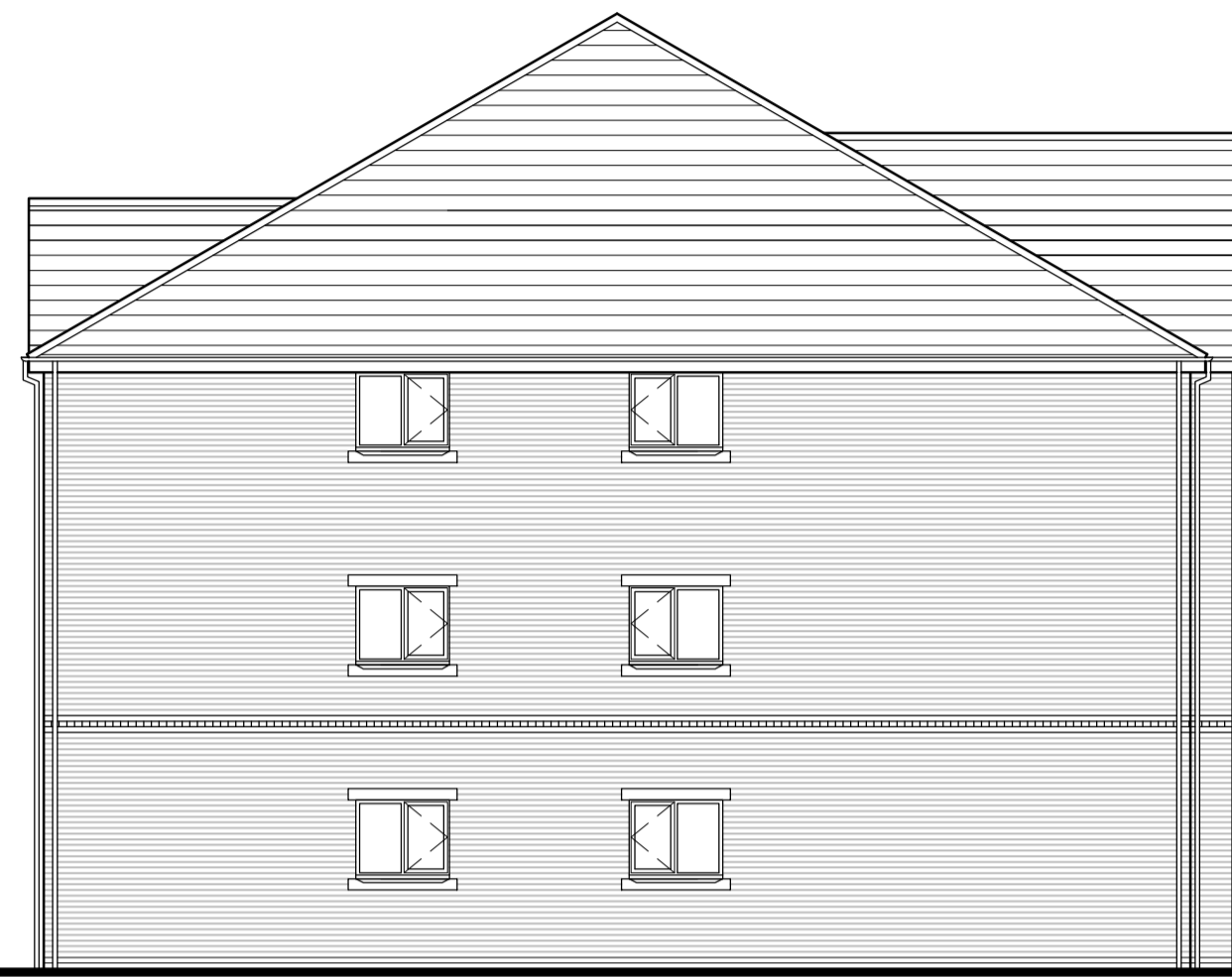




PLOT 11 - SF
PLOT 06 - FF
PLOT 01 - GF

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

FRONT ELEVATION (FACING SOUTH)



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

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

SIDE ELEVATION (FACING EAST)

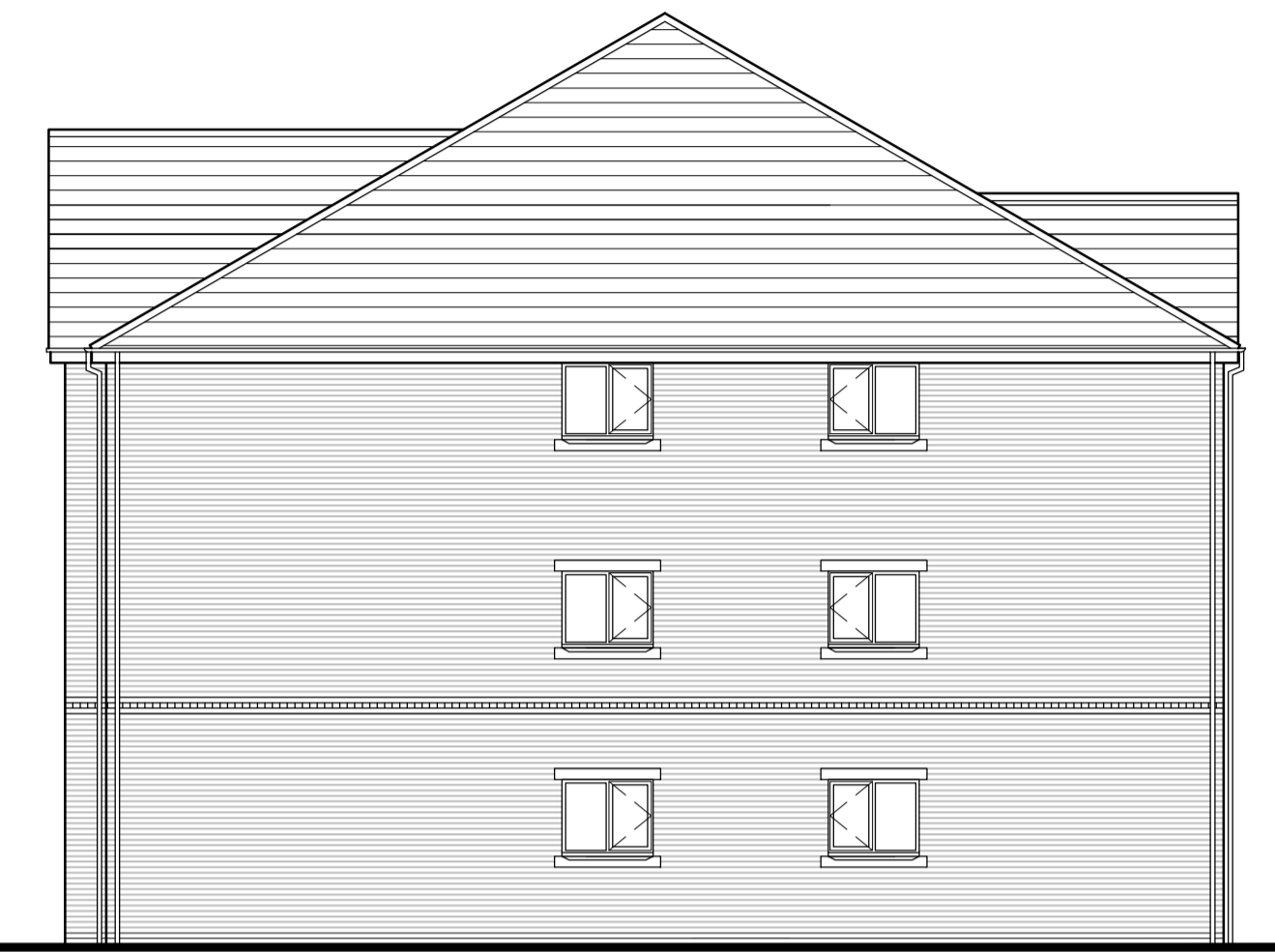


PLOT 14 - SF
PLOT 09 - FF
PLOT 04 - GF

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

PLOT 12 - SF
PLOT 07 - FF
PLOT 02 - GF

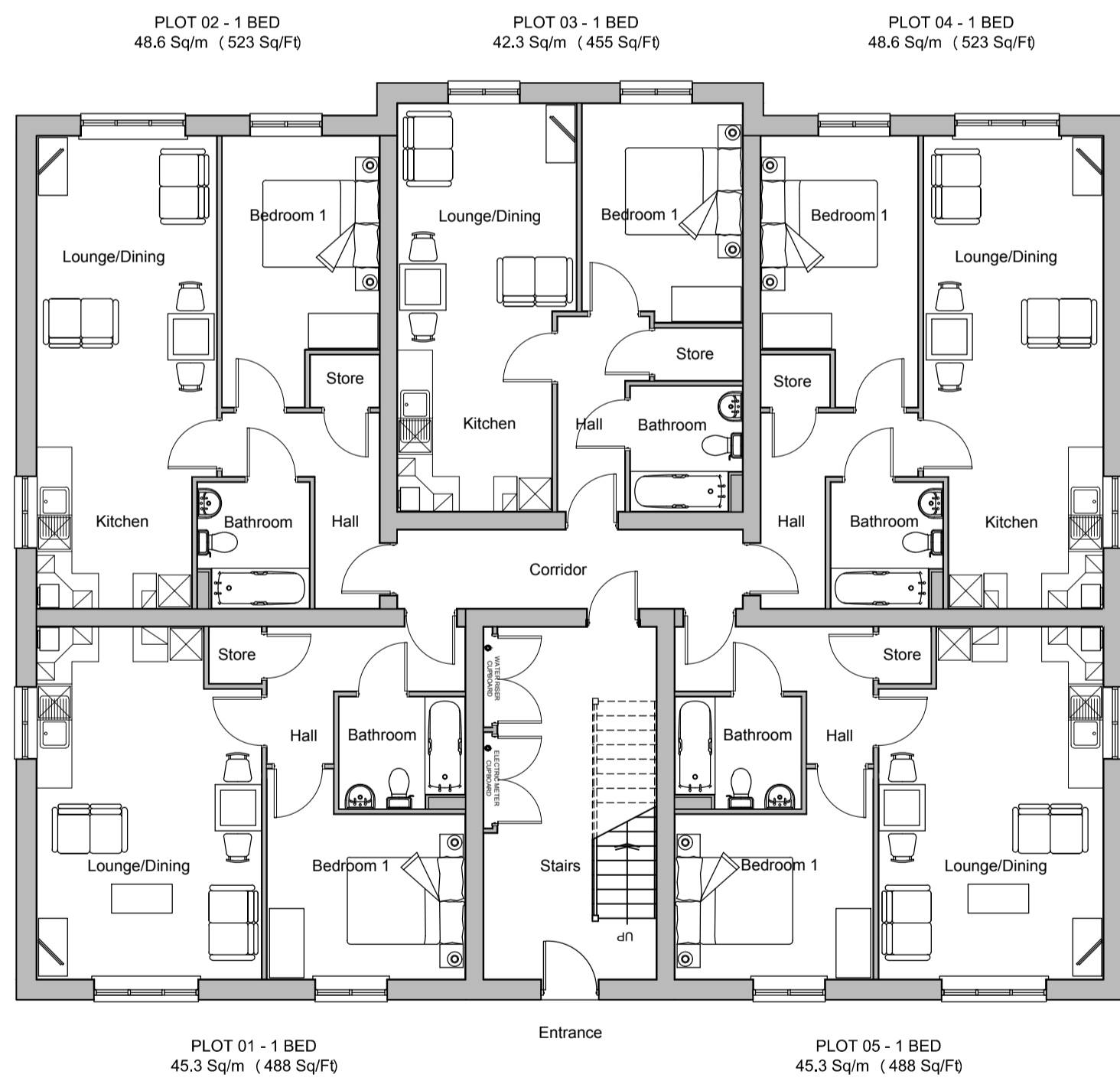
REAR ELEVATION (FACING NORTH)



PLOT 12 - SF
PLOT 07 - FF
PLOT 02 - GF

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

SIDE ELEVATION (FACING WEST)



PLOT 02 - 1 BED
48.6 Sq/m (523 Sq/Ft)

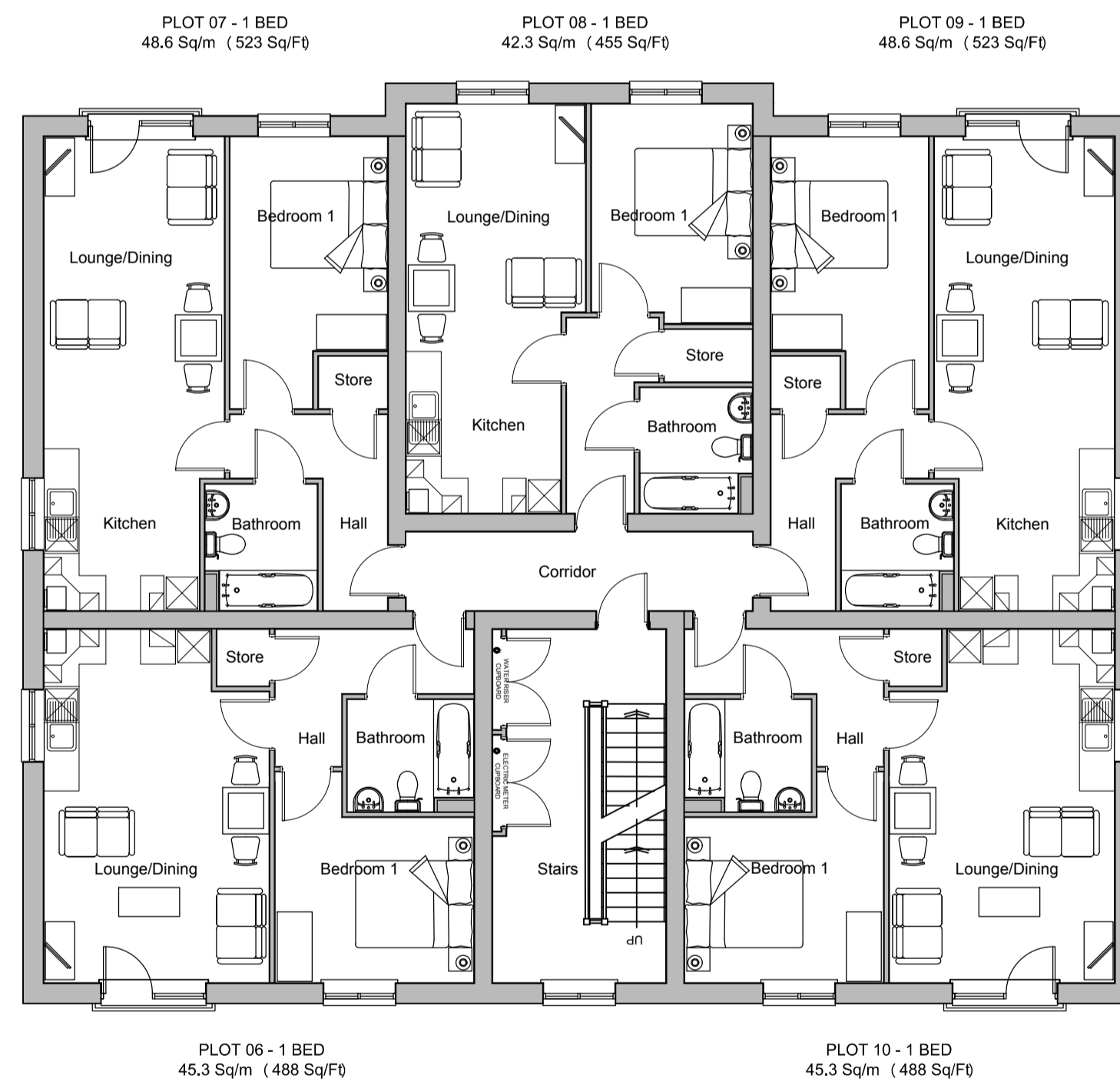
PLOT 03 - 1 BED
42.3 Sq/m (455 Sq/Ft)

PLOT 04 - 1 BED
48.6 Sq/m (523 Sq/Ft)

PLOT 01 - 1 BED
45.3 Sq/m (488 Sq/Ft)

PLOT 05 - 1 BED
45.3 Sq/m (488 Sq/Ft)

GROUND FLOOR LAYOUT



PLOT 07 - 1 BED
48.6 Sq/m (523 Sq/Ft)

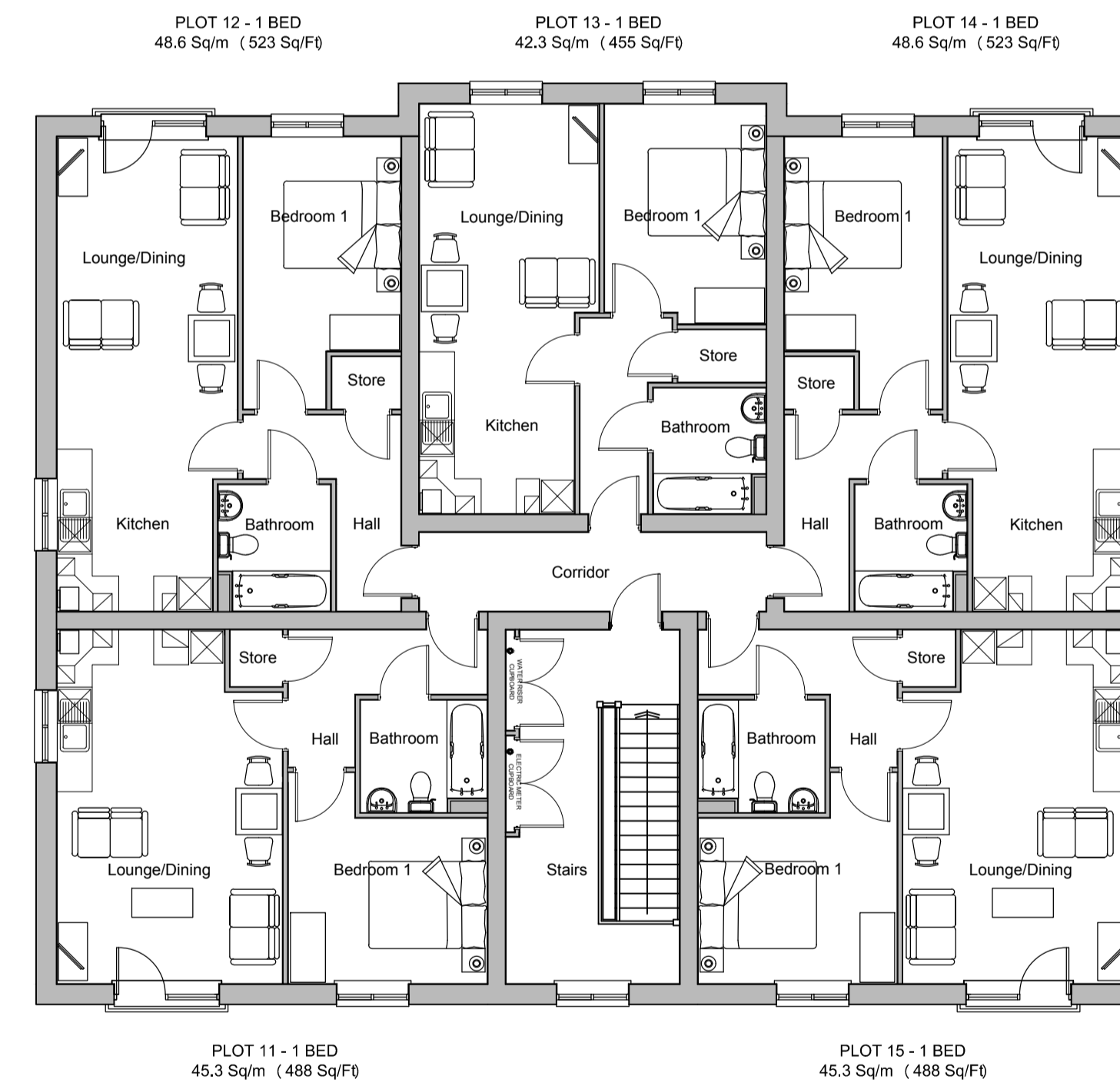
PLOT 08 - 1 BED
42.3 Sq/m (455 Sq/Ft)

PLOT 09 - 1 BED
48.6 Sq/m (523 Sq/Ft)

PLOT 06 - 1 BED
45.3 Sq/m (488 Sq/Ft)

PLOT 10 - 1 BED
45.3 Sq/m (488 Sq/Ft)

FIRST FLOOR LAYOUT



PLOT 12 - 1 BED
48.6 Sq/m (523 Sq/Ft)

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

PLOT 14 - 1 BED
48.6 Sq/m (523 Sq/Ft)

PLOT 11 - 1 BED
45.3 Sq/m (488 Sq/Ft)

PLOT 15 - 1 BED
45.3 Sq/m (488 Sq/Ft)

SECOND FLOOR LAYOUT



REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK

TITLE APARTMENTS - PLOTS 1-15
15 x 1 BEDROOM APARTMENTS
PLANNING DRAWING



M.C.I. Developments Ltd.
15 Beecham Court,
Smithy Brook Road,
Wigan, WN3 6PR
tel: 08448871467
fax: 08448871468
web: www.mcidevelopments.com
email: admin@mcidevelopments.com

PROJECT WARTH ROAD, BURY

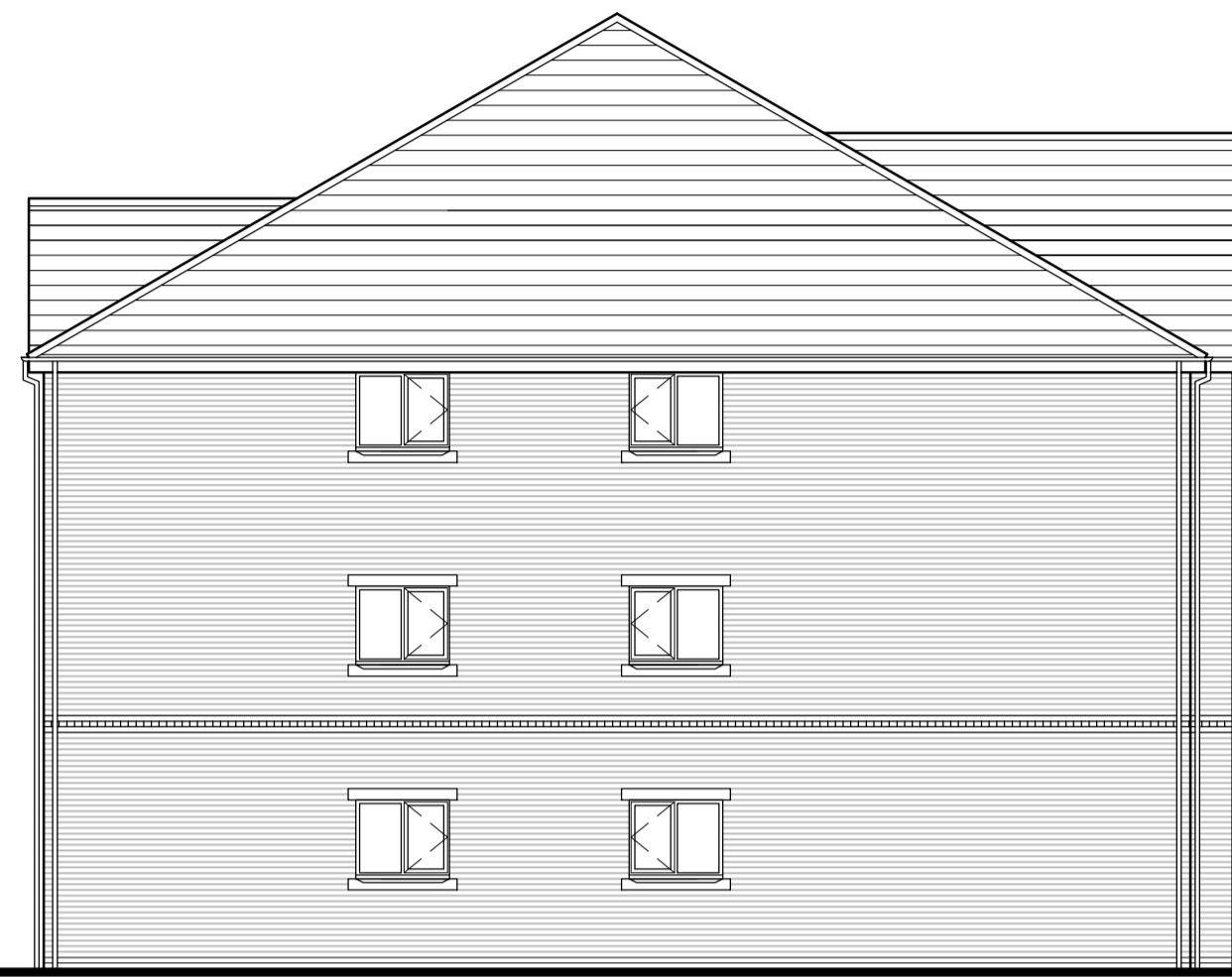
DRN BY	SHW	SCALE	JOB REF	DRAWING NUMBER	REV
DATE	SEPT.17	1:100 @ A1	-	WarthRd / Apt - Plots 1-15	-



PLOT 61 - SF
PLOT 56 - FF
PLOT 51 - GF

PLOT 65 - SF
PLOT 10 - FF
PLOT 55 - GF

FRONT ELEVATION (FACING WEST)



PLOT 65 - SF
PLOT 10 - FF
PLOT 55 - GF

PLOT 64 - SF
PLOT 59 - FF
PLOT 54 - GF

SIDE ELEVATION (FACING SOUTH)

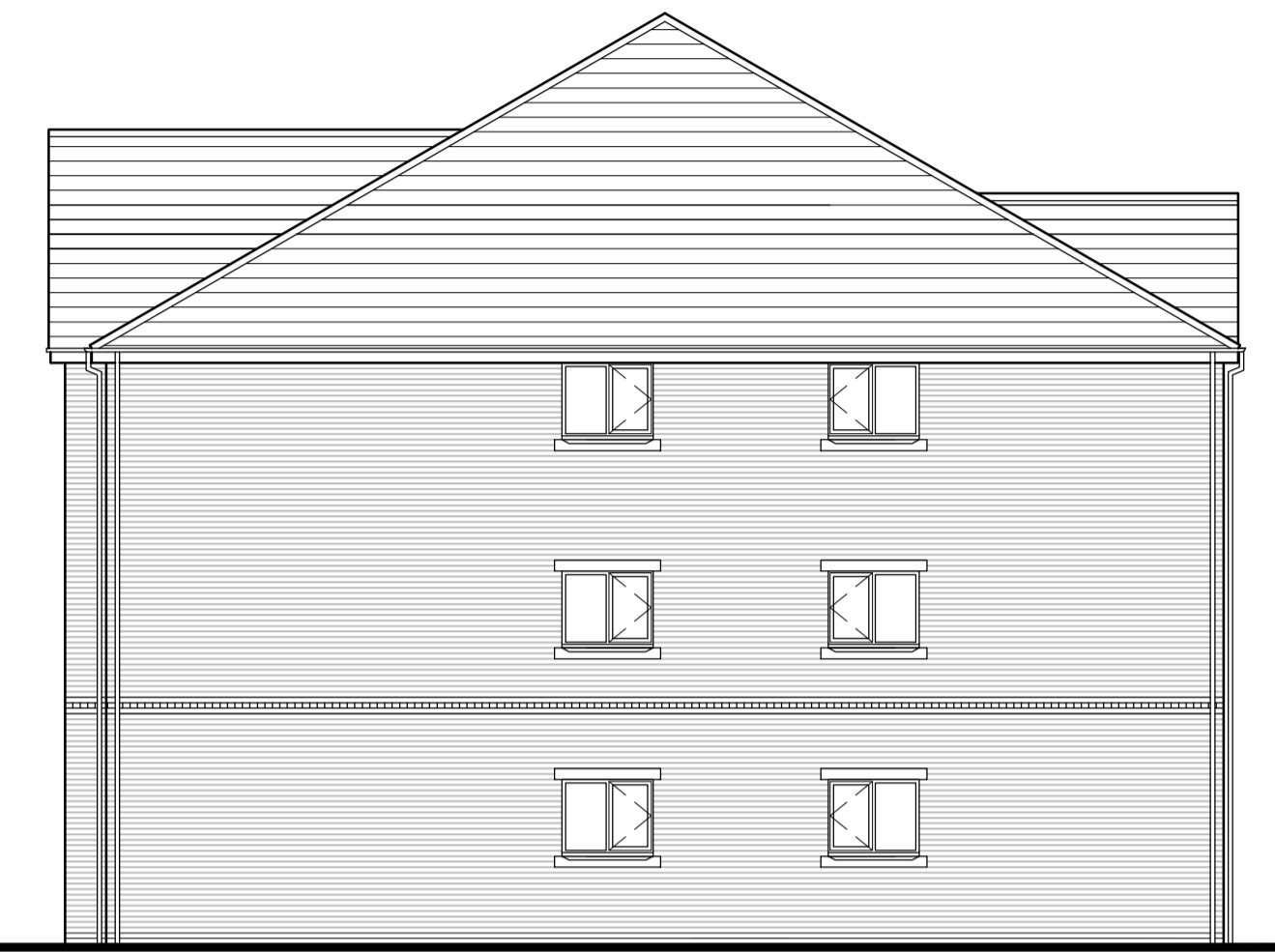


PLOT 64 - SF
PLOT 59 - FF
PLOT 54 - GF

PLOT 63 - SF
PLOT 58 - FF
PLOT 53 - GF

PLOT 62 - SF
PLOT 57 - FF
PLOT 52 - GF

REAR ELEVATION (FACING EAST)



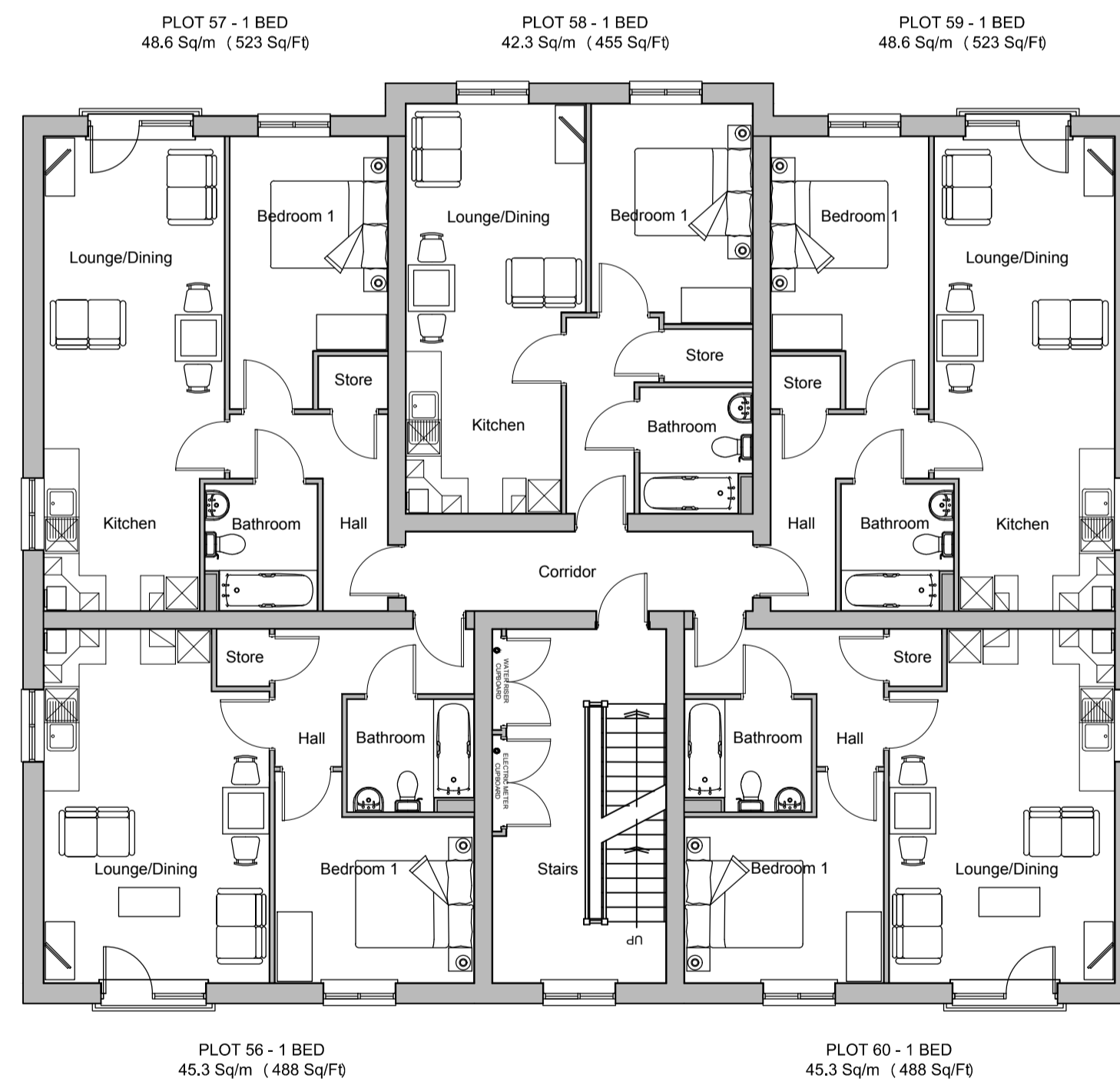
PLOT 62 - SF
PLOT 57 - FF
PLOT 52 - GF

PLOT 61 - SF
PLOT 56 - FF
PLOT 51 - GF

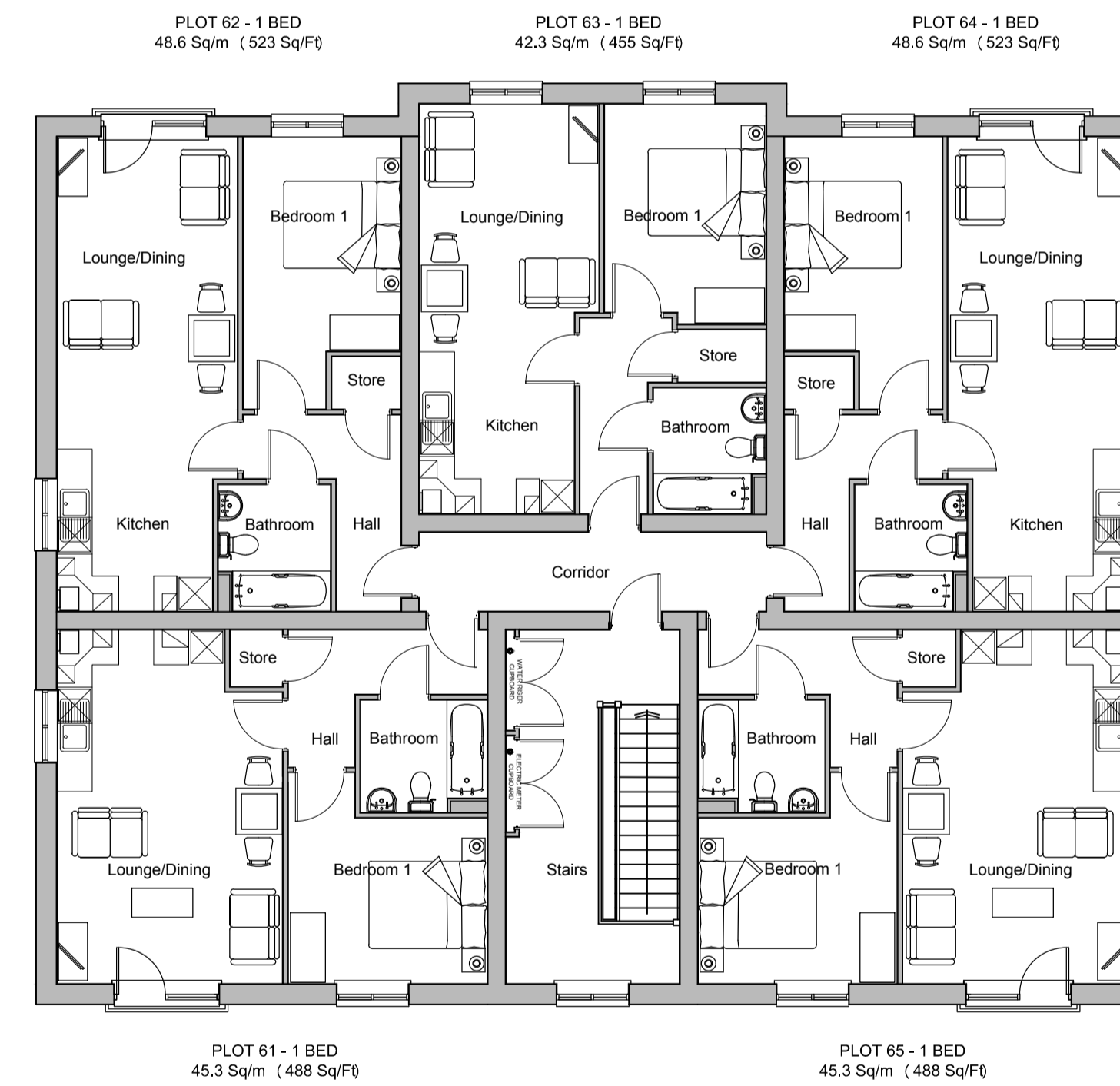
SIDE ELEVATION (FACING NORTH)



GROUND FLOOR LAYOUT

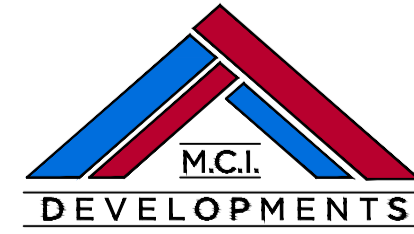


FIRST FLOOR LAYOUT



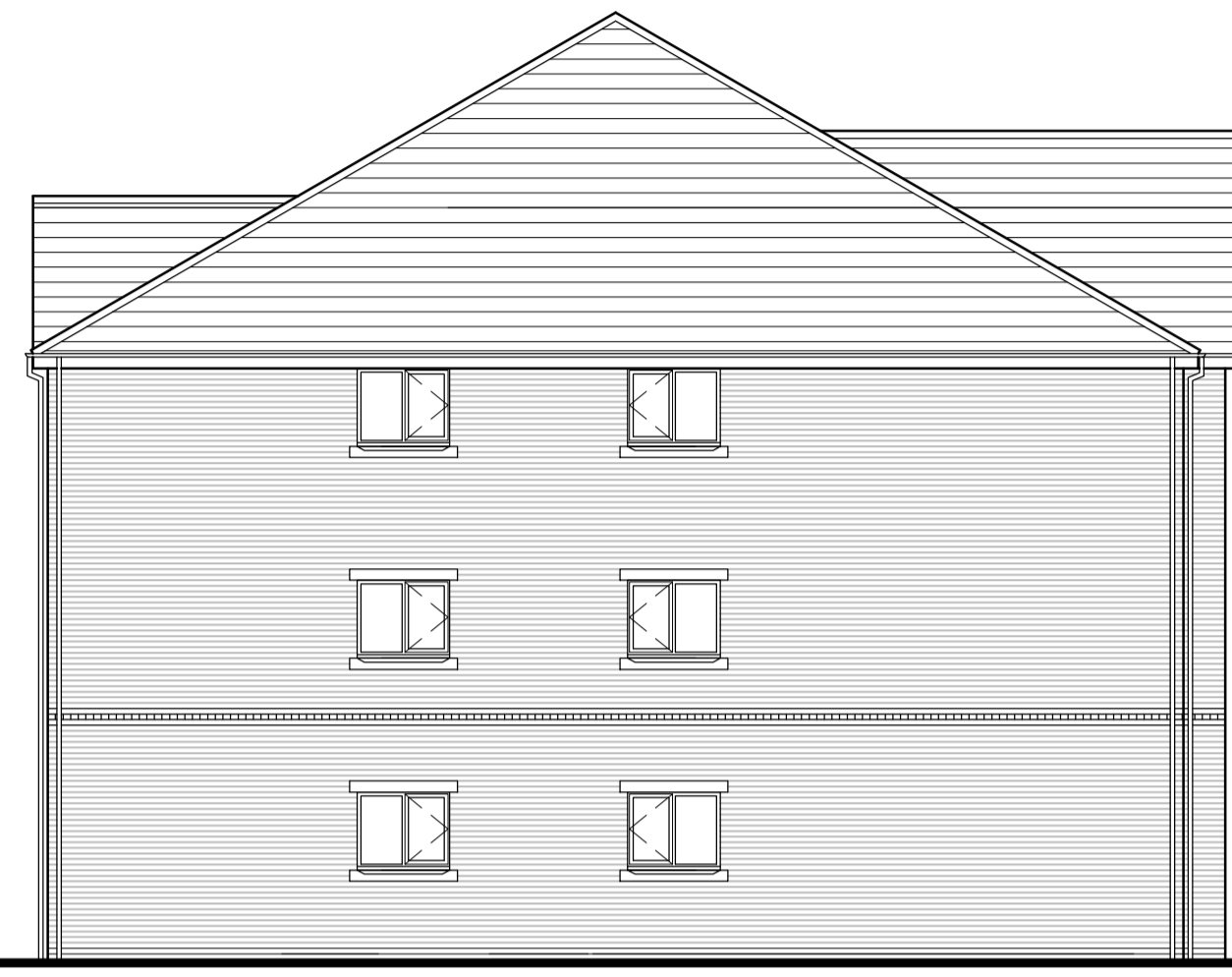
SECOND FLOOR LAYOUT



REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK
TITLE APARTMENTS - PLOTS 51-65 15 x 1 BEDROOM APARTMENTS PLANNING DRAWING					
			M.C.I. Developments Ltd. 15 Beecham Court, Smithy Brook Road, Wigan, WN3 6PR tel: 08448871467 fax: 08448871468 web: www.mcidevelopments.com email: admin@mcidevelopments.com		
PROJECT WARTH ROAD, BURY					
DRN BY	SHW	SCALE	JOB REF	DRAWING NUMBER	REV
DATE	SEPT.17	1:100 @ A1	-	WarthRd / Apt - Plots 51-65	-



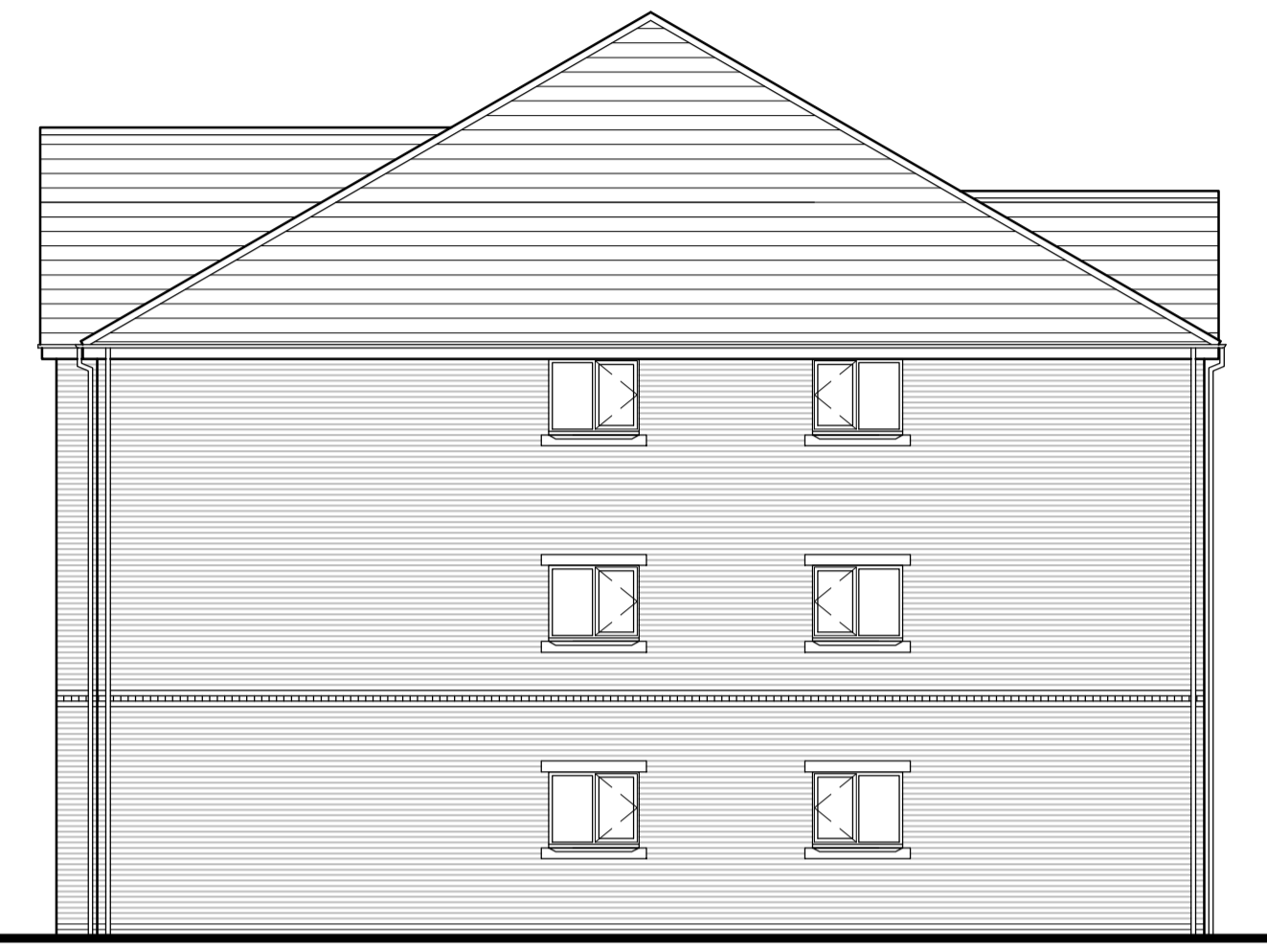
FRONT ELEVATION - PARKING COURT



SIDE ELEVATION



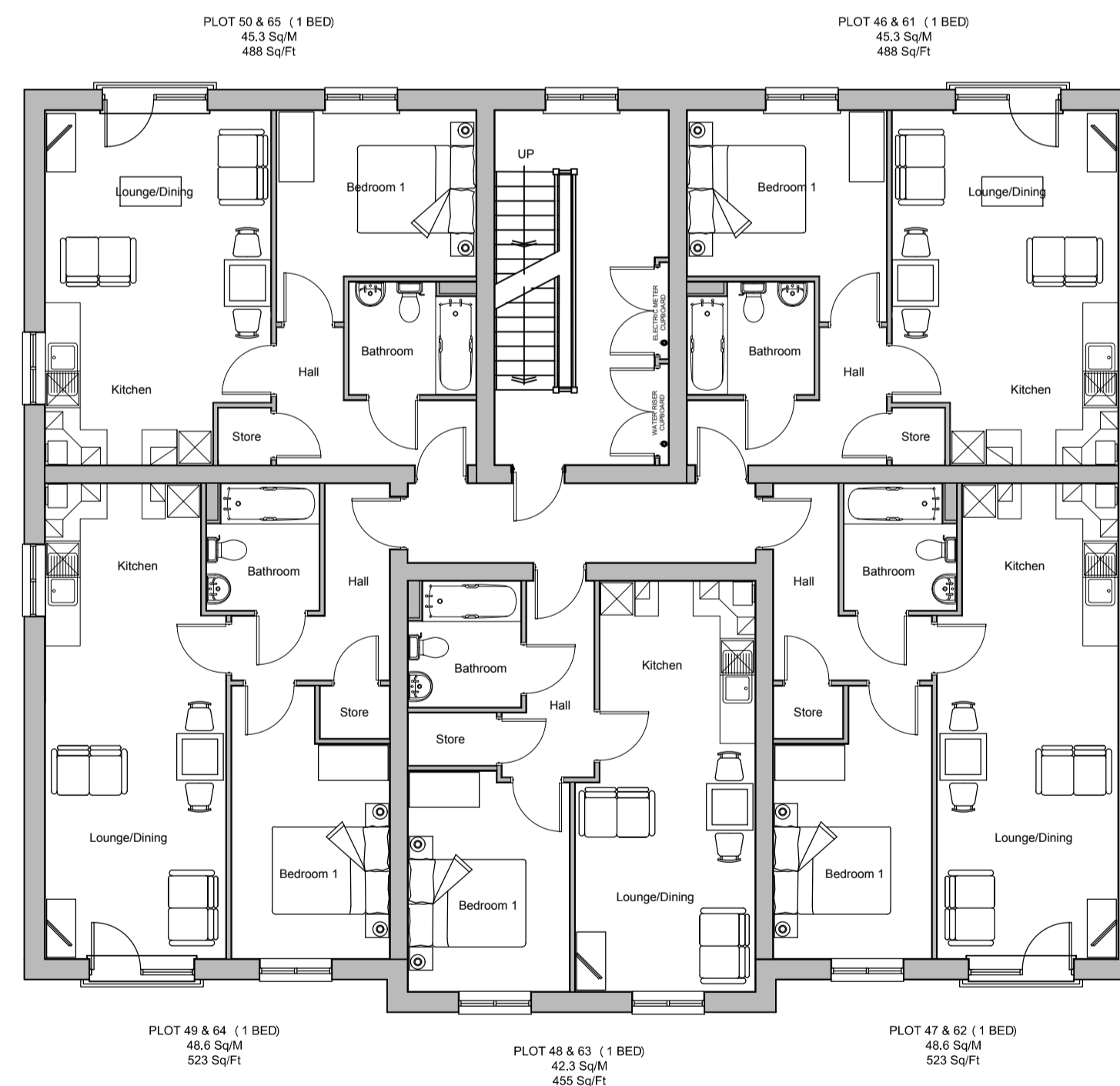
REAR ELEVATION



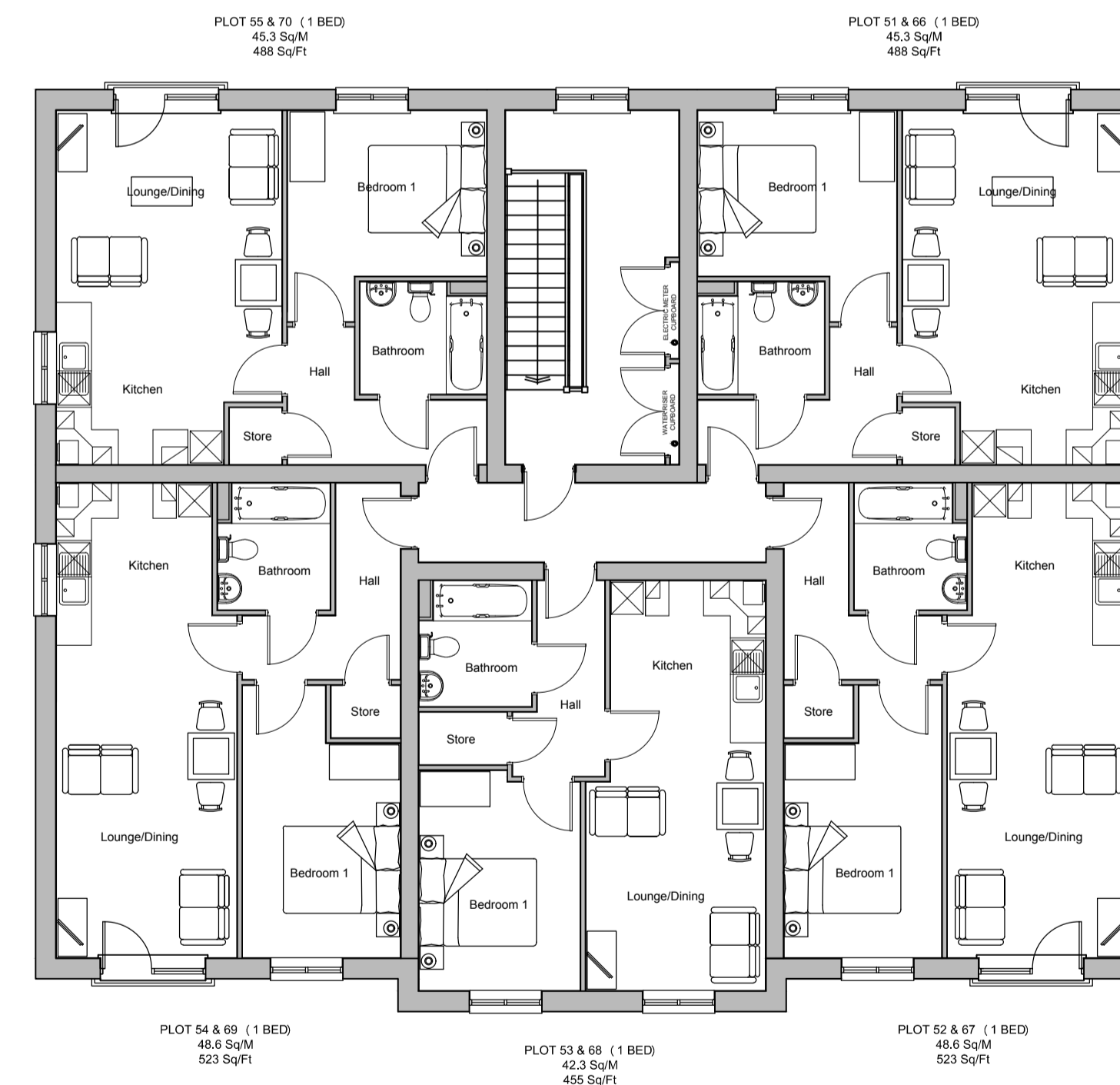
SIDE ELEVATION



GROUND FLOOR LAYOUT



FIRST FLOOR LAYOUT



SECOND FLOOR LAYOUT



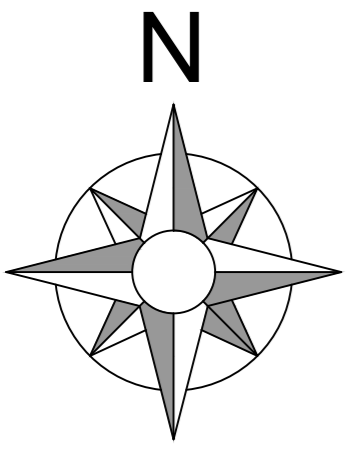
REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK
B	23.09.16	GWH	Apartments split into two separate blocks.	-	-
A	05.09.16	GWH	Patio doors removed from Ground Floor Apart's.	-	-

TITLE APARTMENTS
15 x 1 BEDROOM APARTMENTS
PLANNING DRAWING



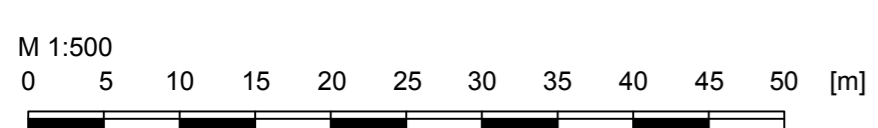
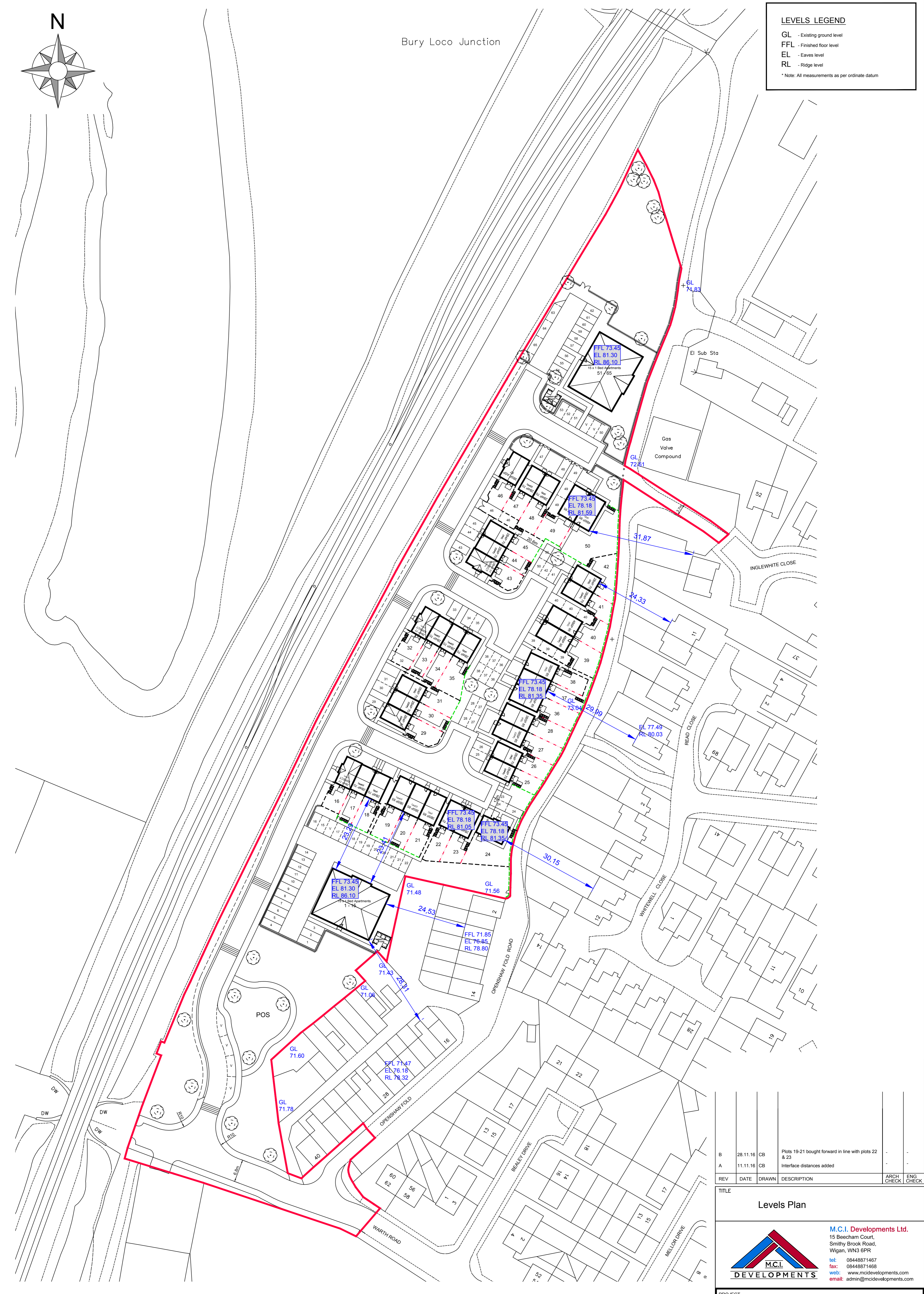
M.C.I. Developments Ltd.
15 Beecham Court,
Smithy Brook Road,
Wigan, WN3 6PR
tel: 08448871467
fax: 08448871468
web: www.mcidevelopments.com
email: admin@mcidevelopments.com

PROJECT				
WARTH ROAD, BURY				
DRN BY	GWH	SCALE	JOB REF	DRAWING NUMBER
DATE	July 16	1:100 @ A1	-	WarthRd / Apt
REV	B			



Bury Loco Junction

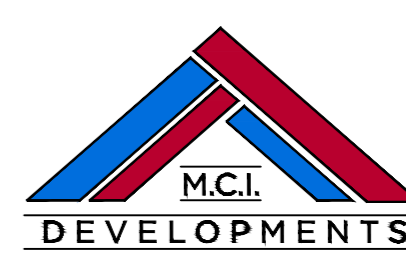
LEVELS LEGEND	
GL	- Existing ground level
FFL	- Finished floor level
EL	- Eaves level
RL	- Ridge level
* Note: All measurements as per ordinate datum	



REV	DATE	DRAWN	DESCRIPTION	ARCH CHECK	ENG CHECK
B	28.11.16	CB	Plots 19-21 bought forward in line with plots 22 & 23	-	-
A	11.11.16	CB	Interface distances added	-	-

TITLE

Levels Plan



M.C.I. Developments Ltd.
 15 Beecham Court,
 Smithy Brook Road,
 Wigan, WN3 6PR
 tel: 08448871467
 fax: 08448871468
 web: www.mcidevelopments.com
 email: admin@mcidevelopments.com

PROJECT				
WARTH ROAD, BURY				
DRN BY	CB	SCALE	JOB REF	DRAWING NUMBER
DATE	Nov 16	1:500 @ A1	-	WarthRd / L01
REV	B			

Ward: Whitefield + Unsworth - Pilkington Park

Item 05

Applicant: Paul Williams Independent Funeral Directors Ltd

Location: 215 Bury New Road, Whitefield, Manchester, M45 8GW

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

Application Ref: 61790/Full

Target Date: 25/09/2017

Recommendation: Approve with Conditions

Description

The application relates to a large red brick end terraced two storey property on the west side of Bury new Road on the south side of Whitefield District Centre. The property was formerly a financial services office. There is a pedestrian access to the front and a vehicular access into an enclosed yard at the rear.

The proposal involves the construction of a single storey extension at the rear to accommodate a small mortuary space for the undertakers business that is going to occupy the building. It would have an L-shaped footprint and extend 2m beyond the rear elevation of the building. Constructed in brick to match the main building it would have a flat roof with a pediment and a stone coping.

The proposal also involves demolishing part of the rear brick boundary wall to allow a new entrance from the back access road to be formed. The new sliding gate would be steel railings, painted black.

It is noted that the establishment of an undertakers business in the property is permitted under the current Town and Country Planning (Use Classes) order 1987.

Relevant Planning History

44516 - Change of use from residential to commercial office use - Refused 06/07/2005

45012 - Change of use from residential to commercial office use - Approved 29/09/2005

Publicity

The following 24 properties were notified by letter dated 01/08/17. The application was also advertised in the Bury Times on 10th August. Site notice posted 01/08/17.

Objections have been received from the occupiers of 217 Bury New Road.

- Detrimental to the look and character of the building and the conservation area in general.
- Increased traffic and pressure on parking.
- The hours of operation are not given and I fear that there will be ingress and egress at times well outside of the current operation, causing disturbance to my household.
- We already receive an extremely poor bin service with lack of access being given as an excuse for missing our collections. This will only exacerbate that problem.
- The change of use is entirely inappropriate in a domestic dwelling, in a residential area.
- The proposed new gate is served by a narrow unadopted lane which is used for parking and which gets very congested during the day. As residents who do not have access to the residents parking on the nearby roads, we have to park to the rear of our house in this lane. This can be difficult at times. The change of use of the building is likely to increase the parking congestion as there will now be visitors to the building, the friends and family of the deceased. 2 - 3 parking spaces as outlined in the plans is unlikely to

be sufficient, causing spillover into the lane.

- The gate will also reduce the parking space available in the lane. Greater congestion is also likely to make it difficult for hearses to manoeuvre in and out of the rear car park when collecting bodies.

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

Consultations

Traffic Section - Comments awaited.

Drainage Section - No objection.

Environmental Health - No objection.

Conservation - No objection.

Unitary Development Plan and Policies

EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
S1/3	Shopping in District Centres
EN1/2	Townscape and Built Design
EC4/1	Small Businesses
HT2/4	Car Parking and New Development
SPD16	Design and Layout of New Development in Bury
SPD11	Parking Standards in Bury

Issues and Analysis

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

Policies - The NPPF states that local planning authorities should take account of :

- the desirability of sustaining and enhancing the significance of heritage assets.
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic viability; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

UDP Policy EC4/1 Small Businesses. Proposals for small businesses will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the Plan.

EN1/2 - Townscape and Built Design. The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- a) the external appearance and design of the proposal in relation to its height, scale, density and layout;
- b) the relationship of the proposal to the surrounding area;
- c) the choice and use of materials;
- d) access and other design features for the mobility impaired;
- e) the design and appearance of access, parking and service provision;
- f) landscaping, including the use of natural landscape features, and open space provision;
- g) the use of lighting.

EN2/1 - Character of Conservation Areas. The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas. The Council will be especially concerned with encouraging and, where appropriate, implementing measures to:

- a) retain, replace and restore features of historical and architectural interest;
- b) retain and enhance existing landscape features including trees, parks and gardens;
- c) initiate and promote environmental improvement/enhancement schemes such as landscaping, refurbishment of street furniture, traffic management and pedestrian schemes;
- d) remove dereliction and bring unused land or buildings back into beneficial use;
- e) prepare and promote design guidelines to ensure sympathetic development.

EN2/2 - Conservation Area Control. Development within a Conservation Area will only be acceptable if it preserves or enhances the special character or appearance of the area. In considering proposals for development in Conservation Areas, regard will be had to the following criteria:

- a) the nature of the development in terms of its bulk, height, materials, colour, design and detailing;
- b) the relationship between the proposed development and the architectural and visual qualities of the surrounding area;
- c) where demolition is proposed, the contribution of any proposed new building to the character or appearance of the area as compared to the building to be demolished;
- d) in the case of the re-use of buildings or the introduction of new uses, the impact of the proposal on the character or appearance of the area and the fabric of the existing building.

S1 - Existing shopping centres. The Council will seek to protect, maintain and enhance the role and function of the existing hierarchy of shopping centres within the Borough.

S1/3 - Shopping in District Centres. The Council will support proposals for new shopping development within the Borough's district centres at Tottington, Whitefield, and Sedgley Park, provided that such development is of a size, scale, function and character appropriate to serve the needs of the local area.

Use - The use of the property for an undertakers business is considered to be permitted under the current Town and Country Planning (Use Classes) order 1987 as amended. The use classes order allows a change of use from office (A2) to undertakers which is classified as an A1 Shop use. As such the principle of the use of the building as an undertakers is acceptable.

The extension at the rear of the building and the new entrance gate into the yard allows the undertakers to operate more effectively and complies with UDP Policy S1/3 District Shopping Centres.

Impact on Shopping Centre - The site lies within Whitefield District Shopping Centre where the Council supports the maintenance and improvement of existing shops and services. The funeral directors would constitute one of the supporting services that would be expected in a district centre.

There are no changes to the frontage of the building and as such the impact on the character and appearance of the existing centre is minimal.

Visual amenity and Conservation Area Consideration - The site lies within All Saints Conservation Area. As such, a duty is imposed upon the Local Planning Authority to consider proposals as to whether they preserve or enhance such areas under s72 of the Town & Country Planning (Listed Buildings and Conservation Areas) Act 1990.

Underparagraphs 131 to 134 of the NPPF, national planning guidance is provided that considers heritage matters and that there is a desirability to preserve or enhance conservation areas and to weigh planning considerations in accordance with the levels of historic importance accordingly.

The proposed extension at the rear is modest in scale and constructed in red brick with a stone head and coping and the parapet, would be in keeping with the existing building. Set well back into the rear yard and with a flat roof, it would not be particularly prominent when viewed from the public arena. As such the proposals would preserve the Conservation Area and is considered to be acceptable in terms of visual amenity and conservation area principles thus complying with the NPPF and UDP Policies EN1/2, EN2/1 and EN2/2.

Residential amenity - An undertakers is by nature is a relatively quiet business and in this case it is proposed that there would be only two staff in the building. The extension is modest in size and, in facilitating mortuary space, would not significantly intensify the use of the site. As such the extension and alterations would not have a detrimental impact on residential amenity of neighbours in terms of noise and disturbance and comply with UDP Policy EC 4/1 Small Businesses and EN7/2 Noise Pollution.

Access and Parking - The principle of the use of the building as an undertakers is not at issue given the permitted change of use. With only 2 members of staff in the building and as a consequence, a limited numbers of visitors, the new business is likely to generate less traffic than the former office use. The parking in the rear yard is considered appropriate and the new access into the rear yard would be considered an improvement over the existing access which rather awkward and though the garage on the back boundary. It is noted that funeral cars would not be kept at the premises.

The proposal is considered to be acceptable in terms of access and parking and complies with the NPPF and UDP Policies HT2/4 Car Parking and New Development.

Objectors - The issues raised by the objectors have been dealt with 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

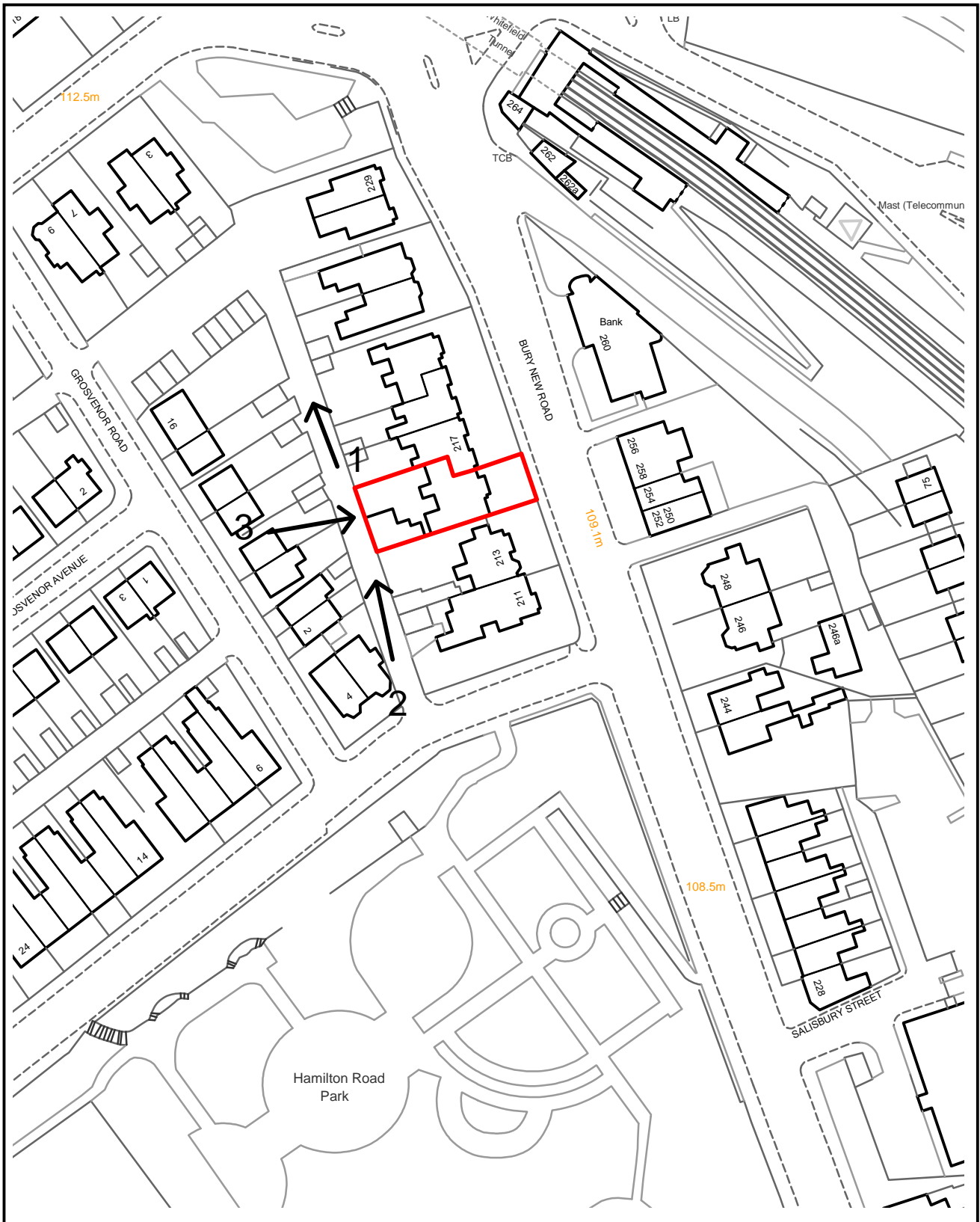
Conditions/ Reasons

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 1, 2, 3 and 4A 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 of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development. Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 Townscape and Built Design.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61790

ADDRESS: 215 Bury New Road
Whitefield

Planning, Environmental and Regulatory Services

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61790

Photo 1

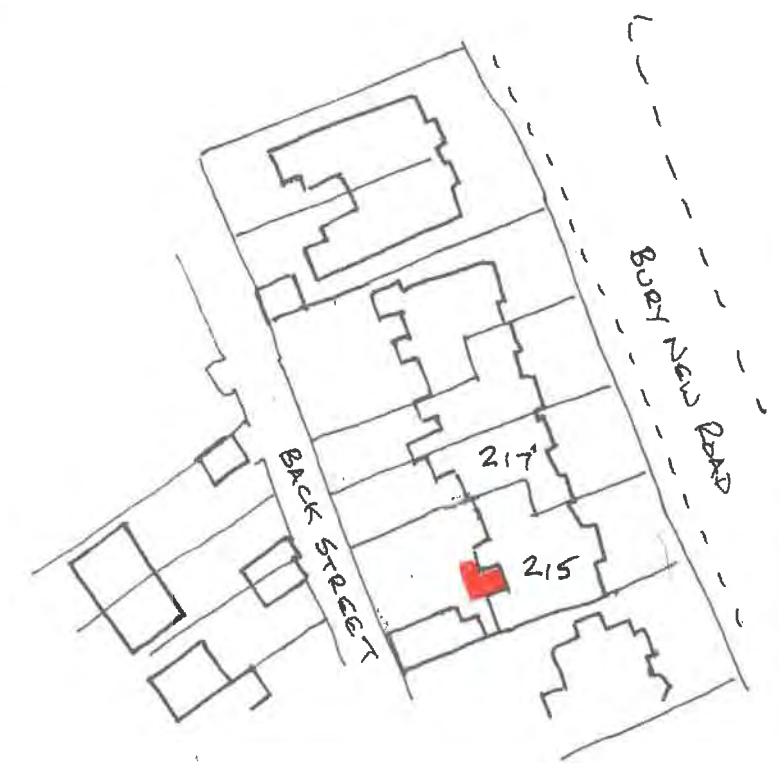
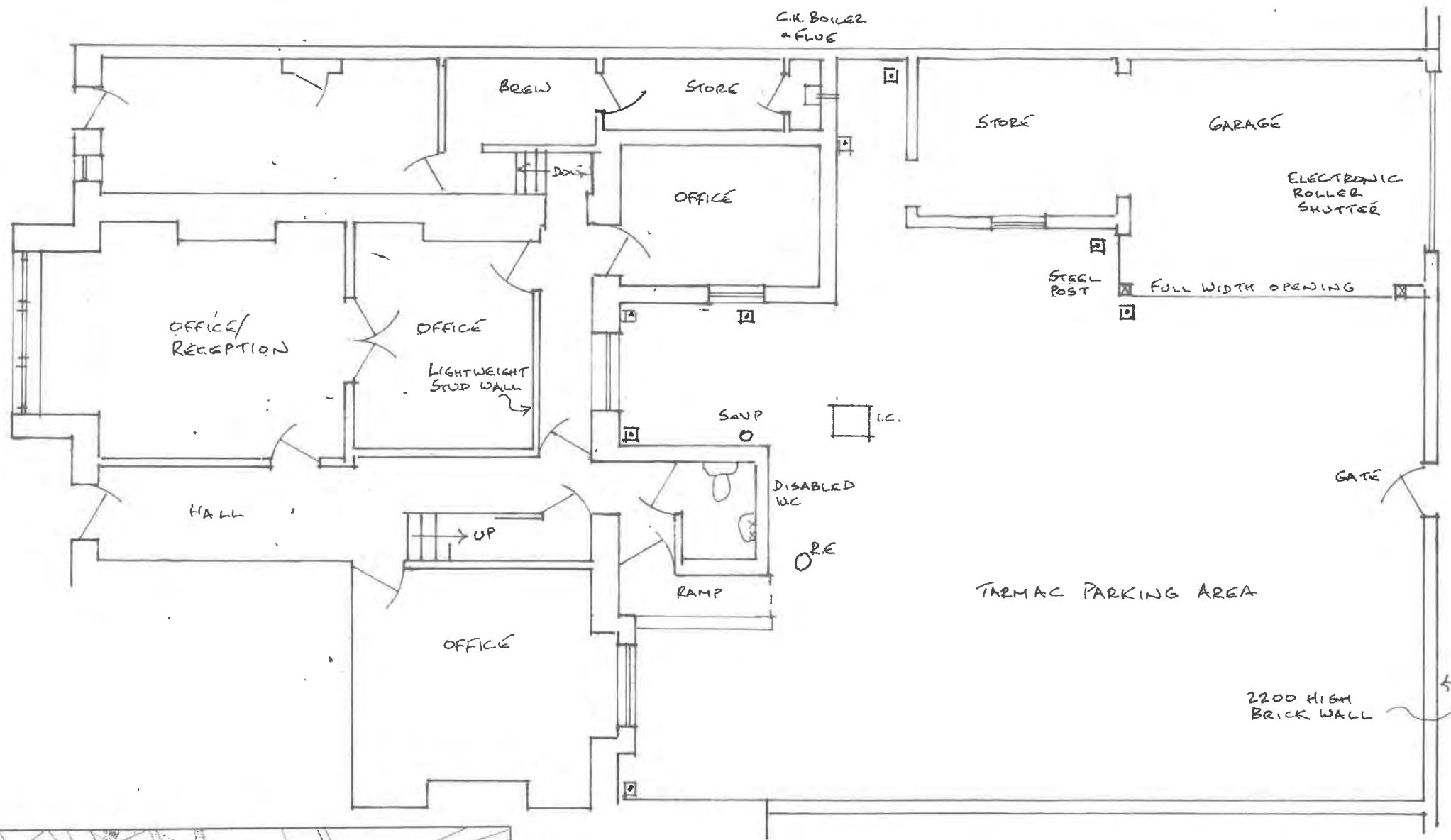


Photo 2

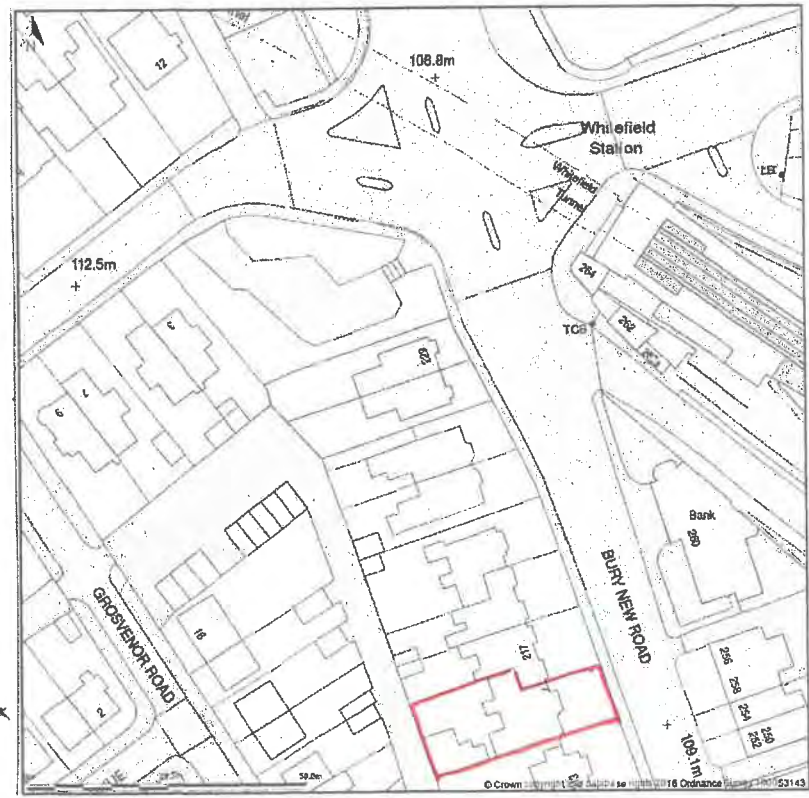


Photo 3





SITE PLAN



LOCATION PLAN

(1:1250)

SCALE 1:100 @ A3

EXISTING GROUND FLOOR PLAN

27/01/17

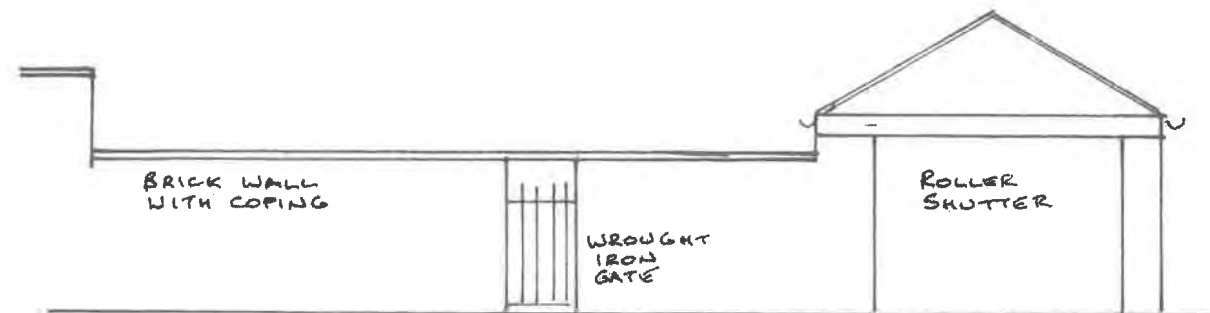
17/351/01

SINGLE STOREY REAR EXTENSION
 215 BURY NEW ROAD, WHITEFIELD M45 8GW



REAR ELEVATION
(GARAGE + STORE OMITTED)

WHITE PAINTED TIMBER
WINDOWS WITH INTERNAL
LATTICE SECURITY SHUTTERS
TO GROUND FLOOR



ELEVATION TO BACK STREET



SIDE ELEVATION

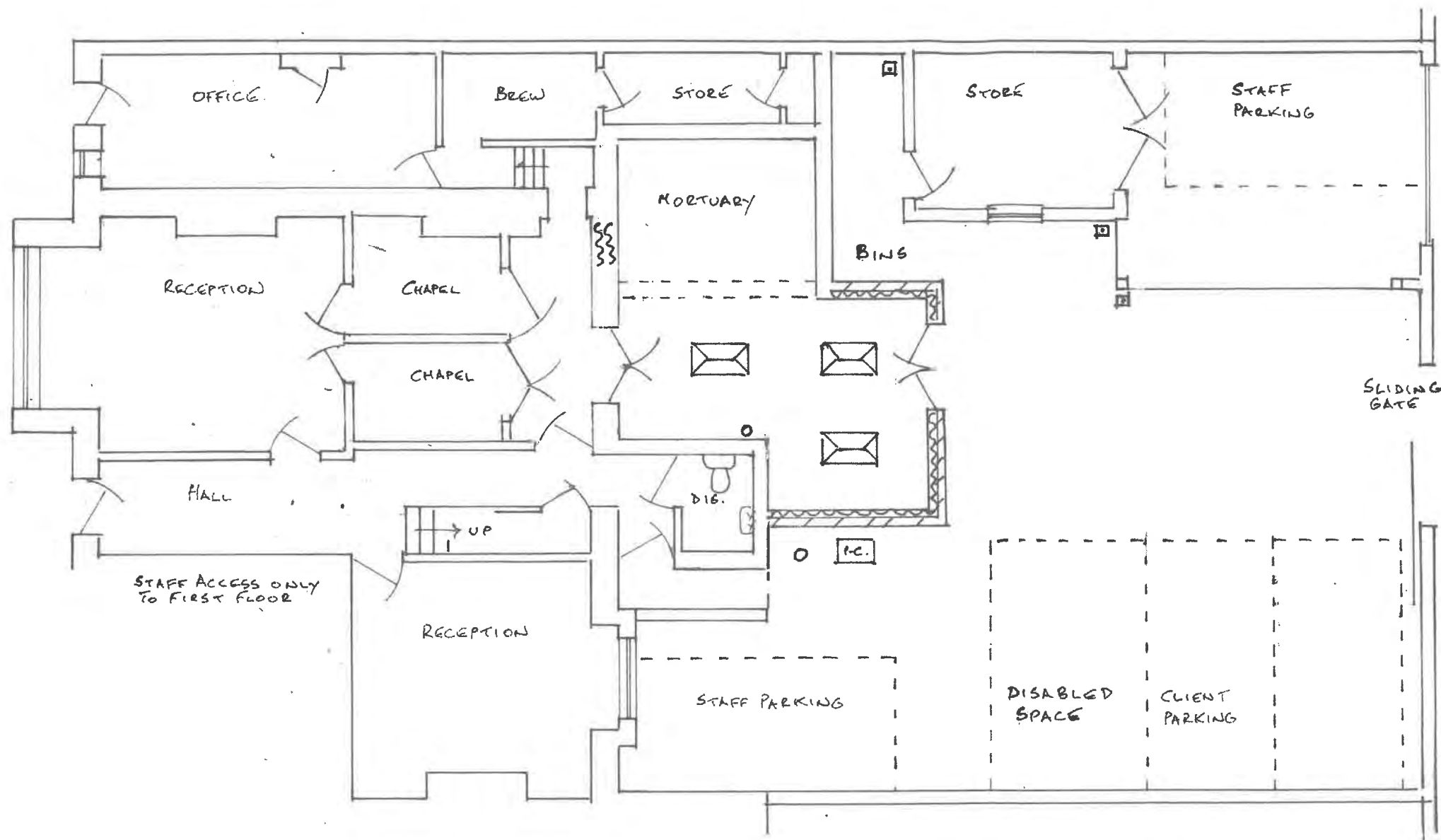
2 EXISTING ELEVATIONS

SCALE 1:100 @ A3

27/07/17

17/351/02

SINGLE STOREY REAR EXTENSION
215 BURY NEW ROAD, WHITEFIELD M45 8GW



3 PROPOSED GROUND FLOOR PLAN

27/07/17

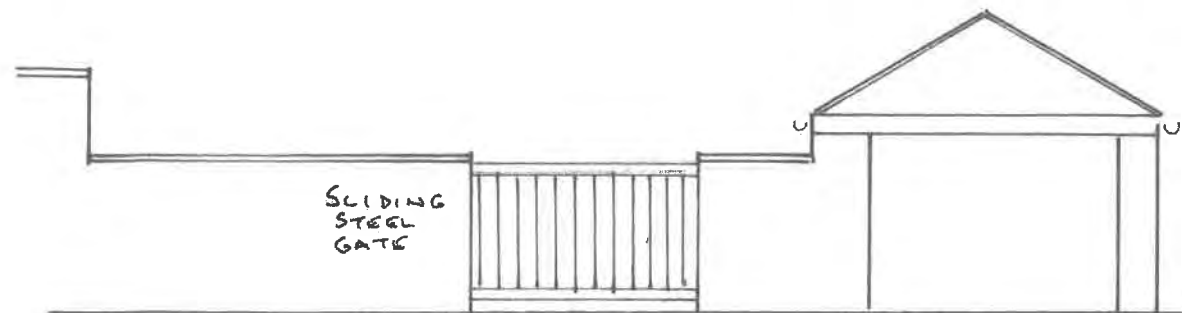
17/35/03

SINGLE STOREY REAR EXTENSION
 215 BURY NEW ROAD, WHITEFIELD M45 8GW

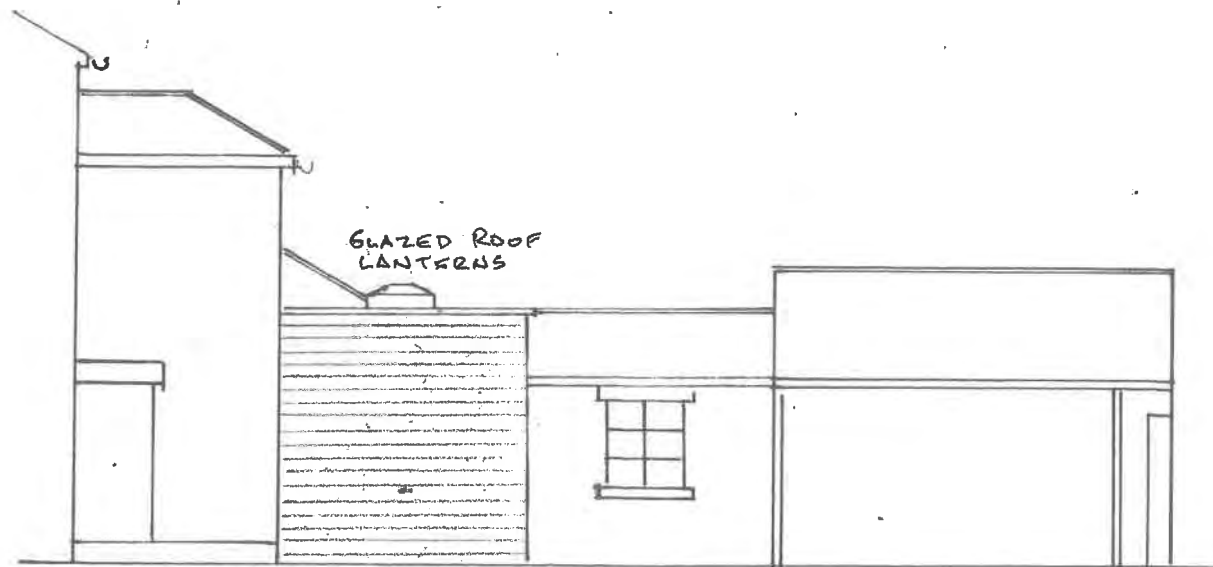
SCALE 1:100 @ A3



REAR ELEVATION



ELEVATION TO BACK STREET



SIDE ELEVATION

75MM DEEP COPING STONE TO TOP OF BRICKWORK (SEE DETAIL)
 STONE LINTEL ABOVE PAINTED TIMBER DOUBLE DOORS
 STEEL GATE PAINTED BLACK

LA PROPOSED ELEVATIONS

23/08/17 - NOTES ADDED AS REQUESTED BY PLANNING OFFICER
 27/07/17

17/351/04A

SINGLE STOREY REAR EXTENSION
 215 BURY NEW ROAD, WHITEFIELD M45 8GW

SCALE 1:100 @ A3

Ward: Whitefield + Unsworth - Unsworth

Item 06

Applicant: LSH Auto Properties (UK) Ltd

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

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

Application Ref: 61834/Full

Target Date: 10/10/2017

Recommendation: Minded to Approve

A site visit has been requested by the Assistant Director prior to the Planning Committee meeting.

The application is minded to approve to allow the application to be advertised as a departure to the development plan.

Description

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

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

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

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

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

Relevant Planning History

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

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

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

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

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

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

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

Enforcement

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

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

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

Publicity

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

35 letters have been received from the occupiers of
833 Manchester Road, 5, 7, 10, 11, 13, 14, 15, 19, 21, 26, 27, 28, 29, 32, 33, 37, 41, 64, 75,
Ajax Drive,

Whitefield - 8 Croftleigh Close, 23 Mather Road, 3 Clarendon Street, 12 Ridge Grove, 12 Thatch Leach Lane, 75B Heathfield Road, 15 Brightwater Close

Prestwich - 1 Ladythorn Avenue, 1 The Meadows, 9 Dovedale Avenue

Radcliffe - 101, 109, 121 Bury and Bolton Road, 3 Myrtle Grove, 23 Parkside Close

Tottington - 163 Scobell Street, 18 Claughton Road

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

Drive, 36 Leyton Drive, 8 Kilner Close, 10 Linksway Drive, 18 Parr Fold, 30 Meadway, 46

Kensington Drive, 9 Valley Avenue, 36 Chadderton Drive, 3 Bullers Mews, 26 Wadebridge Drive

Middleton - 22 Willow Avenue, 38 Highbarn Road, which have raised the following issues:

- Object to Green Belt land being turned into a car park.
- With the woodland, we can still hear the machines from the Mercedes garage.
- Destroying green space for 'very special circumstances' is not special in my eyes.
- Within the woodland there are a number of different wildlife species - bats, foxes, nesting birds, badgers, hedgehogs, and owl.
- There are plenty of cars on site, which could be stored elsewhere.
- Mercedes promised in their original application that the green corridor would be untouched.

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

- Previous applications for Bury Golf Club have been refused and this should be refused too.

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

Any further representations will be reported in the Supplementary Report.

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

Consultations

Traffic Section - No objections in principle and further comments will be reported in the Supplementary Report.

Drainage Section - Comments awaited.

GM Ecology Unit - Revised plans received and further comments will be reported in the Supplementary Report.

Unitary Development Plan and Policies

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

Issues and Analysis

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

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

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

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order.

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

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

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

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

Policy OL5/2 states that within the River Valleys, new buildings to the change of use of land will not be permitted. The only exceptions considered acceptable will be those where the development would not lead to the division of the open parts of the valleys into sections and it falls within the terms below:

1. where the area is designated as Green Belt, the established Green Belt policies would apply

2. where the area does not form part of the Green Belt, at least one of the following circumstances is met:

- that the development represents limited infilling to an established valley settlement or industrial area;
- that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance;
- that the development is required in association with an outdoor recreation or appropriate tourist facility;
- that the development is limited and will form part of, and be essential to, the maintenance of the provision and improvement of public services and utilities;
- any other development that would be appropriate in a Green Belt.

Policy OL5/2 states that if the proposed development is acceptable in Green Belt terms, then the proposed development would comply with the river valley policy.

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

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

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

- The proposed development would preserve the openness of the Green Belt.
- The proposal would not conflict with the purposes of including land in the Green Belt:
 - the proposal is not for built development and would not lead to any 'unrestricted sprawl of large built up areas'
 - The site does not form a gap between 2 settlements, but has built development on three sides.
- Staff parking is required and the proposal would not result in the loss of any further residential dwellings.
- The proposed development would offer significant and overriding benefits to the local

area, by removing staff parking from the highway

- There is no intention to develop this area of Green Belt any further as the land is very steep with a drop off of around 4 - 5 metres

The Green Belt serves five purposes:

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

The application site is developed on two sides, with residential development to the west and the proposed development would not conflict with the five purposes of the Green Belt listed above. The revised plans for the proposed development have reduced the area of the car park to 447 square metres in area, which would allow the trees to the south, east and north of the site to be retained. The retention of these trees provides screening for the proposed development and the applicant has confirmed that additional tree planting would take place to replace the trees, which are removed. As such, the site would retain its appearance of trees on the perimeter, which would not harm the openness and character of the Green Belt.

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

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

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

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

Impact upon residential amenity - The proposed car park would be 23 metres in length and there would be a minimum of 27 metres between the rear elevation of No. 9 Ajax Drive

and the boundary with the car park. A distance of 27 metres would be sufficient to mitigate any potential noise from the proposed development to a level, which would not have a significant adverse impact upon the residents of Ajax Drive. The mature trees between the residential property and the proposed car park would be retained, which would reduce the visual impact of the proposed development and the impact from any headlights. Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties and would be in accordance with Policies EN7/2, HT2/4 and S4/4 of the Bury Unitary Development Plan.

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

There was a concern that the proposed development would result in the loss of woodland and mitigation measures should be identified. Revised plans have been submitted, which have reduced the size of the proposed car park to allow retention of more mature trees. These plans are being assessed by GM Ecology Unit and further comments will be reported in the Supplementary Report.

Highways issues - The proposed car park would be located at the rear of the site and would be accessed from the existing customer car park. As such, the vehicles would utilise the existing junction with Manchester Road, which has appropriate levels of visibility. The proposed development would not impact upon the existing turning facilities adjacent to the customer car park and appropriate turning facilities would be provided within the proposed car park. The Traffic Section has no objections in principle and further comments will be reported in the Supplementary Report.

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

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

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

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

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

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

Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11

Response to objectors

- The issues relating to Green Belt, ecology, impact upon residential amenity, noise, light pollution and drainage have been assessed in the report above.
- A separate application (61239) has been submitted to provide a larger turning area to allow deliveries of vehicles to take place within the site.
- The cottages were demolished under Part 11 of Class B to Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015. Prior approval was required and was granted on 12 July 2017 and as such, the demolition of the proposed dwellings was permitted development.
- The design of the building is not the subject of this application and as such, is not a material planning consideration.
- The identity of the applicant has no bearing on the planning decision reached and cannot be taken into consideration.
- The staff have been parking on the adjacent residential streets, in particular Sandy Close and High Bank Drive, which has been the subject of complaints to various departments within the Council and matters that the local ward councillors are aware of.
- The Council has to consider all applications submitted to it.
- Due to the topography of the land and the steep slope, it is unlikely that any further expansion could take place at the rear of the site.

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: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 39902-AWP-XX-XX-DR-C-001 A1, 39902-AWP-XX-XX-DR-C-002 A6 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

4. 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.

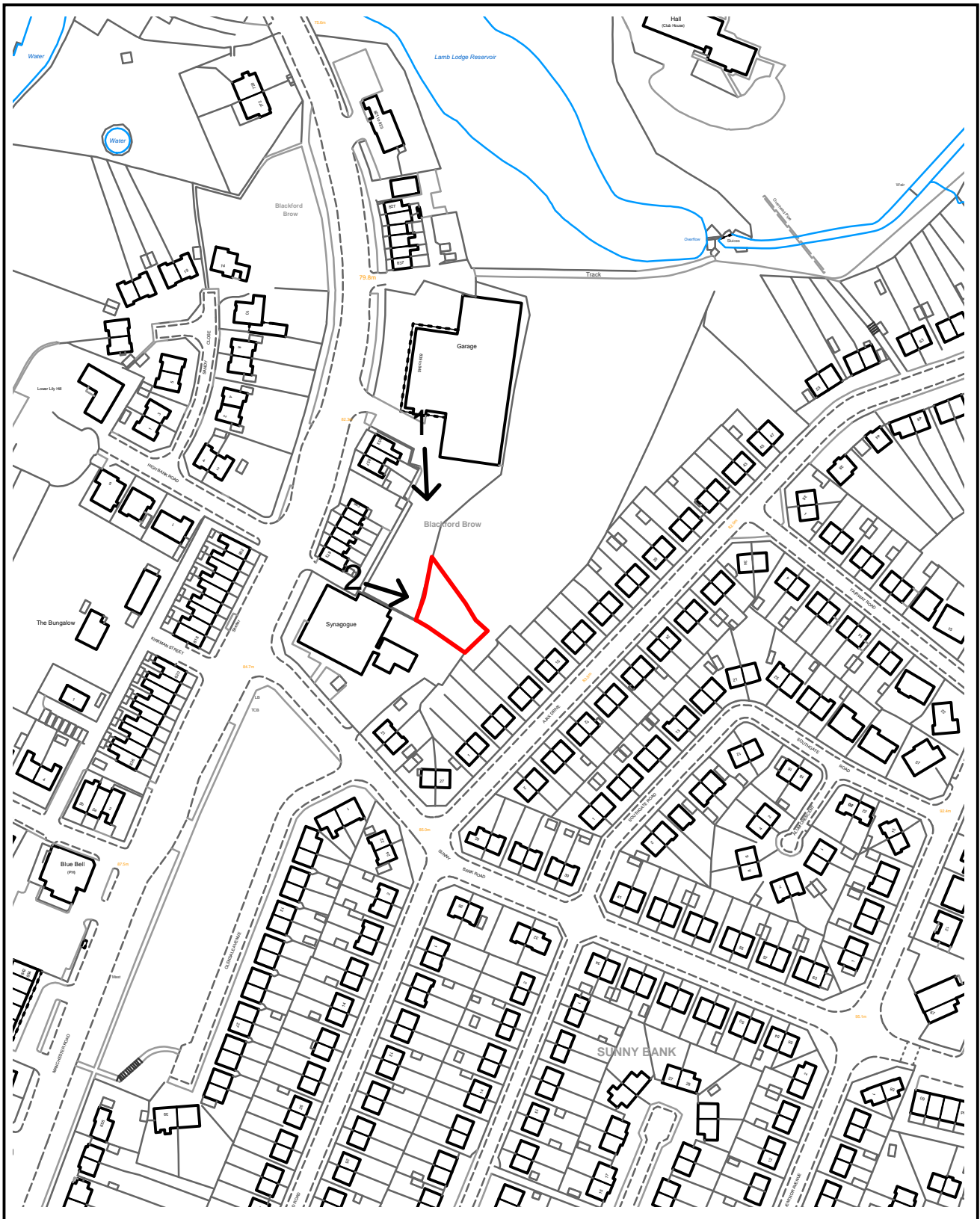
5. Prior to the commencement of any earthworks on site, a survey of the site and to include 30 metres from the northern boundary for badger setts shall be submitted to and approved in writing by the Local Planning Authority. Any mitigation measures must be implemented prior to the commencement of the development.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

6. No works shall be carried out to the trees that would disturb nesting birds between 1st March and 31st August inclusive in any year.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

7. No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed (*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 in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 61834

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

**Bury
Planning, Environmental and Regulatory Services**



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

61834

Photo 1



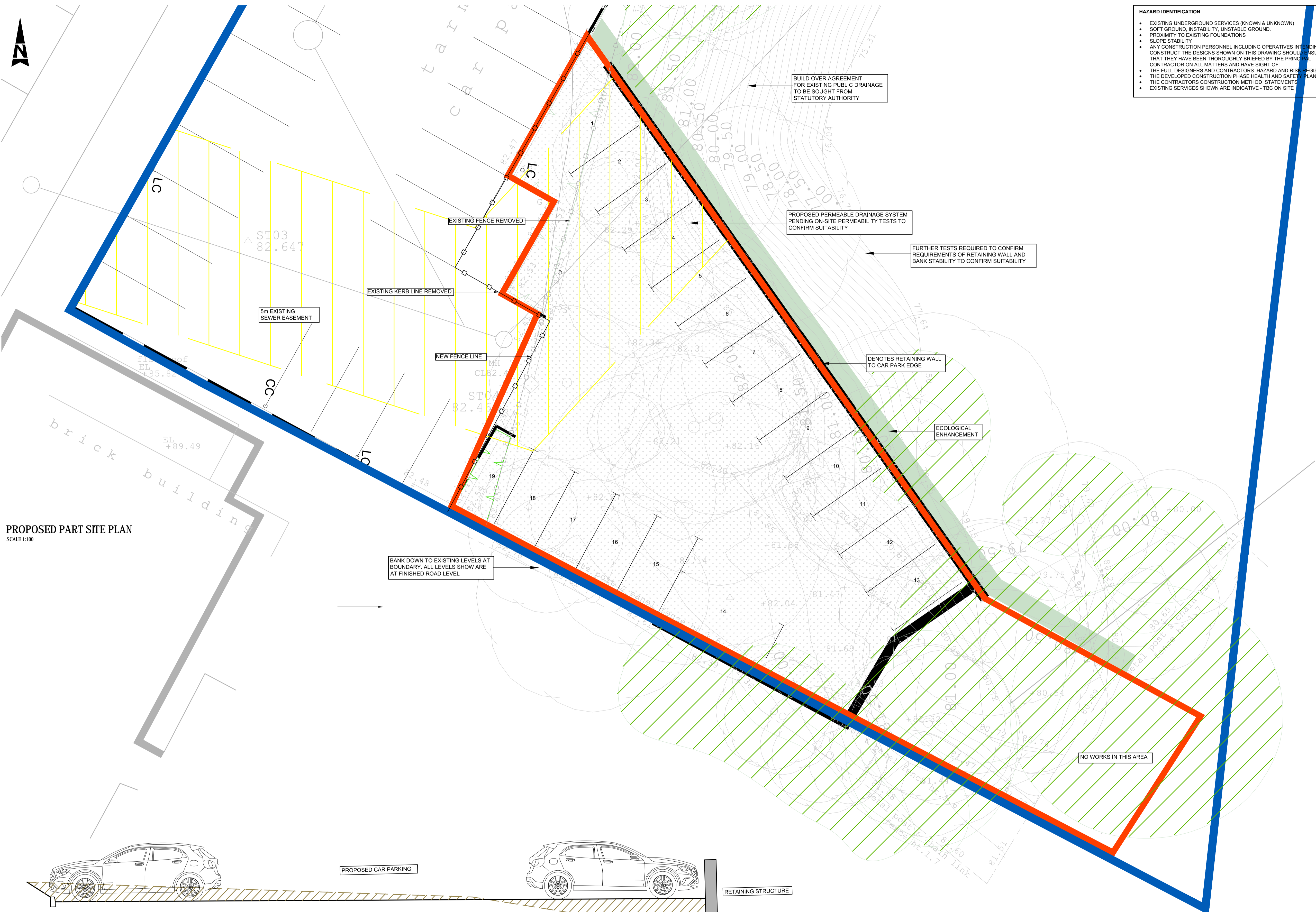
Photo 2





PROPOSED PART SITE PLAN

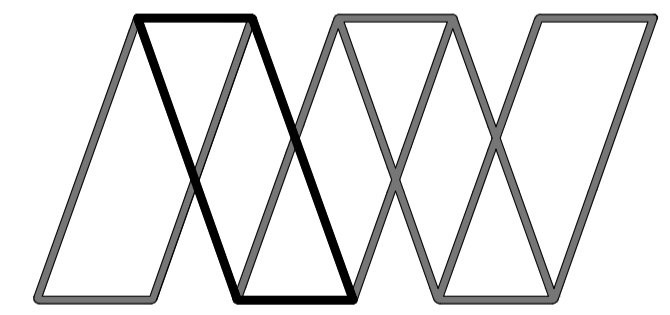
SCALE 1:100



- HAZARD IDENTIFICATION**
- EXISTING UNDERGROUND SERVICES (KNOWN & UNKNOWN)
 - SOFT GROUND, INSTABILITY, UNSTABLE GROUND
 - PROXIMITY TO EXISTING FOUNDATIONS
 - SLOPE STABILITY
 - ANY CONSTRUCTION PERSONNEL INCLUDING OPERATIVES INTENDING TO CONSTRUCT THE DESIGNS SHOWN ON THIS DRAWING SHOULD ENSURE THAT THEY HAVE BEEN THOROUGHLY BRIEFED BY THE PRINCIPAL CONTRACTOR ON ALL MATTERS AND HAVE SIGHT OF:
 - THE FULL DESIGNERS AND CONTRACTORS HAZARD AND RISK REGISTERS.
 - THE DEVELOPED CONSTRUCTION PHASE HEALTH AND SAFETY PLAN.
 - THE CONTRACTORS CONSTRUCTION METHOD STATEMENTS.
 - EXISTING SERVICES SHOWN ARE INDICATIVE - TBC ON SITE

- NOTES:**
- THESE NOTES ARE INTENDED TO AUGMENT DRAWINGS AND SPECIFICATIONS. WHERE CONFLICT OF REQUIREMENTS EXIST THE ORDER OF PRECEDENCE SHALL BE AS SHOWN IN THE SPECIFICATION. OTHERWISE THE STRICTEST PROVISION SHALL GOVERN.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ENGINEERS AND ARCHITECTS DRAWINGS.
 - DRAWINGS NOT TO BE SCALED. ALL DIMENSIONS TO BE CHECKED ON SITE BY THE CONTRACTOR. ANY DISCREPANCIES TO BE NOTIFIED TO THE ENGINEER AND FURTHER INSTRUCTIONS OBTAINED BEFORE WORK IS COMMENCED.
- GENERAL NOTES**
- ALL LEVELS ARE AOD (ABOVE ORDNANCE DATUM UNO).
 - ALL BANKING WHERE SHOWN TO BE 1:3 SLOPE MAXIMUM BANKING TO BE CONSTRUCTED IN ACCORDANCE WITH SERIES 600 OF THE DMR. IF REQUIRED ENSURE SUITABLE EROSION PROTECTION MEMBRANE IS USED. TBC ON SITE.
 - WHERE APPLICABLE LEVELS SHOWN ALONG KERB LINE REFLECT LEVEL AT BOTTOM OF KERB UNLESS NOTED OTHERWISE.
 - EXISTING PAVEMENTS TO BE LOCALLY ADJUSTED TO SUIT PROPOSED LEVELS.
 - ALL LEVELS WHERE SHOWN ARE BOTTOM OF KERB OR GROUND LEVELS AT RETAINING WALLS. (I.E. TREATMENT ABOVE GROUND LEVELS TO BE AS ARCHITECTS DETAILS).
 - EXISTING PAVEMENTS TO BE LOCALLY ADJUSTED TO SUIT PROPOSED LEVELS.
 - ALL WHITE LINING AND SIGNAGE BY OTHERS.
- PAVEMENT NOTES**
- ALL PROPRIETARY PRODUCTS TO BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.
 - ALL MATERIAL WITHIN 450mm OF THE ROAD SURFACE SHALL BE NON-FROST SUSCEPTIBLE AS REQUIRED BY SHW SERIES 700. SUBJECT TO CONFIRMATION OF THE MEAN ANNUAL FROST INDEX (MAFI) BY THE MET OFFICE.
 - SUB GRADE TO BE PREPARED IN ACCORDANCE WITH SHW SERIES 600 AND APPENDIX 6/1.
 - WITHIN EXISTING SURFACES IT MAY BE NECESSARY TO UNDERTAKE LOCALISED (SMALL SCALE) REINSTATEMENT OF TRENCHES AND OTHER LOCALISED EXCAVATIONS. IN THESE CASES, SIMILAR OR EQUIVALENT GRADES OF MATERIALS ARE TO BE REINSTITED.
 - IN AREAS WHERE FULL NEW PAVEMENT CONSTRUCTION IS TO BE PROVIDED, CBR VALUES AT FORMATION ARE TO BE TESTED TO ENSURE ASSUMED DESIGN CBR VALUE OF 9% IS ACHIEVED. DETAILS OF TESTING ARE SPECIFIED IN THE SPECIFICATION FOR HIGHWAY WORKS CLAUSE 631 AND BS 1377-PART 4:1990.
- KERBING NOTES**
- ALL KERBING DETAILS TO BE COMPLETED BY OTHERS - REFER TO ARCHITECTS DRAWINGS FOR KERB SET-OUT AND TYPE LOCATIONS.
 - ALL KERBING LAYOUTS AND SETTING OUT BY OTHERS.
 - PURPOSE MADE UNITS OF THE CORRECT DESCRIPTION TO BE USED FOR ALL RIGHT ANGLE CORNERS.
 - ALL KERBS, EDGINGS AND CHANNEL BLOCKS ARE TO BE CUT AND LAID IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, SERIES 1100.
 - CONCRETE BACKING TO KERBS SHALL BE TYPE ST1 CONCRETE IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS, SERIES 2600. REFER TO SPECIFICATION FOR HIGHWAY WORKS, SERIES 2600 FOR CONCRETE BED AND BACKING SPECIFICATION.
 - WHERE CONCRETE BED AND SURROUND ARE CAST SEPARATELY A 13mm THICK S1 SAND-CEMENT MORTAR BED AND 9 NO. 150x20mm MILD STEEL DOVEL BARS PER KERB ARE TO BE PROVIDED.
 - RADI OF 0.45m OR LESS SHOULD BE MADE UP OF APPROPRIATE QUADRANTS OR ANGLED KERBS.
 - TRANSITION KERBS TO BE USED BETWEEN ADJACENT KERB TYPES. DROPPER KERBS TO BE IN ACCORDANCE WITH BS EN 1346:2003.
 - NO KERB UNITS SHALL BE CUT TO A LENGTH LESS THAN ONE THIRD OF ITS ORIGINAL LENGTH.
 - FOR KERB RADI LESS THAN 12m, PRECAST CURVE UNITS ARE TO BE USED. FOR KERB RADI GREATER THAN 12m, PRECAST STRAIGHT UNITS ARE TO BE USED.

Rev	Description	Date	By	Chk	App
A6	UPDATED TO SUIT CLIENT COMMENTS	06-09-17	JMc	JJS	JJS
A5	UPDATED TO SUIT CLIENT COMMENTS	05-09-17	JMc	JJS	JJS
A4	UPDATED TO SUIT CLIENT COMMENTS	01-09-17	JMc	JJS	JJS
A3	UPDATED TO SUIT CLIENT COMMENTS	01-09-17	JMc	JJS	JJS
A2	DRAWING TITLE REVISED	24-08-17	JMc	JJS	JJS
A1	REVISED TO SUIT CLIENT COMMENTS	11-08-17	JMc	JJS	JJS



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Project:	Proposed Car Park Extension Mercedes-Benz, Manchester Road, Bury				
Client:	LSH Auto Properties				
Drawing:	Proposed Staff Car Park General Arrangement				
Role:	Civil				
Drawing Status:	For Approval				
Job no.	39902				
Scale@ A1:	As Shown				
Rev.	A6				
Project Originator	Volume	Level	Type	Role	Number
39902 - AWP - XX - XX - DR - C - 002					

TYPICAL SECTION

SCALE 1:50



100mm at A1



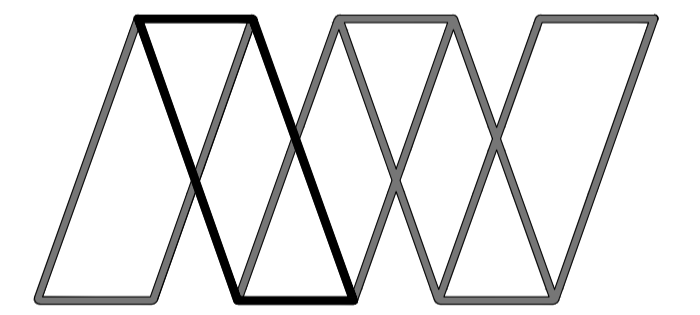
EXISTING PART SITE PLAN
SCALE 1:100



SITE LOCATION PLAN
SCALE 1:500

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

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



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Project:	Proposed Car Park Extension Mercedes-Benz, Manchester Road, Bury				
Client:	LSH Auto Properties				
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Role:	Civil				
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Job. no.	39902				
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100mm at A1