

**BURY COUNCIL**  
**DEPARTMENT FOR RESOURCES AND REGULATION**  
**PLANNING SERVICES**

**PLANNING CONTROL COMMITTEE**

**21 November 2017**

**SUPPLEMENTARY INFORMATION**

**Item:01 Park 66, Pilsworth Road, Bury, BL9 8RS Application No. 60998**

Mixed use development comprising 6046 m2 light industrial (Class B1(c), general industrial (Class B2) and storage/distribution (Class B8); 1340 m2 foodstore (Class A1); 2843 m2 other retail floorspace (Class A1); 2179 m2 gymnasium (Class D2); 2 No. 413 m2 cafe/hot food takeaway units (Class A3/A5) with drive thru facilities; Associated parking spaces, alterations to site access and associated works

**Consultations**

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

**Issues and analysis**

Air Quality - In addition to the conditions proposed by Environmental Health - Air Quality Section, a condition requiring travel plans for each unit has been recommended by Highways England and by the Local Planning Authority. This is a positive contribution towards reducing the impacts upon air quality underpinned through the NPPF and condition 9 is below.

Highways issues - Currently, the level of traffic along Pilsworth Road, including the adjacent approved developments is operating between 95%. If the traffic generated from the proposed development is included, this rises to 116%. The proposed works to the slip road at junction 3 of the M66 would reduce the level of traffic to 72.7%. This is a significant improvement upon existing levels and would be considered an appropriate mitigation to respond to congestion on Pilsworth Road (easterly which is where the identified Friday pm peak problem is identified).

Response to objectors - With regard to the use of the site for housing, it is allocated as an Employment Generating Area (EGA) and is surrounded by commercial and industrial uses. As such, it is considered that housing would not be compatible with the surrounding uses at first glance. In any case, the Council has to assess each application on its own merits and this application is for employment and retail uses.

**Plans** - The revised plan for the proposed Costa unit is attached to the supplementary report. Revised plans have been received for the industrial units and the only difference to the plans printed in the agenda are as follows:

- There is an additional opening on the north elevation for industrial unit 1(plan reference 1603-P05G)
- There is an additional opening on the west elevation for industrial unit 2 (plan reference 1603-P06G)

**Conditions**

Therefore, conditions 2, 9 and 12 should be amended, condition 15 should be split into 2 conditions and conditions 17 to 21 should be added in relation to highways matters:

9. Within 6 months of each unit becoming operational, a detailed travel plan will be submitted to and approved in writing by the Local Planning Authority in consultation with Highways England. The approved travel plan shall be implemented to an approved timetable.

Reason. A detailed travel plan has not been submitted and to deliver sustainable transport objectives in accordance with Section 4 of the National Planning Policy

## Framework.

12. No development, other than demolition works, shall commence unless and until a scheme for the soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The approved scheme and the hard landscaping detailed on plan reference 1603-P12F 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.

15. The overall floorspace at the application site associated with 'main town centre uses' (as per the definition in Annex 2 of the NPPF) shall be limited to no more than 6,775 sq.m Gross Internal Area (GIA), including, for the avoidance of doubt, any mezzanine floorspace.

Reason. To protect the vitality and viability of nearby town, district and local centres, and to reflect the basis on which the retail impacts of the application proposal have been assessed pursuant to Section 2 of the National Planning Policy Framework.

16. Notwithstanding the terms of the Town and Country Planning Act (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), the 'main town centre uses' in this application shall only be disaggregated into four units, as follows:

- Unit A shall comprise a gymnasium in Class D2 of approximately 2,134 sq.m GIA, together with a Class A1 non-food retail unit of no more than 789 sq.m GIA, with this retail unit having a separate entrance to the gymnasium and restricted to the sale of sports equipment, sportswear, and associated sports goods, including health and fitness food and drink products;
- Unit B shall comprise a foodstore in Class A1, the size of which shall be limited to 1,340 sq.m GIA, of which no more than 10 per cent shall be used for the sale and display of comparison (non-food) goods;
- Unit C shall comprise a predominantly non-food unit in Class A1 of 1,394 sq.m GIA, including, for the avoidance of doubt, any mezzanine floorspace, of which no more than 30 per cent shall be used for the sale of convenience goods; and
- Unit D shall comprise a non-food unit in Class A1 of 705 sq.m GIA, including, for the avoidance of doubt, any mezzanine floorspace."

Reason. To protect the vitality and viability of nearby town, district and local centres, and to reflect the basis on which the retail impacts of the application proposal have been assessed pursuant to Section 2 of the National Planning Policy Framework.

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

- Access route for demolition/construction traffic from the highway network via Junction 3 of the M66;
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site or on land within the applicant's control of operatives' and

demolition/construction vehicles together with storage on site of demolition/construction materials.

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

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to Policies EC6/1 - New Business, Industrial and Commercial and Policy S4/2 - Assessing Out-Of-Centre Retail Development of the Bury Unitary Development Plan.

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

Reason. - To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy EC6/1 - New Business, Industrial and Commercial of the Bury Unitary Development Plan.

19. Notwithstanding the details shown indicatively on the submitted plans, no development, other than the demolition works specified in the Section 106 agreement, shall commence unless and until full details of the following have been submitted to and agreed with the Local Planning Authority:

- Provision of an agreed scheme of pedestrian improvement works on Park 66 incorporating, where necessary, the alteration/widening of and extension to the limits of the adopted highway;
- Formation of the proposed service road junction with Park 66, incorporating the provision of a tactile paved crossing point and all associated highway, street lighting and highway drainage remedial works;
- Provision of a scheme of foot way remedial works around the perimeter of the site abutting the adopted highway as a result of the demolition and construction of the development, formation of pedestrian access points and ramps and damaged caused by previous uses of the site;
- Demarcation of the limits of the adopted highway at all access points with all boundary features such as height restriction barriers located clear of these limits;
- Boundary treatment abutting the adopted highway incorporating foundations that do not encroach under the adjacent adopted highway;
- In association with the relocation/replacement of the affected street lighting column, provision of a street lighting assessment and subsequent scheme for all intensified junctions to the site from the adopted highway;
- Visibility splays plotted in accordance with the guidance in Manual for Streets at the proposed service road junction with Park 66 and at the unadopted access road to the south with Pilsworth Road;

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway pursuant to Policies EC6/1 - New Business, Industrial and Commercial and Policy S4/2 - Assessing Out-Of-Centre Retail Development of the Bury Unitary

Development Plan.

20. The development hereby approved shall not be brought into use unless and until a 'Servicing Management Plan' has been submitted to and approved in writing by the Local Planning Authority, incorporating measures to ensure that standing vehicles to the rear of the retail units will not adversely affect turning manoeuvres for, and deliveries, to adjacent units. The Plan and measures subsequently approved shall be implemented before the development is brought into use and thereafter be maintained.

Reason. To ensure the adequacy of the proposed servicing facilities and to minimise the standing and turning movements of vehicles on the private service road pursuant to Policies EC6/1 - New Business, Industrial and Commercial and Policy S4/2 - Assessing Out-Of-Centre Retail Development of the Bury Unitary Development Plan.

21. The various turning facilities indicated on the approved plans shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policies EC6/1 - New Business, Industrial and Commercial and Policy S4/2 - Assessing Out-Of-Centre Retail Development of the Bury Unitary Development Plan.

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

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

**Item:02    Autocephalic Chapel Church, Chapel Road, Prestwich, Manchester, M25 9SR    Application No. 61757**

Change of use of lower ground floor from church (D1) to dwelling (C3), re-roofing main roof and removal of chimney stack

Nothing further to report

**Item:03    136 Stand Lane, Radcliffe, Manchester, M26 1GS    Application No. 61828**

Change of use from public house (Class A4) to veterinary surgery (Class D1); Alterations to external elevations, demolition of existing cellar area and resurfacing to form access and car parking

**Response to objectors**

The proposed development would not involve significant works to the external of the building and as such, it would not be reasonable to include a condition relating to internal swift bricks on this proposal.

**Item:04    The Stables, Scholes Lane, Prestwich, Manchester, M25 0NH    Application No. 61917**

Listed building consent for the repainting of the stucco in the development courtyard.

Nothing further to report.

- REVISIONS
- A. UPDATED TO BURE ENTRY UNIT
  - B. ROOF SPECIFICATION AMENDED
  - C. FINISHES AMENDED
  - D. SERVING SMOOTH HANDLED
  - E. BRN STORES ADDED
  - F. BRN STORES ADDED
  - G. SERVING SMOOTH CORRECTED
- 25/11/2018  
25/11/2018  
25/11/2018  
24/11/2018  
15/02/2017  
15/02/2017  
22/02/2017

1. ROOF: CONTROL GLAZING WINDOW SYSTEM. UNLESS STATED OTHERWISE TO BE INSTALLED TO SATISFY REQUIREMENTS OF BS 6262-1:2011. ROOF CONSTRUCTION TO BE AS PER DRAWING UNLESS OTHERWISE STATED.

2. FASCIA AND SOFFIT: 2a 25mm PLAT POWDER COATED ALUMINIUM FINISHING APPLIED TO FASCIA. UNLESS OTHERWISE STATED, ALL FINISHES TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 2b 25mm THICK ALUMINIUM FINISHED PANELS. POWDER COATED PAINTONE COOL (COSTA RED)

3. WALLS: 3a BLOCKWORK TO RECEIVE THRU COLOUR RENDER - COLOURS: RAL 7016 WHITE. 3b COURSE UP TO DPC LEVEL IN FACING BLOCKWORK - WHERE RENDER STAFFWORK IS SMOOTH BLUE. AVAILABLE VIA BRICKLINK TEL: 01235 228800 WITH TOLON WITH MORTAR - SUBJECT TO PLANNING APPROVAL. 3c HORIZONTAL LATH THINER CLADDING FIXED TO GULL FRAME OFF BLOCKWORK - WESTERN RED CEDAR. 3d BR STORES - HORIZONTAL LATH THINER CLADDING FIXED TO TREATED TIMBER SILL FRAME FIXED TO CONCRETE POSTS TO MATCH ITEM 3c ABOVE.

4. CLADDING: 4a 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 4b 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 4c 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 4d 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED.

5. SERVICE FLOOR: 5a 100mm POLYURETHANE INSULATION (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 5b 100mm POLYURETHANE INSULATION (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 5c 100mm POLYURETHANE INSULATION (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 5d 100mm POLYURETHANE INSULATION (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED.

6. FINISHES: 6a 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 6b 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 6c 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED. 6d 25mm THICK ALUMINIUM FINISHED WINDOW SYSTEM (UNLESS OTHERWISE STATED) TO BE AS PER DRAWING UNLESS OTHERWISE STATED.



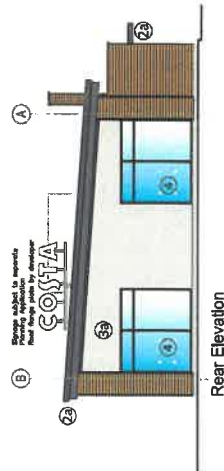
Side Elevation



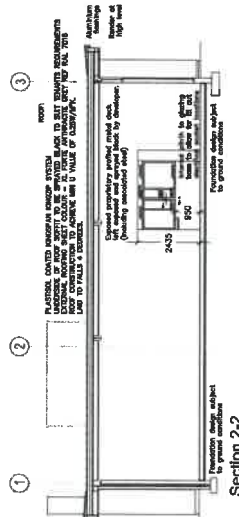
Side Elevation



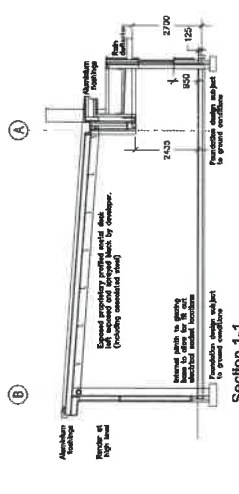
Front Elevation



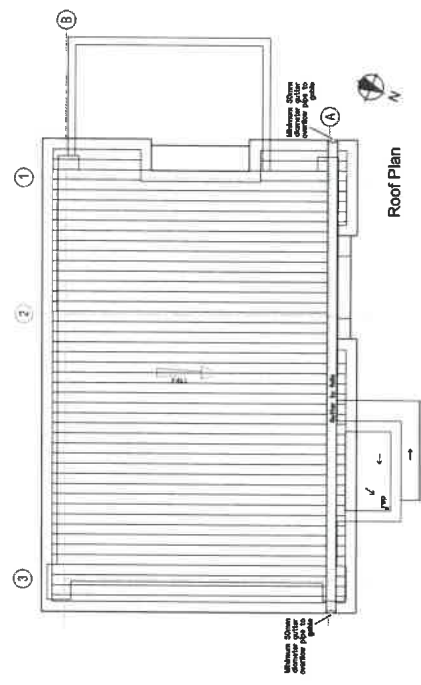
Rear Elevation



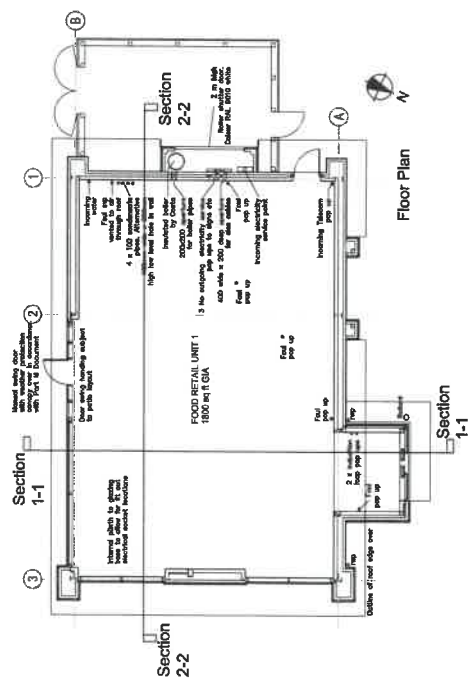
Section 2-2



Section 1-1



Roof Plan



Floor Plan



Client: SLADEL ESTATES

Project: BURY



Drawing Title: Costa Unit Building Plans-Elevations  
 DWG No: 15D3-P300  
 Scale: 1:100@A1  
 Date: 19-10-2018  
 Drawn By: DBH  
 Checked By:  
 Unit 31, Mercury Court, Malpas Lane  
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 Tel: 0143 869 939  
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 The information contained in this drawing is the property of PCP Architects and is not to be used for any other purpose without the written consent of PCP Architects.

<b>MAY 2017 COMMITTEE</b>					
<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>59984</b>	No	0/0	2	0
<b>2</b>	<b>60045</b>	Yes	1/0	7	0
<b>3</b>	<b>61163</b>	No	0/0	1	0
<b>4</b>	<b>61223</b>	Yes	1/1	1	1
<b>5</b>	<b>61286</b>	Yes	0/1	3	1
<b>6</b>	<b>61296</b>	No	0/0	2	0
<b>7</b>	<b>61299</b>	No	0/0	2	0
<b>8</b>	<b>61300</b>	Yes	1/0	11 + 1 Petition	0
<b>9</b>	<b>61320</b>	No	0/0	0	0
<b>10</b>	<b>61369</b>	Yes	0/1	7	1
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
5		5		3	

<b>JUNE 2017 COMMITTEE</b>					
<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>61286</b>	Yes	1/1	3	1
<b>2</b>	<b>61363</b>	No	0/0	1	0
<b>3</b>	<b>61391</b>	Yes	1/1	5	1
<b>4</b>	<b>61447</b>	No	0/0	1	0
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
2		2		2	



**JULY 2017 COMMITTEE**

<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>60992</b>	<b>Yes</b>	<b>1/1</b>	<b>121</b>	<b>1</b>
<b>2</b>	<b>61085</b>	<b>No</b>	<b>0/0</b>	<b>3</b>	<b>0</b>
<b>3</b>	<b>61086</b>	<b>No</b>	<b>0/0</b>	<b>4</b>	<b>0</b>
<b>4</b>	<b>61117</b>	<b>Yes</b>	<b>1/1</b>	<b>31</b>	<b>1</b>
<b>5</b>	<b>61135</b>	<b>No</b>	<b>0/0</b>	<b>0</b>	<b>0</b>
<b>6</b>	<b>61363</b>	<b>Yes</b>	<b>1/0</b>	<b>1</b>	<b>0</b>
<b>7</b>	<b>61364</b>	<b>No</b>	<b>0/0</b>	<b>3</b>	<b>0</b>
<b>8</b>	<b>61502</b>	<b>No</b>	<b>0/0</b>	<b>1</b>	<b>0</b>
<b>9</b>	<b>61530</b>	<b>Yes</b>	<b>1/1</b>	<b>7</b>	<b>1</b>
<b>10</b>	<b>61563</b>	<b>Yes</b>	<b>1/0</b>	<b>1</b>	<b>0</b>
<b>11</b>	<b>61572</b>	<b>Yes</b>	<b>1/1</b>	<b>8</b>	<b>1</b>
<b>12</b>	<b>61584</b>	<b>No</b>	<b>0/0</b>	<b>1</b>	<b>0</b>
<b>13</b>	<b>61613</b>	<b>Yes</b>	<b>0/1</b>	<b>1</b>	<b>1</b>
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
<b>7</b>		<b>6</b>		<b>5</b>	

<b>AUGUST 2017 COMMITTEE</b>					
<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>61274</b>	Yes	0/1	1	1
<b>2</b>	<b>61423</b>	No	0/0	1	0
<b>3</b>	<b>61448</b>	No	0/0	1	0
<b>4</b>	<b>61474</b>	No	0/0	0	0
<b>5</b>	<b>61515</b>	Yes	1/0	0	0
<b>6</b>	<b>61564</b>	No	0/0	1	0
<b>7</b>	<b>61598</b>	Yes	1/1	26	1
<b>8</b>	<b>61613</b>	No	0/0	1	0
<b>9</b>	<b>61635</b>	Yes	1/1	6	1
<b>10</b>	<b>61677</b>	No	0/0	1	0
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
4		6		3	

**SEPTEMBER 2017 COMMITTEE**

<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>61239</b>	No	0/0	16 + 2 petitions	0
<b>2</b>	<b>61705</b>	No	0/0	0	0
<b>3</b>	<b>61746</b>	No	0/0	2	0
<b>4</b>	<b>61752</b>	Yes	0/1	3	1
<b>5</b>	<b>61790</b>	No	0/0	2	0
<b>6</b>	<b>61834</b>	No	0/0	72 + 1 Petition	0
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
1		5		1	

**OCTOBER 2017 COMMITTEE**

<b>Committee item number</b>	<b>Application ref</b>	<b>Did application have speakers?</b>	<b>Speakers for/against</b>	<b>Number of objections</b>	<b>Objectors who spoke at committee</b>
<b>1</b>	<b>59984</b>	No	0/0	2	0
<b>2</b>	<b>61239</b>	No	0/0	16 + 2 petitions	0
<b>3</b>	<b>61474</b>	No	0/0	0	0
<b>4</b>	<b>61752</b>	Yes	0/1	3	1
<b>5</b>	<b>61798</b>	Yes	1/0	2	0
<b>6</b>	<b>61829</b>	No	0/0	2	0
<b>7</b>	<b>61834</b>	Yes	1/1	72 + 1 Petition	1
<b>8</b>	<b>61850</b>	Yes	1/1	2	1
<b>Applications with speakers</b>		<b>Applications with no speakers</b>		<b>Applications that had objectors speak</b>	
4		4		3	