

Title	Planning Applications
To:	Planning Control Committee
On:	08 October 2019
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: North Manor	App No. 63533
	Location: Bevis Green Works, Mill Road, Bury, BL9 6RE	
	Proposal: Residential development comprising 268 no. dwellings (Class C3) with associated access, car parking, landscaping and open space	
	Recommendation: Minded to Approve	Site Visit: Y
02	Township Forum - Ward: Bury West - Church	App No. 64138
	Location: Site of Jolly Carters, 207 Bury and Bolton Road, Radcliffe, Manchester, M26 4JY	
	Proposal: Erection of convenience store (Class A1) and petrol filling station with jet wash enclosure and associated access and landscaping	
	Recommendation: Minded to Approve	Site Visit: N
03	Township Forum - Ward: Whitefield + Unsworth - Pilkington Park	App No. 64150
	Location: 146 Park Lane, Whitefield, Manchester, M45 7PX	
	Proposal: Two/single storey storey rear extension and single storey side extension	
	Recommendation: Approve with Conditions	Site Visit: N
04	Township Forum - Ward: Bury West - Church	App No. 64223
	Location: Cygnet Hospital, High Bank, Bury, BL8 2BS	
	Proposal: Part two storey/part single storey 18 bed low secure accommodation with offices and associated facilities and two storey gatehouse together with internal access route, car parking and associated works following demolition of the existing White House. Erection of outbuilding to be used as a Recovery College classroom. Alterations to the South Hampton existing entrance area and creation of new seclusion suite.	
	Recommendation: Approve with Conditions	Site Visit: N
05	Township Forum - Ward: Bury West - Church	App No. 64308
	Location: Meadowcroft Farm, Lowercroft Road, Bury, BL8 3PD	
	Proposal: Conversion and extension of existing detached dwelling into 2 no. semi-detached dwellings; Conversion and extension of agricultural outbuildings to provide 2 no. single storey dwellings to include demolition of existing outbuildings and structures, associated landscaping and access works.	
	Recommendation: Approve with Conditions	Site Visit: N
06	Township Forum - Ward: Bury East - Moorside	App No. 64437
	Location: Davises Farm, Mather Road, Bury, BL9 6TJ	
	Proposal: Retention of timber storage building granted temporary consent and addition of brown corrugated steel lean to extensions	

Recommendation: Approve with Conditions

Site Visit: N

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- 07** **Township Forum - Ward:** Bury East - Redvales **App No.** 64450
- Location:** 31 Parkhills Road, Bury, BL9 9AS
Proposal: Change of use from residential (Class C3) to 9 bed/10 person house of multiple occupation (HMO) (Sui Generis)
Recommendation: Approve with Conditions **Site Visit:** N
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- 08** **Township Forum - Ward:** Prestwich - St Mary's **App No.** 64462
- Location:** Land at Kersal Vale Road, Prestwich, Salford, M7 3NT
Proposal: Approval of Reserved Matters of layout, scale, landscaping and appearance for outline application 61474 for the construction of 109 no. residential dwellings (Use Class C3), together with associated public open space, landscaping, sub and pumping stations and highways infrastructure
Recommendation: Minded to Approve **Site Visit:** N
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- 09** **Township Forum - Ward:** Bury West - Church **App No.** 64467
- Location:** 10 Pleasington Drive, Bury, BL8 2ET
Proposal: First floor extension at front/side above existing garage
Recommendation: Approve with Conditions **Site Visit:** N
-
- 10** **Township Forum - Ward:** Bury West - Elton **App No.** 64616
- Location:** 8 Westcombe Drive, Bury, BL8 1DN
Proposal: Erection of first floor rear extension; Erection of outbuilding in rear garden
Recommendation: Approve with Conditions **Site Visit:** N
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Ward: North Manor

Item 01

Applicant: BDW Trading Ltd trading as Barratt Homes

Location: Bevis Green Works, Mill Road, Bury, BL9 6RE

Proposal: Residential development comprising 268 no. dwellings (Class C3) with associated access, car parking, landscaping and open space

Application Ref: 63533/Full

Target Date: 03/06/2019

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement for £156,000.00 for loss of employment land in accordance with Policy EC2/2 and SPD14, recreation provision in accordance with Policy RT2/2 of the adopted Unitary Development Plan and SPD1 and for 33 no. affordable dwellings in accordance with Policy H4/1 of the UDP and SPD5. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

The Development Manager has requested a site visit.

Description

The application site lies approximately 1.5km north of Bury town centre and lies between Walmersley Old Road and the M66 motorway. The site generally slopes down from north to south with changes in levels more notably located within the south eastern sector of the site. The site was originally used as a mill with buildings in the south eastern part of the site dating from the early part of the 20th Century, which are mostly stone and brick built, with light roofing. Within the site, the land comprises a series of plateaus, hard standings and buildings of varying ages. To the north of the site are older stone buildings with north lights and elsewhere, the buildings comprise portal and brick structures, many of which are not used. The buildings vary from two to three storeys in height taking advantage of the changes in levels across the site. There is a separate two storey stone building used for offices and there are more modern larger storage type buildings of 20-30 years old located within the site. At the main entrance to the site is a modern office building used as a technical centre with car parking nearby.

The site comprises 10.44ha site in area and is an allocated EGA under Policy EC2/1 and incorporates a former Headquarters building, Research and Development facility and manufacturing and warehousing functions (some functions are still operating). The site lies predominantly on the edge of a residential area with Green Belt to the north and a lodge to the east with an area of protected TPO trees immediately to the east of the lodge. To the east of the site is open countryside, with the M66 motorway beyond.

The main access into the site is taken from two points, one serving the offices directly off Walmersley Old Road, and a second access, for the transportation of products, from Mill Road.

The site is currently occupied by Tetrosyl, a chemical manufacturer specialising in car care products and the business operates from two sites within Bury, a site in Oldham and the head office is in Rochdale. Tetrosyl are the largest manufacturer of car care products in Europe and one of the largest employers in the Borough with over 400 employees based in Bury.

The company has been based on the Bevis Green site for approximately 45 years, which is where the company originally had all of its operations. Since 1982, the growth of the

business and the demands placed upon it have meant that the company has found other premises to accommodate its main manufacturing and distribution elements due to the nature and location of Bevis Green being less suited to the company's specific needs. The company is now seeking to continue its growth and to respond to the higher demands placed upon it from its customers to meet high standards of accommodation and efficiency for its business.

The pressure placed upon the firm to improve its operations and to respond to its market has exerted a pressure to relocate. However, financial circumstances are such that there is a need to seek permission on the existing Bevis Green Site, to part fund a relocation to another site. The current intention is to relocate to another site within Bury and thus the proposals would not only secure a large number of jobs within the Borough, but also regenerate an existing alternative site.

The application is seeking planning permission for the redevelopment of the site for residential purposes for 268 dwellings. There would be a mix of 3 and 4 bed dwellings and they would be 2 storeys in height. The proposed dwellings would be constructed from red brick or artificial stone with a slate grey tile. The area to the north of the site in the Green Belt would be used for recreational space and would be accessed from within the site.

The proposed development would be accessed from Walmersley Old Road with the proposed apartments accessed from Mill Road.

Relevant Planning History

02061/E - Residential development at Bevis Green Works, Mill Road, Bury. Enquiry completed - 27 July 2018.

53762 - Outline residential development at Bevis Green (275 dwellings) with associated access, car parking, landscaping, and recreational open space shown illustratively at Bevis Green Works (Tetrosyl), Mill Road, Bury. Approved with conditions - 30 January 2012. This planning permission has lapsed.

Publicity

489 neighbouring properties were notified by means of a letter on 4 March 2019 and a press notice was published in the Bury Times on 14 March 2019. Site notices were posted on 19 March 2019.

1 letter has been received in support of the scheme from the occupiers of Walmersley Post Office, which has raised the following issues:

- Support this project and I work at the post office close by.

44 letters have been received from the occupiers of 635 Walmersley Road, 3, 47, 49, 65, 77, 133A, 204, 210 Walmersley Old Road, 2 Old Lane, 1, 11, 16, 94 Ribble Drive, 2, 14, 82, 90 Palatine Drive, 5 Bank Top, 17 Trent Drive, 12, 14 Avon Drive, 4 Brookfield Road, 101, 102, 117 Mather Road, 73 Milbourne Road, 14 Old Brewers Court, 2, 6 Barnside Close, 20 Humber Drive, 41 Springside Road, National Farmers Union, The Bungalow, Whitewall Farm, which have raised the following issues:

- It was suggested that the traffic would not increase on the poor roads. The industrial unit has 100 car parking spaces and employees will make 1 journey into and out of the site. The proposed development of 268 properties will have a minimum of 2 vehicles and will make multiple journeys.
- The existing road infrastructure is insufficient.
- Neither the developers or Bury Council are planning any infrastructure to provide for the increase in housing in the area.
- Schools are at capacity - why not rebuild a high school at Seedfield?
- Local roads are a problem with the narrowness of the road being an issue.
- What about the air pollution from additional vehicles and standing traffic.
- Modifications to the upper extent of Mill Road would appear to cause Mill Road to be restricted to a bridleway. As a resident of Mather Road, this would be a concern as the

sole access to the 'Rivers estate' would be from Mather Road.

- Tetrosyl should be asked for a statement to confirm their intentions should the application be refused.
- The Planning Department should consider the well being of the existing residents.
- This area is subject to flooding and this will only get worse.
- Where will the 200 children from this development attend school?
- The developer should be made to pay for no entry signs to Old Lane, Ribble Drive, Lancaster Drive and traffic calming measures should be put into place on Walmersley Old Road.
- An alternative access from Mather Road should be provided so the traffic is spread out across the area.
- Why isn't Section 106 being applied here? The Council is not adhering to the NPPF. Where are the affordable houses?
- The development should be revised to fit in with the Victorian theme of the area
- Lots of vehicles use Palatine Drive as a cut through. Has the TA taken this into account?
- There is no GP surgery within a walkable distance.
- Loss of wildlife.
- There is no affordable housing due to the offset clause. Bury Council should insist on affordable housing.
- The land should be kept as industrial land instead of building on Gin Hall site.
- The demolition of the mills will destroy Bury's heritage.
- The plans intend to downgrade a section of the current Byway Open to All Traffic (BOAT) and we object to this proposal.
- Downgrading the BOAT to a bridleway will impact upon local farms.
- The BOAT is used on a daily basis by farm vehicles and a milk tanker and uses Mill Road. Should the proposed works be carried out, the tanker would not be able to access the farm.
- Has any thought been given to road and sewer drainage?
- The layout is standard and does not ensure good pedestrian and cycle links.
- It is not clear whether all the properties have an active frontage.
- The street layout does not give priority to pedestrians.
- 2 parking spaces should be provided one behind the other.
- There have been two meetings organized by the Conservative Councilors in our local church hall, where at least 60+ residents were in attendance, and on both occasions Bury Planning Department have refused to attend. In my opinion Bury Planners prefer to be anonymous and unaccountable for their actions/decisions they make which are likely to impact on other people's lives - a sad indictment on the things to come.
- Mill Road has been used as an access road to the farm since it came into being.
- The TA states that it is proposed to promote a prohibition of driving order along the route, which we would object to.
- The prevalence of frontage parking means that there is an absence of a building line.
- The street layout does not give priority to the townscape and pedestrians over the movement and parking of vehicles.
- There should be a minimum of 55 square metres per dwelling of private amenity space to the rear.
- It is likely that bins will need to be stored on the frontage and this must be behind walls of at least 1.1 metres high.
- Total lack of an attempt to try and design a scheme which reflects the vernacular of Bury.

The neighbouring properties were notified of revised plans on 8 July 2019.

4 letters from the occupiers of 2 Barnside Close, 5 Bank Top, The Bungalow, National Farmers Union have been received, which have raised the following issues:

- School places and transport are an issue now. How is the site sustainable?
- The construction time will be 7 years. This is unacceptable and it is difficult to believe that only 45 homes would be built each year.
- As the re-surfacing work on Walmersley Road has shown, cars turning right into

Walmersley Old Road can create havoc with traffic flow. The extra traffic associated with this development will create chaos.

- No objections in principle with the redevelopment of the site, but have concerns with the restriction of access along a portion of Mill Road.
- Alternative arrangements have been considered, but have been discounted for a variety of reasons.
- The control of access by the use of bollards, gates and traffic humps was considered. Gates and bollards may suffer damage and these would need to be opened by farmers on a daily basis to allow access for the milk tankers.
- Traffic humps would not pose a particular problem, providing they were not too severe and the current width of the access is maintained.
- The owners of the farm are happy to work with the developers and the Council to achieve a solution.

Due to the scale of the scheme, the neighbour consultations were made aware of the need to track the application on the website and Planning Control Committee consideration dates.

Statutory/Non-Statutory Consultations

Traffic Section - No objections in principle. Further comments to be provided in the Supplementary Report.

Drainage Section - No response.

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

Environmental Health - Air Quality - No objections, subject to the inclusion of a condition relating to electric vehicle charging points.

Environmental Health - Pollution Control - No objections, subject to an inclusion of a condition relating to acoustic insulation.

Public Rights of Way Officer - No objections in principle. Further comments to be reported in the Supplementary Report.

Conservation Officer - Prefer to see the retention and re-use of some heritage assets instead of the complete demolition proposed.

Waste Management - No response.

Design for security - No objections.

GM Fire Service - No response.

GM Archaeological Advisory Service - No objections, subject to the inclusion of conditions relating to archaeology.

GM Ecology Unit - No objections, subject to the inclusion of conditions relating to bats, badgers, nesting birds, invasive species, infilling of the mill lodge and ecological net gain.

Transport for Greater Manchester - No objections, subject to the inclusion of a condition relating to a travel plan.

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

Natural England - No comments.

Highways England - No objections.

Environment Agency - Contaminated land - No objections, subject to the inclusion of conditions relating to contaminated land.

Flood risk - Object - Require an updated FRA and hydraulic modelling report.

Historic England - No comments.

Performance & Housing Strategy - No response.

Children's Services - No response.

Pre-start Conditions - Awaiting confirmation from the agent that pre-commencement conditions are acceptable.

Unitary Development Plan and Policies

EC2/1 Employment Generating Areas

EN1/2 Townscape and Built Design

H1/2 Further Housing Development

H2/1 The Form of New Residential Development

H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN2	Conservation and Listed Buildings
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7/1	Atmospheric Pollution
EN8	Woodland and Trees
OL1/5	Mineral Extraction and Other Development in the Green Belt
RT2/2	Recreation Provision in New Housing Development
RT3/3	Access to the Countryside
HT2/4	Car Parking and New Development
HT2/10	Development Affecting Trunk Roads
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
HT6/3	Cycle Routes
SPD5	DC Policy Guidance Note 5: Affordable Housing
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
SPD11	Parking Standards in Bury
SPD12	Travel Plans in Bury
SPD14	Employment Land and Premises
SPD16	Design and Layout of New Development 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 (Employment) - The site is currently designated as an Employment Generating Area (EC2/1/3) in the adopted Bury UDP. Consequently, the principle of the proposal should be assessed against Policy EC2/1. Under this Policy, the Council will only allow development for the uses specified – which in this case are Business (B1), General Industrial (B2) and Warehousing (B8). Other uses will only be acceptable where they constitute limited development or do not substantially detract from the area's value for generating employment.

However, in considering the proposal, there is also a need to take account of paragraph 120 of the NPPF, which states that:

Planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. When the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:

- a. they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is underdeveloped); and
- b. in the interim, prior to updating the plan, applications for alternative uses on the land

should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.

Whilst SPD14 is not generally applicable to land within an EGA, the tests within it are an appropriate way of determining whether a site is likely to be used for employment and therefore, the demand for the land use.

SPD14 sets out a 'sequential approach' to proposals that would result in the loss of employment land that is considered to be appropriate in land use terms, namely:

- To retain the site in employment use;
- Where the retention of the whole site in employment use is not viable, to consider whether the site is suitable and viable for a mixed use scheme incorporating a satisfactory element of employment uses which would be cross-subsidised by higher value uses; and
- Where a mixed use scheme is inappropriate and/or unviable, to consider the redevelopment of the site for alternative uses subject to a one-off payment to the Council to compensate for the loss of the employment land.

The Employment Land Review has confirmed that the site is an appropriate location for employment uses in land use terms and the proposed development would result in the loss of the whole of the EGA and as such, would conflict with Policy EC2/1. As such, SPD14, which deals with employment land and premises, would be relevant and should apply to the proposal.

The supporting planning statement confirmed that as the site has been developed over the last 50 years to meet the specific needs of a single occupier. There are a variety of buildings of varying size, mix, type and layout that would not appeal to any other industrial users and would be inefficient by today's modern standards. In addition, the site is bounded by residential properties, lacks prominence on the road frontage and has a number of land use constraints.

The site slopes steeply and as such, there would be a need for levelling works or stepping of the land to facilitate modern production operations, which would result in significant costs for the redevelopment of the site. If the existing buildings were to be retained, the steep slope and various gradient changes would make it difficult to move goods around and would make the site less attractive to prospective occupiers. Given the position of the site, which does not have a main road frontage, and the significant abnormalities associated with the redevelopment of the site, it is considered that the redevelopment of the site for employment purposes or a mixed use development would not be viable.

If it can be demonstrated that the site is not commercially viable and there is no demand, a compensatory payment would be required to compensate for the loss of the employment land in accordance with SPD14. If the compensatory payment was based upon the area of employment land to be lost (7 hectares), it would equate to a payment of £2,730,000.00.

Further information has been submitted with regard to Tetrosyl and their aspirations and investment going forward. The manufacturing element of the business would be relocated to the existing site at Heap Bridge, Bury. The company has committed to the following in terms of investment at the Heap Bridge site in Bury.

- Purchase of Pulse packaging site, which is adjacent to the current manufacturing site at Heap Bridge at a cost of £2.4 million.
- New link road constructed between existing manufacturing site and the pulse packaging site at a cost of £150,000.
- As a conservative estimate, at least 100 additional jobs will be created at Pulse packaging site over the next 4-5 years following investment.
- Over £5 million invested in new liquid fill lines at the existing manufacturing site.
- £0.5 million in new powder blending facility at the existing manufacturing site.
- £0.9 million in new Atex rated batch manufacturing for pastes at the existing manufacturing site.

- £4.4 million in new Atex rated liquid manufacturing facility at the existing manufacturing site.
- £1.4 million in 1 new high speed liquid filling line and 1 flexible liquid filling line at the existing manufacturing site.
- £0.2 million on new adblue filling line at the existing manufacturing site.
- 12 jobs have been relocated to the Bury site from the head office in Rochdale.

The total investment at the existing site at Heap Bridge, which does not include any future investment at the Pulse Packaging site, would equate to £12.4 million. The investment would need to be in place at the manufacturing site prior to the move from the Bevis Green site and it would far outweigh the receipt from the sale of the land at Bevis Green.

Given that the manufacturing and storage element of the business would be relocated within Bury and the level of investment from Tetrosyl in the existing site at Heap Bridge and the re-use of the Pulse Packaging site, it is considered that the compensatory figure should relate to the remaining buildings on the site comprising the offices, former head office building and the technical centre, which would equate to £156,000.00, which would be in accordance with the flexible approach contained and required by the NPPF.

The applicant has agreed to pay the compensatory sum of £156,000.00 and as such, the proposed development would be in accordance with Policy EC2/1 of the Bury Unitary Development Plan and SPD14 and the more up to date NPPF.

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

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up with sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land and this needs to be treated as a material factor when determining applications for residential developments.

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

The site is located within the urban area and there are residential dwellings surrounding the site. As such, the proposed development would not conflict with the surrounding land uses. Appropriate infrastructure would be available. The site contains industrial buildings and would be previously developed or brownfield land. As such, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

Principle (Green Belt) - The area of land at the north of the site is located in the Green Belt.

Para 146 states that certain other forms of development are also not inappropriate in the Green Belt provided they preserve its openness and do not conflict with the purposes of including land within it. 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;
- material changes to the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds); and
- Development brought forward under a Community Right to Build Order or Neighbourhood Development Order.

Policy OL1/5 states that in 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;
- 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 restored.

Proposals for other development not falling into one of the above categories is inappropriate development and is, by definition, harmful to the Green Belt. Any development proposal considered to involve inappropriate development will only be permitted in exceptional circumstances.

The area of the land to the north would be used as recreational space and would be turfed with trees planted along the eastern and southern boundaries. As such, the proposed development would be a change of use for recreation and would preserve the openness of the Green Belt. Therefore, the proposed development would be in accordance with Policy OL1/5 of the Bury Unitary Development Plan and the NPPF.

Vacant Building Credit/Affordable housing - On 28 November 2014 a Written Ministerial Statement (the WMS) introduced into national policy the concept of Vacant Building Credit (VBC). This is the concept that where there is redevelopment of a vacant building then a proportionate discount should be made to the affordable housing requirement. This discount should be based on the existing gross floor space of the vacant building.

On 4 March 2019, an application for planning permission was put in for the site for the demolition of the existing buildings, and the construction of up to 268 dwellings. In support of the application, the proposals confirm that large elements of the site have been vacant for a considerable period of time.

The Local Planning Authority has sought Counsel advice on the matter of VBC.

For information, the council is also working on a draft Supplementary Planning Document (SPD) in relation to Affordable Housing 'Policy Guidance Note 5 - Affordable Housing Provision in New Residential Developments' with its intention to address wider matters of Affordable Housing but has a section on VBC. However, this is in draft and has no material weight in the consideration of VBC until it has gone through formal consultation and becomes adopted policy. However, it is important that any local policy must be in accordance with National policy and direction in its applicability and application.

Legal Principles - The implementation of the WMS is found in paragraph 63 of the National Planning Policy Framework ('NPPF'):

To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount (28)."

The (28) refers to footnote 28 which sets out "Equivalent to the existing gross floorspace of the existing buildings. This does not apply to vacant buildings which have been abandoned."

Further guidance to Vacant Building Credit is provided in the Planning Policy Guidance on Planning Obligations ('the NPPG') at paragraphs 26 - 28. At paragraph 26 under 'What is the Vacant Building Credit' it sets out:

"National policy provides an incentive for brownfield development on sites containing vacant buildings. Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought. Affordable housing contributions may be required for any increase in floorspace."

Paragraph 27 provides guidance on the calculation of the credit using floorspace.

Paragraph 28 provides some clarification as to which vacant buildings the credit will apply to under the heading: Does the vacant building credit apply to any vacant building being brought back into use? The vacant building credit applies where the building has not been abandoned.

Case law has held that, in deciding whether a use has been abandoned, account should be taken of all relevant circumstances, such as:

- the condition of the property
- the period of non-use
- whether there is an intervening use; and
- any evidence regarding the owner's intention

Each case is a matter for the collecting authority to judge.

The policy is intended to incentivise brownfield development, including the reuse or redevelopment of empty and redundant buildings. In considering how the vacant building credit should apply to a particular development, local planning authorities should have regard to the intention of national policy:

- whether the building has been made vacant for the sole purposes of re-development
- whether the building is covered by an extant or recently expired planning permission for the same or substantially the same development

This is the only national policy and guidance that is provided on VBC. There is no definition provided in the NPPF or the PPG or in case law as to how a 'vacant building' should be defined.

SPDs are important planning tools for the determination of planning proposals. These can be challenged but nevertheless are important material considerations in planning decisions. Bury does not yet have a SPD in relation to the application of VBC. Therefore the only policy direction to apply sits within the wording of the current NPPG, which has not, in its application, been subject to specific challenge and there are no legal cases to rely upon.

Overall as was made clear in West Berkshire District Council VBC is not a blanket statutory requirement but instead a national policy, which is to be applied by LPAs within the wider application of the s.38 (6) balance (decisions must be made in accordance with the development plan unless there are any other material considerations that indicate otherwise). As there has been no clear legal guidance on the interpretation and application of the VBC Policy this allows for flexibility as long as a local authority can show that its application is in line with national policy, in line with a lawful interpretation, and would not be irrational.

The policy is intended to incentivise brownfield development, including the reuse or redevelopment of empty and redundant buildings. In considering how the vacant building credit should apply to a particular development, local planning authorities should have regard to the intention of national policy. However that intention needs to be viewed in the overall wording of the VBC Policy.

The wording of the VBC Policy is clear that this is not a blank cheque that applies to all brownfield development. As paragraph 28 of the PPG makes clear when considering whether to give a Vacant Building Credit, "In doing so, it may be appropriate for authorities to consider whether the building has been made vacant for the sole purposes of re-development". Together these elements suggest that to correctly apply the policy there must be some criteria for assessing whether a building is vacant due to justifiable reasons or whether it has tactically been made vacant to allow for re-development.

This in fact makes sense in light of the intention of the VBC Policy. The requirement of an incentivisation is for brownfield development that might not otherwise come forward. It is not to give developers a benefit for development that would come forward regardless. That is the purpose of the 're-development' consideration in the PPG.

It is also the case that there is no legal definition of 'vacant building' within the NPPF, PPG or wider planning legislation. Therefore there is no legal guidance about whether a vacant building is one that has been left vacant for a day, a month or a year.

In consideration of this analysis, taking the view that the building has simply been vacated for the purpose of development is arguably in line with the intention of the policy and therefore to have a criterion requiring the building to be left vacant for a certain period of time before it benefits from a Vacant Building Credit is also reasonable provided that any period of consideration is justified and rational.

Regulation 40 of the Community Infrastructure Levy Regulations 2010 ('the 2010 Regs') sets the test for determining whether an existing building is "in-use" for the purposes of paying a CIL charge. If a building is "in-use", then the floorspace of the in-use area can be deducted from the overall floorspace to calculate CIL liability (in a method similar to the VBC Policy). Reg 40 (11) sets out the definition of an "in-use" building thus "contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development;"

While the term 'vacant' is not used in the 2010 Regs it is interestingly used in the PPG on the Community Infrastructure Levy at paragraph 3: "The following do not pay the levy... vacant buildings brought back into the same use (see regulation 40 as amended by the 2014 Regulations).

Adopted UDP policy EC2/2 and the associated SPD14 seeks active marketing for 12 months before being considered appropriate to be developed for alternative uses. As a planning judgement therefore, In order to apply for the Vacant Building Credit (VBC), a VBC Statement must be submitted alongside a planning application. This should include Evidence that any referenced building has not been vacated solely for the purposes of development and the onus will be on the applicant to demonstrate this. The factors the Council will take into account would include

- The reasons why the previous occupier vacated the building; and
- Evidence that the site has been actively marketed for continuation of the existing or alternative use at realistic values for at least 12 months.

This is again a requirement that is not expressly mentioned in VBC Policy. However it can be justified with reflection of existing adopted local plan policy.

In short the intention of the VBC Policy is to incentivise brownfield development. However it is equally the case that there must be a way in which local planning authorities can assess whether a property is genuinely vacant or has been left vacant for redevelopment.

The requirement to have 12 months active marketing is a justifiable criterion for a LPA to apply in consideration of VBC. It is a way to ensure that only genuine vacant buildings would get the benefit of the VBC. Or in other words it is only the brownfield development that needs incentivising that will get the incentive.

This is also important because of the wider picture. As set out in West Berkshire District Council on VBC Policy (and in general to policy in Suffolk Coastal) local authorities need to apply this policy in the context with the wider local and national policies per s.38 (6). The Council have a local policy H4/1 which gives emphasis to the need for affordable housing. The NPPF para 62 does the same.

Following a site visit by officers, it is confirmed that areas 4 - 10, parts of area 11 and areas 12 and 13 were vacant, which equate to 128,604 square feet. The floorspace of the proposed development is 256,113 square feet. As such, the existing floorspace is 50.21% of the proposed development, which would reduce the on-site affordable housing to 33 units. The applicant has confirmed that the 33 affordable units would be accommodated within the scheme.

Overall, the Local Planning Authority considers that the identified buildings are genuine vacant buildings within the terms of the policy incentive as set out within the NPPG. As such, the case for VBC is accepted and the proposed development would need to provide 33 affordable housing units and this would be secured by a Section 106 agreement.

Design and layout - The layout has been designed to ensure that the proposed development would be outward facing onto Walmersley Old Road and would maintain an active frontage. There would be a mix of properties from apartments, terraced, semi-detached to larger detached dwellings. The proposed dwellings would be a mixture of two storey and two and a half storey dwellings and the proposed apartment buildings would be three storeys in height. The proposed dwellings along the frontage with Walmersley Old Road are two storey dwellings, which would match the existing properties.

The level of private amenity space for the proposed dwellings would be acceptable and there would be space within the side or rear garden for bin storage. Along the frontage of the site with Walmersley Old Road, Mill Road and the main access road, there would be 1.2 metre high estate railings with a hedge behind to the front gardens and a 1.8 metre high brick wall and fence to the rear gardens. There would be a 1.8 metre high close boarded timber fence between the rear gardens and there would be a 0.45 metre high timber knee rail around the proposed recreation space. The proposed boundary treatments would be appropriate to the locality. Therefore, the proposed development would not be a prominent feature in the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Heritage issues - The buildings along the eastern boundary of the site are included on the draft local list and according to paragraphs 184 and 197 - 200 of the NPPF, the buildings would be a non designated heritage asset (NDHA). As such, paragraph 197 states that, 'The effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.'

Paragraph 198 states that,

'Local Planning Authorities should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure that the new development will proceed after the loss has occurred.'

Paragraph 199 states that

'Local Planning Authorities should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible. However, the ability to record evidence of our past should not be a factor in deciding whether such loss should be permitted.'

The applicant has provided a heritage statement with the application and acknowledges that

there are buildings on site, which have historical associations with the use of the site as a textile mill in the 19th century and a printing works in the early mid 20th century. The proposed development would result in the demolition of these buildings and as such, there would be substantial harm to the non designated heritage asset.

The Lumn Mills complex has some important qualities, but these have been diminished by the changes and works undertaken over time, including the loss of the landmark chimney stack. These works have lessened the architectural impact of the mill complex as a whole. While the buildings have some aesthetic value, large parts are derelict or in a poor state of repair with some historic features having been lost over time. The internal fabric of the mill buildings has deteriorated to such an extent that it would not be possible to convert the buildings viably.

The applicant has put forward the public benefits of the proposed development, which include:

- the provision of a high quality housing scheme with a mix of housing
- a deliverable site in a sustainable location
- the redevelopment of a brownfield site
- investment in a new employment site
- new construction jobs and investment
- environmental enhancements.

It is the view of the applicant that the benefits of the proposed development would outweigh any harm to the non designated heritage assets on site.

Whilst the Conservation Officer would prefer to see the retention and re-use of some heritage assets, the buildings are of local importance and the importance of these buildings has been diminished by the many changes to the buildings, both internally and externally, over the years. Overall, it is considered that when the condition of the buildings, the impacts of the changes upon the significance of the buildings, the viability issues with converting them and the public benefits from the proposed development, the proposed development would, on balance, be acceptable, subject to the detailed recording of the buildings in accordance with level 3 of Understanding Historic Buildings: A Guide to Good Recording Practice from Historic England. Therefore, the proposed development would be in accordance with Policy EN2 and the NPPF.

Impact upon residential amenity - SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case. The aspect standards states that there should be a minimum of 20 metres between directly facing habitable windows and 13 metres between a habitable room window and a two storey blank wall. For each additional storey or difference of 2.5 metres in height, a further 3 metres should be added to the aspect standard.

The proposed development would comply with the relevant aspect standards in SPD6 to all the existing properties. Within the site the majority of the proposed dwellings would comply with the relevant aspect standards. There are plots, where the distance would be 1 metre below the aspect standards. However, the buyers of the proposed dwellings would be aware of the relationship when purchasing the properties.

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

Trees - The tree survey confirms that 5 trees and 12 groups of trees would be removed and the majority of the trees to be removed are located on the perimeter of the site or adjacent to the existing lodge. Of the trees to be removed, only 3 are in good condition, with the majority being of poor quality. The landscaping plan indicates that over 80 heavy duty trees would be planted on site as part of the development. Therefore, on balance, it is considered that the proposed development would not have a significant adverse impact upon the character of the area and would be in accordance with Policies EN8 and EN8/2 of the Bury

Unitary Development Plan.

Ecology - An ecological assessment was submitted with the application, which identified a number of ecological issues including bats, invasive species, nesting birds and the loss of priority habitats.

Bats - As with previous applications, evidence of bats roosting has been found within the site, although the roosts are in a different location to previous surveys. It appears that the site has multiple roosting opportunities with bats moving between roosts. As such, further surveys would be required prior to demolition works for all buildings other than those with negligible bat roosting potential. GM Ecology Unit has no objections, subject to the inclusion of a condition securing the above surveys and a condition relating to street lighting.

Badgers - The ecological report confirms that there is evidence of use of the site by badgers. The proposed development would result in some temporary disturbance to the area used by badgers and there are recommendations in the report for the construction phase of the development. GM Ecology Unit has no objections, subject to the inclusion of a condition relating to badgers.

Nesting birds and other protected species - The proposed development would result in the loss of bird nesting habitat and a temporary loss of access to the waterbody may impact upon the common toad. GM Ecology Unit has no objections, subject to the inclusion of conditions relating to bird nesting and a reasonable avoidance method statement for amphibians.

Invasive species - A number of invasive species were found across the site and a condition is recommended by GM Ecology Unit to deal with this.

Therefore, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6/3 and EN6/4 of the Bury Unitary Development Plan and the NPPF.

Flood risk/drainage - The proposed development would occupy a 10 hectare site, which is located in flood zone 1 and is predominantly a brownfield site covered with buildings or hardstandings. The area to the north is greenfield and this land would provide the public open space and would not be built upon.

The site and the area around it is drained by an un-named tributary of Pigs Lee Brook and it enters the site at the Mill reservoir. The outflow from the reservoir is controlled by a weir, with flow being culverted for over 475 metres through the development site, discharging to an open channel some 175 metres to the south east of the site boundary. The watercourse continues through the Bevis Green area of Bury, where it meets with Pigs Lee Brook.

The proposed development would involve the de-culverting of the culverted section, which would be routed along the eastern boundary of the site. The channel has been sized to ensure that no flooding would occur during the 1:100 year +30% climate change event. The reservoir would be retained (although smaller) as a compensatory flood storage area, which would reduce the flood risk to properties downstream of the site. The finished floor levels of the proposed dwellings would be raised, which would deal with any risks from surface water flooding.

Whilst it is noted that the Environment Agency have objected, a revised FRA has been submitted and comments are awaited. Further information will be reported in the Supplementary Report.

Therefore, the proposed development, subject to conditional control, would not increase flood risk at the site or downstream and would be in accordance with Policy EN5/1 of the Bury Unitary Development Plan and the NPPF.

Noise - The north eastern part of the site is reasonably close to the M66 motorway, where noise is a consideration. A noise survey was undertaken and stated that the recommended noise levels were exceeded around plot 95 and certain plots would experience noise with a partially open window. The noise survey confirms that the provision of a 1.8 metre high acoustic fence around the garden to plot 95 and acoustic trickle ventilators would bring the noise levels to an acceptable level. The Pollution Control Section has no objections, subject to the inclusion of a condition relating to noise requiring acoustic ventilation in 1 plot. Therefore, the proposed development would not have a significant adverse impact upon the amenity of the future occupiers and would be in accordance with Policy EN7/2 of the Bury Unitary Development Plan.

Highways issues - A Transport Assessment (TA) was submitted with the application. Having consulted the Traffic Section, they conclude that given the historical use of the site, its existing lawful use and the scale of development that could lawfully operate from the site, the development proposal for residential development should not be resisted on traffic grounds. The scale of development would be such that whilst it is accepted that the site would generate additional traffic compared with the site as it is today, when compared to the lawful use, the Transport Assessment provides a reduced traffic figure. Additionally the fact that this scale of development has not been resisted before on Traffic grounds, there are no objections from the Highways Agency and Transport for GM and that there are no changes in circumstances to offer a different view, the development would be acceptable on this site, for the scale of development proposed in highway terms.

The surrounding area has also been considered in terms of the likelihood of traffic from the site causing local traffic problems on the surrounding residential estates. As such, it is proposed to include a condition to provide a scheme of traffic monitoring and subsequently a scheme of traffic calming measures to discourage vehicles to use the residential estate roads.

There would be adequate visibility splays for the proposed accesses from Walmersley Old Road and Mill Road and appropriate turning facilities would be provided within the site. Mill Road is a Byway Open To All Traffic (BOAT) and the length of Mill Road where it serves the proposed dwellings would be surfaced. The length after the proposed dwellings would remain as existing to allow access for the farm equipment and milk tankers to the nearby farms, who currently use this route. The Public Rights of Way Officer has no objections in principle and further comments will be reported in the Supplementary Report.

The Traffic Section has no objections and further comments will be reported in the Supplementary Report.

Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1, H2/2, RT3/3 and HT6/2 of the Bury Unitary Development Plan.

Parking - SPD11 states that the maximum parking standards for a residential development are as follows:

- 1.5 spaces per 2 bed dwelling
- 2 spaces per 3 bed dwelling
- 3 spaces per 4 bed dwelling and above.

This would equate to 661 spaces.

The proposed development would provide 634 parking spaces and 67 garages, which would give a total of 701 spaces. The site is within a 5 - 12 minute walk from the nearest bus stop on Walmersley Road. Taking this into account and the car parking spaces provided, it is considered that the level of car parking would be acceptable in this case. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

Planning obligations

The following planning obligations would apply to the proposed development:

- Loss of employment land - To make a financial contribution of £156,000.00 to off-set the loss of the employment land that was formerly occupied by the offices/research and development side of the business.
- Affordable housing - 33 affordable units would be provided, which takes into account Vacant Building Credit.
- Recreation provision - A scheme for the ongoing management of the on-site recreation provision.

All of the above would be secured through a Section 106 agreement.

Response to objectors

- The issues relating to traffic, highways issues, traffic calming measures, planning obligations, design, layout, affordable housing and vacant building credit, loss of employment land and heritage issues have been addressed in the report above.
- Bury Unitary Development Plan does not contain Policies which require a contribution towards the provision of school and GP places. As decisions have to be made in accordance with the development plan in place, the Council cannot insist on a contribution from the developer in this instance. The Council is working on policies relating to this in the new Local Plan and GMSF.
- 33 affordable dwellings will be provided on site.
- Environmental Health - Air Quality has no objections to the proposal, subject to the inclusion of condition relating to electric vehicle charging points.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: 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 456/P/LP/02, 456/P/P/02 E, 456/P/ML/02 D, 456/P/HLL/02 D, 456/P/SHL/02 D, 456/P/RSL/02 D, 456/P/BTL/02 D, c-1339-02 Rev A, c-1339-03 Rev A, 456/P/SS/02, 456/P/DP/01, BALD 00CD 01, BALD 56SD 01, TBC 01, 2016/FAL/01, 2016/FAL/02, BHLN 00CD 01, BHLN 56SD 01, BKEY 00CD 01, BKIS 00CE 01, BKIS 00CI 01, BKIS 56SE 01, BKIS 56SI 01, BKNL 00CE 01, BKNL 00CI 01, BKNL 56SE 01, BLUT 00CD 01, BLUT 56SD 01, BMAI 00CE 01, BMAI 56SE 01, BMMS 00CD 01, BMMS 00CE 01, BMMS 56SE 01, BMMS 56SD 01, BTHO 00CD 01, BTHO 00CD 01, BWIE 00CD 01, BWIE 56SD 01, 2010/DET/C/135, 2010/DET/C/1362010/DET/CS/01, BS04 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of

design pursuant to the policies of the Bury Unitary Development Plan listed.

3. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
4. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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 15 - Conserving and enhancing the natural environment.
5. Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
6. Prior to the commencement of the development hereby approved, a scheme for the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the building hereby approved.
Reason. In accordance with paragraph 35 and 124 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.
7. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the

proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. Foul and surface water shall be drained on separate systems.
Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
9. No demolition, soft-strip, development ground works, engineering or site preparation works involving below ground disturbance shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works, which shall include a photographic record of the building. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
 1. A phased programme of archaeological fieldwork to include:
 - i. Archaeological/ historical building survey (level 3)
 - ii. Intra-demolition watching brief
 - iii. Targeted archaeological evaluation trenching
 - iv. Targeted open area excavation
 2. A programme for post investigation assessment to include,
 - v. analysis of the site survey, watching brief, evaluation and excavation records and finds
 - vi. production of a final report
 3. Provision for publication and dissemination of the findings.
 4. Provision for archive deposition of the report, finds and records of the site investigation.
 5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of the historic asset remains for and to make this evidence of our past publicly accessible.
10. The development hereby approved shall be carried out in accordance with the recommendations of the Noise Impact Assessment, dated November 2018.
Reason. To protect the amenity of the occupiers of the dwellings pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.
11. The landscaping scheme hereby approved shall be implemented to the written satisfaction of the Local Planning Authority not later than 12 months from the date the building(s) is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted 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 EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan..
12. Prior to any demolition works, bat emergence surveys for all low, medium and high risk buildings for bat roosts, shall be carried out and submitted to and approved in writing by the Local Planning Authority. The scheme shall be carried out in accordance with the approved details.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 –

Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

13. No demolition of the mill buildings shall commence unless or until the Local Planning Authority has been provided with either:
 - a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
 - a statement in writing form the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
14. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.

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 15 - Conserving and enhancing the natural environment.
15. No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed (*Fallonia Japonica*, *Rouse Decraene*, *Polygonum Cuspidatum*), Himalayan Balsam (*Impatiens Glandulifera*), rhododendron and monbretia 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 invasive species in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
16. No draw down of water or fish removal shall occur unless or until a permit has been obtained from the Environment Agency or a statement in writing from the Environment Agency or the Local Planning Authority that it does not consider that permit is required. A copy of which is supplied to and approved in writing by the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
17. Prior to the commencement of any earthworks, draw down and infilling of the mill lodge, a reasonable avoidance method statement for amphibians, written by a suitably experienced ecologist shall be submitted to and approved in writing by the Local Planning Authority. The method statement will include full details of:
 - The consultant name and contact details and experience;
 - Detail of how contractors will be briefed;
 - Procedures on how to deal with common toad if found on site;
 - Timing of draw down and site clearance;
 - Procedures for checking the site prior to work commencing and;
 - Procedures for management of the site during construction

Only the approved method statement shall be adhered to and implemented in full

prior to works commencing.

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

18. The development shall be carried out in accordance with the details contained in the Report by ERAP, reference 2018-202d Sections 6.1 to 6.5.

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

19. Prior to development a lighting plan for the street lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- Identify areas/features on site that are potentially sensitive to lighting for bats;
- show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on bats is negligible;

All external lighting shall be installed in accordance with the approved details and specifications and locations set out in the strategy.

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

20. In relation to the use hereby approved, the measures set out in the Travel Plan to promote more sustainable travel to and from the site by residents of the dwellings and reduce the reliance on private vehicle use, shall be implemented in full and thereafter maintained.

Reason. In order to encourage sustainable travel pursuant to NPPF (Section 9) and UDP Policy HT4 New Development.

21. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the dwelling hereby approved commencing 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.

22. The development shall not be commenced unless and until an approved programme of traffic monitoring has been carried out on Ribble Drive, Lancaster Drive, Palatine Drive and Old Lane by the developer. Within six months of the occupation of 200 of the properties comprising the development, an equivalent programme of traffic monitoring shall be carried out by the developer, who shall then submit a scheme of traffic calming measures to the Local Planning Authority for the above mentioned roads for Local Planning Authority approval. The approved details within that scheme shall then be carried out by the developer unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure good highway design in the interests of road safety and to reduce the impact of vehicular and pedestrian conflict pursuant to Unitary Development Plan Policies H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian and Vehicular Conflict.

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

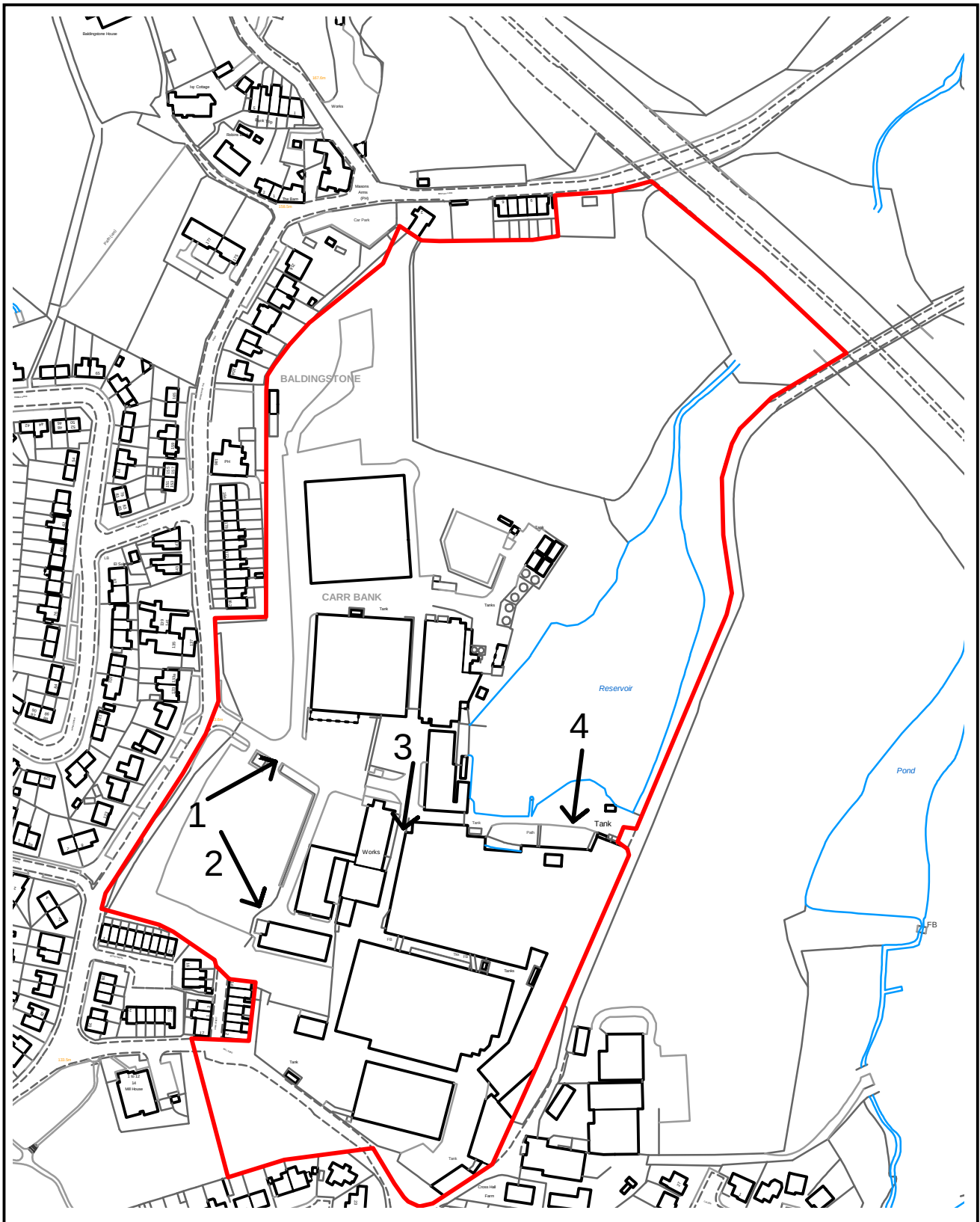
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 63533

ADDRESS: Bevis Green Works, Mill Road
Bury

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

63533

Photo 1



Photo 2



63533

Photo 3



Photo 4



Walmersley Old Road, Walmersley, Bury

WARNING TO HOUSE PURCHASERS
Property Misdescriptions Act 1991

- Legend
- Proposed dwelling and house type code.
 - Proposed garage to be built.
 - Dwelling handling - as / opposite the construction dwg.
 - Timber Fence (Refer to BT/L1/BTD01462 for details)
 - Wall (Refer to BT/L1/BTD01462 for details)
 - Estate Railings (Refer to BT/L1/BTD01462 for details)
 - Timber fence railing. (Refer to BT/L1/BTD01462 for details)
 - Timber gates to be erected to rear gardens. (as indicated on site layout).
 - Existing Trees. (To be retained).
 - Existing Trees. (To be removed).
 - Location of easement.
 - Acoustic Measures required. (Refer to Noise Assessment for Details)

SCHEDULE OF ACCOMMODATION

Ref	Block	Type	House Type	Units	No.	Total
Fal	Fallick G	2 bed apartment		657	6	3622
Fal	Fallick U	2 bed apartment		685	12	7980
Brn	Brandy	2 bed maison		614	14	8596
Brn	Brandy	3 bed maison		796	15	10590
Mai	Maidstone	3 bed semi detached house		830	54	44820
Mor	Morley	3 bed semi detached house		854	20	17080
Lut	Lutterworth	3 bed detached house		1001	6	6006
Win	Winkfield	4 bed townhouse		1073	74	79422
Win	Winkfield	4 bed townhouse		1073	25	26825
Kin	Kingsley	4 bed detached house		1080	7	7560
Tha	Thornton	4 bed detached house		1202	5	6010
Ala	Alleyway	4 bed dual aspect detached house		1235	14	17290
Hol	Holmes	4 bed dual aspect detached house		1267	16	20272
Total number of units and house types				269	259118	

Gross Site Area in Acres	18.90
Open Space & Undevelopable area in acres	11.28
Net Site Area in Acres	19.71
Density (units per acre)	17
Density (units per hectare)	42
Source: Barratt / Acres	18.90

- General Notes
- Refer to REC Noise Assessment for details of Acoustic Measures.
 - For detailed plot soft landscaping refer to PDP Details.
- Refer to the following drawings for details:
- Materials Layout - 456-P-ML-02
 - Boundary Treatments - 456-P-BTL-02
 - Hard Landscaping - 456-P-HLL-02

Rev	Description	Date	Drawn	CHK'd
1	Issue for construction to Bury and Bury and Bury and Bury	2018	2018	2018
2	Issue for construction to Bury and Bury and Bury and Bury	2018	2018	2018
3	Issue for construction to Bury and Bury and Bury and Bury	2018	2018	2018
4	Issue for construction to Bury and Bury and Bury and Bury	2018	2018	2018
5	Issue for construction to Bury and Bury and Bury and Bury	2018	2018	2018

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(A division of B&W Trading Ltd)
4 Brindley Road
City Park
Manchester
M14 6JG
Tel: 0161 972 8191
Fax: 0161 955 2828

Job	TETROSYL, WALMERSLEY, BURY
Drawn By	AM
Scale	1:500
Date	15/11/2018
Drawn By	AM
Scale	1:500
Date	15/11/2018
Drawn By	AM
Scale	1:500
Date	15/11/2018

Planning Layout | 1:500



LEGEND

 EXISTING BUILDINGS
TO BE DEMOLISHED

STATION COORDINATES			
STN	EASTING	NORTH	LEVEL
STN1	280220.430	413908.338	143.84
SD2	307967.454	413628.824	138.65
SD3	307967.454	413628.824	138.65
SD4	48242.432	413737.038	139.15
SD5	307936.770	413743.040	134.24
SD6	307936.094	413743.040	134.24
H7	282828.384	413583.681	146.36
H8	286161.583	414035.689	149.40
H9	286161.583	414035.689	149.40
H10	280883.689	414189.392	150.44
H10A	286161.583	414728.387	161.80
H11	307967.454	413628.824	138.65
BK1	308774.709	412697.777	142.95
BK2	308969.633	413708.186	144.81
BK3	308969.633	413708.186	144.81
BR4	308113.745	413760.682	143.44
SR6	301048.155	413044.742	152.22
SR7	301048.155	413044.742	152.22
SR7	301133.630	414058.255	148.13

SURVEY GRID AND LEVELS ARE BASED ON THE ORIGINAL SITE SURVEY CARRIED OUT BY OTHERS, DRAWING NO 12D018/001. THIS DRAWING HAS BEEN PRODUCED BY A COMBINATION OF OS DIGITAL SUPERPLAN AND STANDARD TOPOGRAPHICAL DIGITAL SURVEYING. CARE SHOULD BE TAKEN WHEN MEASURING FROM ONE SYSTEM TO ANOTHER. THE OS INFORMATION IS FOR GUIDANCE ONLY. ONLY MANHOLES FOUND DURING THE SITE SURVEY ARE INDICATED ON THIS PLAN. FURTHER INVESTIGATION MAY BE REQUIRED TO DETERMINE THE FULL EXTENT OF THE

TETROSY
 WALMERSLEY OLD ROAD,
 BURY
 DRUMSAY, 1916
 EXTENSION TO TOPO SURVIVE
 1300
 12.03.15
 BARRATT/HOMES, MANCHESTER

**BARRATT
HOMES
MANCHESTER**

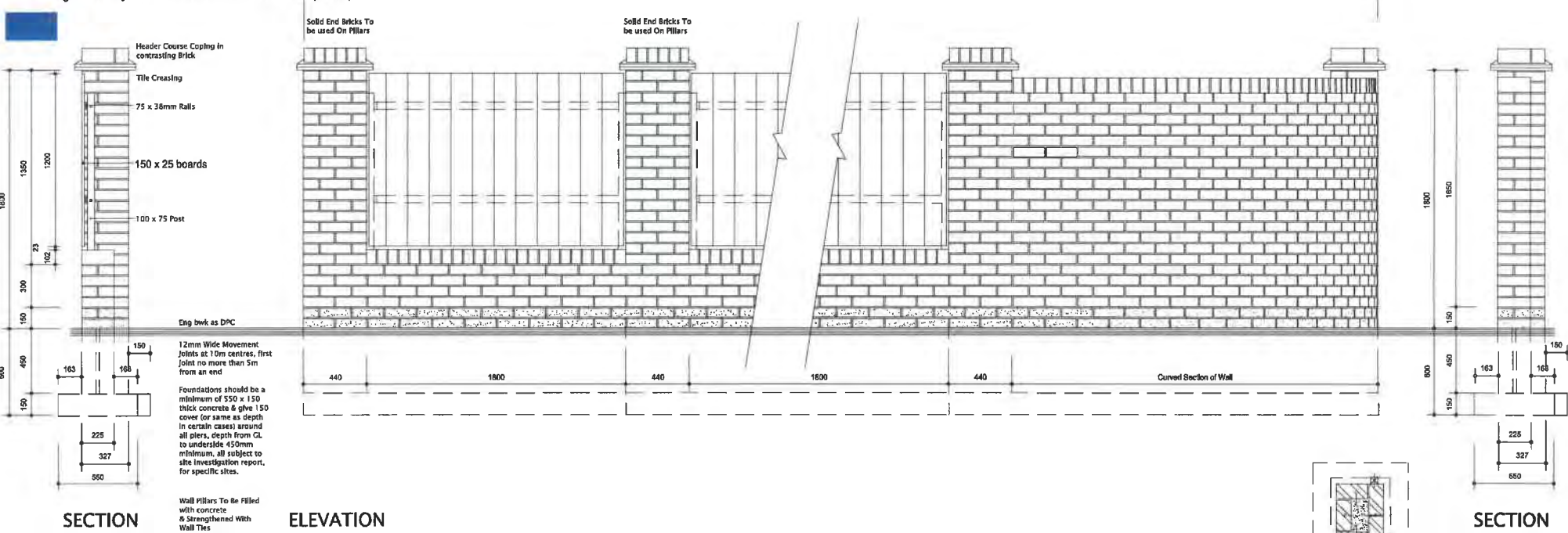
Barratt Homes Manchester
(A division of BDW Trading Ltd)
4 Brindley Road
City Park
Manchester
M14 5HQ
Tel: 0161 872 0169
Fax: 0161 855 2028

Job TETROSYL WALMERSLEY, BURY		
Title DEMOLITION PLAN		
Drawn by JRM	Date 09.01.2019	Drawing Number 458 / P / DP / 01

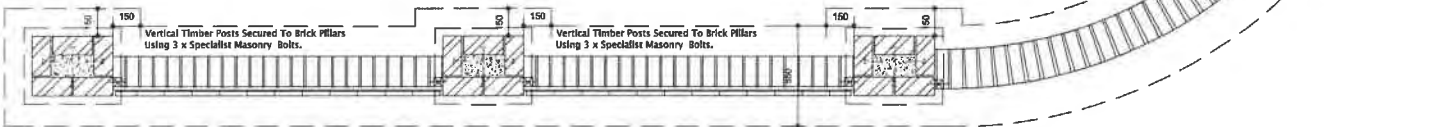
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Boundary Treatment: A
1800mm high boundary wall with timber fence; 550mm wall (Brick)

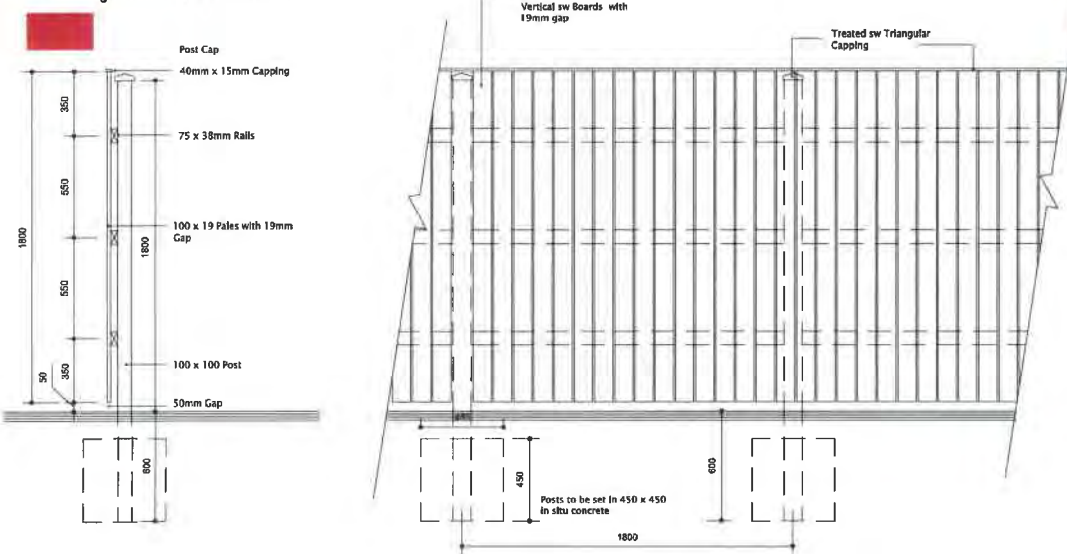


PLAN SECTION

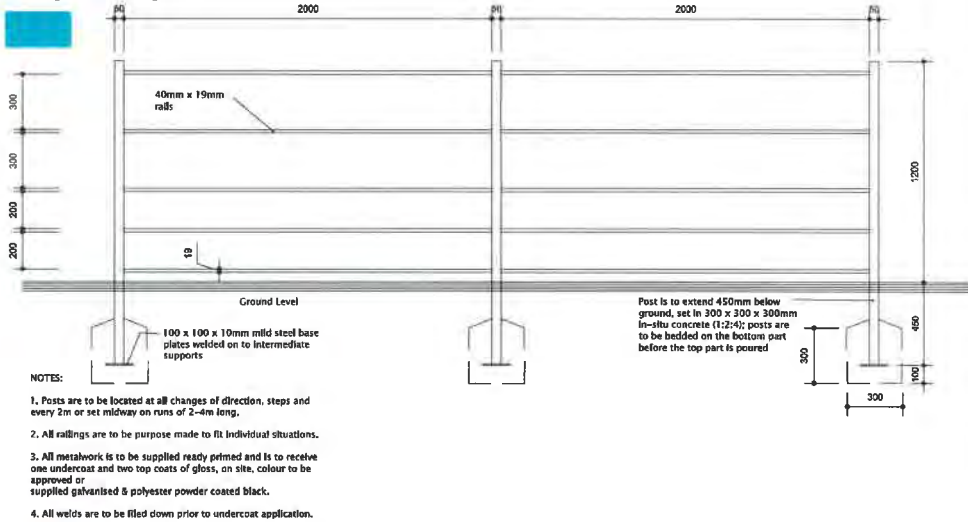


NOTE: Curved sections of Boundary Treatment F are to be sold facing brick to match 1800mm high

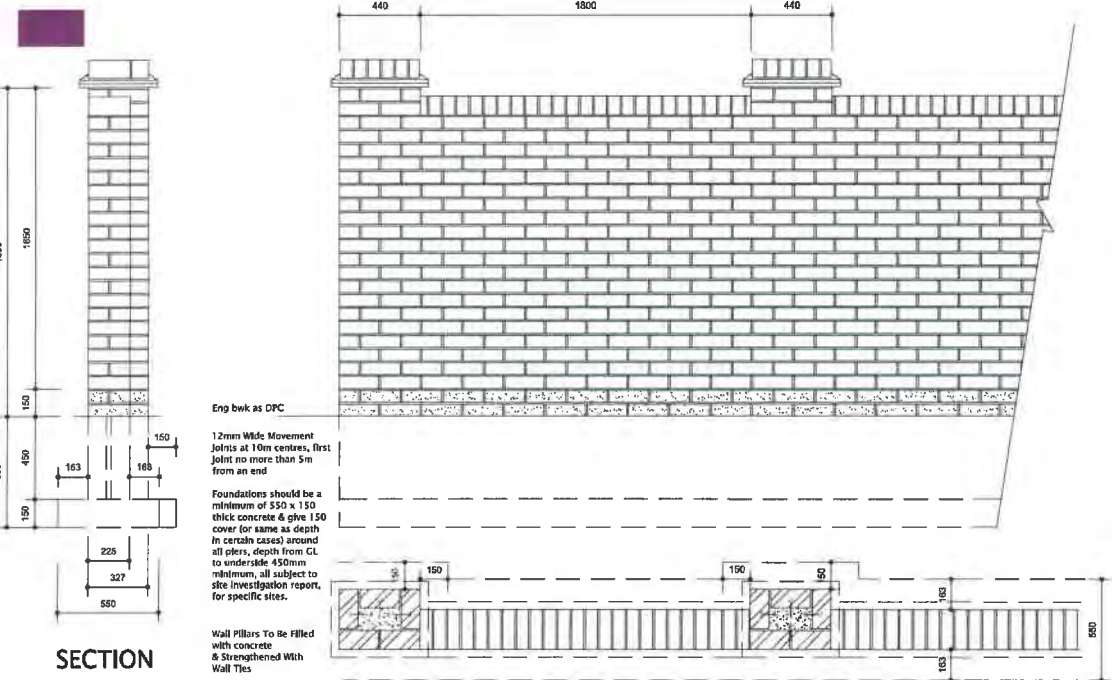
Boundary Treatment B:
1800mm high close-boarded timber fence



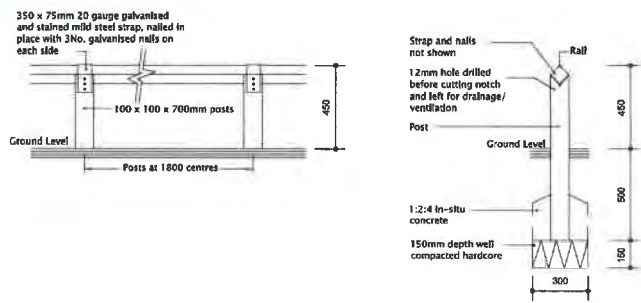
Boundary Treatment C:
1200 high Estate railings



Boundary Treatment E:
1800mm solid acoustic wall



Boundary Treatment D:
Timber knee rail



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Fax: 0161 855 2828

Job	TETROSYL WALMERSLEY, BURY			
Title	BOUNDARY TREATMENT DETAILS			
Design By JSM	Date 26.10.2018	Drawing Number 456/P/BDT02	Rev -	
Drawn By JSM	Scale @ A1 1:20			

Rev	Description	Date	Drawn	Chk'd
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Street Scene A-A



Street Scene A-A-Continued



Street Scene B-B



Street Scene B-B-Continued



Street Scene C-C



Street Scene C-C-Continued



Street Scene D-D



Site Layout (NTS)

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Fax: 0161 353 2328

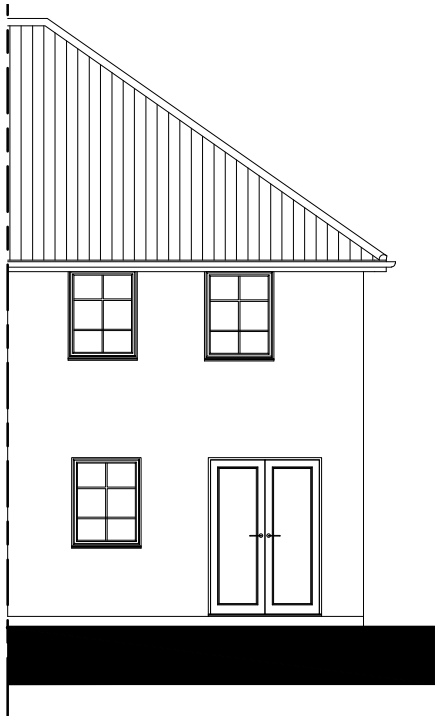
LMERSLEY OLD ROAD,
LMERSLEY BURY

STREETSCAPES

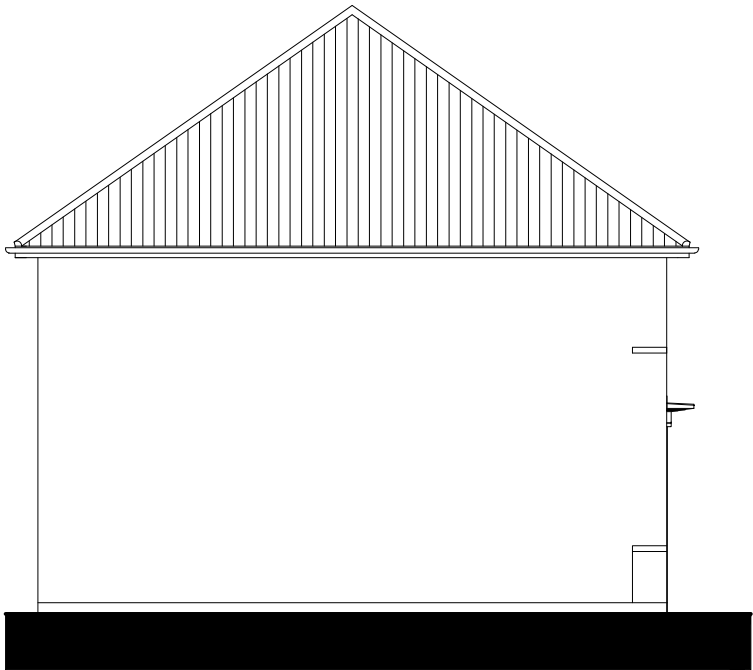
Design By JSM	Date 25.10.18	Drawing Number 458_P_SS_02	Rev -
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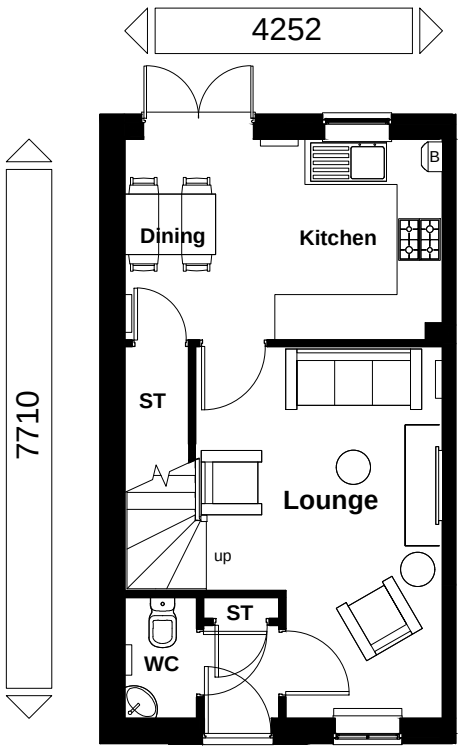
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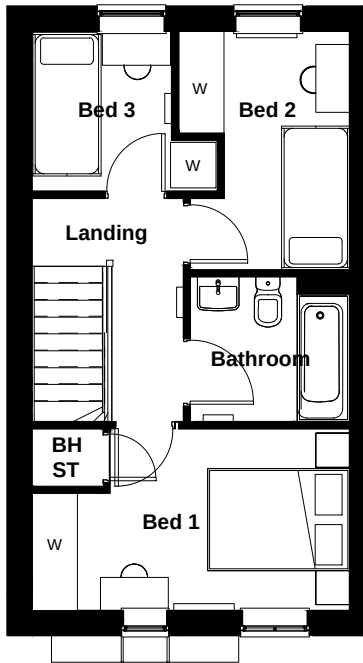
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR

Floor Area: 706 ft² / 65.6 m²

Sales Name: Brandon (TBC)

House Type Code: TBC

Spec:AMBASSADOR Drawing No:01

Drawn: GDT

Checked: GDT

Date: May 2018

Scale: 1 : 100 @A3

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Planning

Rev	Description	Date



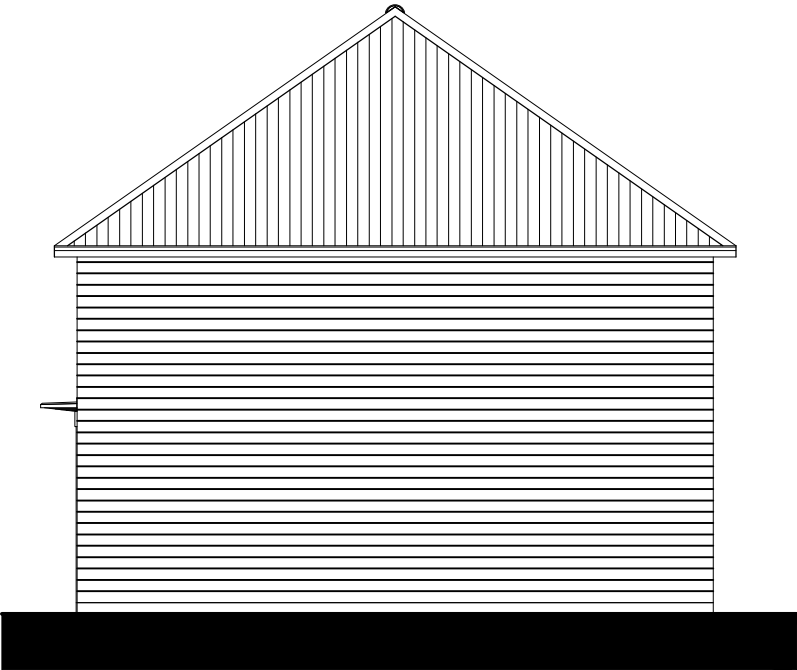
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DEVELOPMENTS PLC



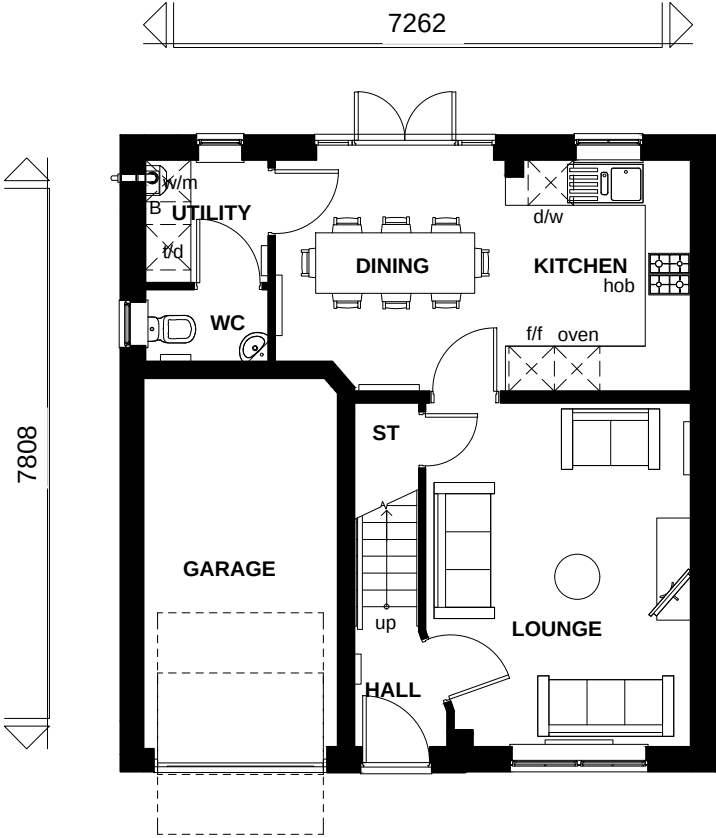
FRONT ELEVATION



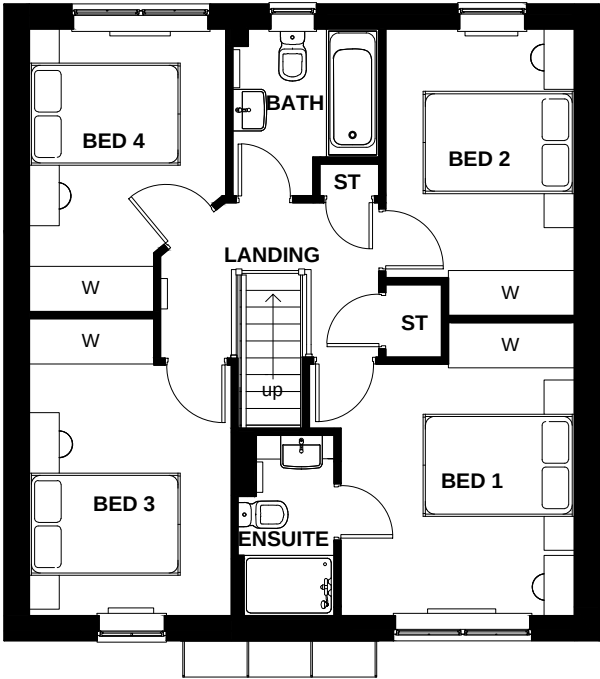
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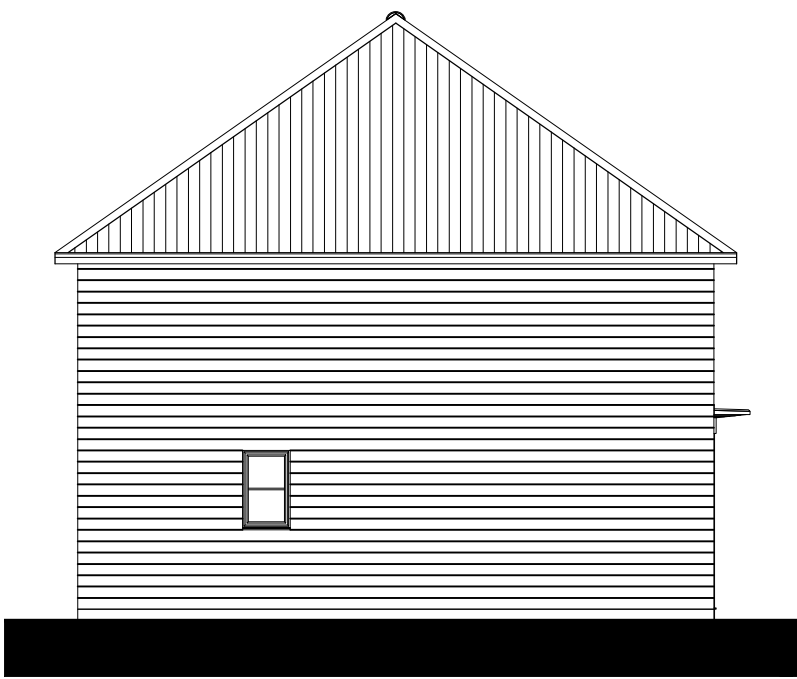
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area:1073 ft²/ 99.7 m²

Sales Name: Windermere Classic (Det)

House Type Code: BWIE 56SD

Spec: EMBASSY Drawing No:01

Date: OCT 2018

Drawn: SC

Checked:

Scale: 1 : 100 @A3

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Planning

Rev	Description	Date
A	Refer to Data Sheet for full revision description	Oct 2016
B	Refer to Data Sheet for full revision description	Nov 2017
C	Refer to Data Sheet for full revision description	June 2018



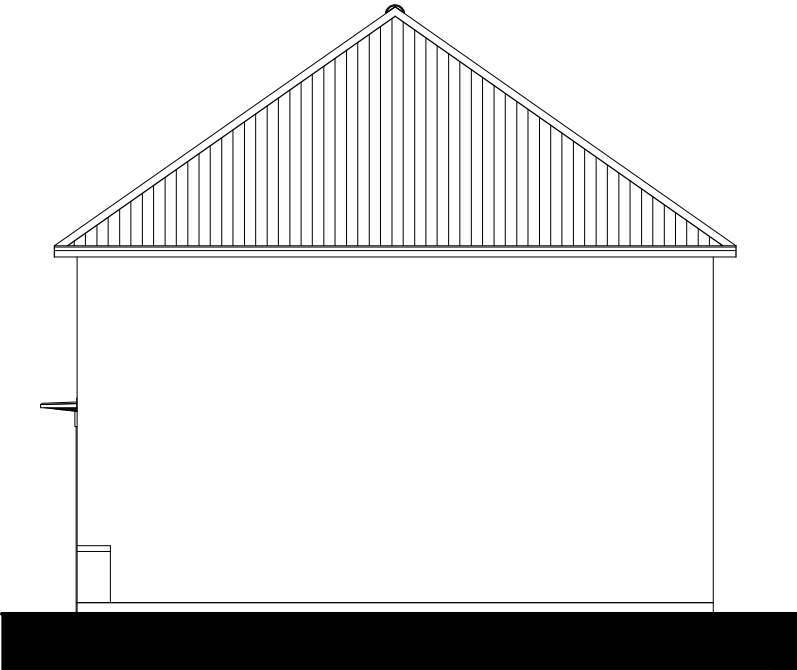
BARATT
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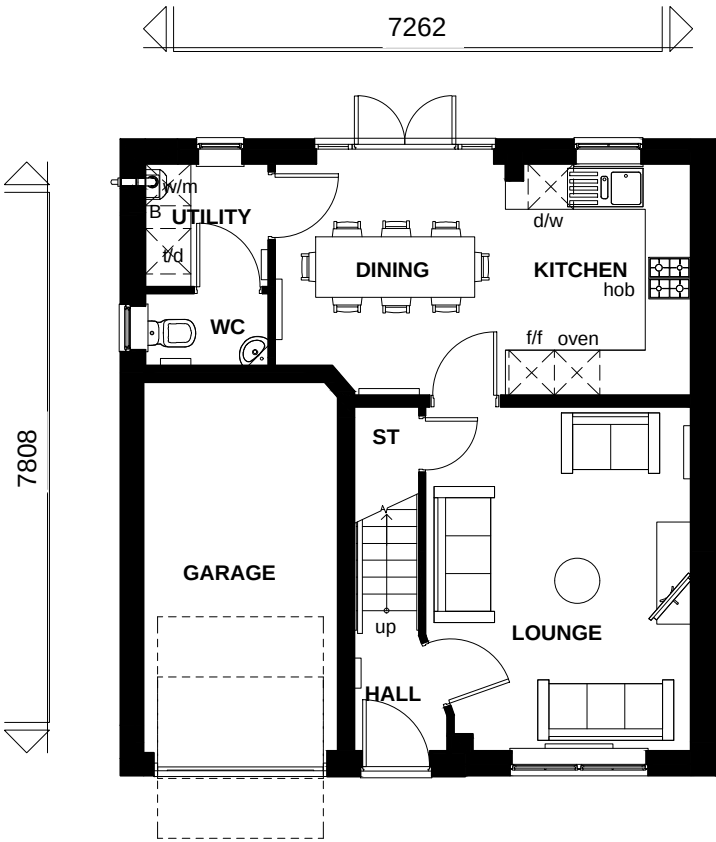
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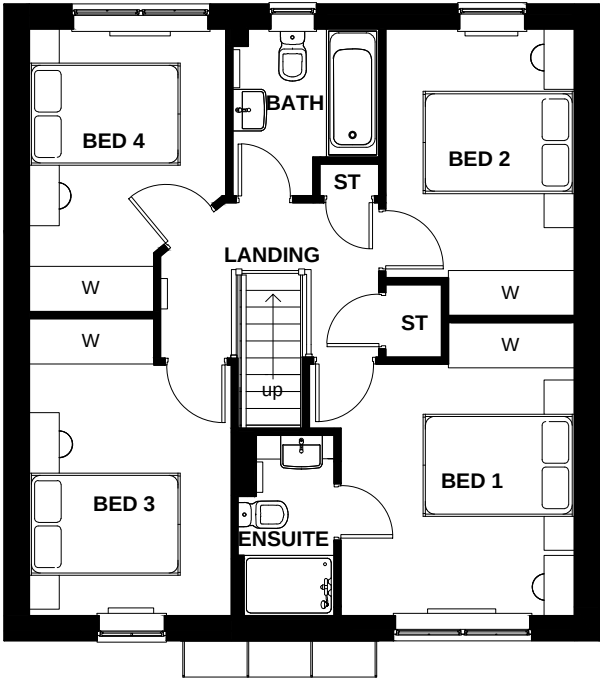
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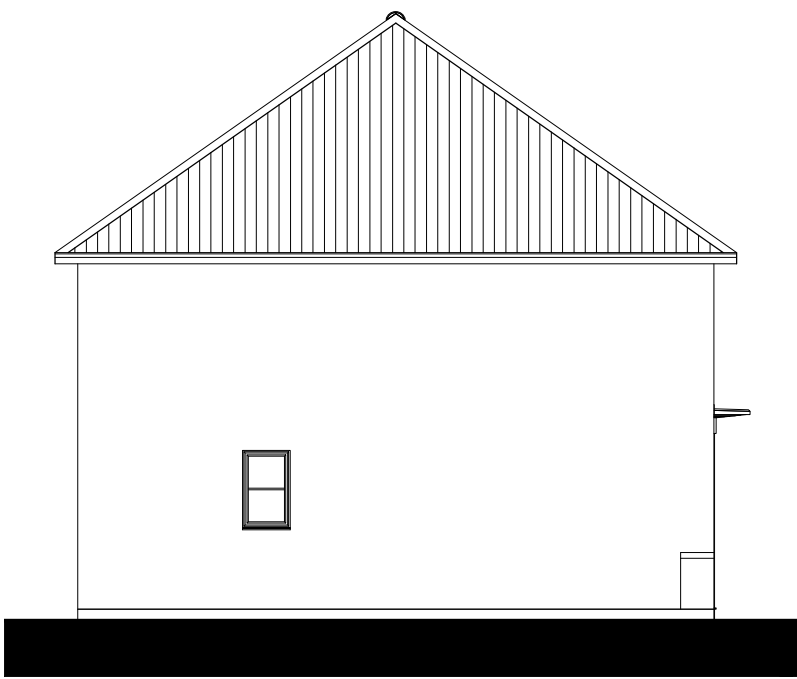
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area:1073 ft²/ 99.7 m²

Sales Name: Windermere Classic (Det)

House Type Code: BWIE 00CD

Spec: EMBASSY Drawing No:01

Date: April 2016

Drawn: GDT

Checked: GDT

Scale: 1 : 100 @A3

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Planning

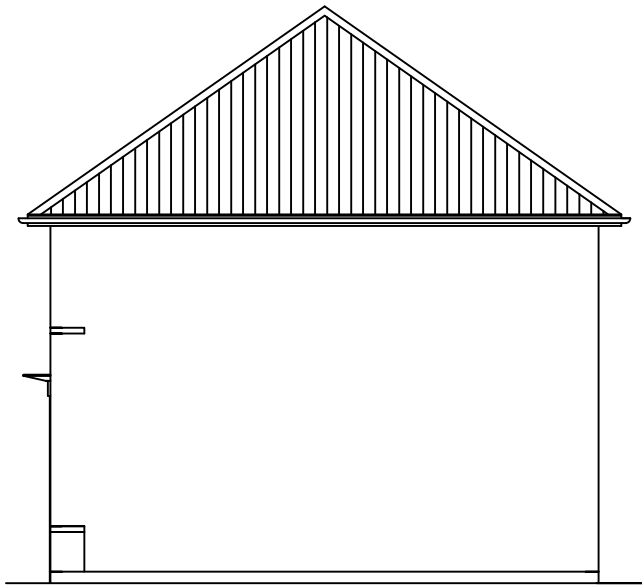
Rev	Description	Date
A	Refer to Data Sheet for full revision description	Oct 2016
B	Refer to Data Sheet for full revision description	Nov 2017
C	Refer to Data Sheet for full revision description	June 2018



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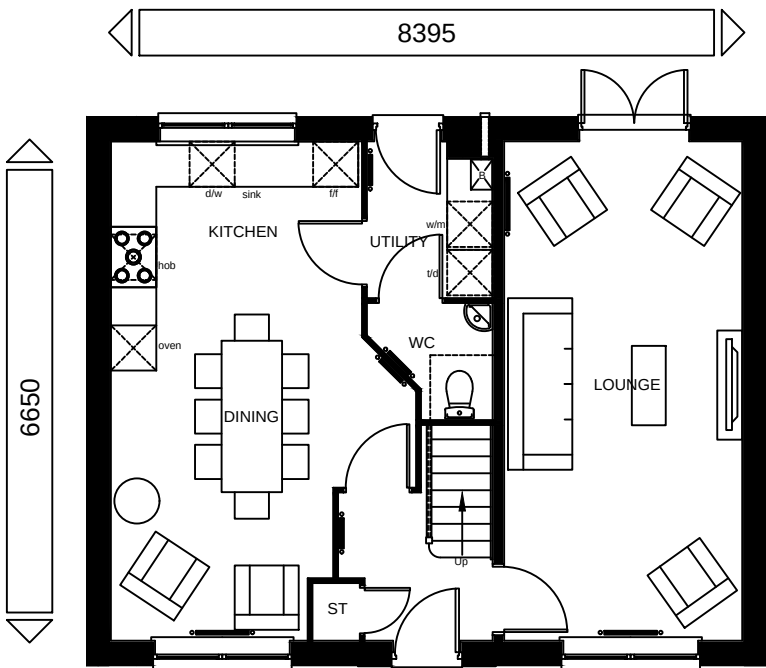
FRONT ELEVATION



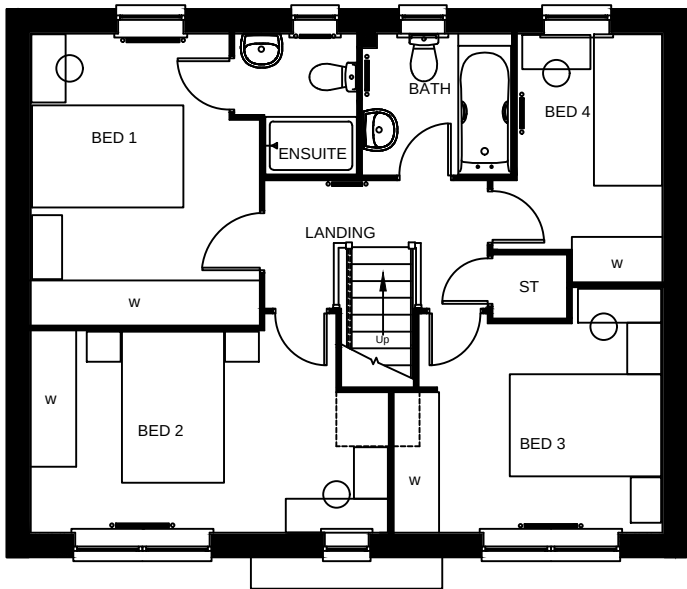
SIDE ELEVATION



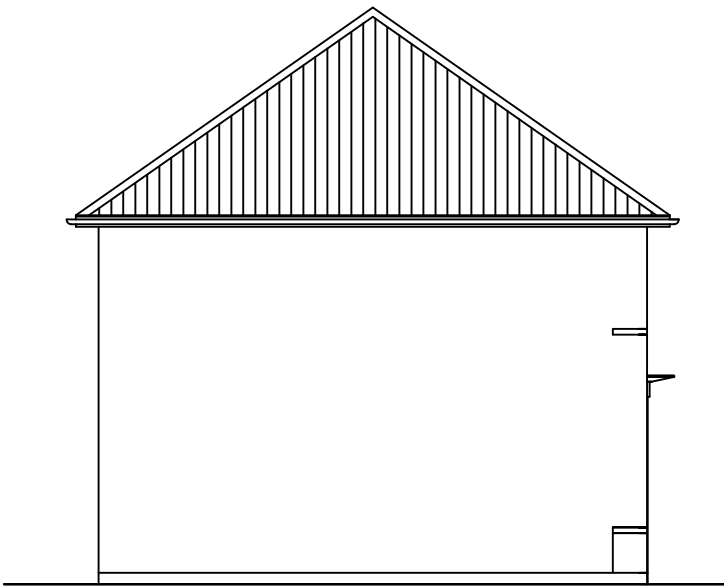
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

TOTAL FLOOR AREA : THORNTON - 1202sqft/111.7m²

Sales Name: **THORNTON - DET**
House Type Code: **BTHO 00CD**
Spec: **EMBASSY** Drawing No: **01** Date: **DEC 16**
Drawn: **GDT** Checked: **GDT** Scale: **1:100 @ A3**

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PLANNING DRAWING

Rev:	D	Description:	Refer to Data Sheet for description.
Date:	Oct 18		

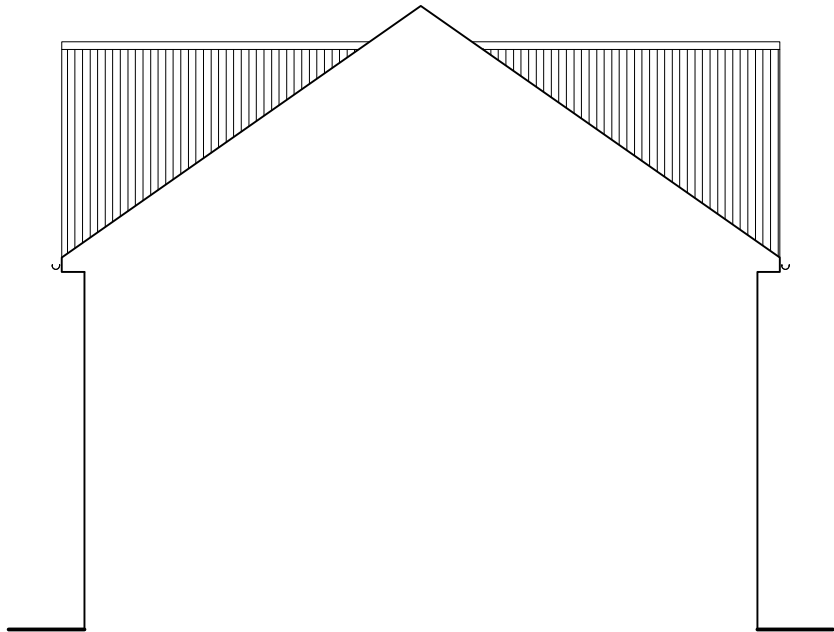


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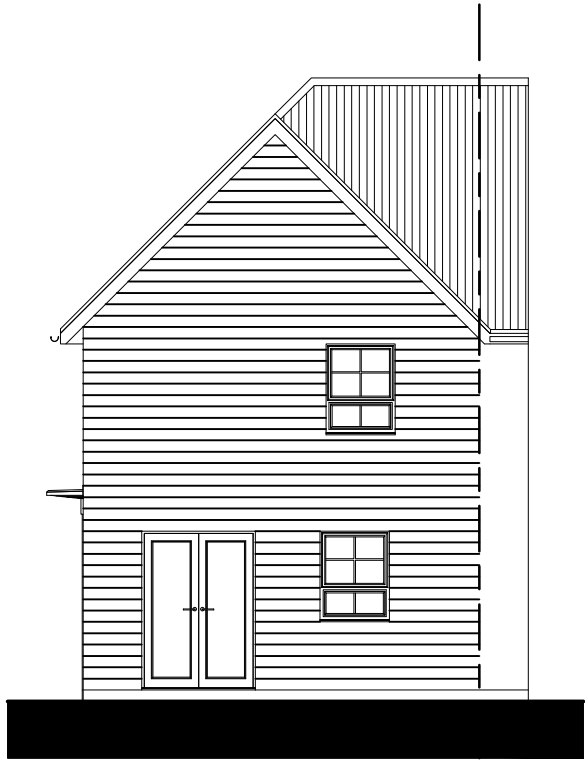
Group Design &
Technical Department
Ground Floor South -
The Quadrant
Kingfisher Riverside -
Newburn Riverside -
Newcastle Upon Tyne
NE15 8NZ



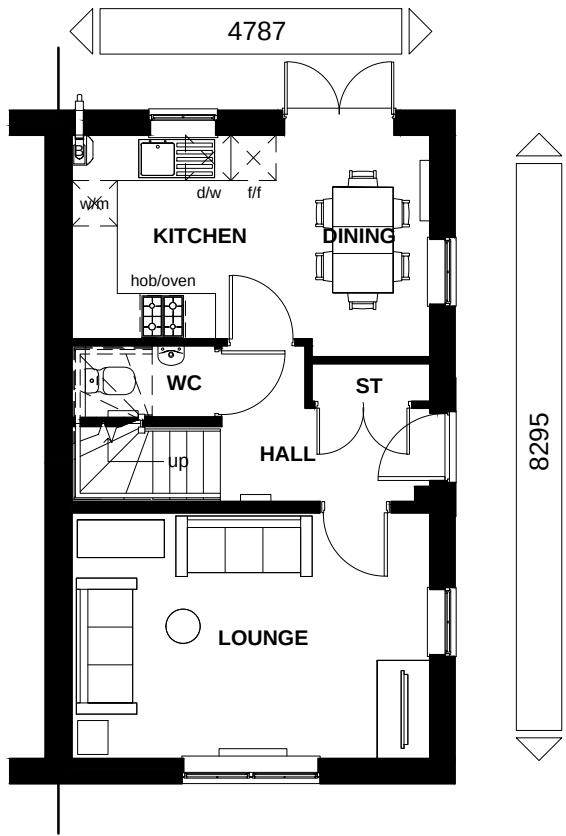
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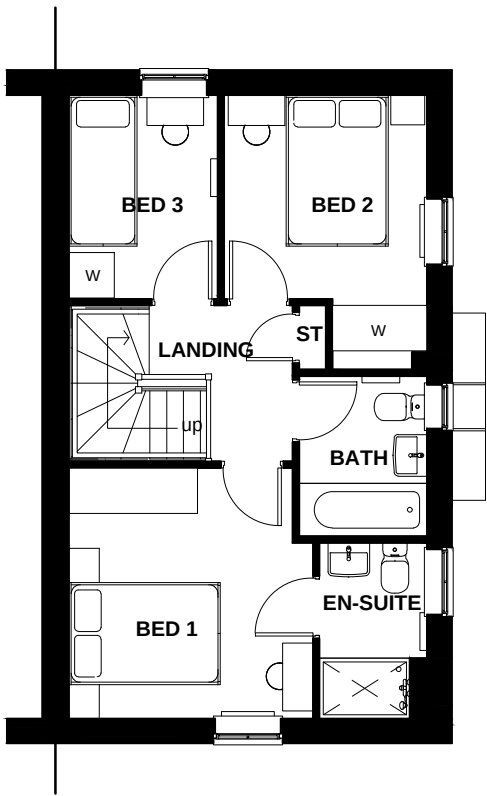
REAR ELEVATION



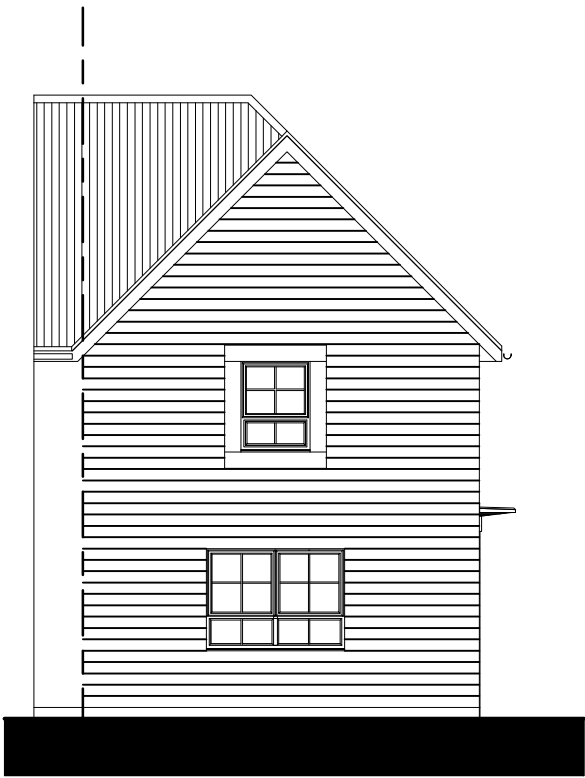
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 855 ft² / 79.4 m²

Sales Name: Moresby Classic (End)

House Type Code: BMMS 56SE

Spec: AMBASSADOR Drawing No: 01

Date: OCT 2018

Drawn: SC

Checked:

Scale: 1 : 100 @ A3

WARNING TO HOUSE-PURCHASERS

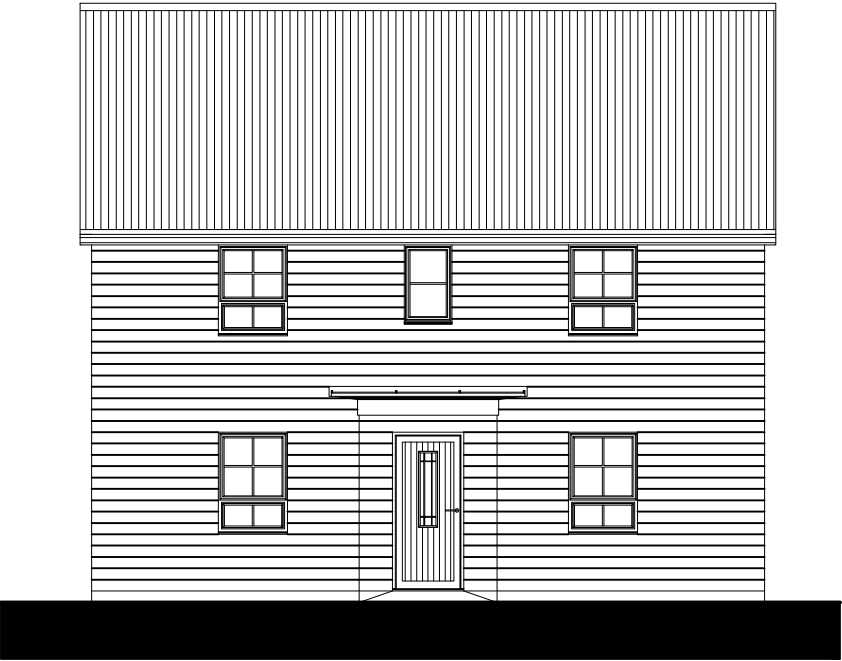
Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during the progress of the build process. The layout, form, content, and dimensions specified are included for general guidance only. Finishes or features shown may alter in respect of the individual properties. Whilst we make every effort to ensure our drawings are up to date there may be time to time be an unavoidable delay in updating these due to changes in regulations and/or re-planning. Purchasers are advised to check with Sales Adviser whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

Planning

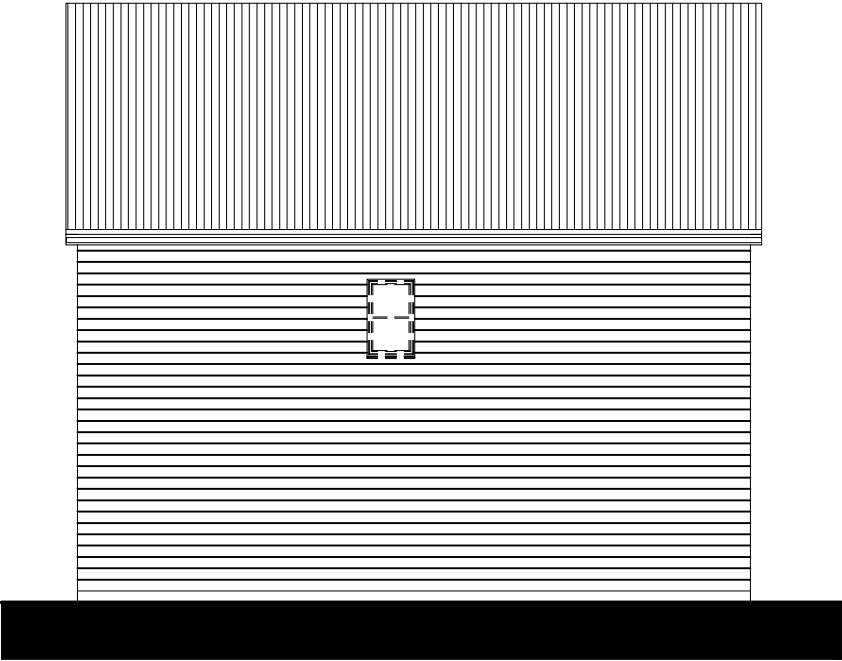
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B	Refer to Data Sheet for full revision description	Oct 2017



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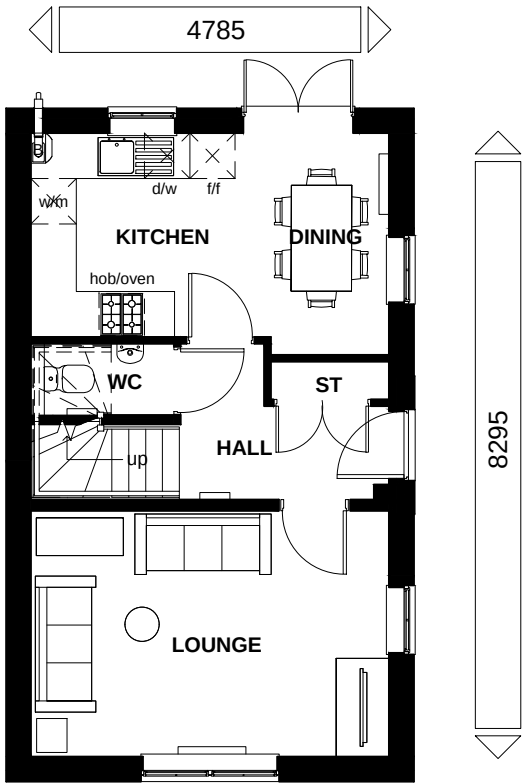
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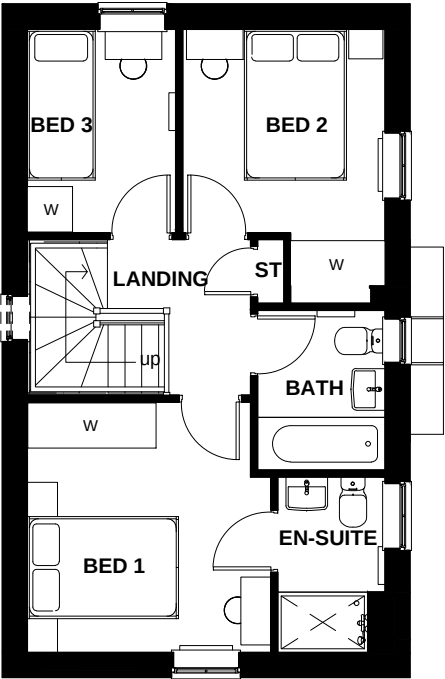
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION



Planning		Rev	Description	Date
A	Refer to Data Sheet for full revision description			Oct 2016
B	Refer to Data Sheet for full revision description			Oct 2017
C	Refer to Data Sheet for full revision description			Mar 2018

WARNING TO HOUSE-PURCHASERS

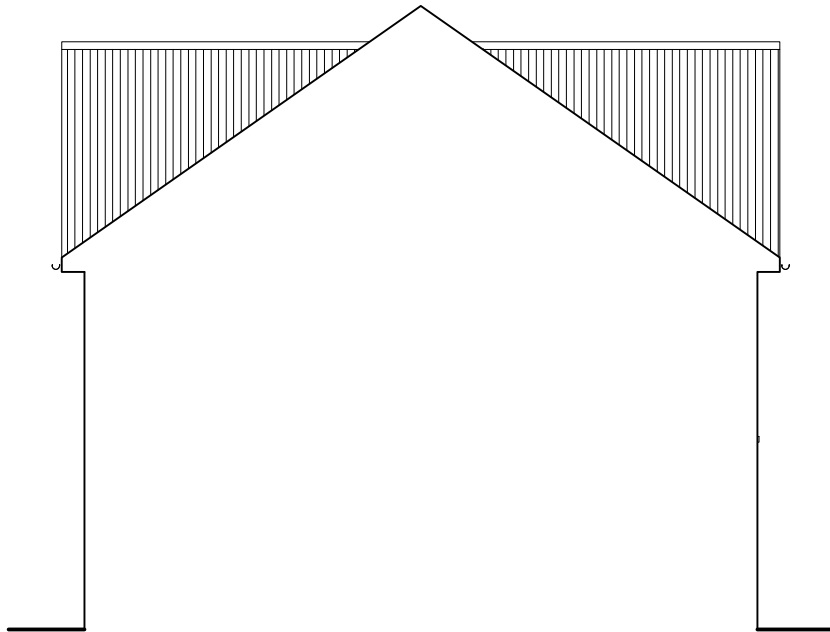
Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during the progress of the build process. The layout form, content, and dimensions specified are included for general guidance only. Finishes or features shown may alter in respect of the individual properties. Whilst we make every effort to ensure our drawings are up to date there may from time to time be an unavoidable delay in updating these due to changes in regulations and/or re-planning. Purchasers are advised to check with Sales Adviser whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

Sales Name: Moresby Classic (Det)		Date: OCT 2018	
House Type Code: BMMS 56SD		Scale: 1 : 100 @A3	
Spec: AMBASSADOR Drawing No: 01		Checked:	
Drawn: SC		Date: OCT 2018	

Floor Area: 854 ft² / 79.4 m²



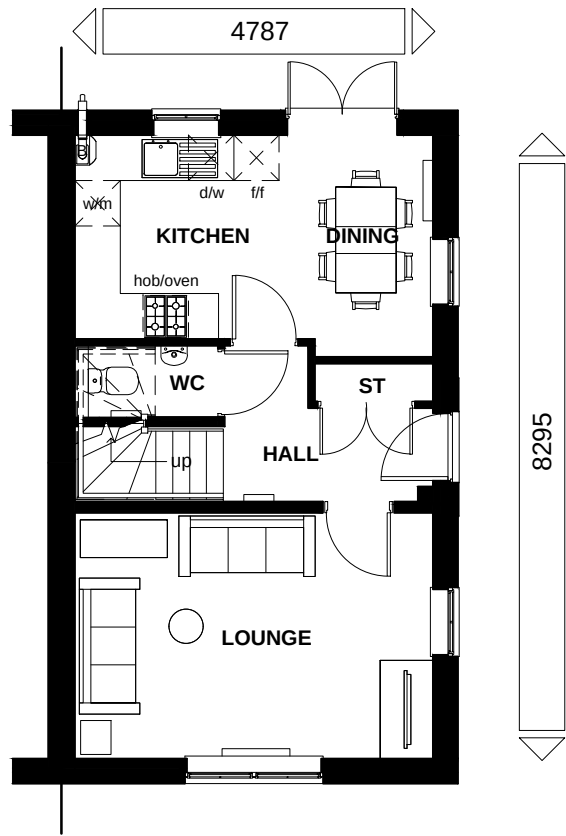
FRONT ELEVATION



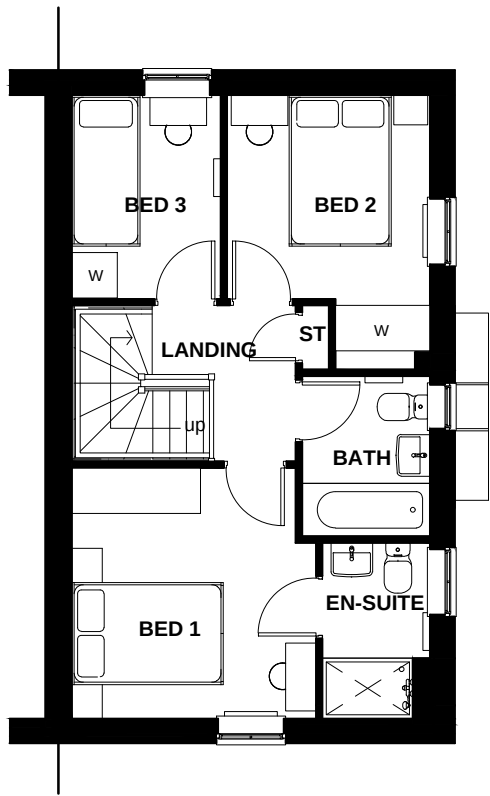
REAR ELEVATION



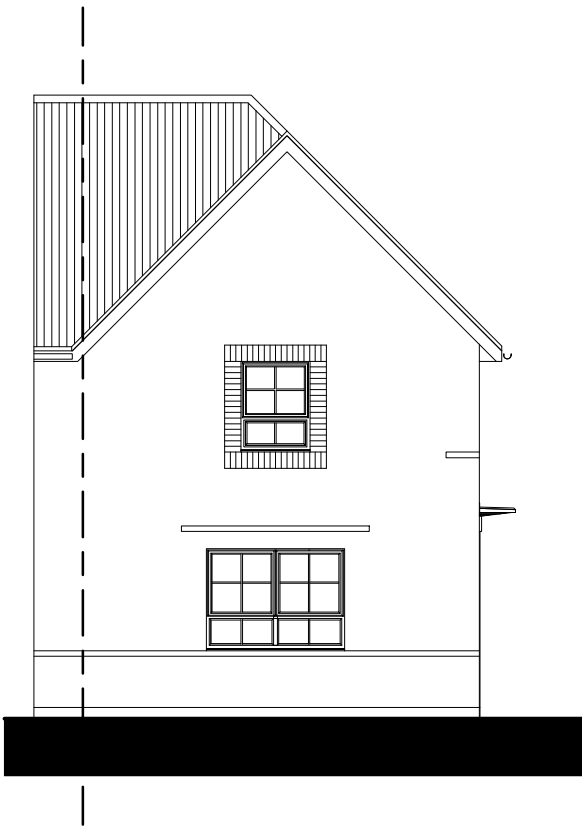
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 855 ft² / 79.4 m²

Sales Name: Moresby Classic (End)
House Type Code: BMMS 00CE
Spec: AMBASSADOR Drawing No: 01
Date: April 2016
Drawn: GDT
Checked: GDT
Scale: 1 : 100 @ A3

WARNING TO HOUSE-PURCHASERS
Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during the progress of the build process. The layout form, content, and dimensions specified are included for general guidance only. Finishes or features shown may alter in respect of the individual properties. Whilst we make every effort to ensure our drawings are up to date there may from time to time be an unavoidable delay in updating these due to changes in regulations and/or re-planning. Purchasers are advised to check with Sales Adviser whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

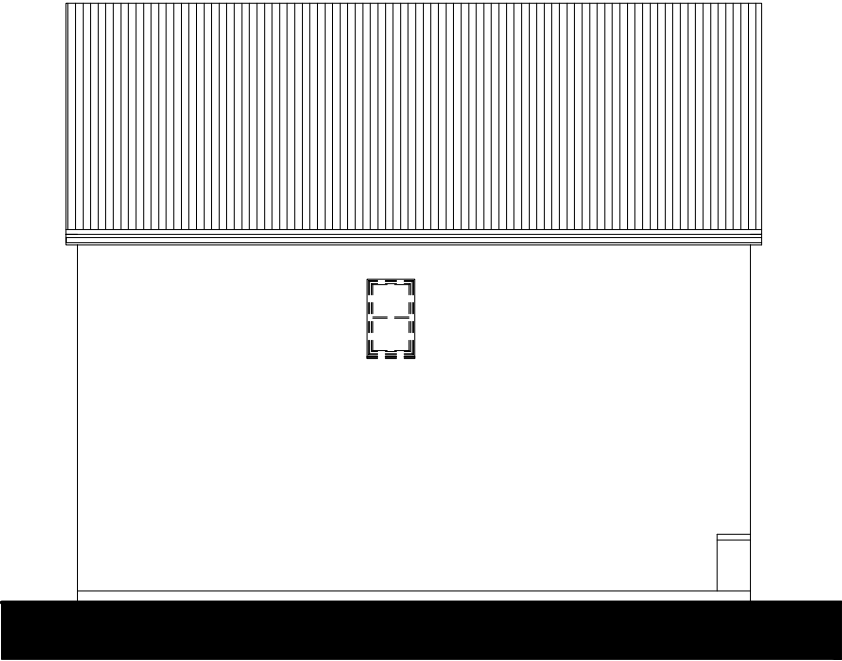
Planning		
Rev	Description	Date
A	Refer to Data Sheet for full revision description	Oct 2016
B	Refer to Data Sheet for full revision description	Oct 2017



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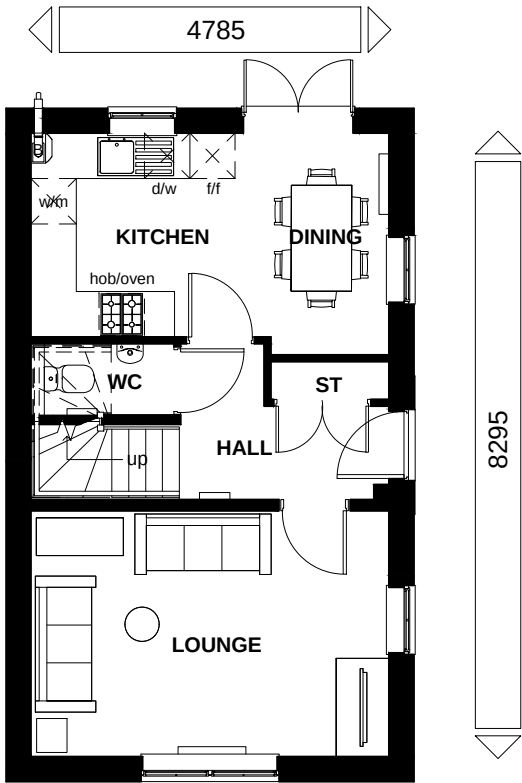
FRONT ELEVATION



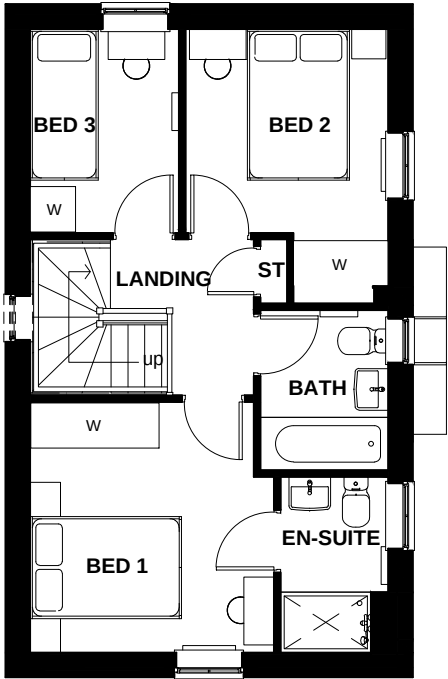
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 854 ft² / 79.4 m²

Sales Name: Moresby Classic (Det)

House Type Code: BMMS 00CD

Spec: AMBASSADOR Drawing No: 01

Date: April 2016

Drawn: GDT

Checked: GDT

Scale: 1 : 100 @ A3

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Planning

Rev	Description	Date
A	Refer to Data Sheet for full revision description	Oct 2016
B	Refer to Data Sheet for full revision description	Oct 2017
C	Refer to Data Sheet for full revision description	Mar 2018



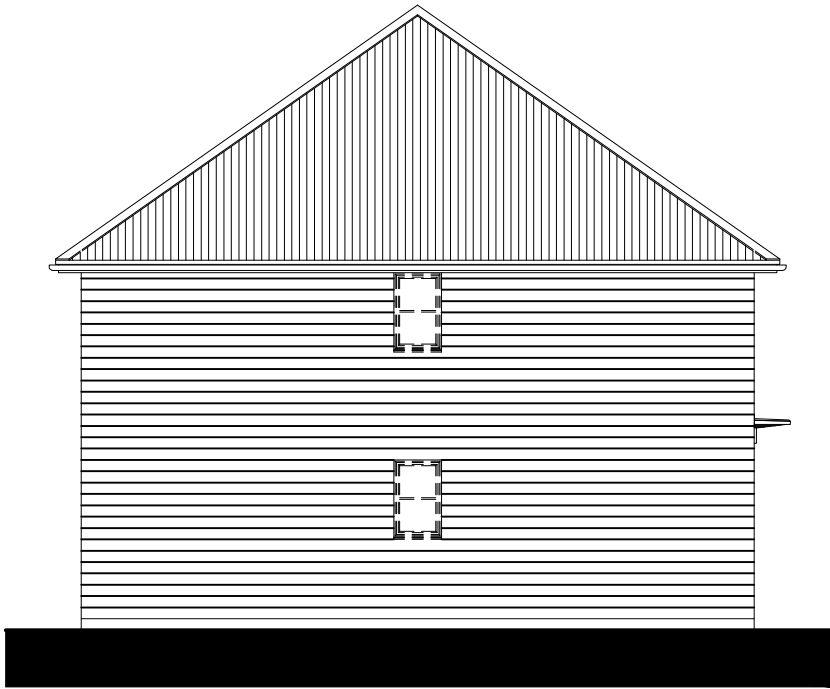
BARRATT
DEVELOPMENTS PLC



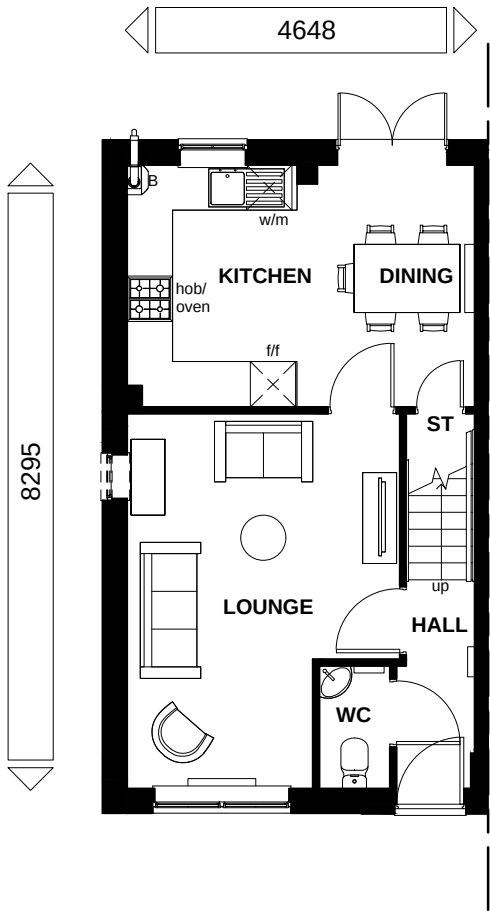
FRONT ELEVATION



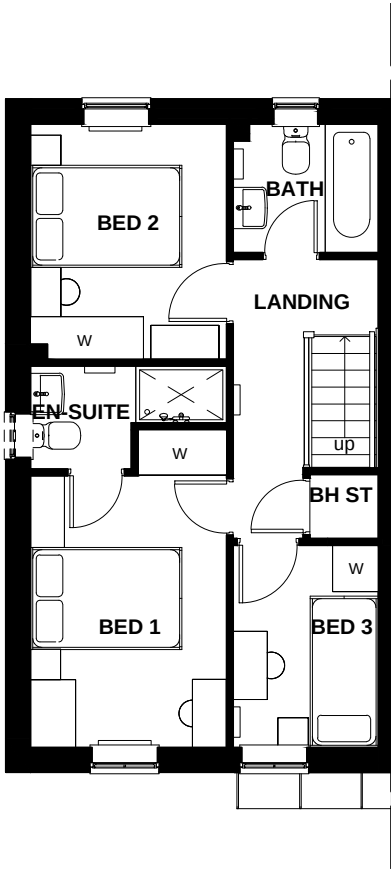
REAR ELEVATION



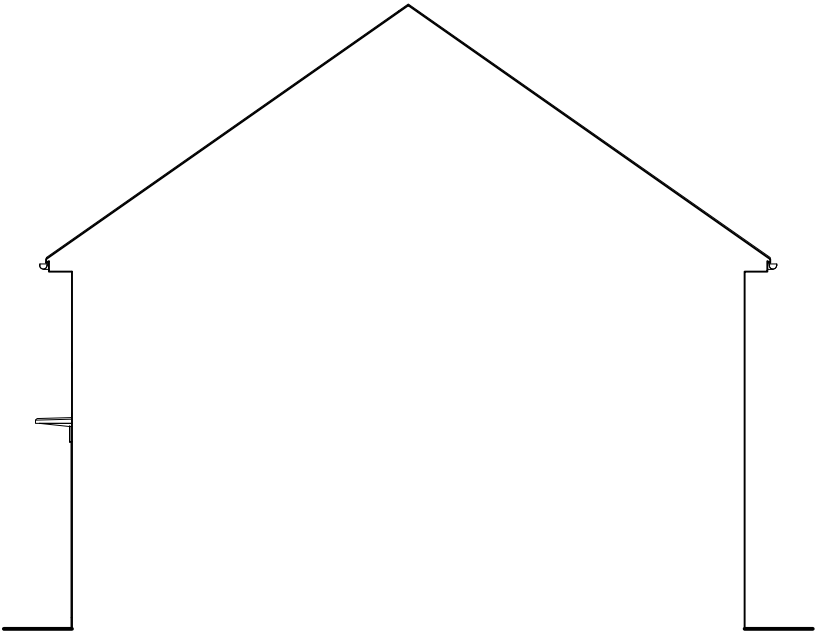
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 830 ft² / 77.1 m²

Sales Name: Maidstone Classic (End)

House Type Code: BMAI 56SE

Spec: AMBASSADOR Drawing No: 01

Drawn: SC

Checked:

Date: OCT 2018

Scale: 1 : 100 @ A3

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Planning

Rev	Description	Date
B	Refer to Data Sheet for full revision description	Sep 2017
C	Refer to Data Sheet for full revision description	Mar 2018
D	Refer to Data Sheet for full revision description	Sept 2018



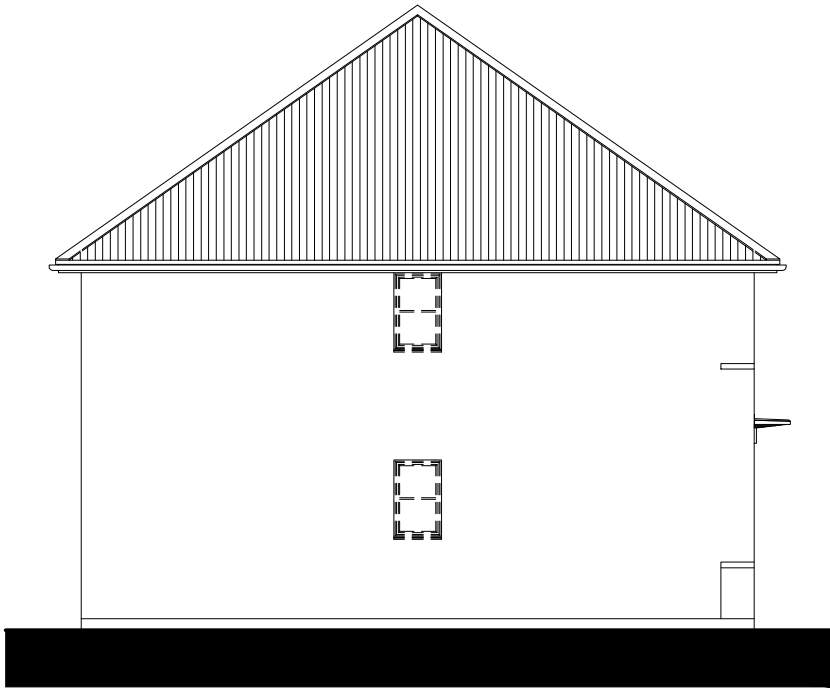
BARRATT
DEVELOPMENTS PLC



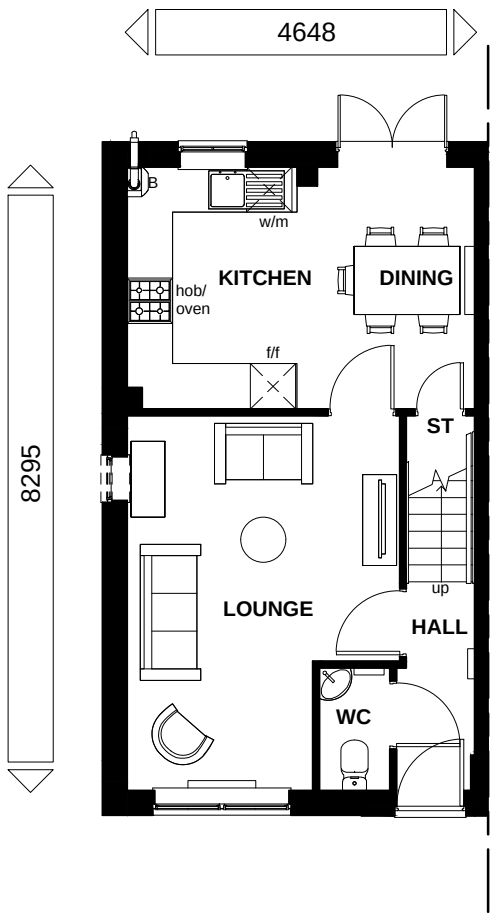
FRONT ELEVATION



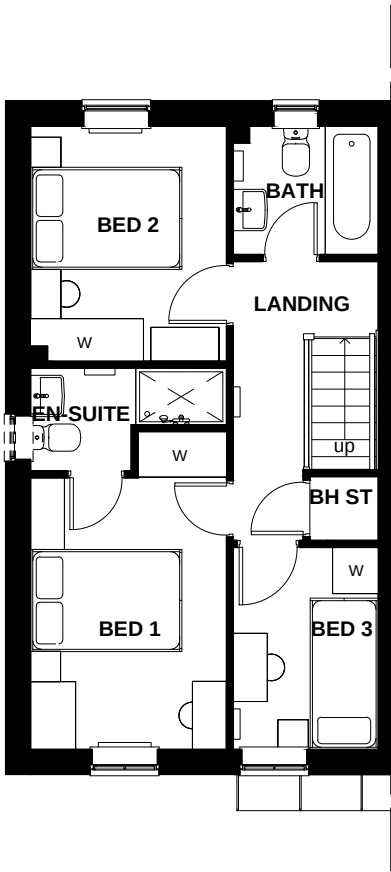
REAR ELEVATION



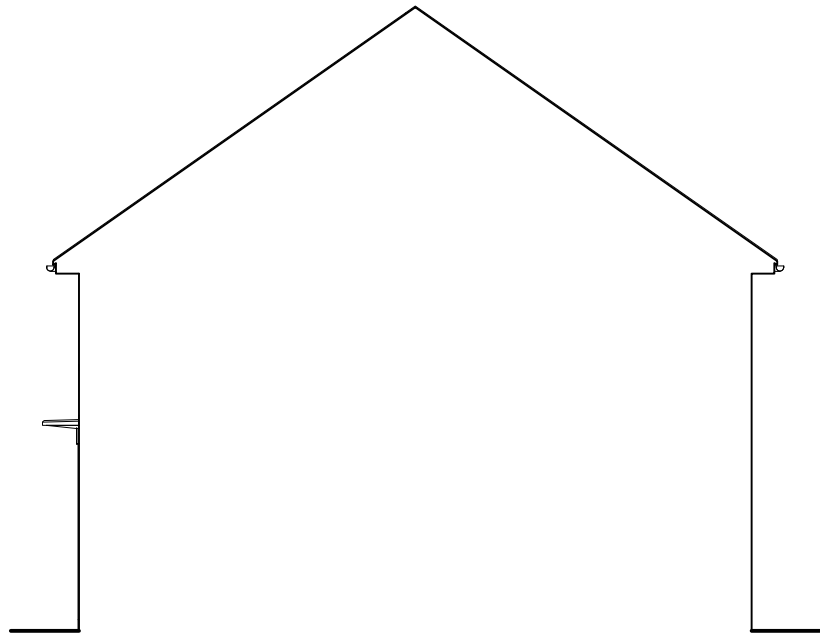
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 830 ft² / 77.1 m²

Sales Name: Maidstone Classic (End)

House Type Code: BMAI 00CE

Spec: AMBASSADOR Drawing No: 01

Drawn: GDT

Checked: GDT

Date: April 2016

Scale: 1 : 100 @ A3

WARNING TO HOUSE-PURCHASERS

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Planning

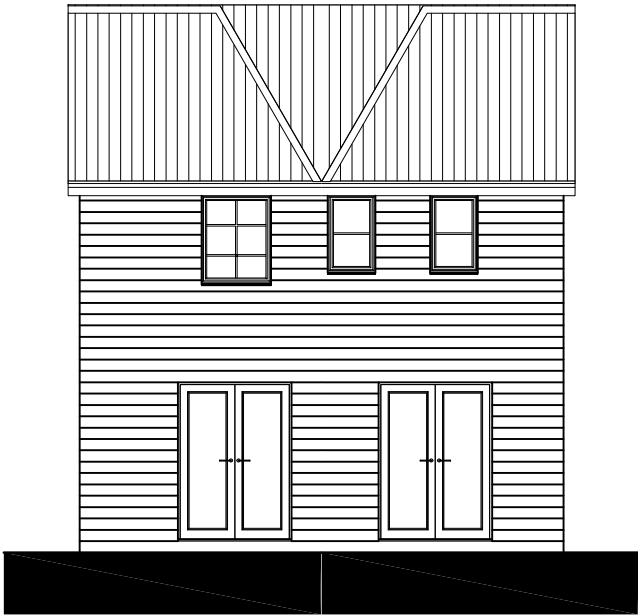
Rev	Description	Date
B	Refer to Data Sheet for full revision description	Sep 2017
C	Refer to Data Sheet for full revision description	Mar 2018
D	Refer to Data Sheet for full revision description	Sept 2018



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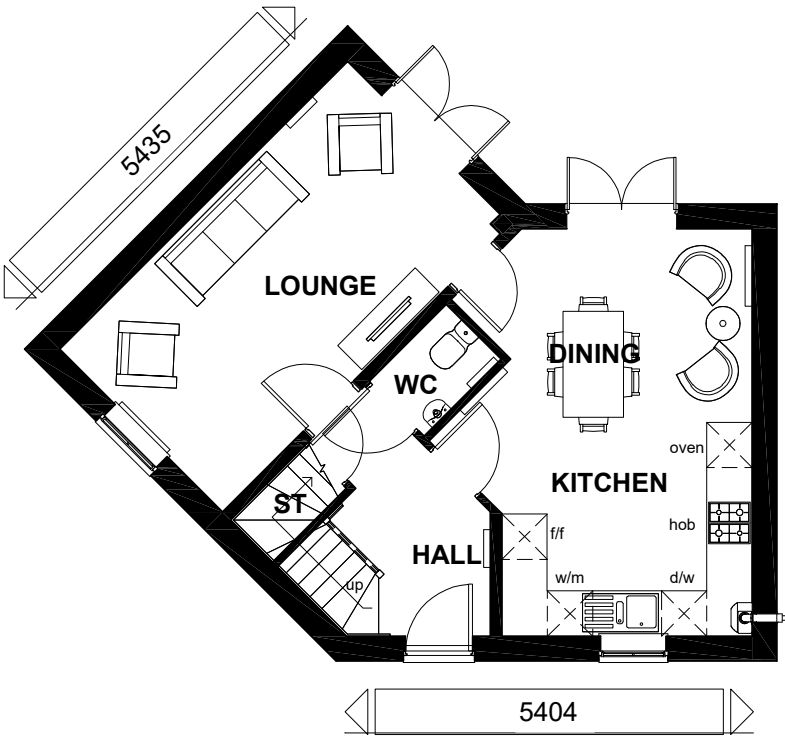
FRONT ELEVATION



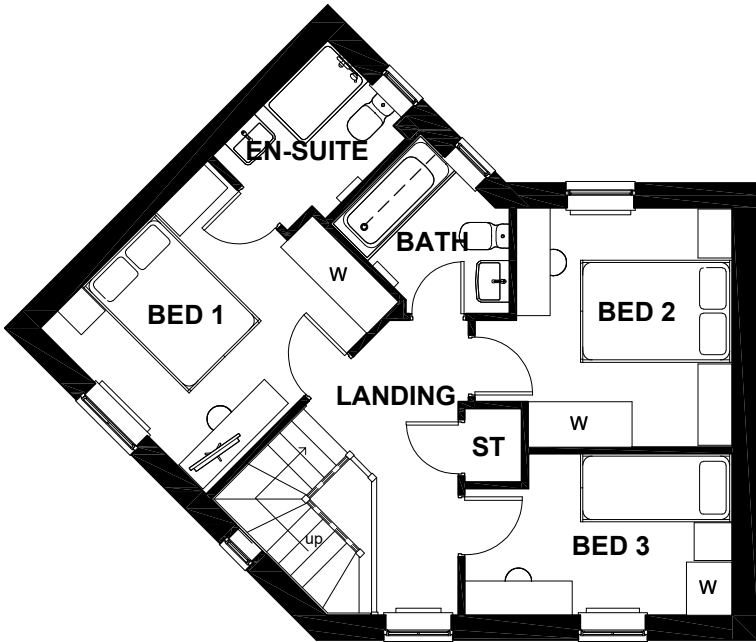
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION

Floor Area: 1000 ft² / 92.9 m²

Sales Name: Lutterworth

House Type Code: BLUT 56SD

Spec: EMBASSY Drawing No: 01

Drawn: SC

Checked:

Date: OCT 2018

Scale: 1 : 100 @A3

WARNING TO HOUSE-PURCHASERS

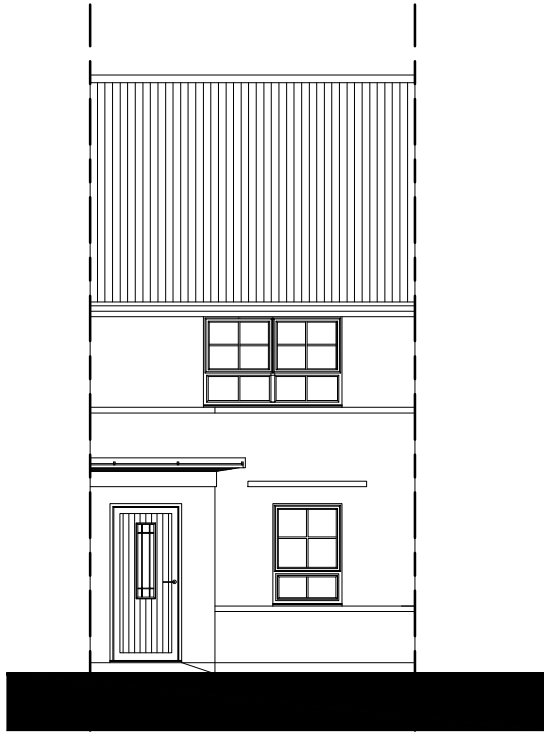
Buyers are warned that this is a working drawing and the contents of this drawing may be subject to change during the progress of the build process. The layout form, content, and dimensions specified are included for general guidance only. Whilst we make every effort to ensure our drawings are up to date there may from time to time be an unavoidable delay in updating these due to changes in regulations and/or re-planning. Purchasers are advised to check with Sales Adviser whether any alterations have been made to this drawing. The contents of this drawing do not constitute a contract, part of any contract or warranty unless specifically incorporated into the contract. They should not be relied upon for the purposes of entering into a contract to purchase any property.

Planning

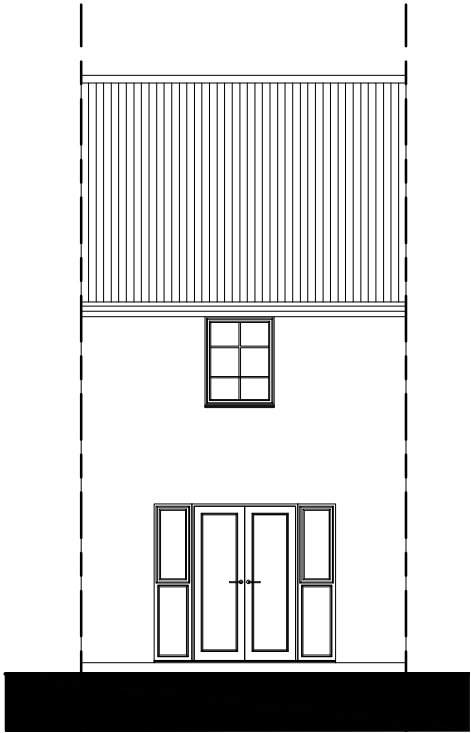
Rev	Description	Date



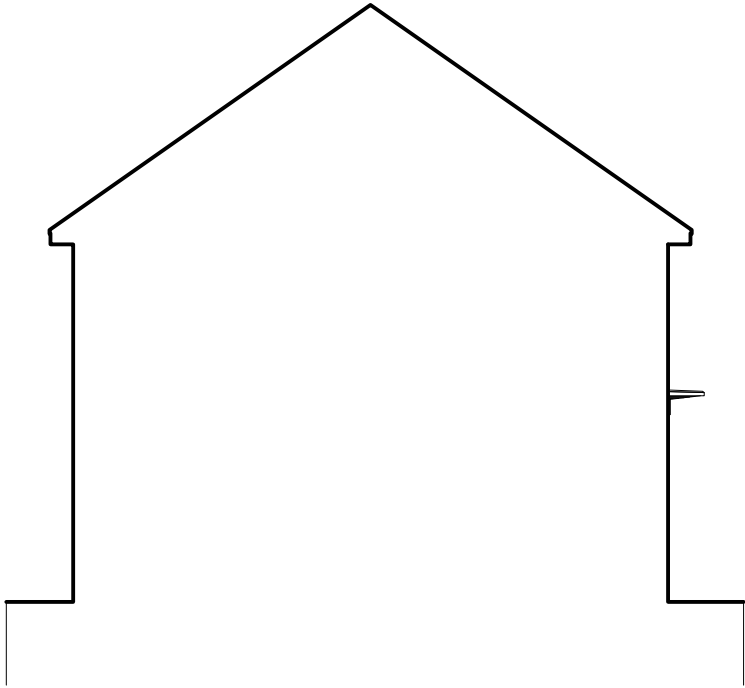
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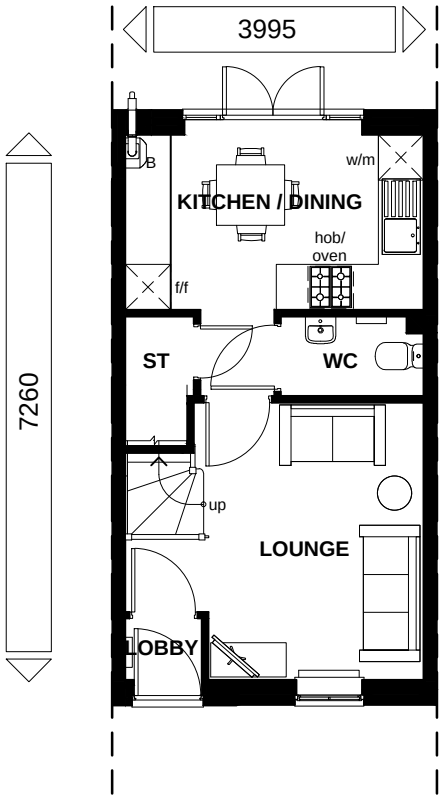
FRONT ELEVATION



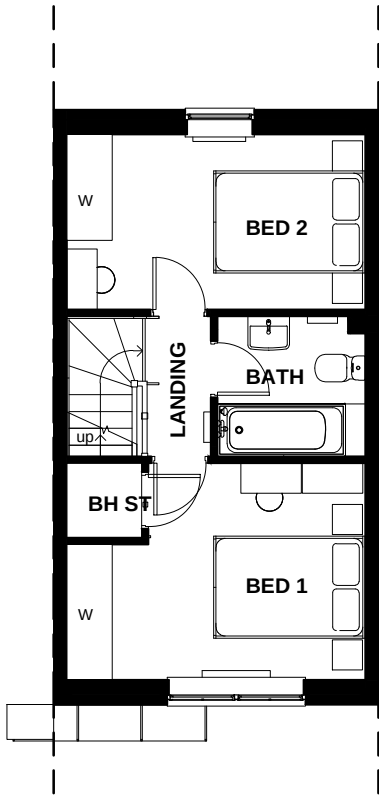
REAR ELEVATION



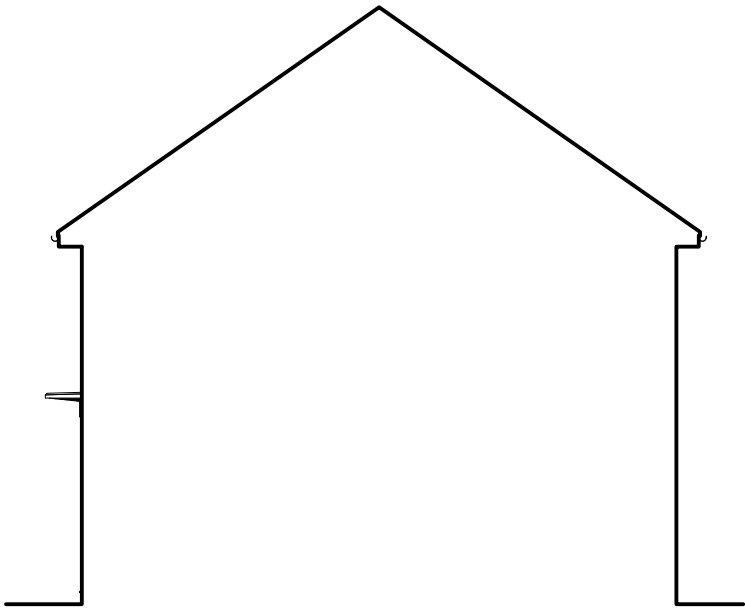
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 615 ft² / 57.1 m²

Sales Name: Kenley Classic (Mid)

House Type Code: BKNL 00CI

Spec: AMBASSADOR Drawing No: 01

Date: April 2016

Drawn: GDT

Checked: GDT

Scale: 1 : 100 @ A3

WARNING TO HOUSE-PURCHASERS
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Planning

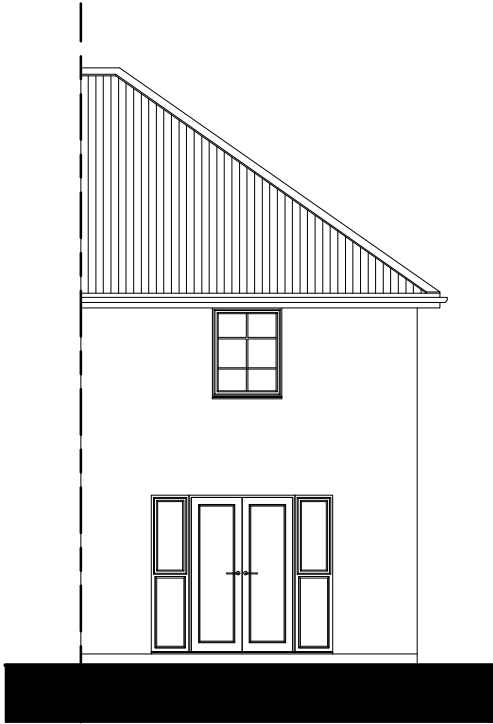
Rev	Description	Date
B	Refer to Data Sheet for full revision details	Oct 2017
C	Refer to Data Sheet for full revision details	July 2018
D	Refer to Data Sheet for full revision details	July 2018



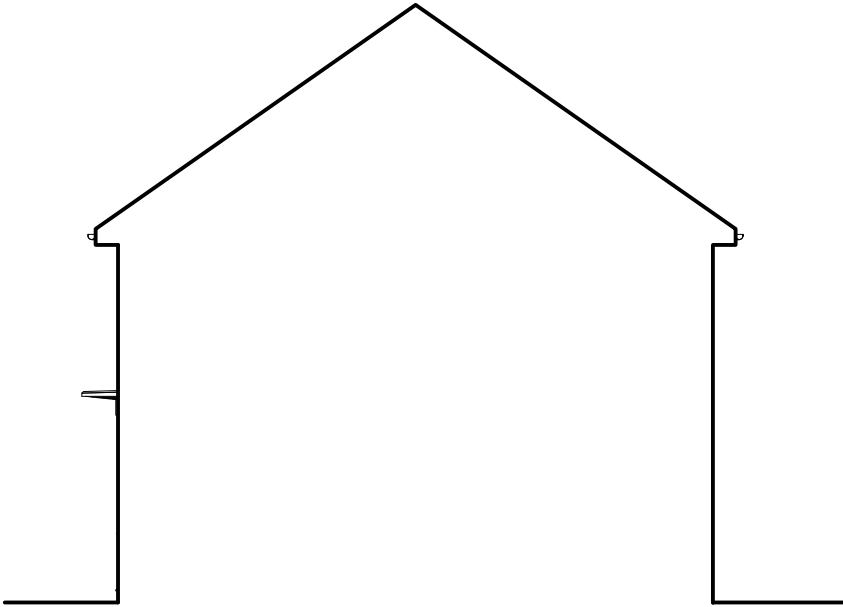
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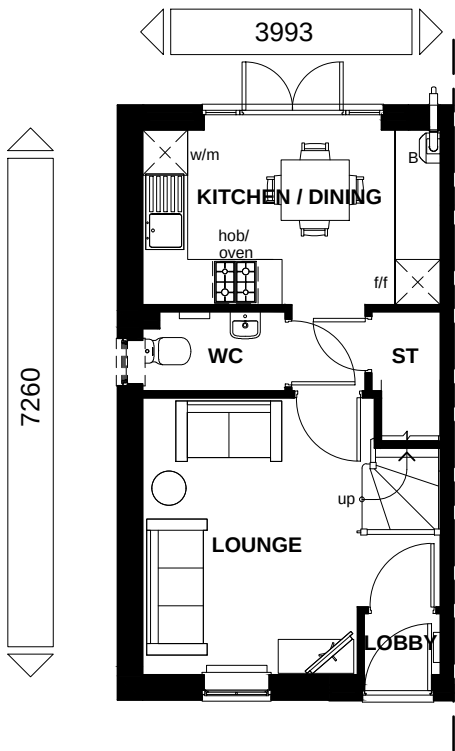
FRONT ELEVATION



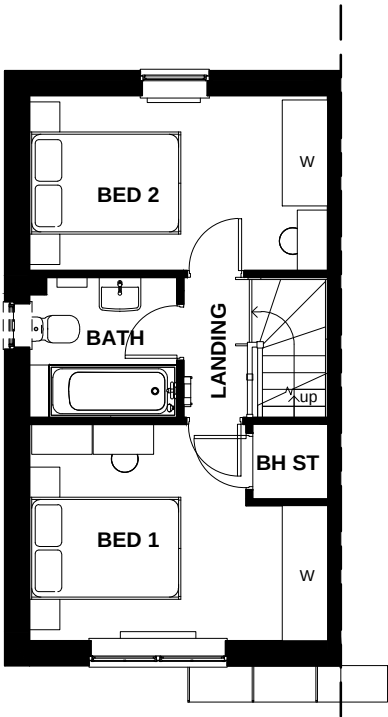
REAR ELEVATION



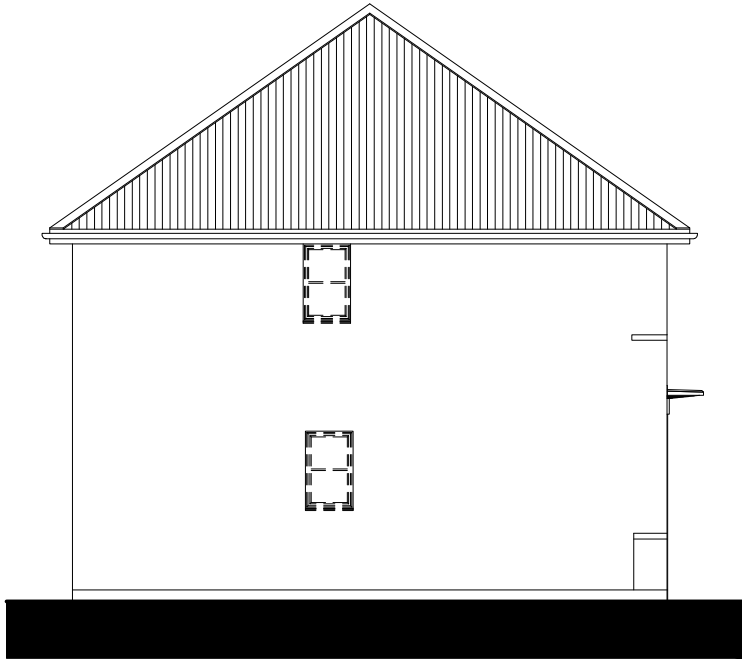
SIDE ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area:624 ft² /58.0 m²

Sales Name: Kenley Classic (End)

House Type Code: BKNL 00CE

Spec:AMBASSADOR Drawing No:01

Drawn: GDT

Checked: GDT

Date: April 2016

Scale: 1 : 100 @A3

WARNING TO HOUSE-PURCHASERS

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Planning

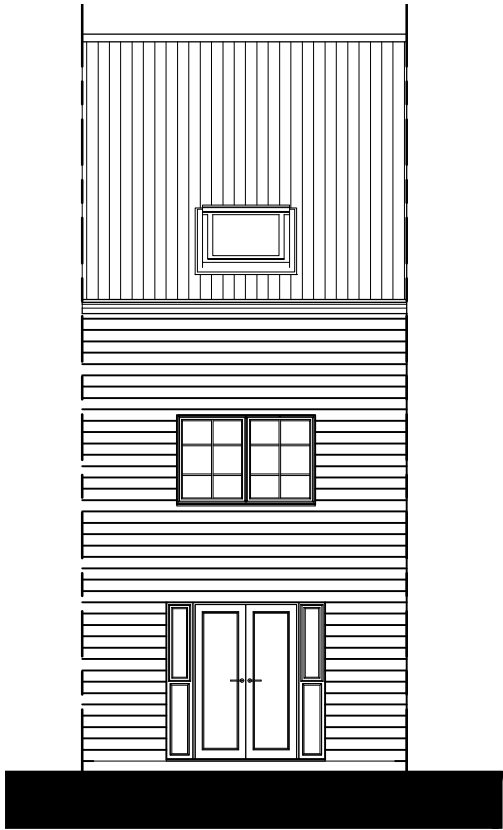
Rev	Description	Date
B	Refer to Data Sheet for full revision description	Oct 2017
C	Refer to Data Sheet for full revision description	July 2018
D	Refer to Data Sheet for full revision description	July 2018



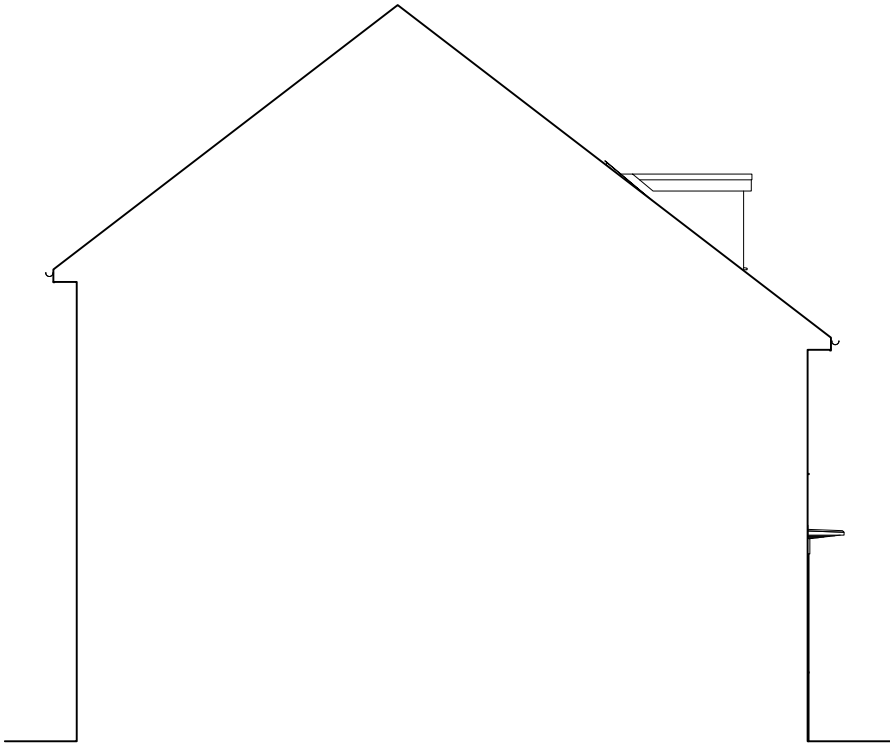
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DEVELOPMENTS PLC



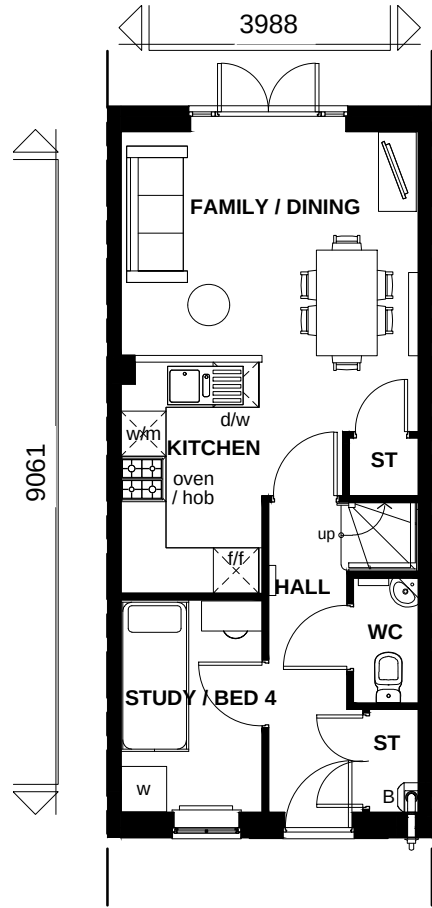
FRONT ELEVATION



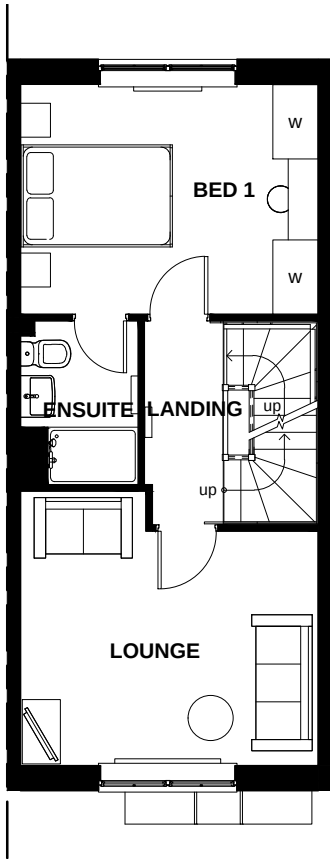
REAR ELEVATION



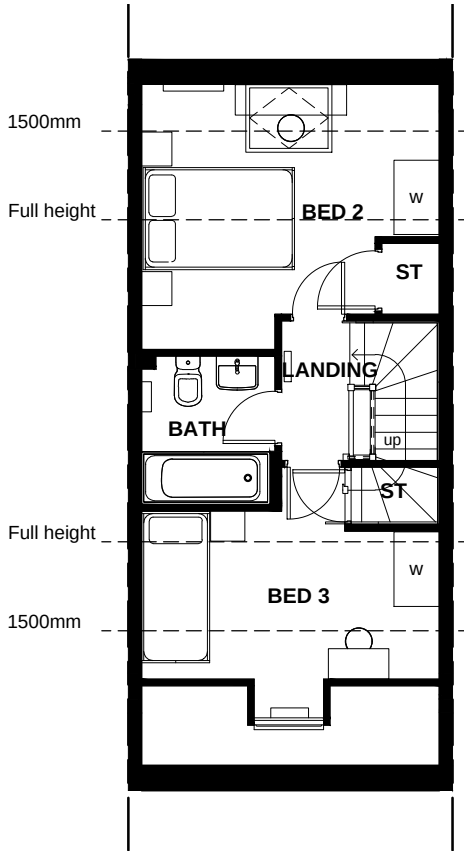
SIDE ELEVATION



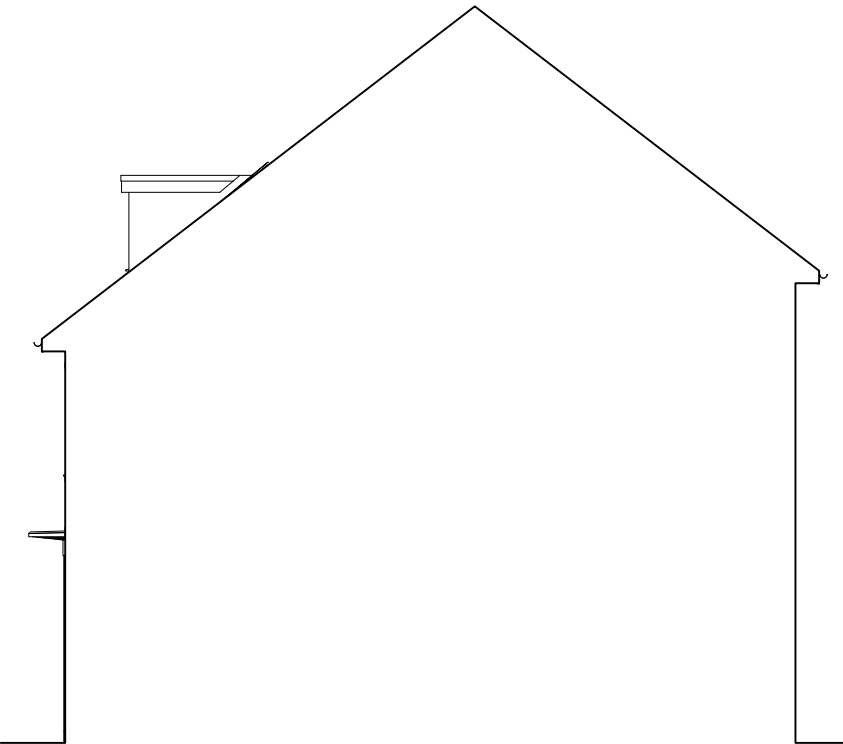
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



SIDE ELEVATION

Floor Area: 1073 ft² / 99.7 m²

Sales Name: Kingsville (Mid)
House Type Code: BKIS 56SI
Spec: EMBASSY Drawing No: 01 Date: OCT 2018
Drawn: SC Checked: Scale: 1 : 100 @ A3

WARNING TO HOUSE-PURCHASERS
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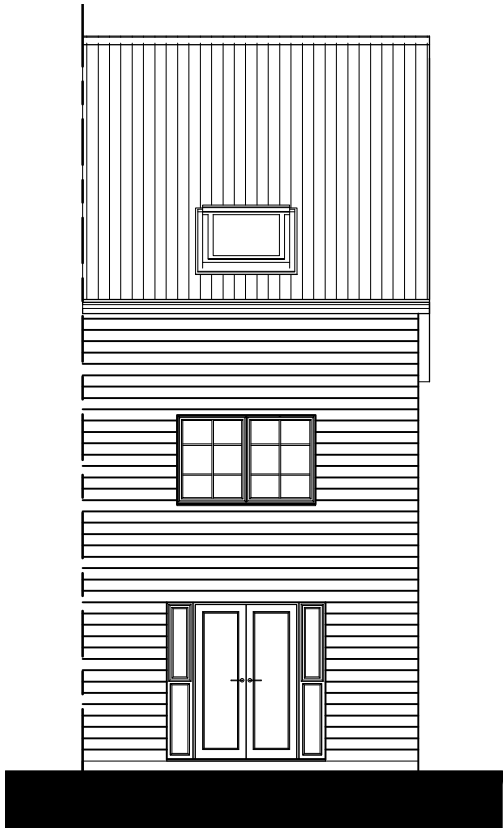
Planning		Rev	Description	Date
B	Refer to Data Sheet for full revision description			Jul 2017
C	Refer to Data Sheet for full revision description			Jan 2018
D	Refer to Data Sheet for full revision description			Jun 2018



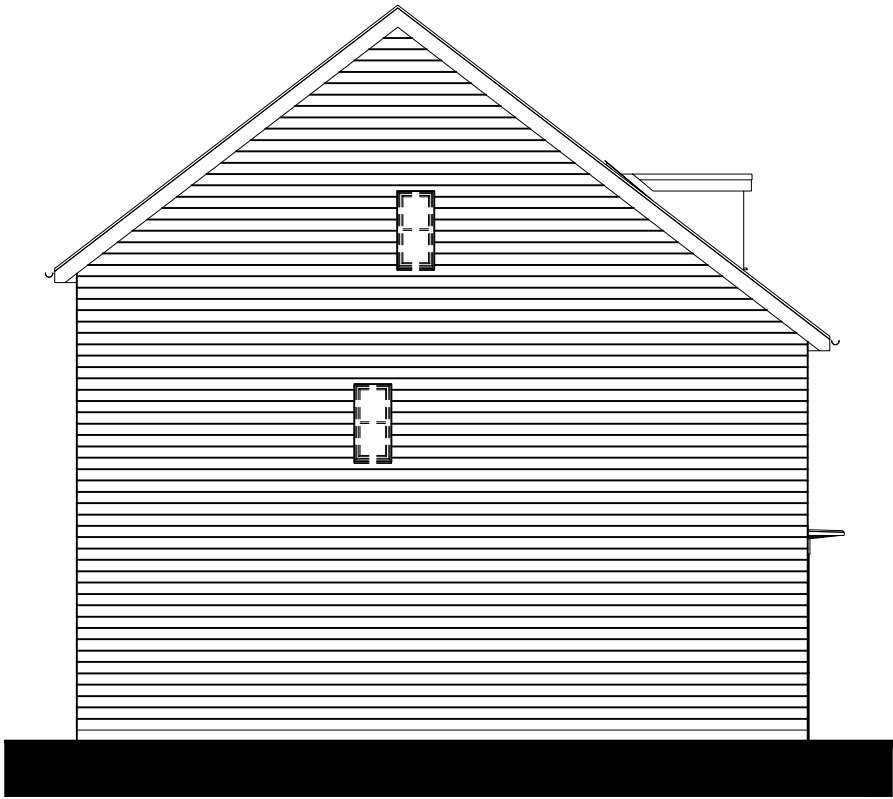
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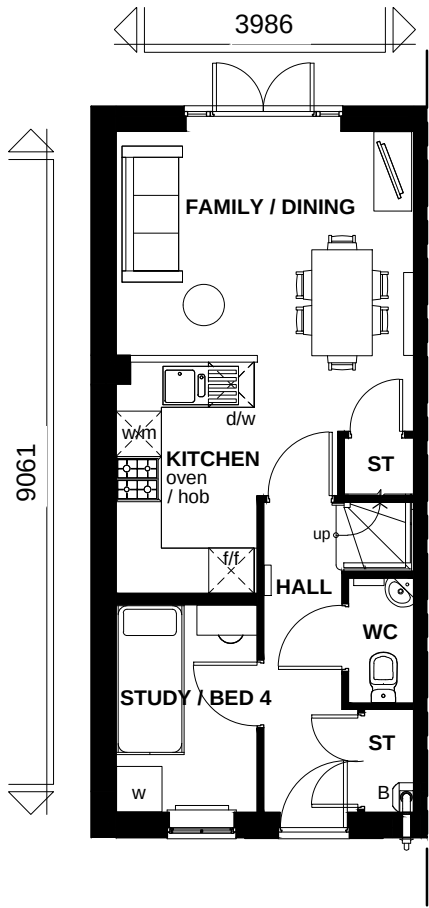
FRONT ELEVATION



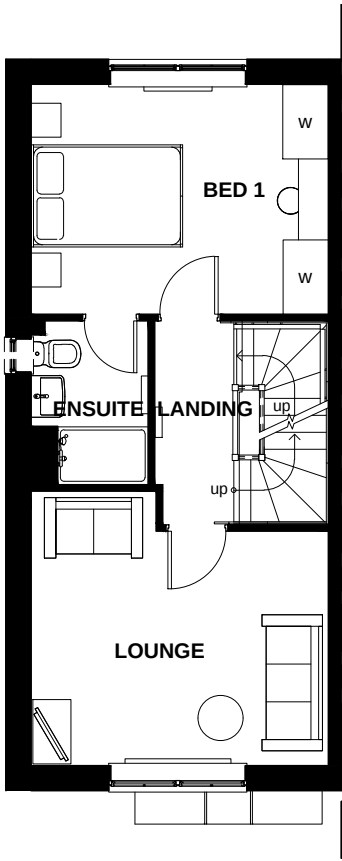
REAR ELEVATION



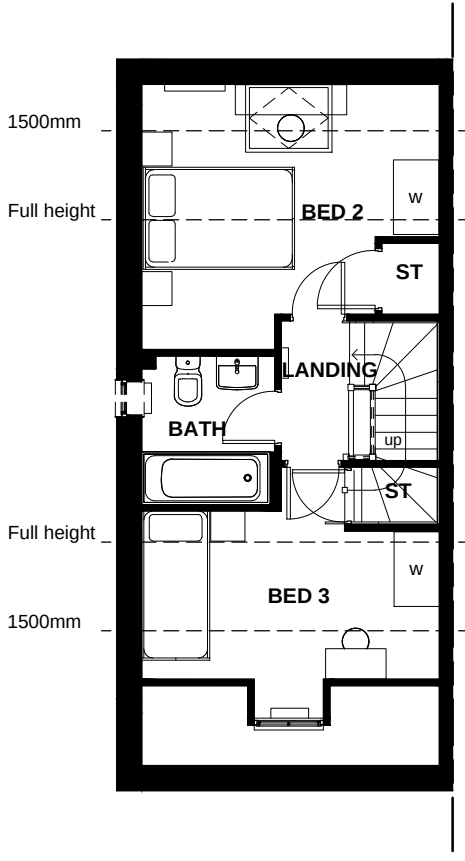
SIDE ELEVATION



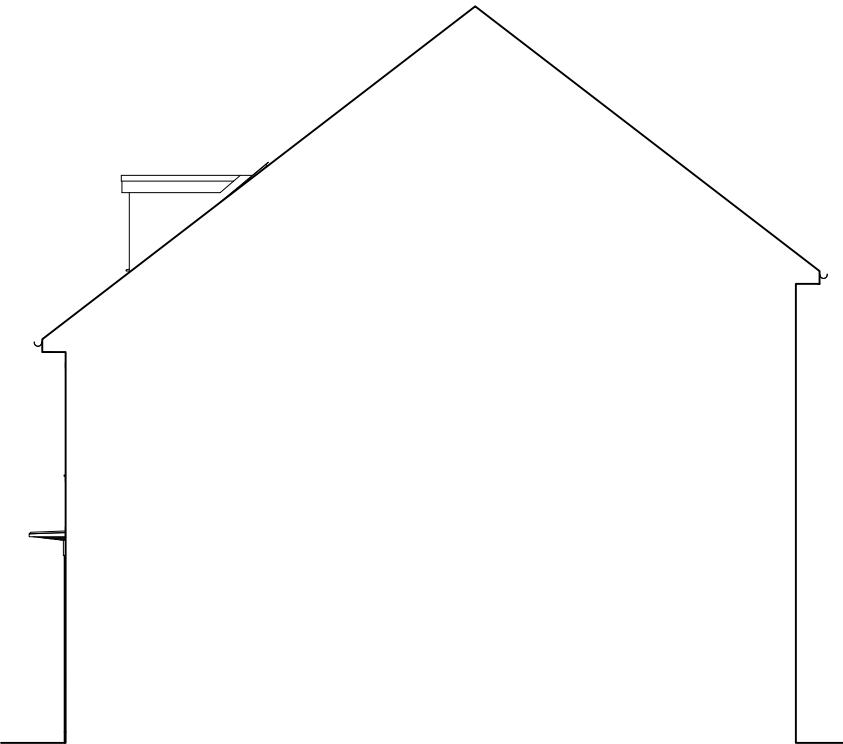
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



SIDE ELEVATION

Floor Area: 1072 ft²/ 99.6 m²

Sales Name: Kingsville (End)

House Type Code: BKIS 56SE

Spec: EMBASSY Drawing No:01

Drawn: SC

Checked:

Date: OCT 2018

Scale: 1 : 100 @A3

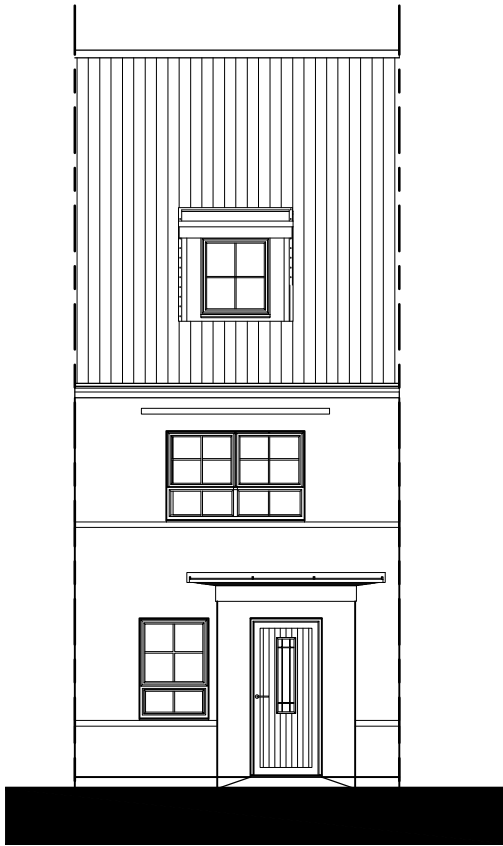
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Planning

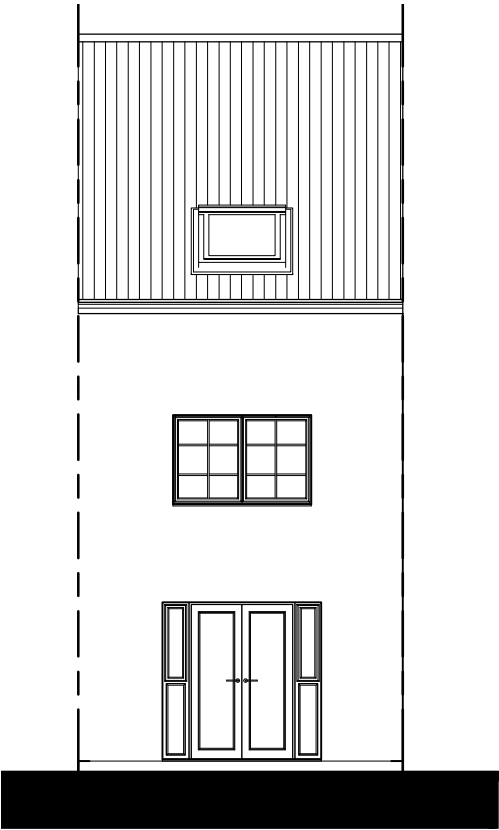
Rev	Description	Date
B	Refer to Data Sheet for full revision description	Jul 2017
C	Refer to Data Sheet for full revision description	Jan 2018
D	Refer to Data Sheet for full revision description	Jun 2018



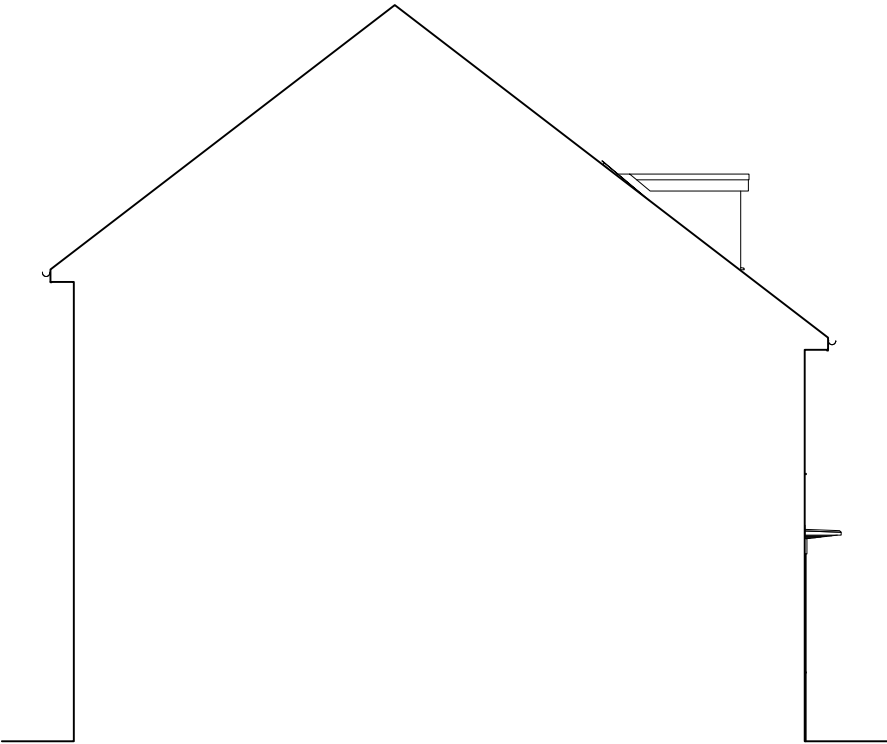
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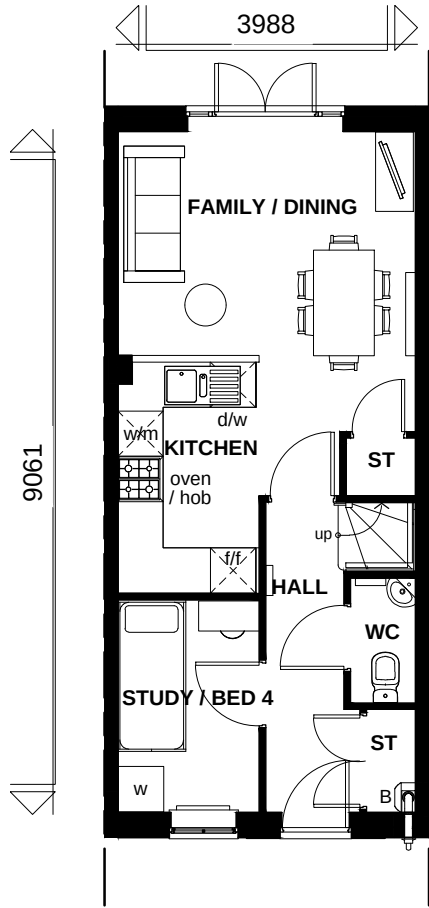
FRONT ELEVATION



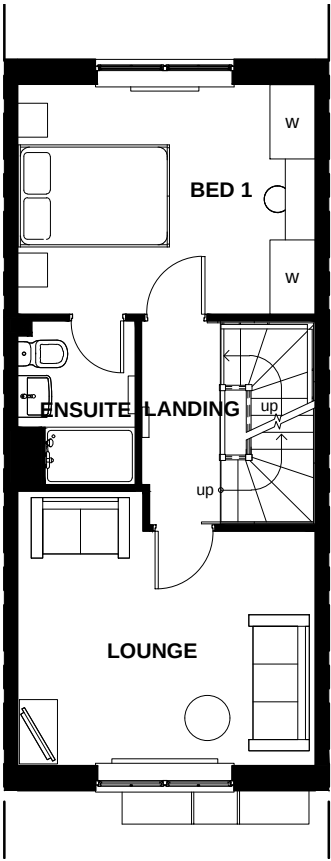
REAR ELEVATION



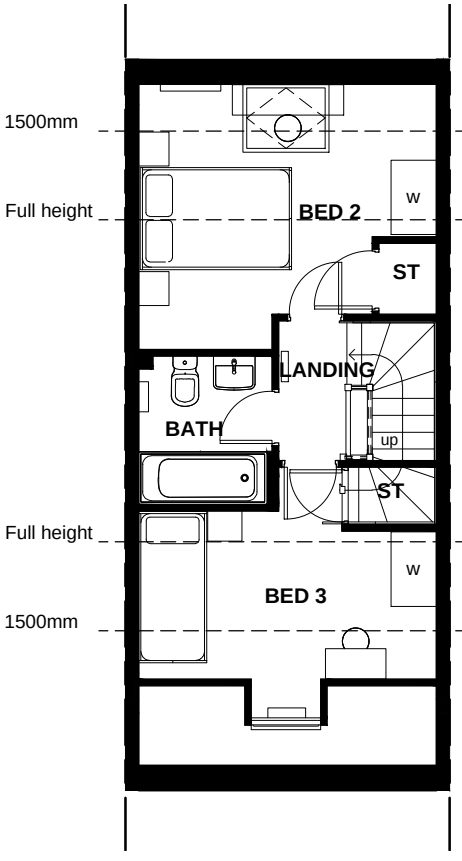
SIDE ELEVATION



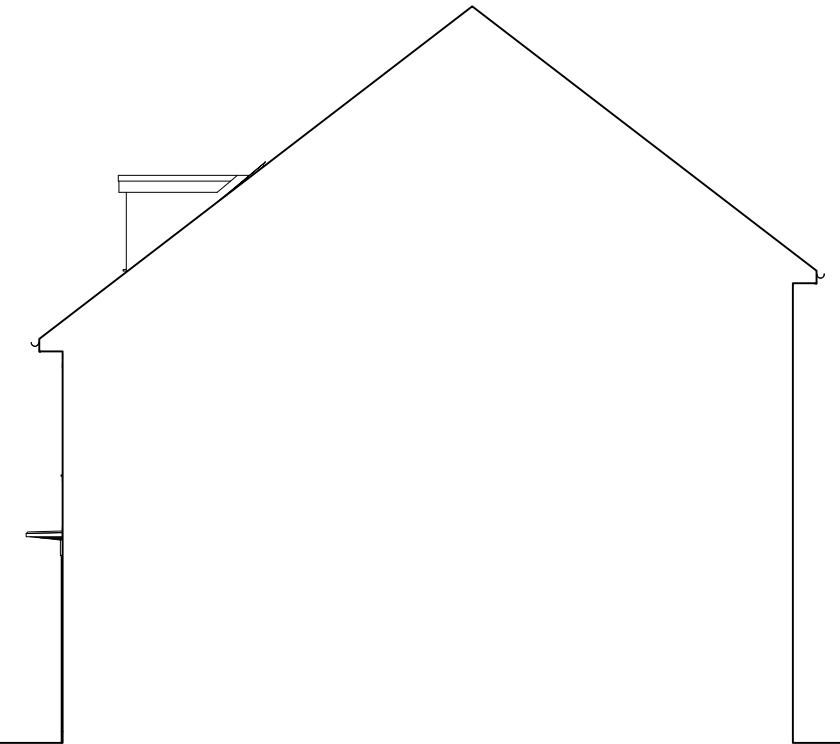
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



SIDE ELEVATION

Floor Area:1073 ft² / 99.7 m²

Sales Name: Kingsville (Mid)

House Type Code: BKIS 00CI

Spec: EMBASSY Drawing No:01

Drawn: GDT

Checked: GDT

Date: April 2016

Scale: 1 : 100 @A3

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Planning

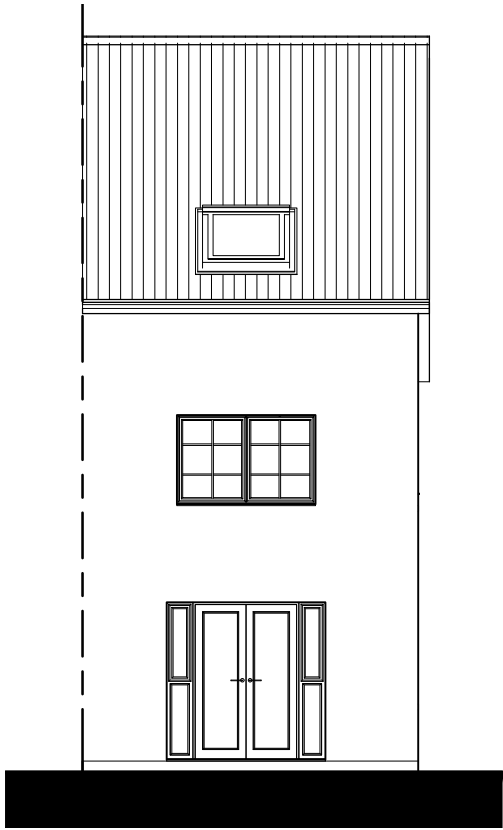
Rev	Description	Date
B	Refer to Data Sheet for full revision description	Jul 2017
C	Refer to Data Sheet for full revision description	Jan 2018
D	Refer to Data Sheet for full revision description	Jun 2018



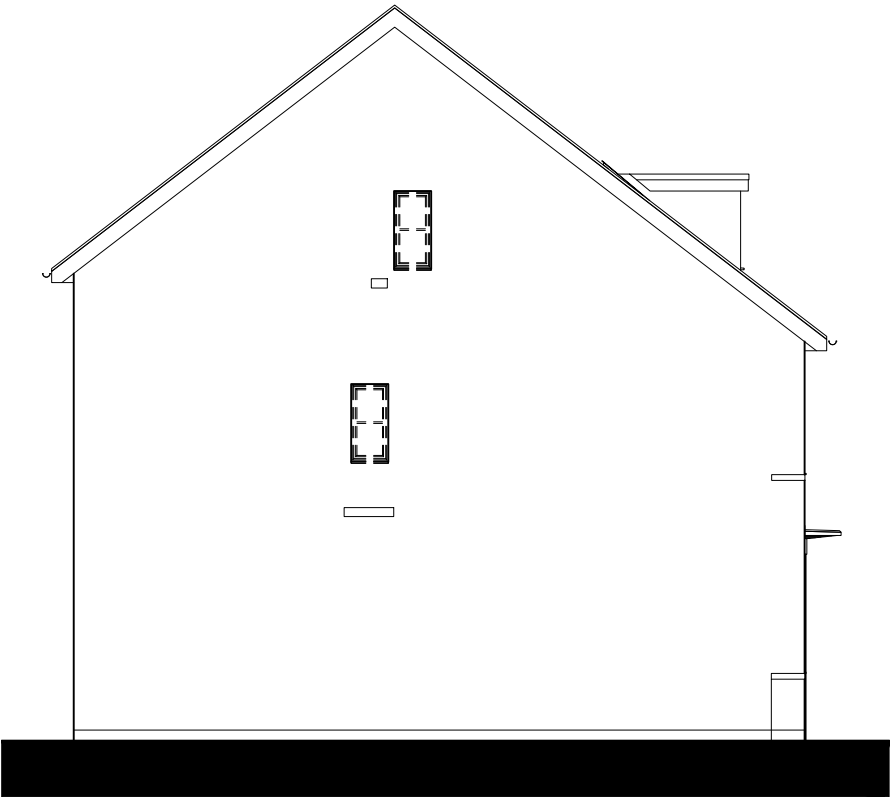
BARRATT
DEVELOPMENTS PLC



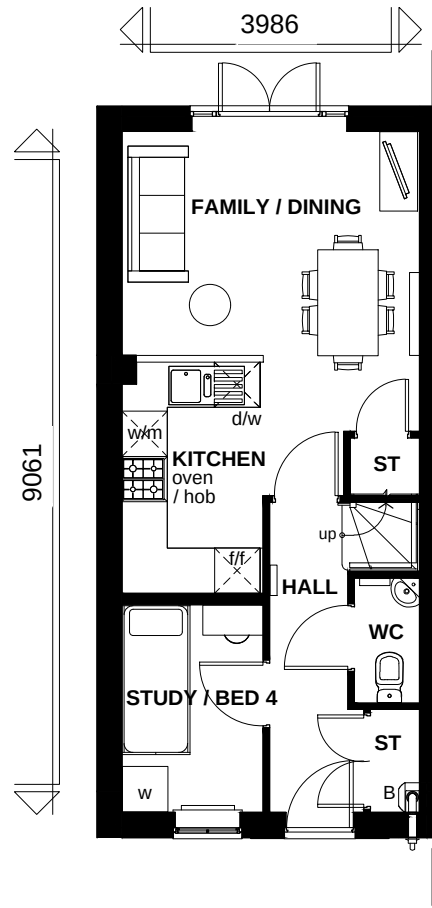
FRONT ELEVATION



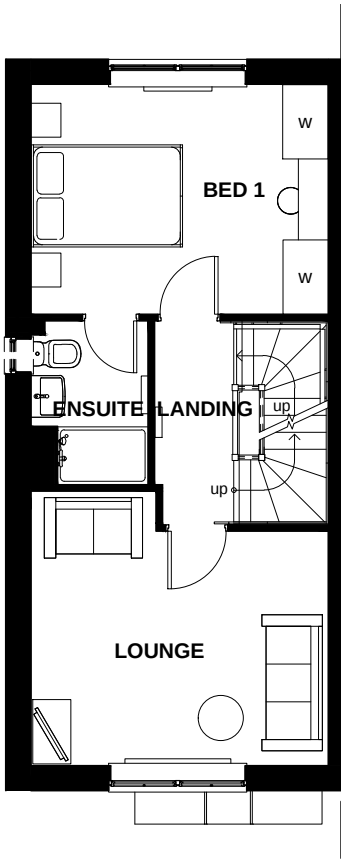
REAR ELEVATION



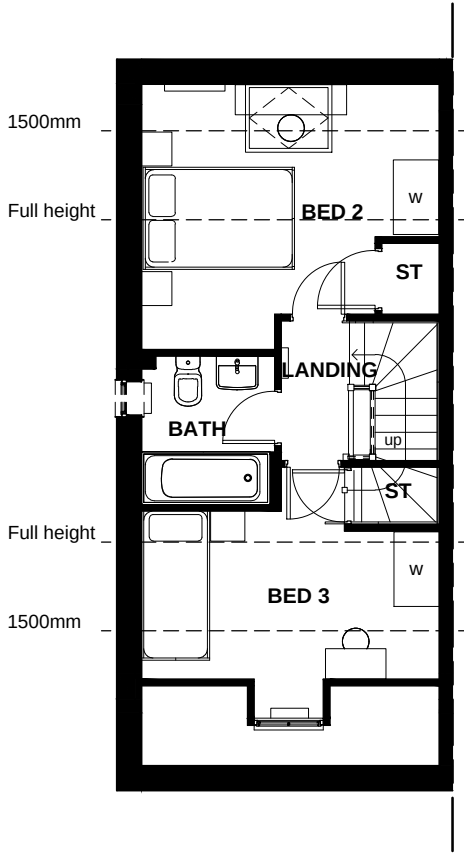
SIDE ELEVATION



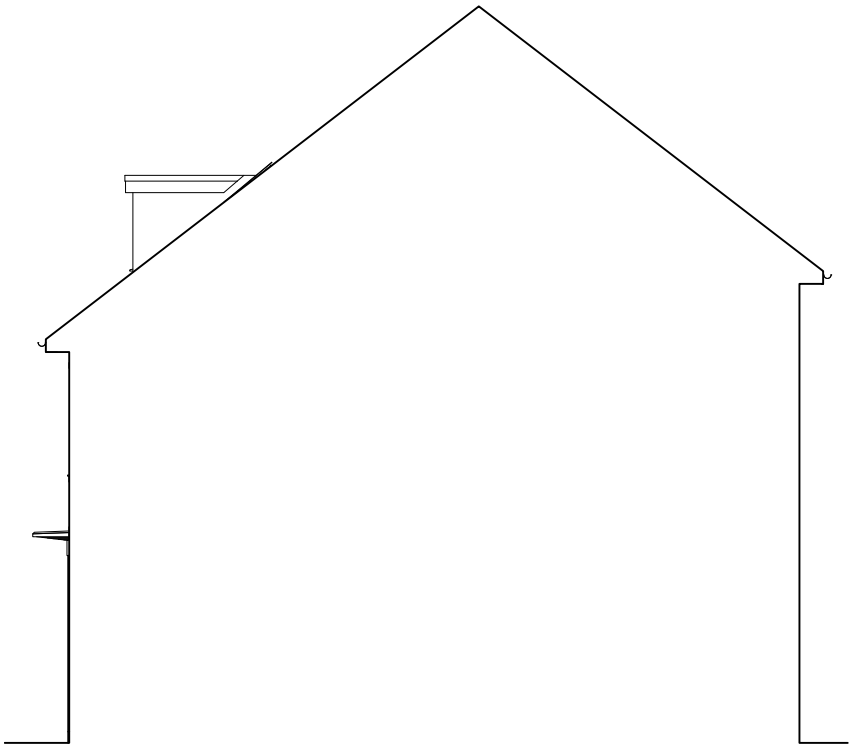
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



SIDE ELEVATION

Floor Area: 1072 ft²/ 99.6 m²

Sales Name: Kingsville (End)

House Type Code: BKIS 00CE

Spec: EMBASSY Drawing No:01

Date: April 2016

Drawn: GDT

Checked: GDT

Scale: 1 : 100 @A3

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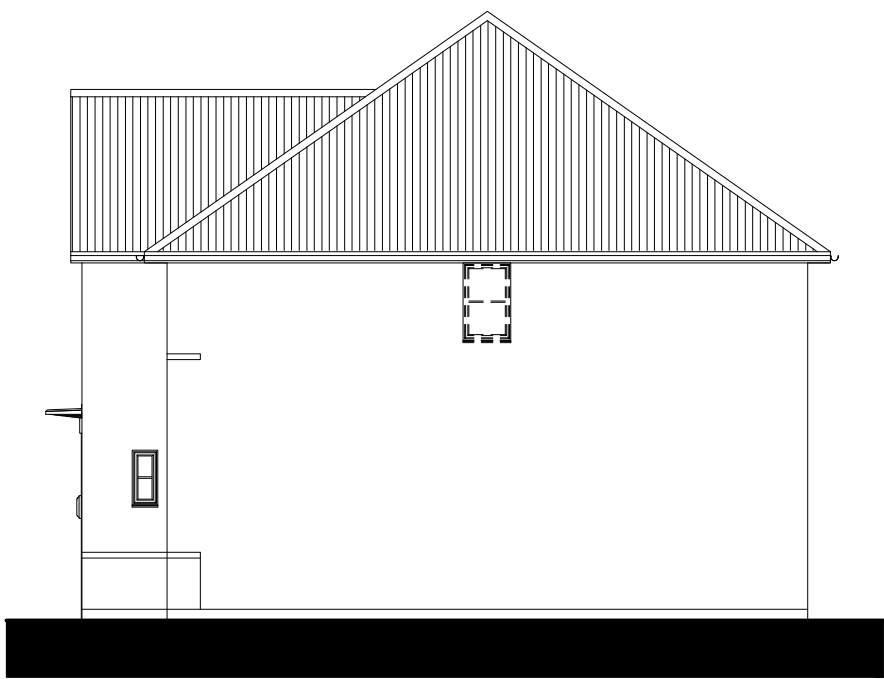
Planning		Rev	Description	Date
B	Refer to Data Sheet for full revision description	B	Refer to Data Sheet for full revision description	Jul 2017
C	Refer to Data Sheet for full revision description	C	Refer to Data Sheet for full revision description	Jan 2018
D	Refer to Data Sheet for full revision description	D	Refer to Data Sheet for full revision description	Jun 2018



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DEVELOPMENTS PLC



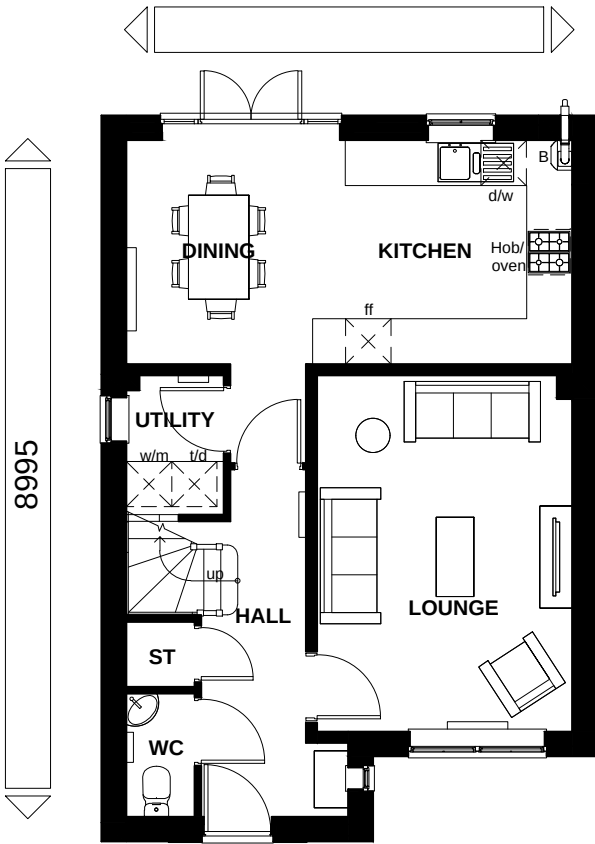
FRONT ELEVATION



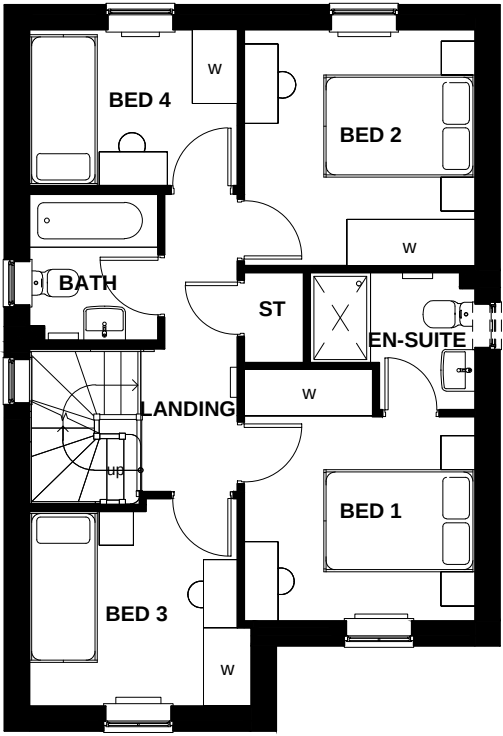
SIDE ELEVATION



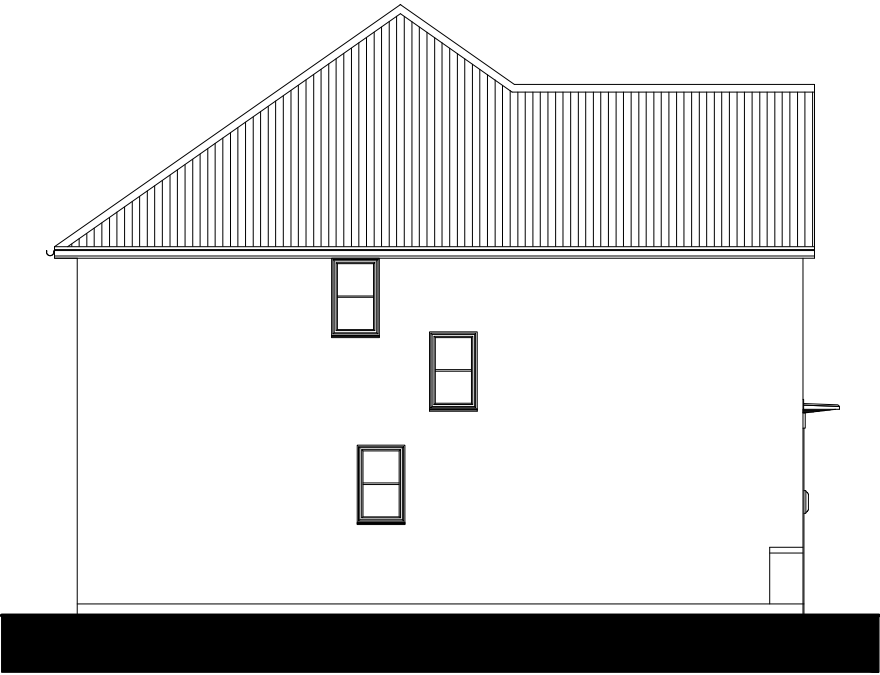
REAR ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION

Floor Area:1080 ft² /100.3 m²

Sales Name: Kingsley Classic (Det)

House Type Code: BKEY 00CD

Spec: EMBASSY Drawing No:01 Date: April 2016

Drawn: GDT Checked: GDT Scale: 1 : 100 @A3

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Planning

Rev	Description	Date
A	Refer to Data Sheet for full revision description	Oct 2016
B	Refer to Data Sheet for full revision description	Aug 2017
C	Refer to Data Sheet for full revision description	Sept 2017



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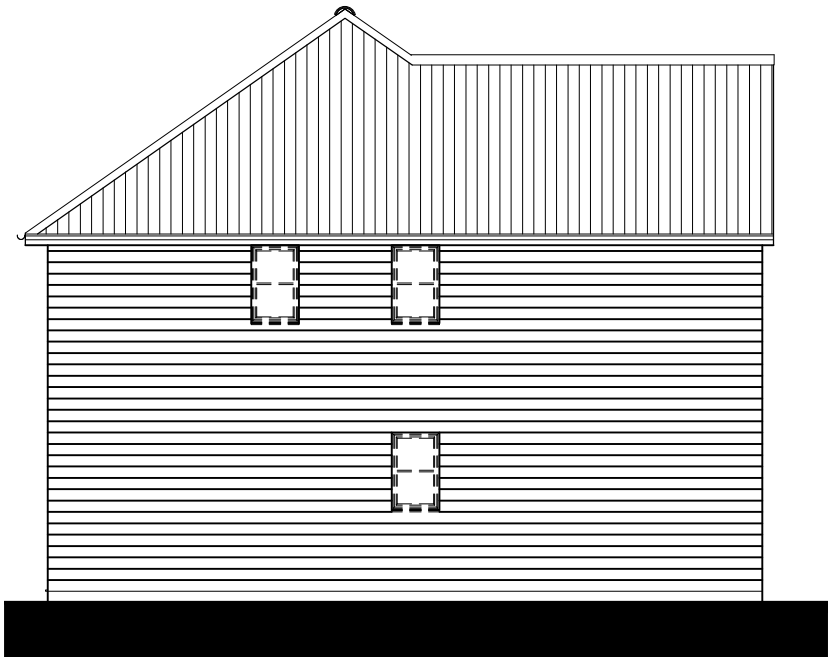
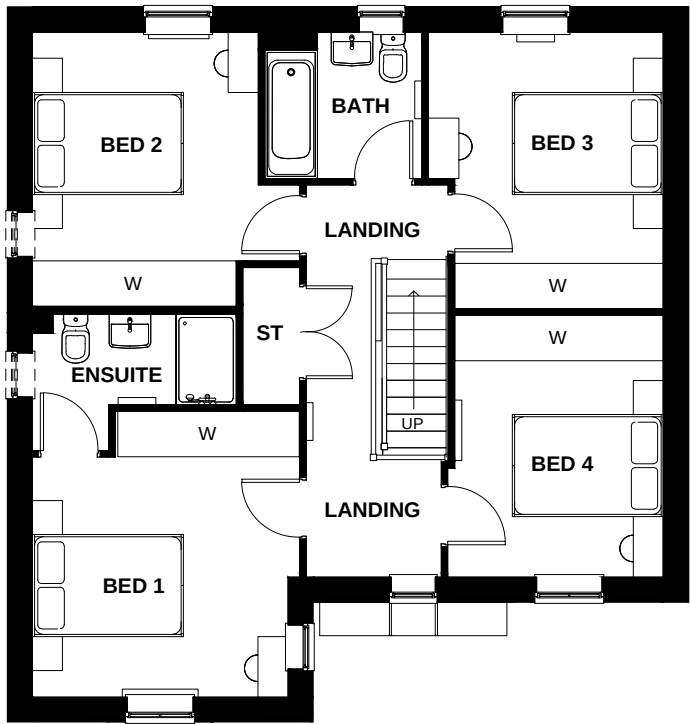
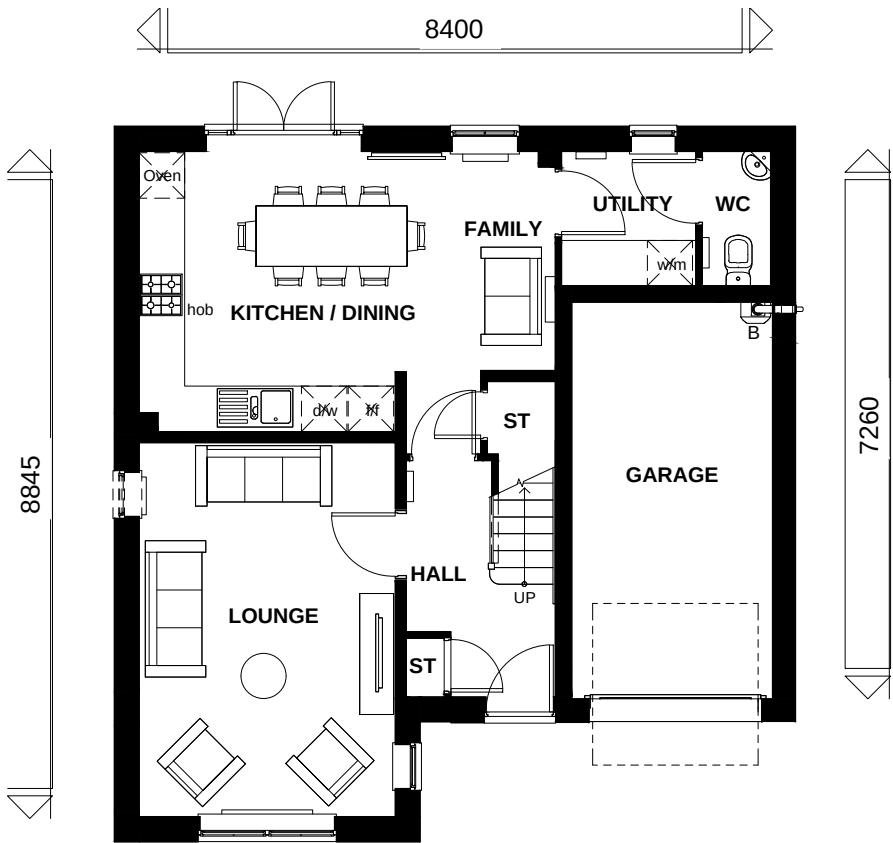
FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

Floor Area:1267 ft²/ 117.7 m²

Sales Name: Halton Classic (Det)

House Type Code: BHLN 56SD

Spec: EMBASSY Drawing No:01 Date: OCT 2018

Drawn: SC Checked: Scale: 1 : 100 @A3

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Planning

Rev	Description	Date
C	Refer to Data Sheet for full revision description	April 2017
D	Refer to Data Sheet for full revision description	Aug 2017
E	Refer to Data Sheet for full revision description	May 2018



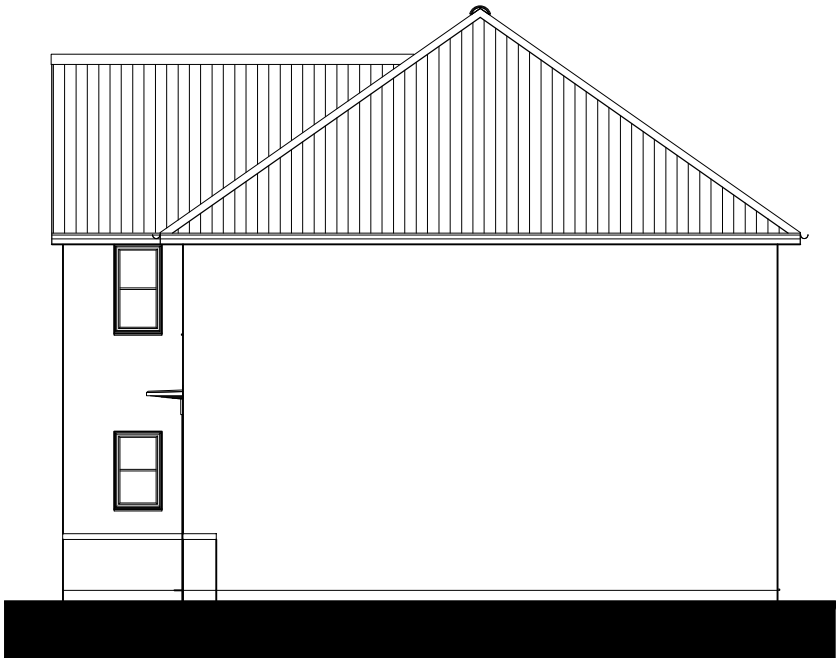
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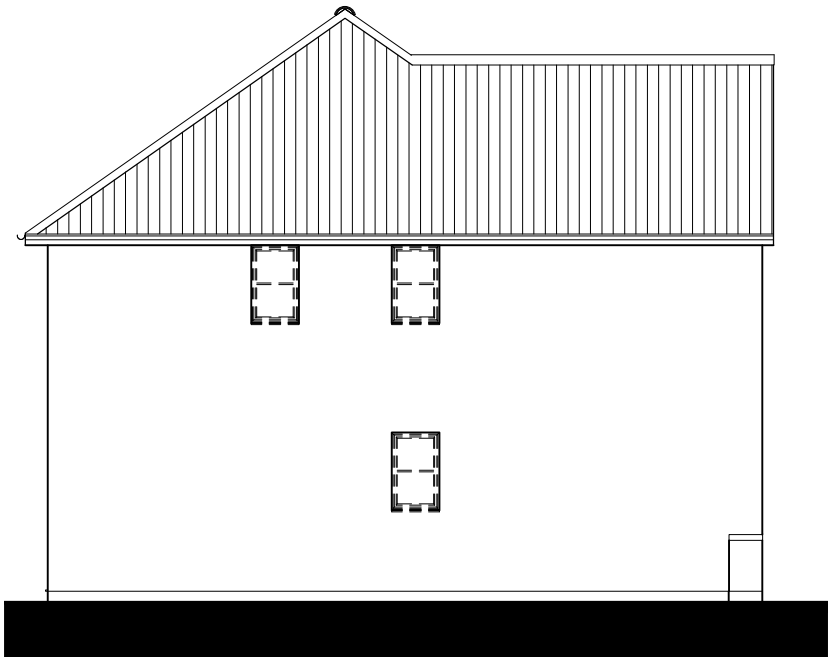
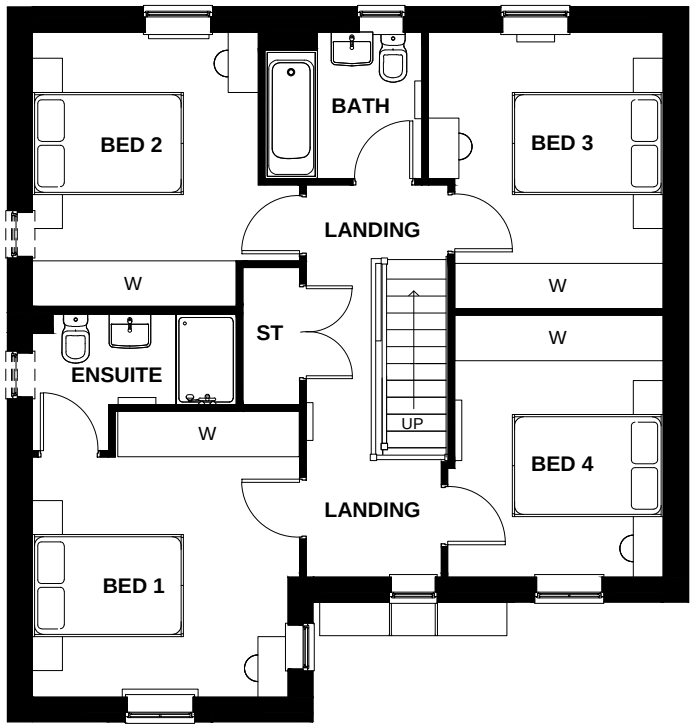
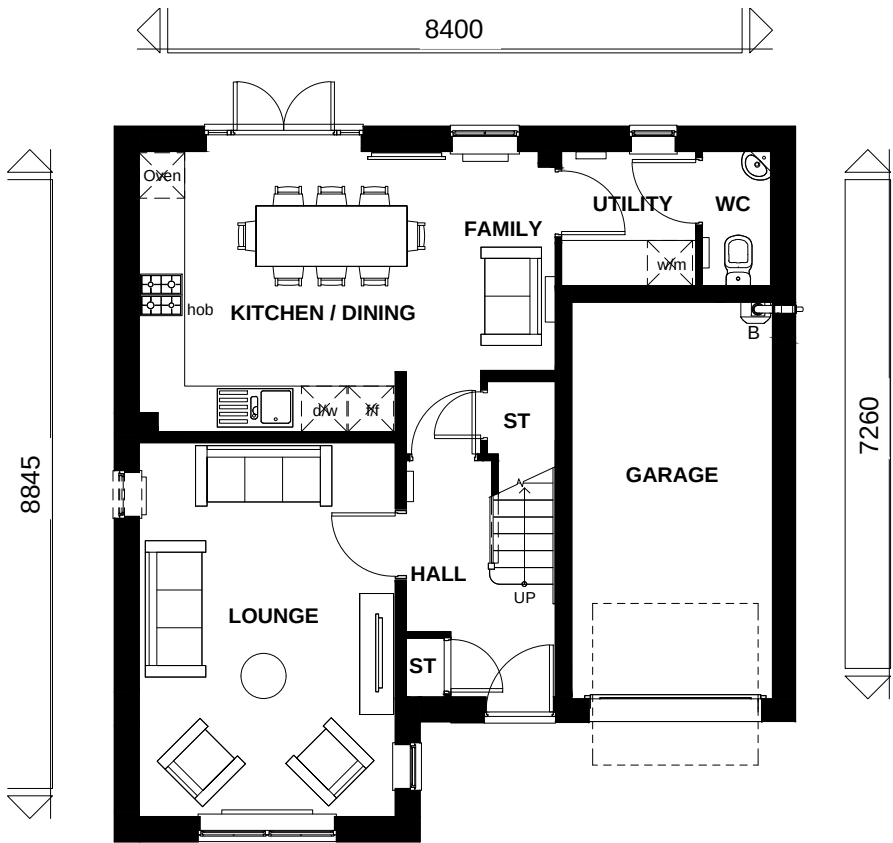
FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION



SIDE ELEVATION

Floor Area:1267 ft²/ 117.7 m²

Sales Name: Halton Classic (Det)

House Type Code: BHLN 00CD

Spec: EMBASSY Drawing No:01 Date: April 2016

Drawn: GDT Checked: GDT Scale: 1 : 100 @A3

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Planning

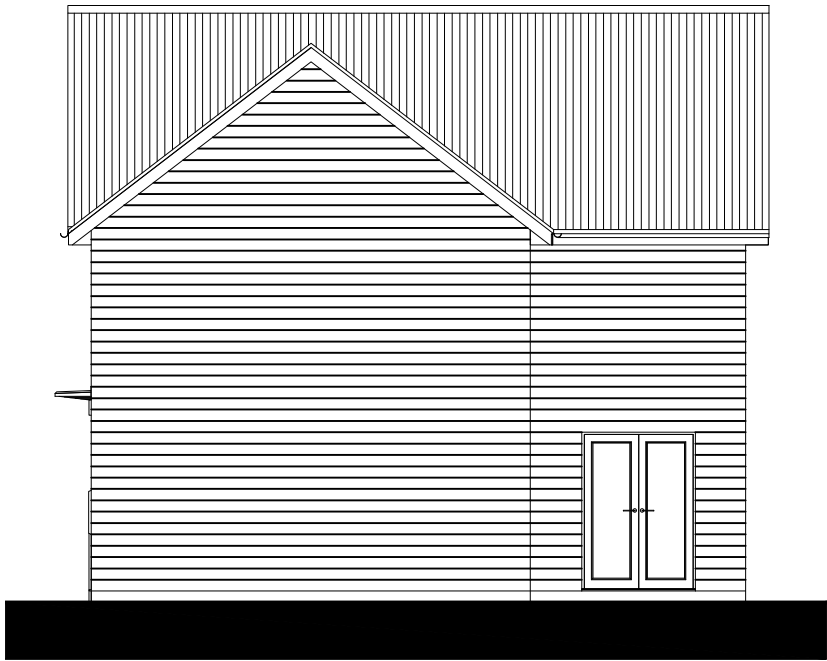
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C	Refer to Data Sheet for full revision description	April 2017
D	Refer to Data Sheet for full revision description	Aug 2017
E	Refer to Data Sheet for full revision description	May 2018



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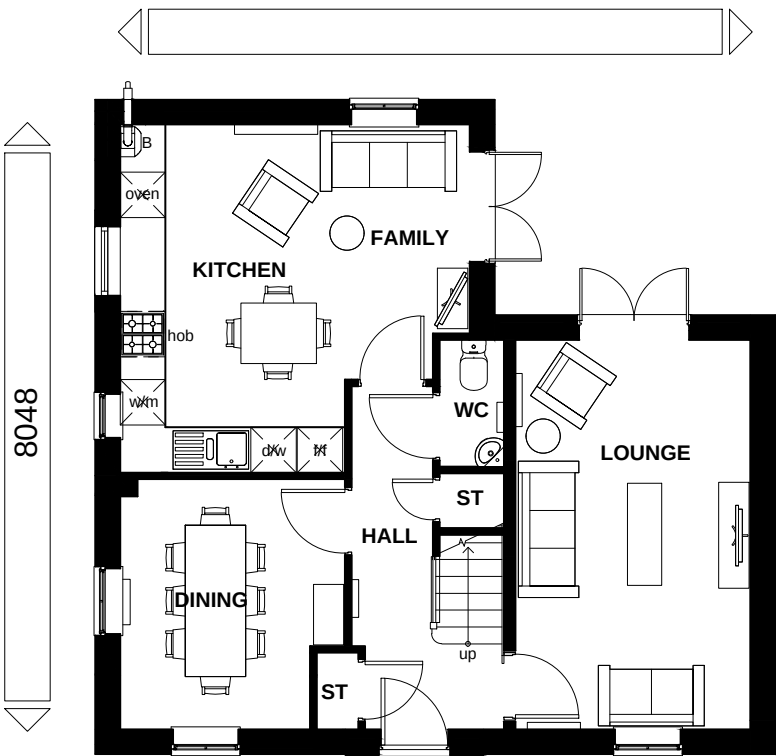
FRONT ELEVATION



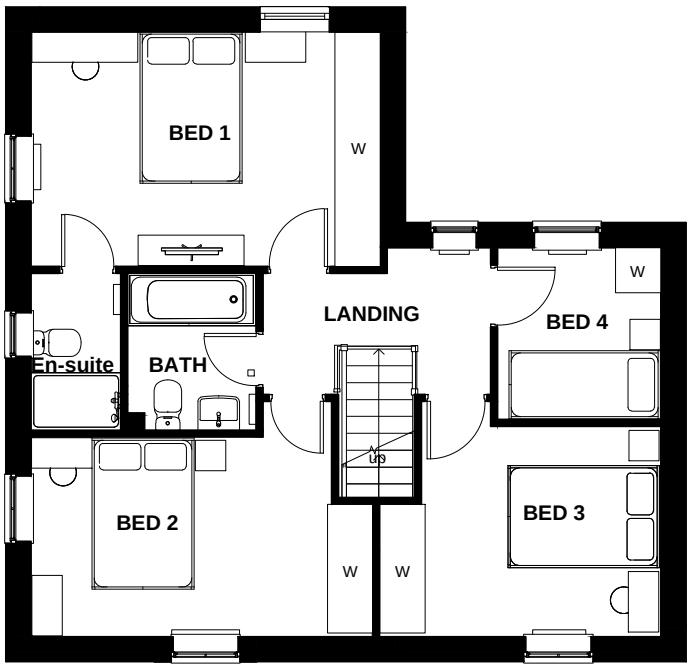
SIDE ELEVATION



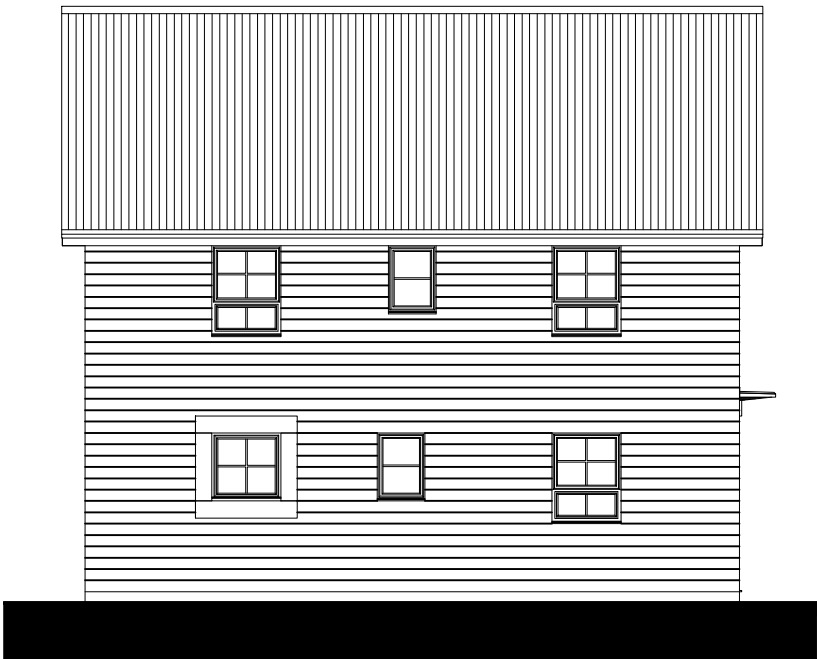
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 1225 ft² / 113.8 m²

Sales Name: Alderney Classic (Det)

House Type Code: BALD 56SD

Spec: EMBASSY Drawing No: 01 Date: OCT 2018

Drawn: SC Checked: Scale: 1 : 100 @ A3

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Planning

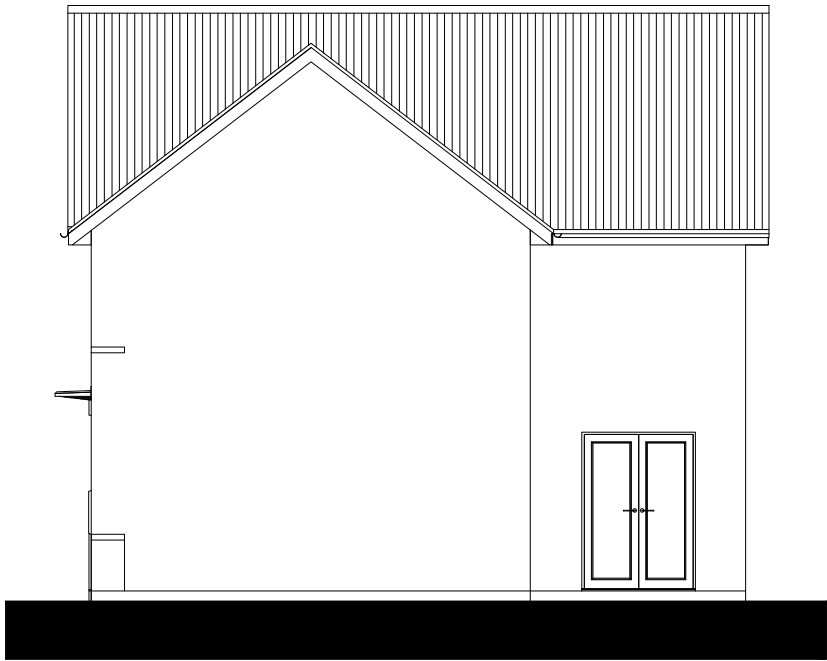
Rev	Description	Date
B	Refer to Data Sheet for full revision description	Mar 2017
C	Refer to Data Sheet for full revision description	Jul 2017
D	Refer to Data Sheet for full revision description	Jun 2018



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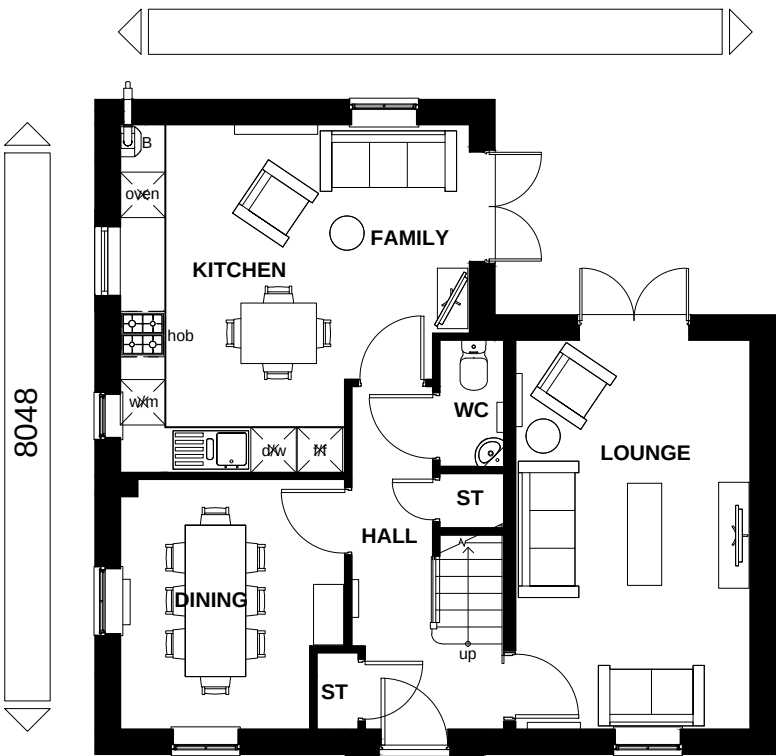
FRONT ELEVATION



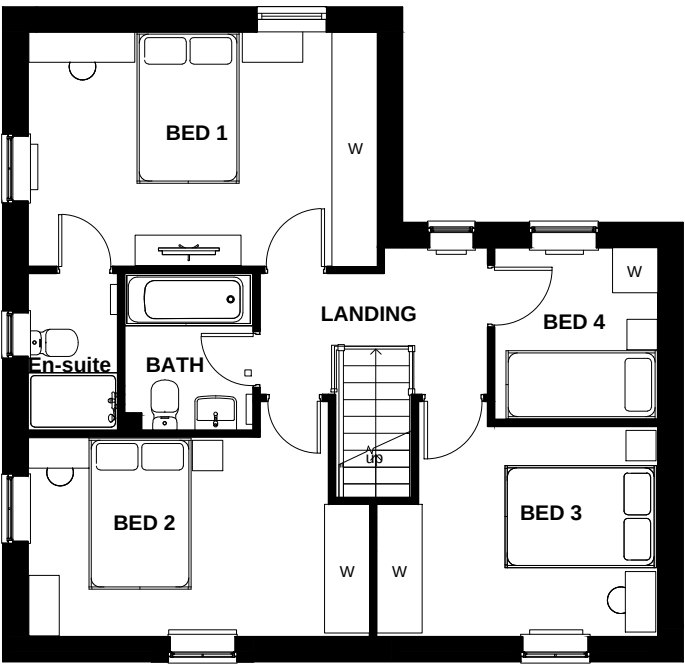
SIDE ELEVATION



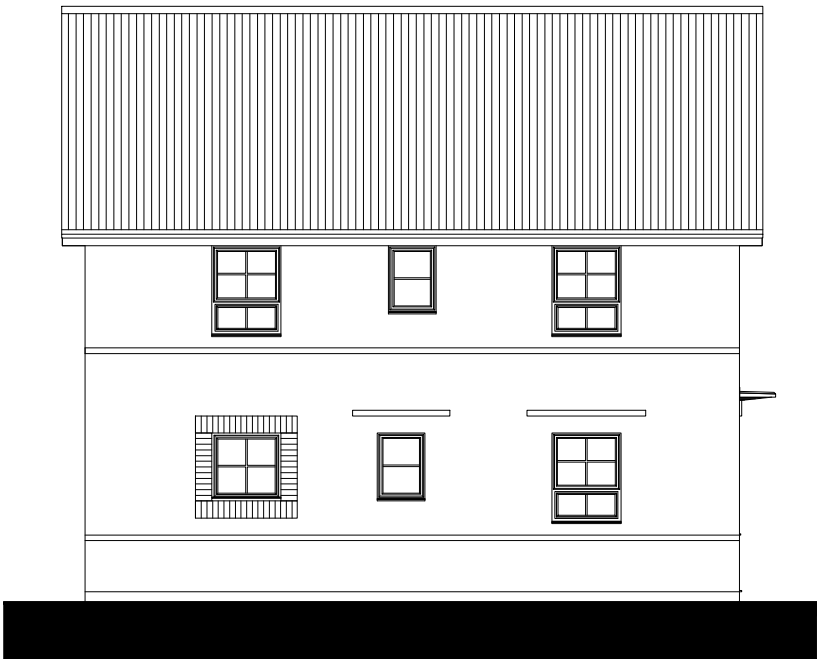
REAR ELEVATION



GROUND FLOOR



FIRST FLOOR



SIDE ELEVATION

Floor Area: 1225 ft² / 113.8 m²

Sales Name: Alderney Classic (Det)

House Type Code: BALD 00CD

Spec: EMBASSY Drawing No: 01

Date: April 2018

Drawn: GDT

Checked: GDT

Scale: 1 : 100 @ A3

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Planning

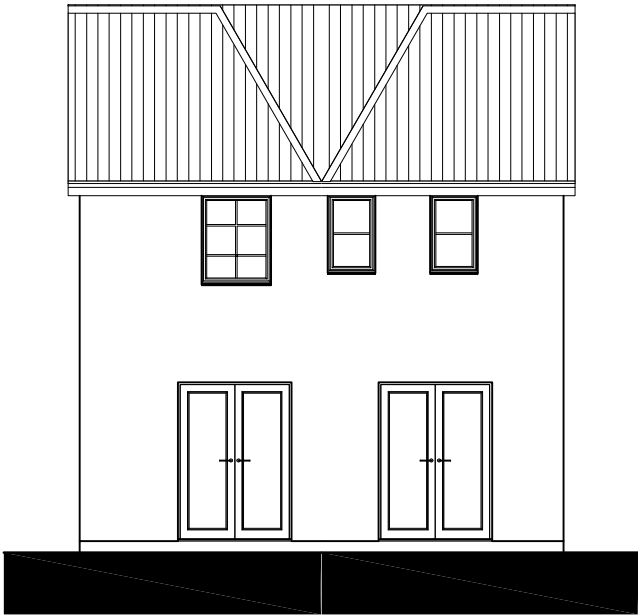
Rev	Description	Date
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C	Refer to Data Sheet for full revision description	Jul 2017
D	Refer to Data Sheet for full revision description	Jun 2018



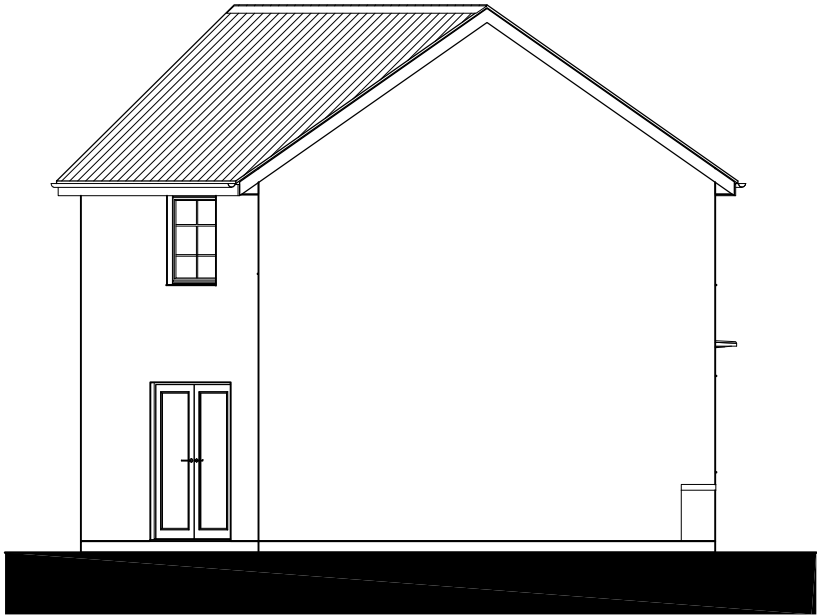
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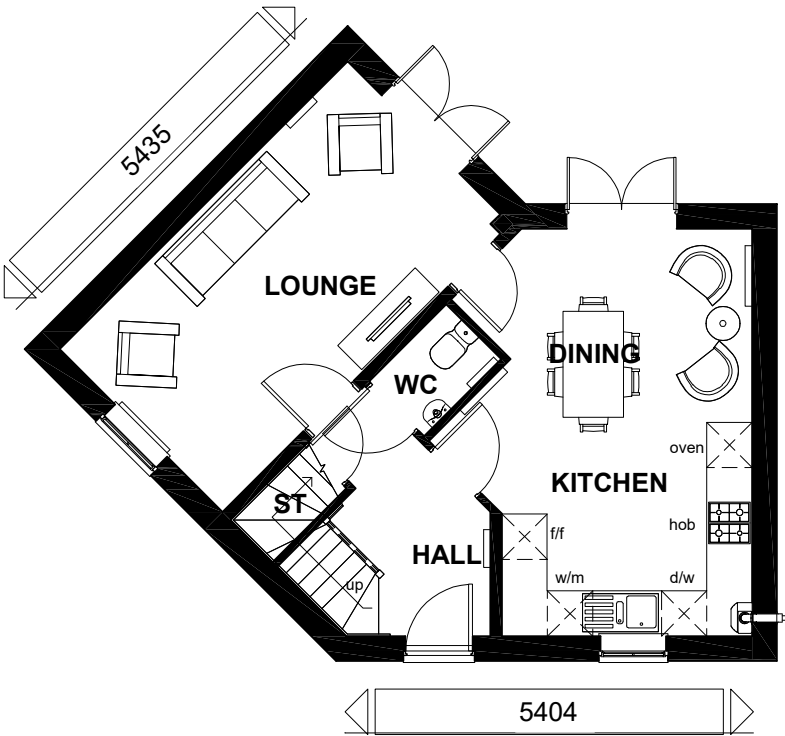
FRONT ELEVATION



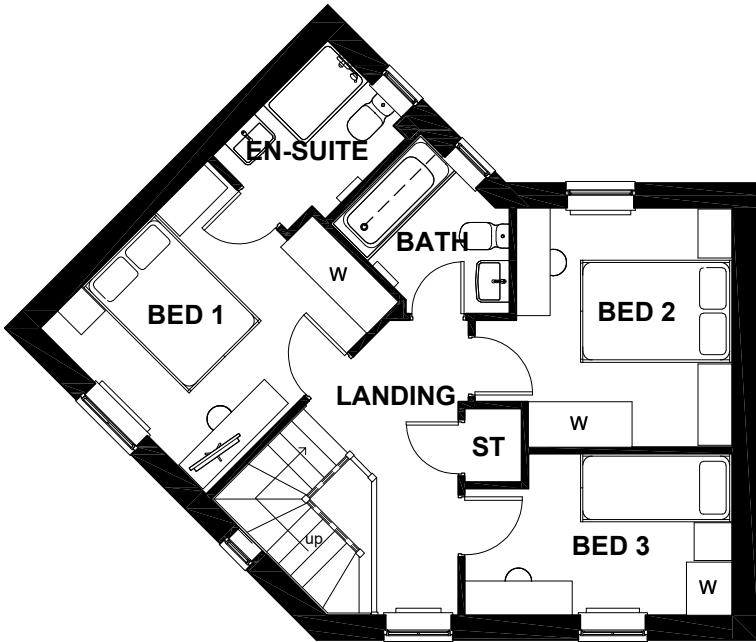
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN



SIDE ELEVATION

Floor Area: 1000 ft² / 92.9 m²

Sales Name: Lutterworth

House Type Code: BLUT 00CD

Spec: EMBASSY Drawing No: 01

Drawn: GDT

Checked: GDT

Date: Sept 2018

Scale: 1 : 100 @A3

WARNING TO HOUSE-PURCHASERS

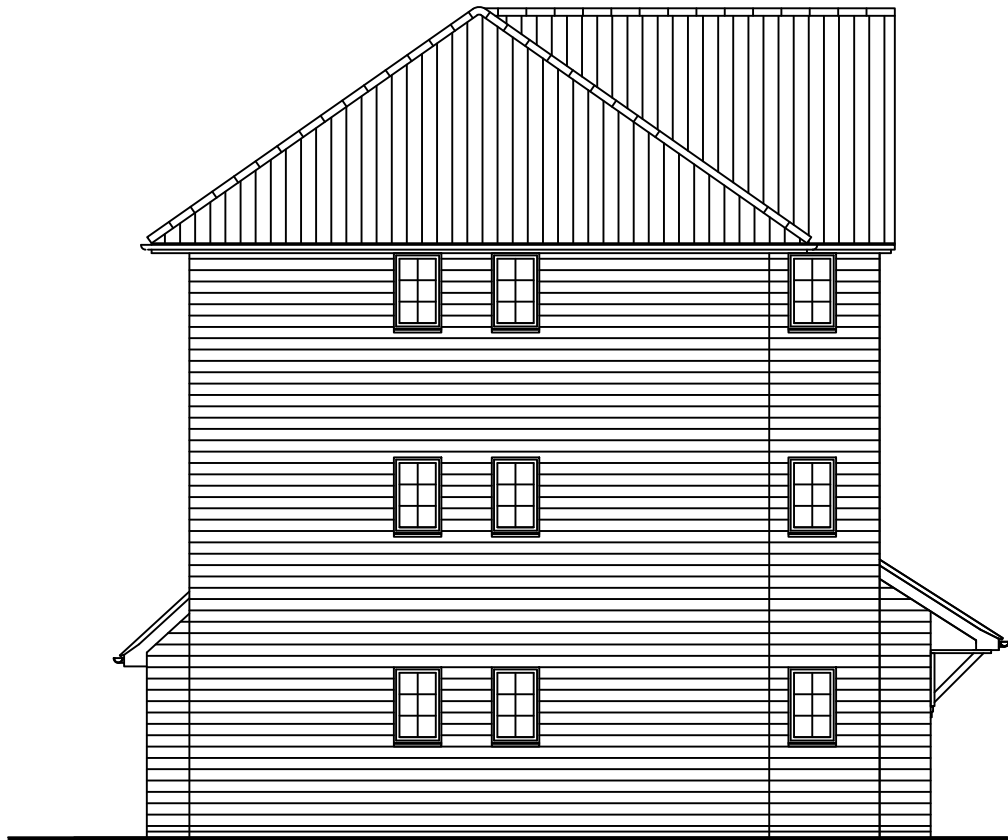
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Planning

Rev	Description	Date



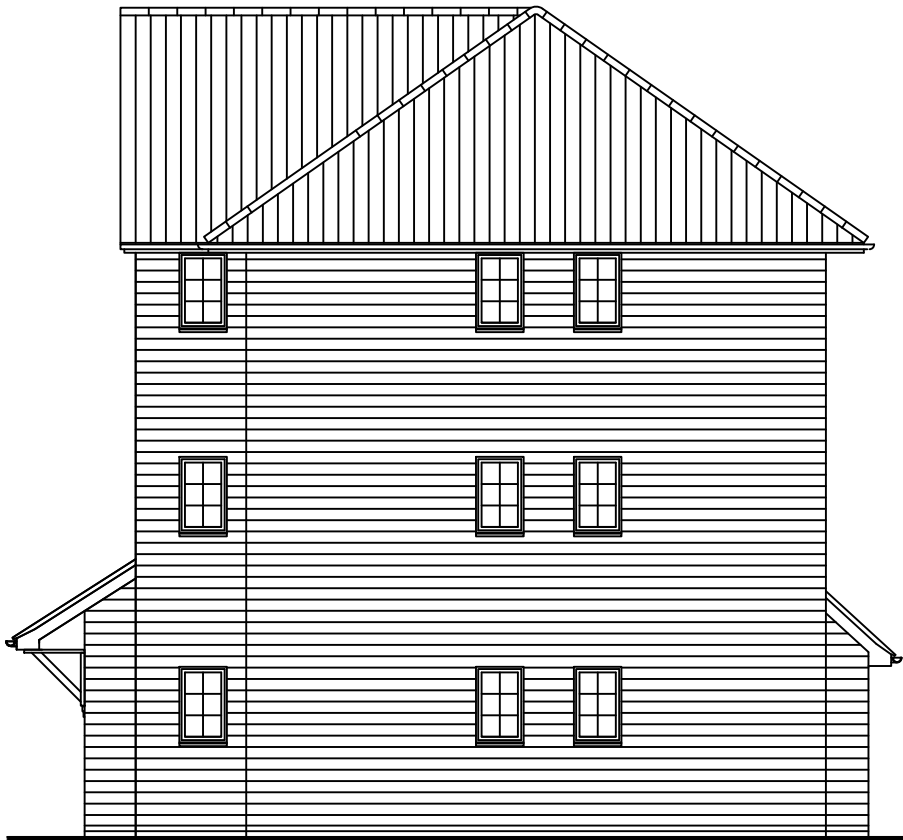
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DEVELOPMENTS PLC



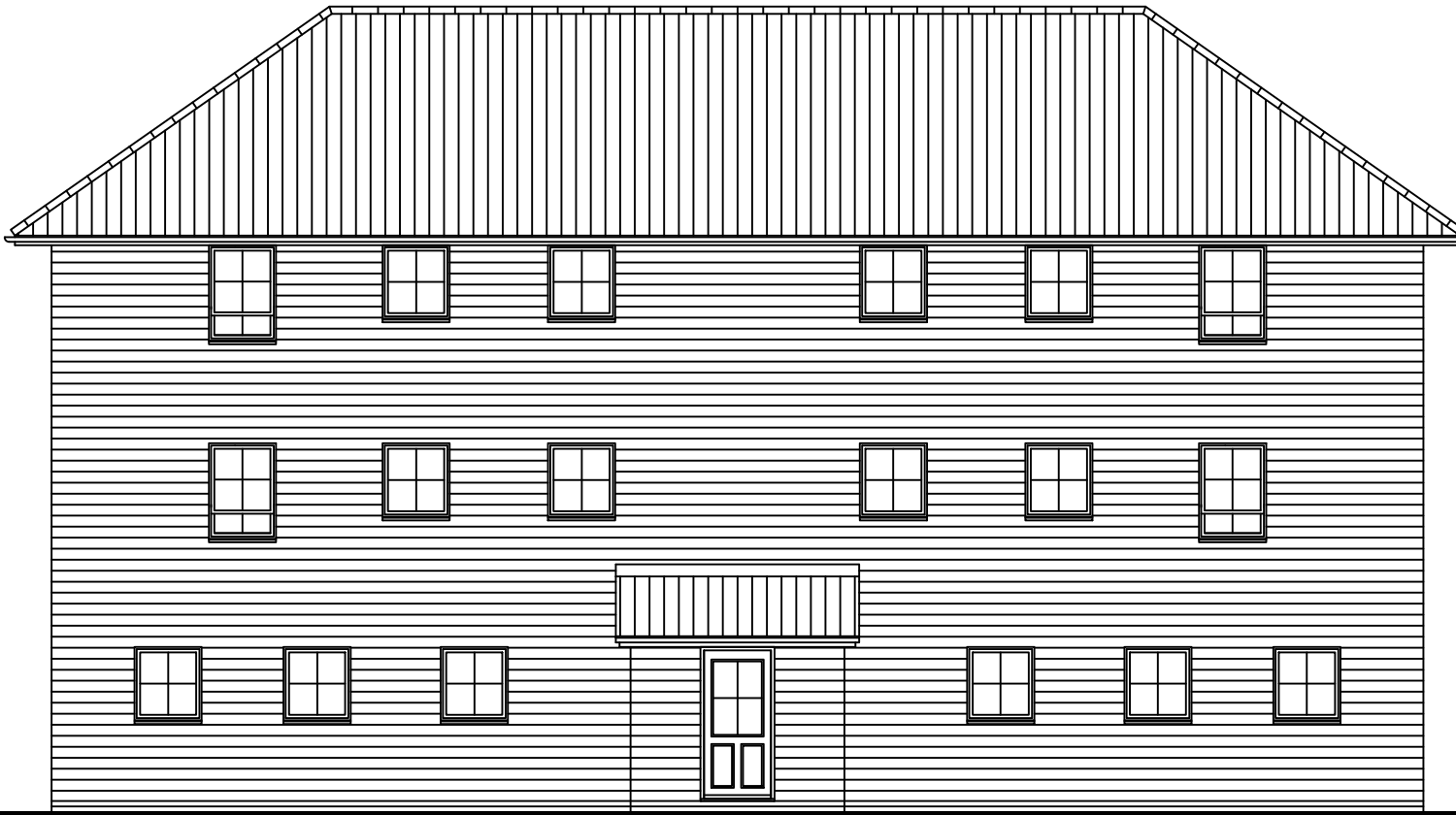
SIDE ELEVATION



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



BARRATT
MANCHESTER DIVISION

Barratt Homes (Manchester Division)
4 Brindley Road
City Park
Manchester
M16 9HQ

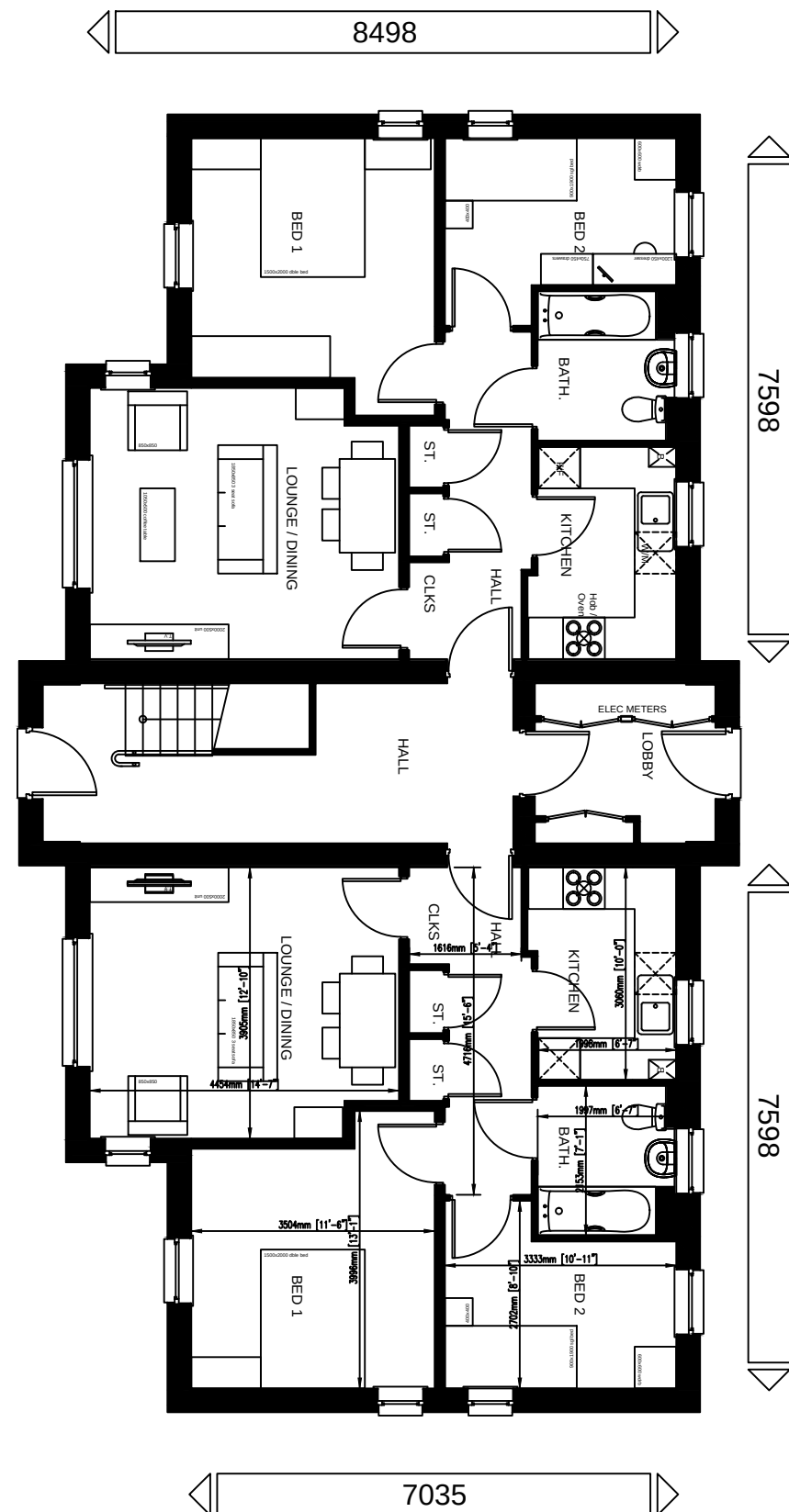
Tel: 0161 872 0161
Fax: 0161 855 2828

House Type Code

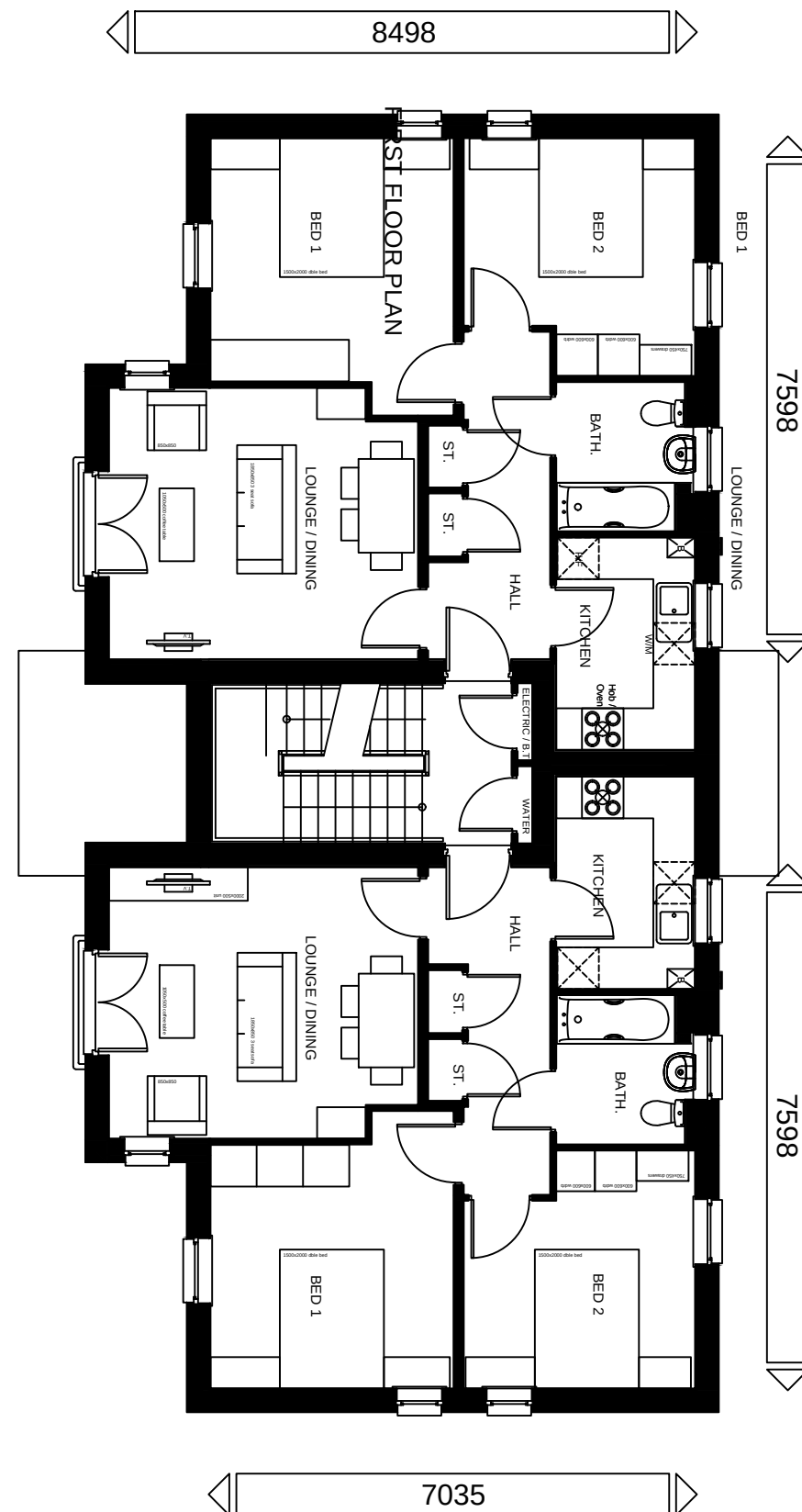
The Falkirk
(3 STOREY)

WARNING TO HOUSE-PURCHASERS. Property Misdescriptions Act 1991
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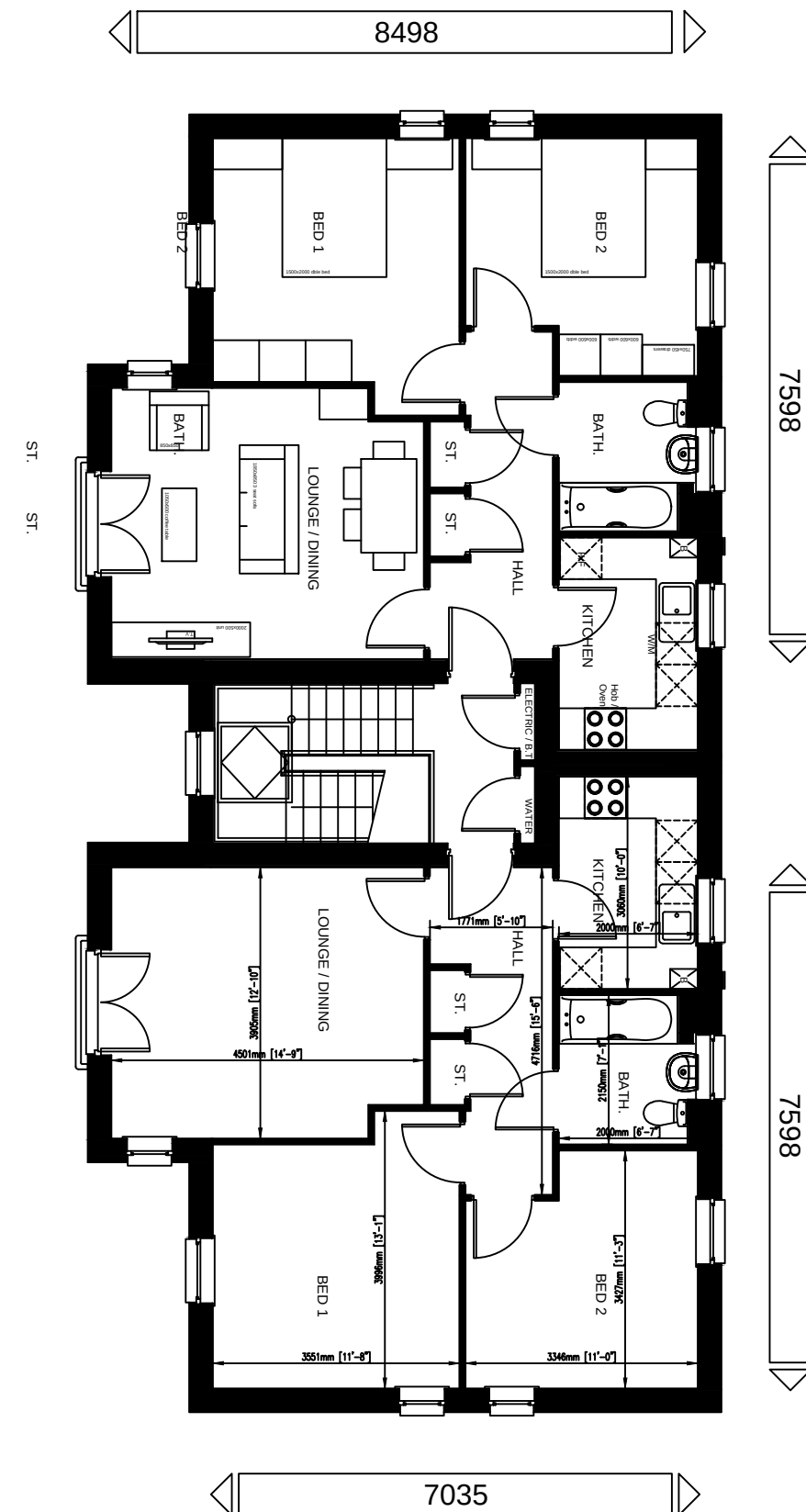
PLANNING DRAWING - ELEVATIONS			
Date		OCT 2018	2016/FAL/01
Drawn by		SC	
Checked by			
Revision		Scale	1 : 100 @ A3



GROUND FLOOR PLAN
APT FLOOR AREA - **60.85m² / 655ft²**



FIRST & SECOND FLOOR PLAN
APT FLOOR AREA - **61.99m² / 667ft²**



THIRD FLOOR PLAN
APT FLOOR AREA - **61.99m² / 667ft²**



BARRATT
MANCHESTER DIVISION

Barratt Homes (Manchester Division)
4 Brindley Road
City Park
Manchester
M16 9HQ

Tel: 0161 872 0161
Fax: 0161 855 2828

House Type Code

The Falkirk
(3 STOREY)

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PLANNING DRAWING - PLANS			
Date	OCT 2018	2016/FAL/02	Scale 1 : 100 @ A3
Drawn by	SC		
Checked by			
Revision			

Ward: Bury West - Church

Item 02

Applicant: James Hall & Co Ltd

Location: Site of Jolly Carters, 207 Bury and Bolton Road, Radcliffe, Manchester, M26 4JY

Proposal: Erection of convenience store (Class A1) and petrol filling station with jet wash enclosure and associated access and landscaping

Application Ref: 64138/Full

Target Date: 12/07/2019

Recommendation: Minded to Approve

Description

The application site is located in the corner of Bury and Bolton Road and Watling Street. The site contained a building, which was used for a variety of uses over the years, including a pub and restaurant. The building was located in the south west corner of the site and was demolished in 2017. The car park is located to the north and east of the site and there are two accesses to the car park and both are from Watling Street. There is a prominent line of high conifers along the northern boundary with Hurst Green Close.

There are residential boundaries to all sides of the site. Bury & Bolton Road is located to the south with an access to a residential development beyond.

The proposed development involves the erection of a single storey retail unit, a canopy and a petrol filling station. The proposed sales building would be single storey and due to the difference in levels, would be cut into the site. The proposed building would be located to the north of the site and would be constructed from brick with metal cladding with a metal cladding roof. Three islands would be constructed providing 6 fuel pumps. The petrol pumps and canopy would be located centrally within the site. The existing accesses onto Watling Street would be retained and car parking would be provided in front of the proposed retail unit and on the western boundary.

Relevant Planning History

02220/E - Erection of petrol filling station and convenience foodstore together with access and landscaping - Enquiry completed 19/12/2018

44825 - Telecommunications installation comprising of 11.7m high slimline monopole and 2 no. equipment cabinets at land at junction of Bolton Road & Watling Street, Bury. Prior approval granted - 26 July 2005

51934 - Demolition of restaurant and erection of 15 dwellings (Resubmission) at 207 Bury & Bolton Road, Bury. Approved with conditions - 16 February 2010.

53213 - Change of use of part of car park to car washing facility at 207 Bury & Bolton Road, Bury. Refused - 7 January 2011.

59743 - Prior notification of proposed telecommunications development comprising of replacement of existing 12 m high monopole with 12 metre high (phase 4) monopole with shrouded headframe and installation of 1 no. equipment cabinet at land at junction of Bury & Bolton Road/Watling Street, Bury. Prior approval required and granted - 31 March 2016.

61508 - Prior notification of proposed demolition of existing building at 207 Bury & Bolton Road, Bury. Prior approval required and granted - 15 June 2017

64298 - Installation of replacement 20 metre monopole, accommodating 12 no. antenna in an open headframe together with the upgrade of equipment cabinets and ancillary development there to at land adjacent to Jolly Carters, 207 Bury & Bolton Road, Radcliffe. Approved with conditions - 23 July 2019.

Publicity

The neighbouring properties were notified by means of a letter on 17 May 2019 and a site notice was posted on 20 May 2019.

1 letter in support has been received from the occupiers of 34 Moorside Avenue, which has raised the following issues:

- This site has looked a mess for a number of years and support the building of a petrol station.

Councillor James Mason and Councillor Roy Walker have objected and raised the following issues:

- Traffic on this stretch of road is a risk to life and is an accident waiting to happen.
- The impact of this proposal on the local businesses at Mile Lane.
- This land should be prioritised for housing - we are desperately short of land to supply our housing need.
- Turning right out of Tudor Grange is already a precarious manoeuvre and any additional exits/entrances will make this quite simply dangerous.
- The site has been vacant for some years now and has been the source of many complaints from local people. As such, I believe most residents would welcome an appropriate development on the site.
- Planning approval was granted some years ago for a small housing scheme, but the approval lapsed.
- Although the houses built would not make a great difference to the number of houses in GMSF, they would fit in with the immediate environment.
- Many objections have been received from local residents to this development.
- Consideration must be given to the speed and volume of traffic on Bolton Road. The extra traffic from this development would only worsen the situation at this junction.
- A car wash was refused on this site about 9 years ago. It was considered an unsightly, noise intrusion into a residential area.
- The site was designated for housing some years ago. It is surrounded by housing. The nearby Mile Lane site was designated for retail and there are a primary school and health centre separating the site from housing.
- The site is adjacent to houses in Hurst Green Close, Watling Street and Bolton Road. The delivery vans to the shop and petrol tankers to the filling station will constitute an intrusion into the environment of residents from early morning until late at night.
- It is recognised that a developer can seek approval for whatever they wish, but I hope that officers and Members will see that a commercial development is not a good idea at this junction and so close to residential properties.

162 letters have been received from the following occupiers:

BURY - Seddons Farm, 1, 7 Seddons Avenue, 8, 23 Belmont Drive, 12, 21, 25 Harwood Drive, 11, 18, 21, 22, 24, 25, 32, 33, 37, 38, 41, 43, 44, 45, 50, 51, 61, 81, 83, 95, 106 Watling Street, 2 Spen Fold, 2, 3, 8, 10, 14 Preesall Close, 117 Newington Drive, 12 Lonsdale Street, 7, 12, 14, 16, 27, 30, 35, 39, 40, 41, 51, 57 Freckleton Drive, 8, 11 Eagley View, 42, 65, 75, 101, 121, 139, 141, 145, 147, 149 Bury & Bolton Road, 19 Alder Close, 22 Kenmor Avenue, 11, 156 Fieldhead Avenue, 4 Westbury Close, 16 Bourneville Drive, 2 Longridge Drive, 1 Osborne Close, 474, 487, 558, 582, 596, 600, 606 Bolton Road, 9, 41, 46, 55, 56 Mile Lane, 10 Standring Avenue, 8 Tarleton Close, 9 Wigglesworth Close, 3 Buller Mews, 1 Ormskirk Close, 2, 6, 7 Anderton Close, 5, 9, 11 Longridge Drive, 2, 4, 9, 13 Sunningdale Close, 2 Sutton Close, 70 Horbury Drive, 8 Warton Close, 152 Crostons Road, 60, 84 Newington Drive, 3 Henley Close, 4 Proctor Street, 28 Riverbank Drive, 6, 10, 12 Hurst Green Close, 25, 27 Turton Close, 2 Lyons Drive, 311 Ainsworth Road, 31 Greenhill

Road, 11, 20 Bispham Close, 187 Sheringham Drive, 6 Wingate Avenue, 7 Vanguard Close, 3 Euxton Close, 1 Clayton Close, 1, 10, 13 Kensington Drive, 3 Ormskirk Close, 17, 103 Greenhill Road, 20 Wheelton Close,
 AINSWORTH - 1 Edgeworth Avenue, 8 Thompson Avenue,
 RADCLIFFE - 9 Sandiford Row, 20 Grindsbrook Road, 32 Sherwood Avenue, 23 Far Hey Close, 254 Bradley Fold Road, 1, 3 Starling Way, 11 Pilkington Avenue, 118 Brookside Walk,
 TOTTINGTON - 4 Booth Close, 18 Claughton Road
 RAMSBOTTOM - 48 Kendal Road West,
 PRESTWICH - 191 Bury Old Road,
 BOLTON - 55 Belmont View

The following issues have been raised:

- There is no need or want for the proposal of a petrol station, convenience store and jet wash as these facilities can be found less than a 3 minute drive from this site.
- There are existing shops at Mile Lane, Colville Drive and a Tesco express off Bolton Road and a professional car wash down the road.
- The occupiers of the newly built housing estate do not want the light pollution, petrol fumes and constant noise from a jet wash.
- Bolton Road will become even more congested.
- A good restaurant is required - not a petrol station.
- This is a residential area.
- It will be very noisy.
- There are much better uses to be made of this site, whether this is additional housing or a family restaurant.
- A housing development would be a better option.
- An already congested road will be made worse.
- The new estate road opposite this access will make it dangerous
- If the shop has a liquor licence, it will cause nuisance.
- This development is not in the best interests of the community.
- The proposal will lead to increased air pollution.
- We have been informed at the GMSF meetings that the site was going to be used for housing and the land should be prioritised for housing.
- Extended opening hours would have a detrimental effect on sound and lighting levels.
- The bus stop would have to be relocated.
- There is an underground brook where the underground fuel storage would be located.
- Believe that the cellar of the Jolly Carters is an old historical Roman foot bridge, which cannot be touched.
- Appalled that the Green Belt is being built upon despite this brownfield site not being used to meet the housing needs of the area.
- Fossil fuels will soon be obsolete - Why are we building a new petrol station?
- The introduction of a Spar will damage the local businesses.
- This stretch of road is congested and the scene of quite a few accidents - why add to the risk?
- Is a small supermarket suitable in a residential area?
- Is the location of fuel storage tanks safe in a residential area?
- The roofline of the proposed structure should not exceed the roofline of any of the neighbouring properties.
- What happened to the houses that were approved?
- Are there any restrictions to trading hours?
- Concerned about noise from early morning fuel deliveries.
- I shall be complaining to my local Councillor - Councillor Harris.
- The land should be used for affordable housing.
- Risk to property prices.
- Potential fire risk
- Noise from the engines if vehicles arrive early or late for deliveries.
- Noise survey states that there is a 10dB drop in background levels between weekend

and weekday mornings. if this is the case then the noise from deliveries at the weekends will be 10dB above background noise levels, which is unacceptable.

- Regardless of whether the vehicles are passing, they will have to use the junction and will have a significant impact and it will be dangerous.
- Noise from people opening and closing car doors.
- The plan is in contravention of the Land Registry and the restrictive covenants on the land.
- Double yellow lines in Hurst Green Close will have to be considered.
- We should retain this area as open space for the public.
- The application is environmentally unsound.
- Tudor Grange was given planning approval partly based on the application stating that local infrastructure was already adequate. Is the planning committee now saying that their decision was incorrect?
- How safe is it to have 2 fuel stations within minutes drive of themselves?
- There will be constant fumes from petrol/diesel spillages.
- The constant running of fridges will make it difficult to sleep.
- Dangerous to pedestrians especially children walking to school.
- We should not be concreting over the Green Belt when sites like this are available for housing development.
- Deliveries will take place off Watling Street - why isn't Bolton Road being used?
- What harm have the residents of the area done to any of you to even consider inflicting this monstrosity onto them.
- This is a fraudulent application and the very minimum action should be the requirement to have an accurate independent assessment completed.
- Why are you ignoring your publicly proclaimed requirement to cut air pollution by considering an application for a petrol filling station?
- Inadequate information on proposed levels and cross sections; tree protection measures; methods and degree of illumination and appearance of signage.
- The buildings have been demolished and the site is now vacant. Past commercial uses, whilst capable of being a material consideration, should be given very limited weight.
- The topographical survey identifies a change in levels of nearly 2 metres from front to back, but no account is taken of that change in the submitted information with regard to the impact of the proposed buildings on neighbouring occupiers and the retention of trees.
- Spot levels and finished floor levels should be provided as well as cross sections through the retaining walls and boundary proposals and detailed tree protection measures to take account of the change in ground levels.
- No information on lighting has been provided and will be necessary to assess what impact lighting will have on residential and visual amenity.
- No information is provided on the appearance of signage. Whilst this is controlled through the Advertisement Regulations, it is good proactive for PFS sites to be accompanied by an advertisement application.
- The intention of Policy S4/4 is clear in directing new PFS to the edge of shopping, commercial and industrial areas and not within a residential area. The inclusion of the words classified works cannot be mean any location on such a road.
- The sequential test for the convenience store is not passed. As the proposal seeks to draw trade from passing motorists, who are on the road network, the true trade draw is much wider than that submitted.
- Following the revision of the NPPF, Councils should have more confidence on refusing schemes on design grounds.
- The development makes no recognition of the built development pattern of 2 storey domestic scale properties fronting the street, which has been on present for over 100 years.
- The modern single storey building at the back of the site is alien to the surrounding form.
- The contemporary nature of the commercial unit is poorly executed and is incongruous with large amounts of glazing and a mono-pitch roof.
- The jet wash is located in the most prominent position on the site and a plastic box is

not appropriate in this location.

- Large amounts of the site are given over to hardstanding (tarmac) which could be landscaped.
- The trees at the rear of the site are not native and consideration should be given to removing these alien trees and replacing them with more appropriate planting.
- A HGV cannot turn left into Watling Street and left into the site safely. The proposed servicing arrangements are unsafe.
- Harm to residential amenity by reason of noise and disturbance to neighbouring properties.

The neighbouring properties and objectors have been notified of revised plans on 6 September 2019.

84 letters have been received from the occupiers of 1 Osborne Close, 3 Buller Mews, 11 Pilkington Avenue, 18, 27, 35, 39, 40, 47, 51 Freckleton Drive, 117 Newington Drive, 20 Grindsbrook Road, 2, 5, 7, 8, 10 Preesall Close, 4 Booth Close, 10 Kensington Drive, 21, 22, 32, 41, 42, 43, 61, 83 Watling Street, 9, 13 Sunningdale Close, 133 Bury & Bolton Road, 6, 12 Hurst Green Close, 3 Starling Way, 582, 584, 596, 600, 606 Bolton Road, 20 Wheelton Close, 1 Edgeworth Avenue, 9 Walshaw Walk, 42, 75, 121, 133, 137, 139, 141, 147, 149 Bury & Bolton Road, 7 Eccleston Close, 6 Wingate Avenue, 9 Ormskirk Close, 2 Spen Fold, 2, 6 Anderton Close, 17 Turton Close, 1 Seddons Avenue, which have raised the following issues:

- This would increase the volume of traffic on a busy and dangerous junction.
- There are several other convenience stores within 1 mile of this site.
- This site would be more appropriate for housing
- The petrol station and store would have a detrimental effect on the residents.
- This is an inappropriate application.
- A car wash is not needed - there are several within this area.
- Light pollution at all hours of the day and night.
- The changes do not address the traffic and air pollution.
- Noise will be audible to residents and an acoustic fence will not address this.
- All my previous objections and comments still apply.
- The changes are minor.
- We have received 3 letters at the same house and I can't see any difference from the original plans.
- A jet wash will be noisy and there will be fumes from the petrol station.
- Properties will lose value as a result of this proposal.
- It would be totally irresponsible if this application is allowed. All the comments from the local community should be considered carefully.
- Opposition to this scheme remains strong.
- Increased risks to pedestrians from vehicular traffic.
- Crime levels will rise, with regard to petrol stations and armed robbery.
- Impact upon air pollution.
- We need to support local high street businesses and so not need another store.
- A car wash was refused on this site in 2010.
- Concern about noise from the petrol station as I live opposite the site.
- How can we trust the Transport Assessment as it was paid for by the developer? TfGM should be consulted before any decision is made.
- Difficulty of buses accessing the junction at Watling Street.
- The application does not reflect the Council's own corporate priorities.
- Is anyone interested in what the local community want?
- What will happen to the water from the car wash? It should not pass into the drains due to the chemicals used.
- I would like to object to the application, which I suspect has already been given permission unofficially to go ahead. This is a financially motivated proposal.
- Can the land be re-used after a petrol station or will it be too contaminated?
- Is the short notice to comment, a ploy to ensure that objections are lower?

- Concern about air quality and other health matters referred to in a letter in 2000.
- Want confirmation that the Road Traffic Reduction Act 1997 and Environment Act 1995 and the Road Traffic Reduction (National Targets) Act 1998 have been taken into consideration?
- The LPA should reasonably ask the applicant to provide additional information on lighting levels and illumination, but the proposed use is incongruous and an incongruous design for this location.
- The amendments are a token gesture and the fundamental issues still remain
- The most prominent position has a jet wash located on it and the landscape strip, while welcome, is too narrow to be effective.

The supporter, objectors and Councillors have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objections in principle. Further comments to be reported in the Supplementary Report.

Drainage Section - No response.

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

Environmental Health - Pollution Control - No response.

Environmental Health - Commercial Section - No response.

Waste Management - No response.

Environment Agency - No response.

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

The Coal Authority - No objections, subject to the inclusion of a condition relating to coal mining.

GM Fire Station - No response.

Designforsecurity - No response.

Transport for Greater Manchester - No objections, but have a concern relating to the potential for traffic to queue onto Watling Street on busy periods.

Further comments to be reported in the Supplementary Report.

GM Ecology Unit - No objections, subject to the inclusion of a condition relating to landscaping and an informative relating to nesting birds.

GM Archaeological Advisory Service - No objections.

Pre-start Conditions - Awaiting confirmation from the agent that pre-commencement conditions are acceptable.

Unitary Development Plan and Policies

EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/4	Street Furniture
EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN1/8	Shop Fronts
EN3/1	Impact of Development on Archaeological Sites
EN3/2	Development Affecting Archaeological Sites
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
S4/2	Assessing Out-Of-Centre Retail Development
S4/1	Retail Development Outside Town and District Centres

S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stns
HT2/4	Car Parking and New Development
HT4	New Development
HT5/1	Access For Those with Special Needs
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

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

The proposal involves the redevelopment of the former Jolly Carters Public House to form a new petrol filling station including a convenience retail store.

The statutory development plan comprises the saved policies of the Bury Unitary Development Plan (UDP) and due weight should be given to these policies according to their degree of consistency with the National Planning Policy Framework (NPPF) which is a material consideration in the determination of planning applications.

The proposed use of the site as a petrol filling station together with a 522 sq.m. (gross) convenience retail use gives rise to separate planning policy considerations and each is considered in turn below.

Principle (Petrol Filling Station) - A petrol filling station is identified as a Sui Generis use within the Use Classes Order. The NPPF does not include a specific approach to petrol filling stations.

UDP Policy S4/4 specifies that car showrooms, car sales areas and petrol filling stations should be located within or adjoining established shopping areas, along classified roads or within other industrial and commercial areas within the Borough. Proposals should also take account of the following factors:

- a. potential disruption to the free flow of traffic;
- b. the provision of adequate, well laid out car parking and display facilities together with safe and convenient arrangements for access, circulation and egress;
- c. road safety and the safety of pedestrians;
- d. the amenity of nearby residents and businesses.

Given that the NPPF is silent on petrol filling stations, it is considered that there is no inconsistency with UDP Policy S4/4 and that Policy S4/4 should be given due weight.

In considering whether the application site represents an appropriate location for a petrol filling station in principle, the site is located alongside a major classified road (A58). As such (and notwithstanding the retail element of the proposal), the proposal for a petrol filling station is consistent with the locational requirements of Policy S4/4. The overall consistency with Policy S4/4 is clearly subject to the proposal meeting the more detailed considerations set out under criteria (a) to (d) of the Policy.

An objection to the proposal states that the proposal is in conflict with UDP Policy S4/4 on the basis that '*...The intention of the policy is clear in seeking to direct new PFS proposals towards the edges of shopping, commercial and industrial areas. It is not the intention of the policy to allow the establishment of a PFS within a residential area. The inclusion of the*

words 'along classified roads' within the policy cannot be read to mean that any location on a classified road is acceptable in principle. Classified roads are any A or B roads in the borough and are where PFS sites would naturally be located in any event to benefit from passing trade. The proper reading and interpretation of Policy S/4 [sic] is that it is to allow for the siting of petrol filling stations 'within or adjoining established shopping areas that are along classified roads. The application site clearly falls foul of the proper interpretation of policy S/4 [sic] and is, therefore, in conflict with the Development Plan'.

This interpretation of Policy S4/4 is incorrect. It clearly states that petrol filling stations are considered to be appropriate in either of the quoted locations i.e. within or adjoining established shopping centres, along classified roads or within industrial and commercial areas within the Borough.

Principle (Retail)

In addition to the petrol filling station, the proposal includes the provision of a 522 sq.m. (gross) convenience retail store. Retail is defined as a Main Town Centre Use in the NPPF.

From a retail perspective, the application site represents an out-of-centre location. The UDP includes a number of policies relating to the control of retail uses and the assessment criteria to be used in considering retail proposals. Whilst these generally seek to support the vitality and viability of existing centres, there are elements of these policies that are considered to be inconsistent with the approach set out in the NPPF, particularly in terms of the approach to developments on the edge of existing centres. Consequently, it is considered more appropriate to consider the principle of new retail development against the policies set out in the NPPF together with the supporting Planning Practice Guidance.

In particular, paragraph 86 of the NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

Paragraph 87 goes on to state that when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.

Paragraph 89 of the NPPF goes on to state that when assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500m² of gross floorspace).

Paragraph: 011 (Reference ID: 2b-011-20190722) of the Government's Planning Practice Guidance states that it is for the applicant to demonstrate compliance with the sequential test (and failure to undertake a sequential assessment could in itself constitute a reason for refusing permission). Wherever possible, the local planning authority is expected to support the applicant in undertaking the sequential test, including sharing any relevant information. The application of the test will need to be proportionate and appropriate for the given proposal. Where appropriate, the potential suitability of alternative sites will need to be discussed between the developer and local planning authority at the earliest opportunity.

Paragraph: 012 (Reference ID: 2b-012-20190722) states that use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations. Robust justification will need to be provided where this is the case, and land ownership does not provide such a justification.

At present, the Council does not operate any locally-defined floorspace thresholds for requiring an assessment of impact. As such, the threshold for requiring such an assessment defaults to the threshold of 2,500 sq.m. (gross) set out in the NPPF. The retail element of the application proposals (522 sq.m. gross retail floorspace) falls significantly below this threshold and, as such, there is no requirement to consider the impact of the proposal.

However, following pre-application discussions, the applicant has undertaken a sequential assessment for the retail element of their proposal and presented the findings in the Planning, Design and Access Statement that accompanies the application.

When considering the scope of the sequential test it is important to consider the extent of the catchment area likely to be served by the proposal, and to then identify whether there are any alternative, sequentially-preferable sites (i.e. within or on the edge of a centre) within that catchment area. This will determine whether sites in other nearby centres may represent more appropriate locations in which to accommodate the scale and form of development proposed.

In determining the appropriate area of search for an application, including whether it is appropriate to consider sites within or on the edge of established centres, it is relevant to consider the scale and form of development proposed. For example, some proposals will serve a purely localised need (e.g. 'local' foodstores) whereas others are likely to serve a materially wider catchment area. In these instances, it will be relevant to consider whether the proposal is of an appropriate scale to the location proposed, or whether some of the need could be better met within an existing 'higher order' centre.

The applicant has identified a catchment area that reflects a 5 minute drive time from the site which is considered to be reasonable given the relatively small scale of the retail element of the proposal. The extent of this catchment area includes a number of other centres, which require assessment to determine whether there are any alternative sites.

As such, the applicant has undertaken further work on additional sites within the catchment area and further information has been provided to the Council. On this basis, the Council is minded to approve the application and any further comments will be provided in the Supplementary Report.

Design and layout - The existing building on site was demolished following the prior approval application in 2017. As such, the site is vacant and has been for two years.

The proposed retail building is simple and modest in appearance. The proposed building would be located adjacent to the conifers between the site and Hurst Green Close and perpendicular to Watling Street. The proposed retail building would be constructed from red brick with metal cladding at the upper levels, which would be appropriate. The proposed building would be set into the site to ensure the proposed building is as low as possible, given the difference in levels across the site. The front elevation of the building would be glazed from floor to ceiling and as such, the proposal would have an active frontage. The existing conifers between the site and Hurst Green Close would be retained, which would screen the building from view. Therefore, it is considered that the proposed building is acceptable in design terms and is in accordance with Policies EN1/2 and EN1/7 of the Bury Unitary Development Plan.

The proposed bin store and plant area would be located to the west of the proposed retail building and would be at a lower level. Given the retention of the conifers, the proposed bin store would not be visible to the occupiers of the properties on Hurst Green Close. A retaining wall would be provided with an acoustic fence to limit any noise. The acoustic fence at 1.8 metres in height would be located on the western boundary to protect the residential amenity of the occupiers of No. 149 Bury & Bolton Road. The proposed boundary treatment would be similar to existing fences and walls in the locality. Therefore, the proposed development would not be a prominent feature in the streetscene and would

be in accordance with Policies EN1/2 and EN1/7 of the Bury Unitary Development Plan.

Archaeology - The site is located close to and potentially above a Roman road (Watling Street) and as such, GM Archaeological Unit have been consulted as they did recommend conditions relating to an archaeological investigation on the previous application. However, GM Archaeological Unit have confirmed that the proposal would not threaten the known or suspected archaeological heritage and there would be no reason to seek to impose any archaeological requirements upon the applicant.

Impact upon residential amenity - SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case.

There would be 27.8 metres between the gable elevation of the proposed building and the gable of No. 2 Seddons Avenue and there would be 20.7 metres between the blank rear wall of the proposed retail unit and the front elevation of the dwellings on Hurst Green Close. Both of these distances would be in excess of the 6.5 metre aspect standard.

Therefore, the proposed development would not have a significantly adverse impact upon the amenity of the neighbouring properties with regard to loss of privacy or light.

Noise - A noise assessment was submitted with the application. The jet wash enclosure has been removed from the application and as such, will not be considered further.

The proposed development would generate some noise when compared to the current cleared site. The noise report includes measurements, which have been taken from an existing Spar supermarket.

The noise generated from the proposed plant equipment, the deliveries, car parking and filling operations would be low and would not have a significant adverse impact upon the amenity of the neighbouring properties.

The proposed retail unit would be open from 06.00 to 23.00 and a condition would require the retail store to be closed to customers outside of these hours.

It is proposed to open the petrol filling station on a 24 hour basis using a kiosk within the proposed retail building for payment outside of these hours. It is proposed that the lighting should be dimmed within the store between 23.00 and 06.00 and the roller shutters should be closed to prevent any lighting impacting upon the neighbouring properties. A condition restricting deliveries to between the hours of 07.00 and 23.00 hours would be included.

Therefore, given the distance between the site and the neighbouring properties and the conditional control outline above, it is considered that the proposed development would not have a significant adverse impact upon residential amenity with regard to noise and light pollution. The proposed development would be in accordance with Policies EN7 and EN7/2 of the Bury Unitary Development Plan.

Ecology - A ecological report was submitted with the application, which confirmed that no significant ecological issues were identified. The majority of the trees and shrubs around the site are to be retained. A small area of scrub and trees would be removed on the western boundary with further soft landscaping to be provided. GM Ecology Unit has no objections, subject to the inclusion of a condition relating to landscaping and an informative relating to nesting birds. Therefore, the proposed development would not have an adverse impact upon the ecology of the area and would be in accordance with Policy EN6/3 of the Bury Unitary Development Plan.

Highways issues - The proposed development would utilise the two existing accesses onto the site from Watling Street. Transport for Greater Manchester (TfGM) were consulted on the proposals and have confirmed that there are no objections in principle, but have a single concern relating to the potential for traffic to queue onto Watling Street and Bury and Bolton

Road (A58) during busy periods. Revised plans have been submitted to address this issue and further comments will be reported in the Supplementary Report.

The proposed development would provide a pedestrian refuge on Watling Street and this has been tracked and would not restrict any vehicles from utilising the junction. The internal layout of the site has been tracked and would be able to accommodate the size of vehicle proposed. The Traffic Section has no objections in principle to the proposed development and further comments will be reported in the Supplementary Report.

Parking - SPD11 states that the maximum number of parking spaces is 1 space per 25 square metres, which equates to 19.3 spaces, 3 disabled parking bays and 4 cycle stands.

The proposed development would provide 19 parking spaces, including 2 disabled parking bays and 4 cycle stands. The site is located in a sustainable location and has good access to public transport, with a bus stop right outside the site. As such, the level of parking provided would be acceptable in this instance. Therefore, the proposed development would be in accordance with Policy H2/4 of the Bury Development Plan and SPD11.

Response to objectors

- The issues of traffic and highway safety have been addressed in the report above. Transport for GM have assessed the Transport Assessment and have no objections in principle. In addition, the Traffic Section have assessed the reports and plans submitted and have no objections to the proposal.
- The application before the Council has to be assessed. The lack of housing is not a reason for refusing this application.
- Planning permission was granted for a residential development in 2010. This consent was not started within the 3 year period and has lapsed. An application for housing on this site could be made in the future and would be assessed against the relevant policies from the Unitary Development Plan and NPPF.
- The issue of design has been addressed in the report above and the jet wash element has been removed from the scheme.
- The issue of competition is not a material planning consideration and cannot be taken into account.
- The issue of noise has been addressed in the report above. Conditions will restrict the hours of operation and hours of delivery.
- GM Archaeological Advisory Service have been consulted on the proposals and have no objections to the proposed development.
- Restrictive covenants are a private matter and cannot be taken into consideration during the determination of an application.
- The operators of petrol filling stations require a permit under the Environmental Protection Act and as such, the issue of fumes would be controlled under separate legislation and is not a matter for planning to consider.
- Plans detailing the section across the site have been submitted, which show that the change in levels across the site has been considered.
- Advertisement consent would be required for signage and is not relevant to this application.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: 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 Loc-1, 3139 101 A, TRI-2385-01, 2015-329 PL-03 C, 2015-329 PL-04 C, 2015-329 PL-15, 2015-329 PL-16 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
4. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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 15 - Conserving and enhancing the natural environment.
5. Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
6. No development shall commence unless and until a scheme of remedial works in relation to the risk to the proposed development from coal mine workings has been submitted to, and approved in writing by, the Local Planning Authority. The approved scheme shall be implemented in full prior to the use hereby approved being brought into use.
Reason. The scheme does not provide full details of the actual risk from coal mine workings, which is required to secure the satisfactory development of the site

in terms of human health and ground stability pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

7. Prior to the commencement of any development, excluding demolition of the existing structures and clearance of the site, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.
The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 20 l/s.
Reason: To ensure a satisfactory means of drainage, promote sustainable development and to manage the risk of flooding and pollution pursuant to Policy EN5/1 - New Development and Flood Risk and Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework.
8. No development shall commence unless or until a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the Local Planning Authority. The sustainable drainage management and maintenance plan shall include as a minimum:
 - The arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a Resident's Management Company; and
 - Arrangements concerning appropriate funding mechanisms for its ongoing maintenance of all elements of the sustainable drainage system (including mechanical components) and will include elements such as ongoing inspections relating to performance and asset condition assessments, operation costs, regular maintenance, remedial works and irregular maintenance caused by less sustainable limited life assets or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to Policy EN5/1 - New Development and Flood Risk and Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework.
9. Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage and to manage the risk of flooding and pollution pursuant to Policy EN5/1 - New Development and Flood Risk and Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework.
10. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
 - Hours of operation and number of vehicle movements;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
 - Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;

- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

11. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the retail unit and petrol filling station hereby approved are 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.

12. The retail unit (Class A1) hereby permitted shall not be open to customers outside the following times:

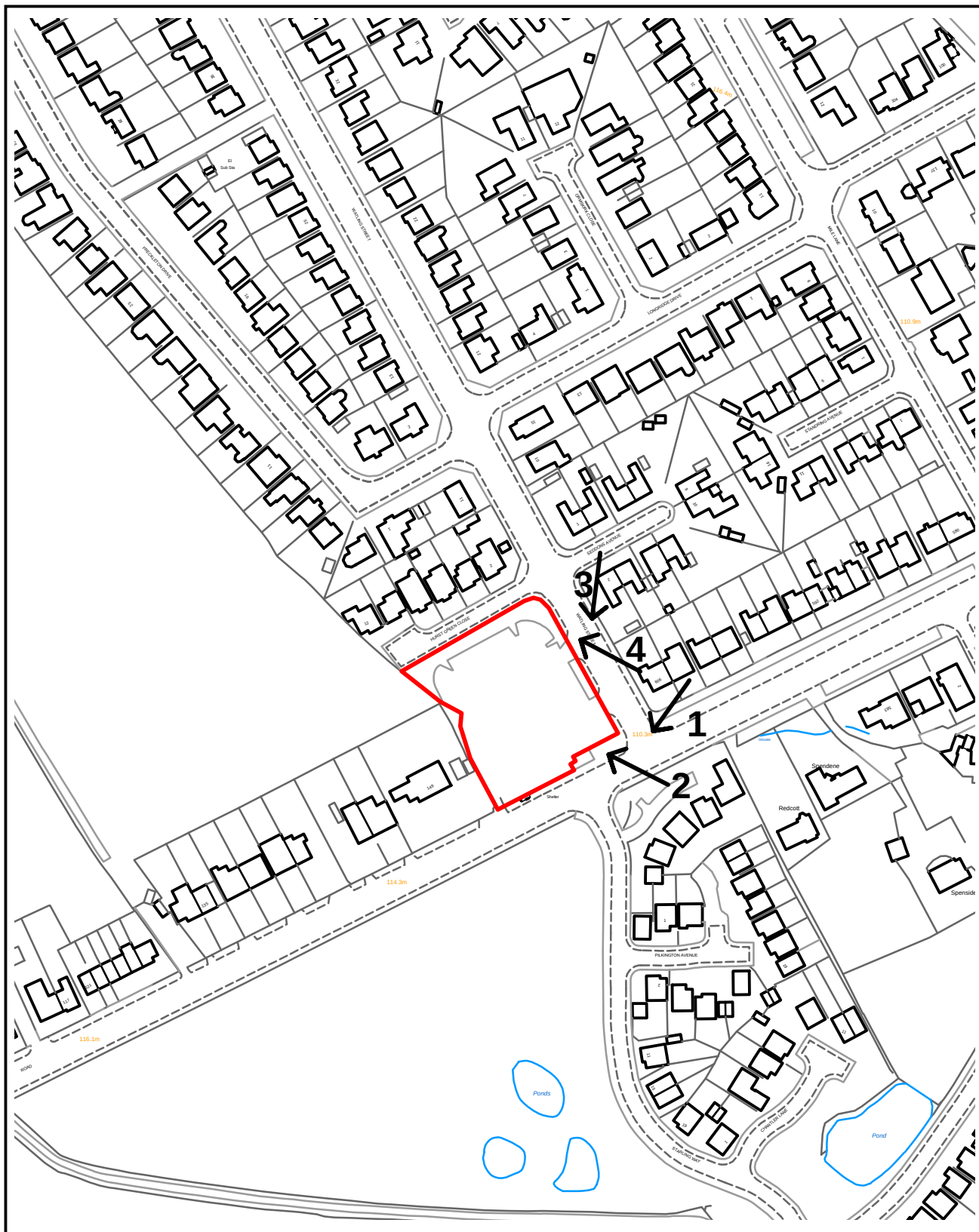
06.00hrs to 23.00hrs daily.

Outside of these hours, the roller shutters must be down and secured, with the exception of the area near the payment kiosk.

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

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64138

**ADDRESS: Jolly Carters site, Bury & Bolton Road
Radcliffe**



Bury
COUNCIL

Planning, Environmental and Regulatory Services

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64138

Photo 1



Photo 2



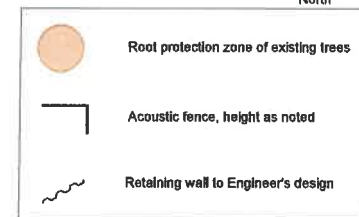
64138

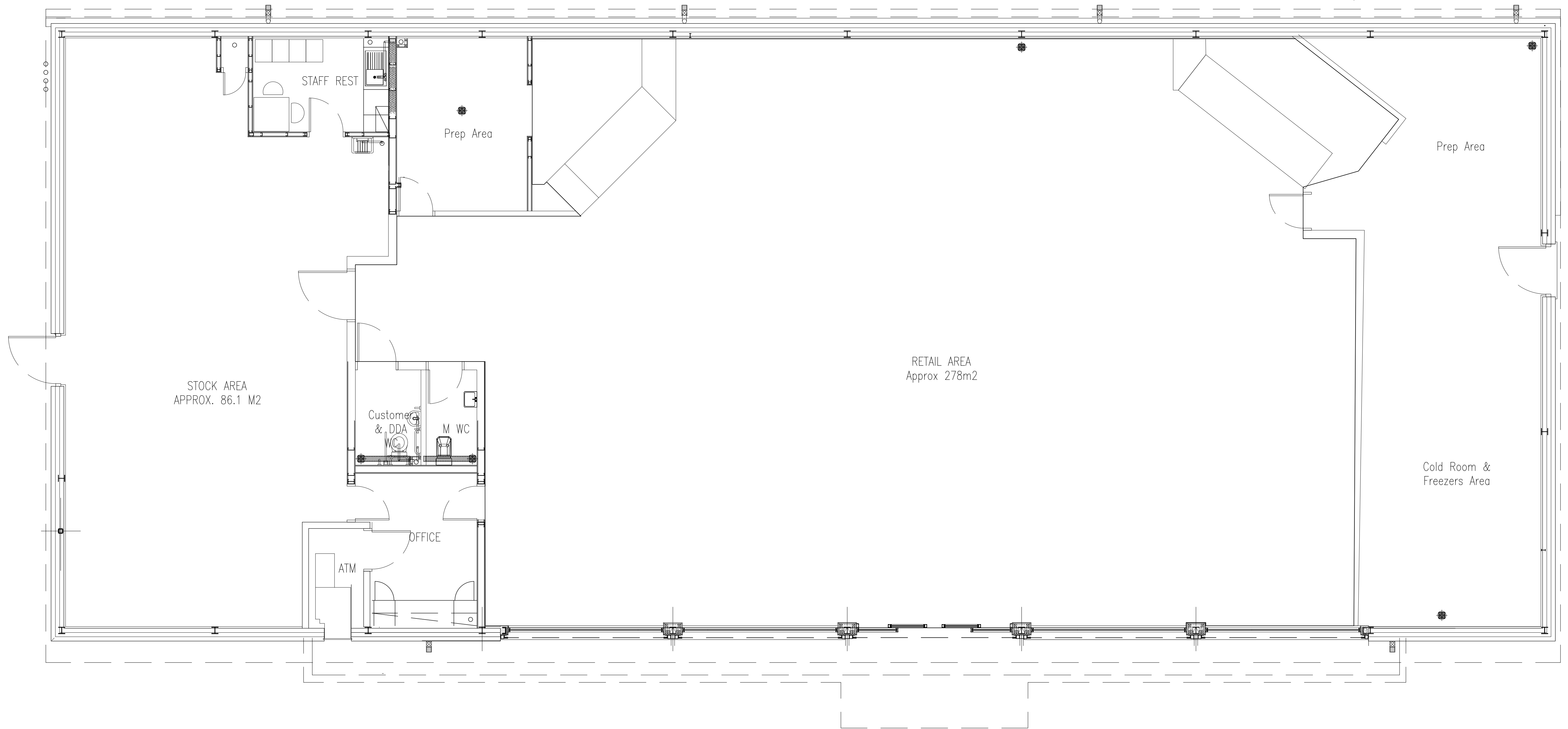
Photo 3



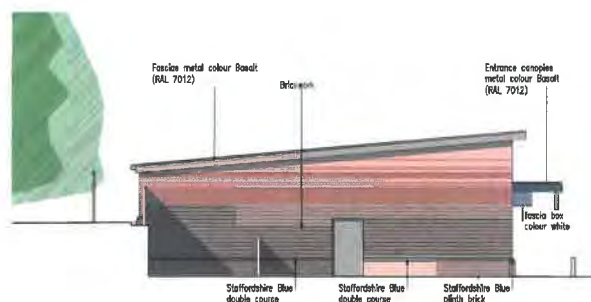
Photo 4



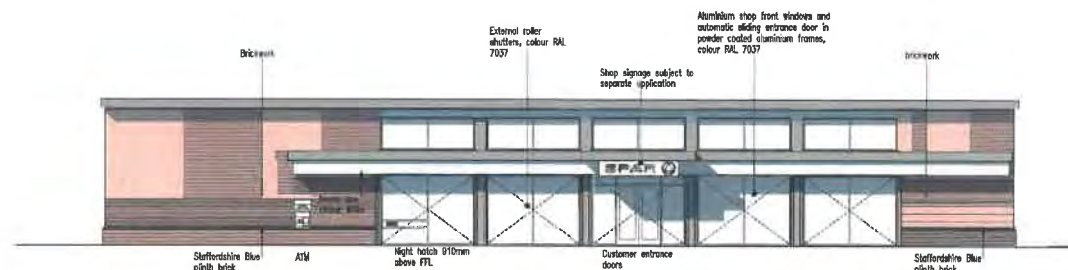




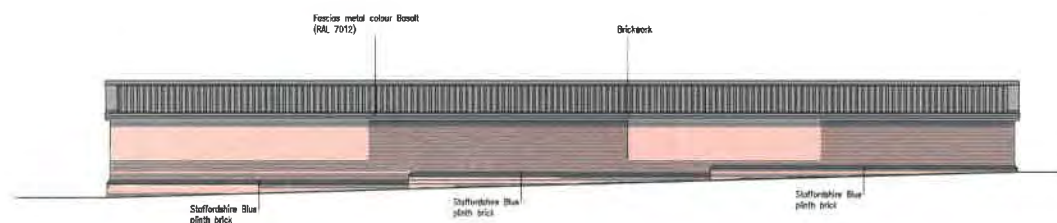
Notes: Drawn scale for this drawing. This drawing is to be used in conjunction with all relevant design item specifications and drawings.
All dimensions are to be checked on site prior to commencement of work; any variations to be notified to the Project Architect.
All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations.
© Henry Watling & Son Ltd



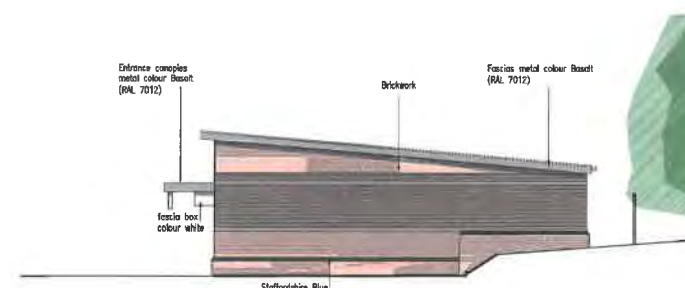
South West Elevation
1:100



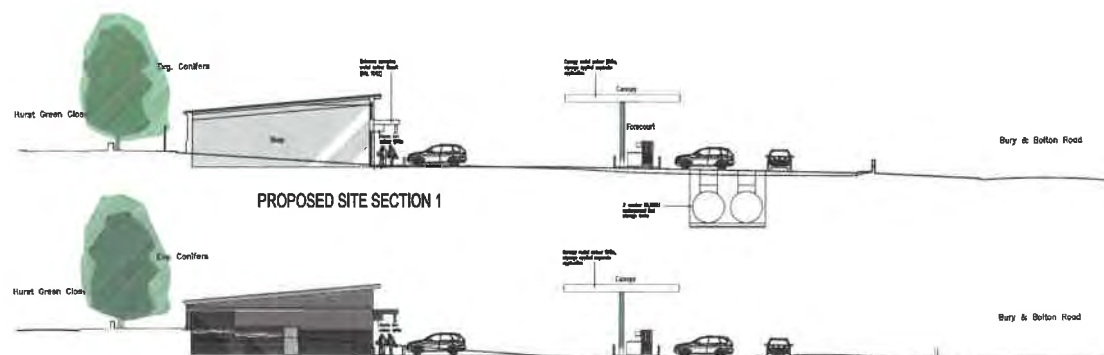
pinth brick
South East Elevation
1:100



North West Elevation
1:100



North East Elevation
1:100



PROPOSED SITE SECTION 1



PROPOSED SITE SECTION 2

Ward: Whitefield + Unsworth - Pilkington Park

Item 03

Applicant: Chabad Lubavitch Whitefield

Location: 146 Park Lane, Whitefield, Manchester, M45 7PX

Proposal: Two/single storey storey rear extension and single storey side extension

Application Ref: 64150/Full

Target Date: 10/07/2019

Recommendation: Approve with Conditions

Description

The application relates to a two storey end property (0.4ha) with an internal floor area of 190sqm), currently in use as a local Jewish community/religious centre, in a Neighbourhood Shopping Centre on the corner of Park Lane and Hillingdon Road. The adjoining property is a Chinese Takeaway with a flat at first floor. There is a paved hardstanding area to the side, between the property and the footway along Hillingdon Road. There is a bus stop on the footway on Hillingdon Road. There is a service road with on-street parking on the frontage and a rear access road, between the property and the flats to the rear.

The application seeks permission to extend the ground floor of the property to the side, over the open paved area and add a first floor extension at the rear. The side extension would project out 5.5m to the side and would run 14m from front to back, with a small chamfer on the rear corner to improve visibility from the rear access road. The extension would have a flat roof with low parapet wall and central glazed lantern. The walls would have a mix of render and brickwork to match the existing property. The ground floor extension would facilitate a larger multi-functional communal area to the front with new toilet facilities at the rear. The additional communal space would measure approximately

The first floor extension would form a corridor, extending back from the existing first floor to the rear, leaving a flat roof area along the boundary with the attached neighbour at 144 Park Lane. The extension would accommodate new stairs up to the first floor and a reception for the offices and WC.

Hours of opening for the existing use are restricted to 8am to 8pm by the previous planning approval and this would be the same for the extension as its use is ancillary.

Relevant Planning History

46266 - Change of use of part of ground floor to a casual cafe - Refused 12/06/2006

46524 - Change of use of rear part of ground floor to a casual cafe (resubmission) - Approved 26/07/2006

61213 - Single storey extension at side and rear; Alterations to front elevation - Refused 12/04/2017

62378 - Certificate of lawfulness for existing change of use from off licence (A1) to non-residential institutional (Religious Centre) (D1) - Refused 20/03/2018

62896 - Certificate of lawfulness for existing change of use from off licence (A1) to non-residential institutional (Religious Centre) (D1) - Withdrawn by Applicant 12/10/2018

18/0425 - Change of use from off licence (A1) to non-residential institutional (Religious Centre) (D1) - Application received 21/01/2019

63693 - Change of use from off license (Class A1) to religious centre (Class D1) - Approved 07/03/2019

Publicity

The following 32 properties were notified by letters dated 15/05/19 and 31/07/19 (amended):

1 and 3 Woodhall Avenue, Nos.97-101, 136-150 and the Parkfield Inn Park Lane, 2-18 Hawkstone Avenue, 53-59 Hillingdon Avenue.

Objections have been received from residents at 105, 144, 148 and 150 Park Lane and 1 and 33 Woodhall Avenue - summarised below:

- Intensification of the use would increase problems with traffic/parking.
- Increased noise and disturbance.
- Increased litter.
- Reduced width of the footway to the side of the premises would interfere with access.
- Detrimental impact on bus stop.

Two representations from 57 Hillingdon Road and 5 Woodhall Avenue support the proposal as a useful community facility that doesn't cause too much disturbance.

Statutory/Non-Statutory Consultations

Traffic Section - No objection.

Drainage Section - No objection.

Environmental Health - No objection.

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions.

Unitary Development Plan and Policies

CF1/1	Location of New Community Facilities
EN7/2	Noise Pollution
S1/5	Neighbourhood Centres and Local Shops
S2/4	Control of Non-Retail Uses in All Other Areas
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
HT6/1	Pedestrian and Cyclist Movement
SPD16	Design and Layout of New Development in Bury
HT5/1	Access For Those with Special Needs

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.

Policy - Section 7 of the National Planning Policy Framework (NPPF) promotes proposals that ensure the viability and vitality of shopping centres and Section 8 promotes the development of social, recreational and cultural facilities where appropriate.

Policy S2/4 Control of Non-Retail Uses in All Other Areas indicates that non-retail uses will be allowed if the service serves a local need and there is not an overconcentration of such uses.

Policy CF1/1 Location of New Community Facilities sets out factors to assess a community facility - these include impact on residential amenity, traffic generation and parking, scale of development, access to shops and other services and accessibility.

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.

EN7/2 - Noise Pollution. In seeking to limit noise pollution the Council will not permit:

- a) development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;
- b) development close to a permanent source of noise.

Use - The existing small Neighbourhood Shopping Centre in which the site is located, has suffered in recent years but compared to other centres, appears to have maintained a relatively healthy retail function and economic viability. The current community/religious use has been in operation for about 6/7 years, without serious complaint or problems arising although there have been some sporadic complaints from residents during certain festivals when music is played - the last being in Dec 2017. As the centre has obvious wider social and cultural benefits within the local Jewish Community, the use of the property within the neighbourhood centre is generally welcomed and would support the other uses within it. The proposal to extend the existing use is acceptable in principle and complies with UDP Policy CF1.

In addition to the new toilet facilities, the extension at ground floor would increase the communal space by approximately 30sqm (about a third more of the existing space). The new space would be welcomed if it could be demonstrated that there are no serious disbenefits in terms of its impact within the streetscape, impact on the residential amenity of neighbours any additional traffic/parking problems resulting from the proposal.

Visual Amenity - The single storey extension at the side is a design and relates to the existing building and the adjacent highway relatively comfortably. The recessed portico, parapet wall and roof lantern adds interest and the proposed mix of render and brickwork serves to break up the side elevation fronting Hillingdon Road. The first floor extension runs off the existing rear elevation with a roof carrying over onto the existing roof and is considered to be in keeping with the streetscape.

In terms of visual amenity, the extensions are considered to be in keeping with the existing property and would not be incongruous within the streetscape. The proposal is therefore considered acceptable and complies with the NPPF and UDP Policies EN1/2 Townscape and Built Design and guidance in SPD16.

Residential Amenity - The facility is relatively modest in scale and although it would be in use for most of the day (to 8pm), this would comprise a number of smaller groups, meeting for different purposes in different parts of the building at different times.

There have been sporadic complaints in the past - the last being Dec 2017 - about music being played at certain festivals and these have been dealt with by Environmental Health. Given the size of the building, the nature of the uses, opening times and current Environmental Health regulations governing noise and disturbance, it is unlikely that there would be serious harm to the residential amenity of nearby residents. The proposal is considered to be acceptable in terms of residential amenity and complies with the NPPF and UDP Policies CF1 Location of New Community Facilities and EN7/2 Noise Pollution.

Access and Parking - With an internal ramp, the proposed extension facilitates level access from Park Lane. This aspect of the scheme is welcomed and complies with UDP Policy HT5/1 Access For Those with Special Needs.

There is no on-site dedicated parking associated with the existing use and none can be provided within the proposed scheme. The supporting statement from the applicant states that a significant number of users of the centre are local and attend on foot and those using cars, park on the existing service road which has available on-street parking. The site is also on a bus route with a bus stop outside the premises on Hillingdon Road. Given the modest extension of floorspace and the fact that the facility serves mostly the local community who attend on foot, the availability of parking in the immediate area, in terms of access and parking, the proposal is considered to be acceptable and complies with the NPPF and UDP Policies CF1 Location of New Community Facilities, HT2/4 Car parking and New Development and HT5/2 Access for those with Special Needs.

Servicing - Bins are stored in the dedicated bin storage area at the rear and collected from the access road at the rear as existing. This is acceptable and complies with UDP Policy.

Objections - The concerns of the objectors have been addressed in the above report.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

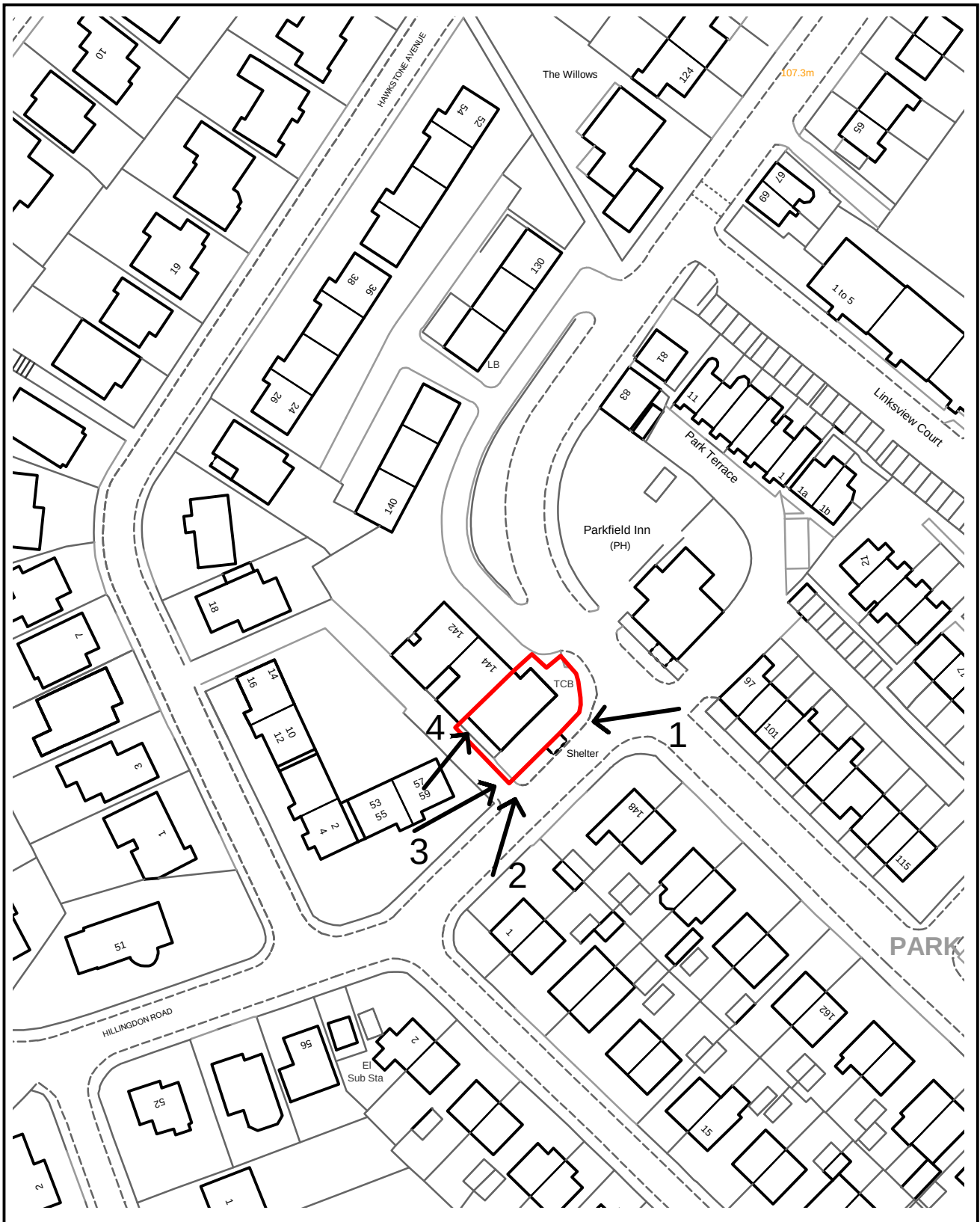
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to topographical plans SSL.19664:100:1:1 and PLNG/CB/B/007A and drawings numbered PLNG/CB/F/001, 002A, 003A, 004B, 005B and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of the materials 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 64150

**ADDRESS: 146 Park Lane
Whitefield**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

64150

Photo 1



Photo 2



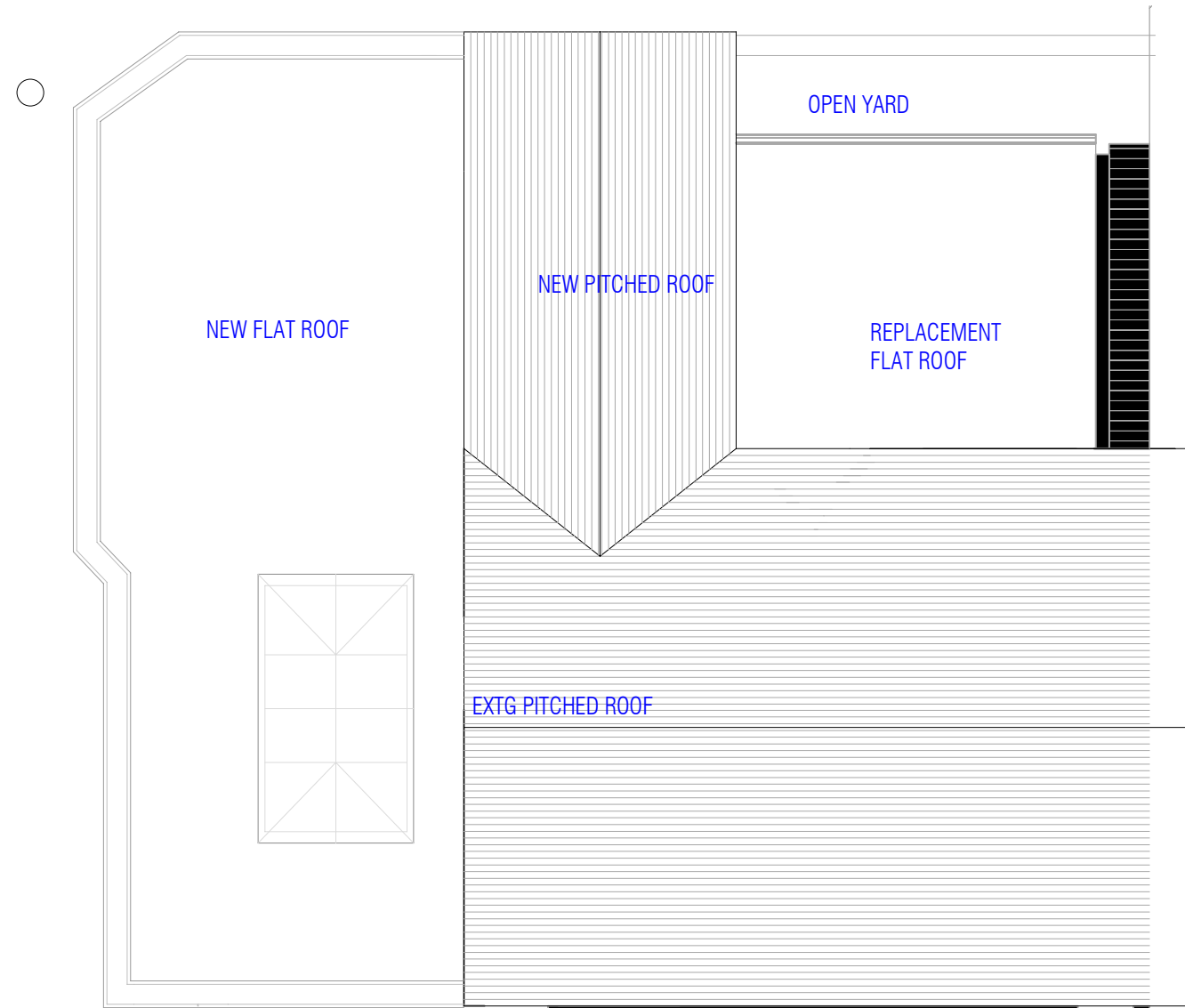
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Photo 3

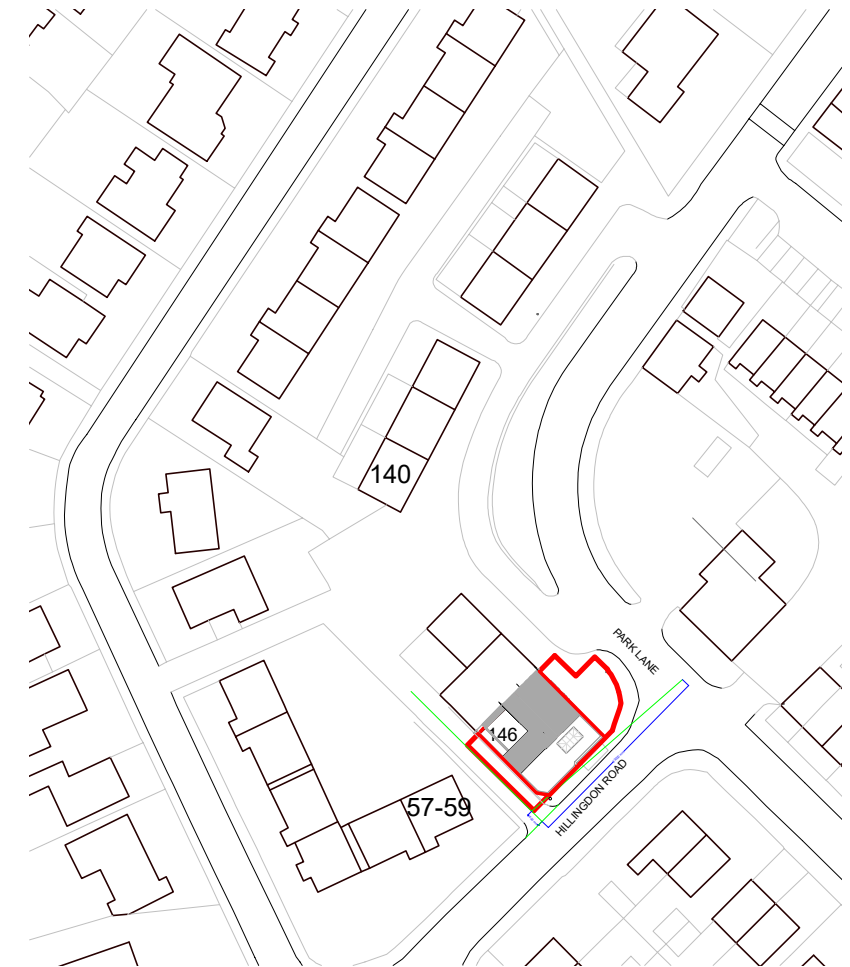


Photo 4





PROPOSED ROOF PLAN (SCALE 1:100)



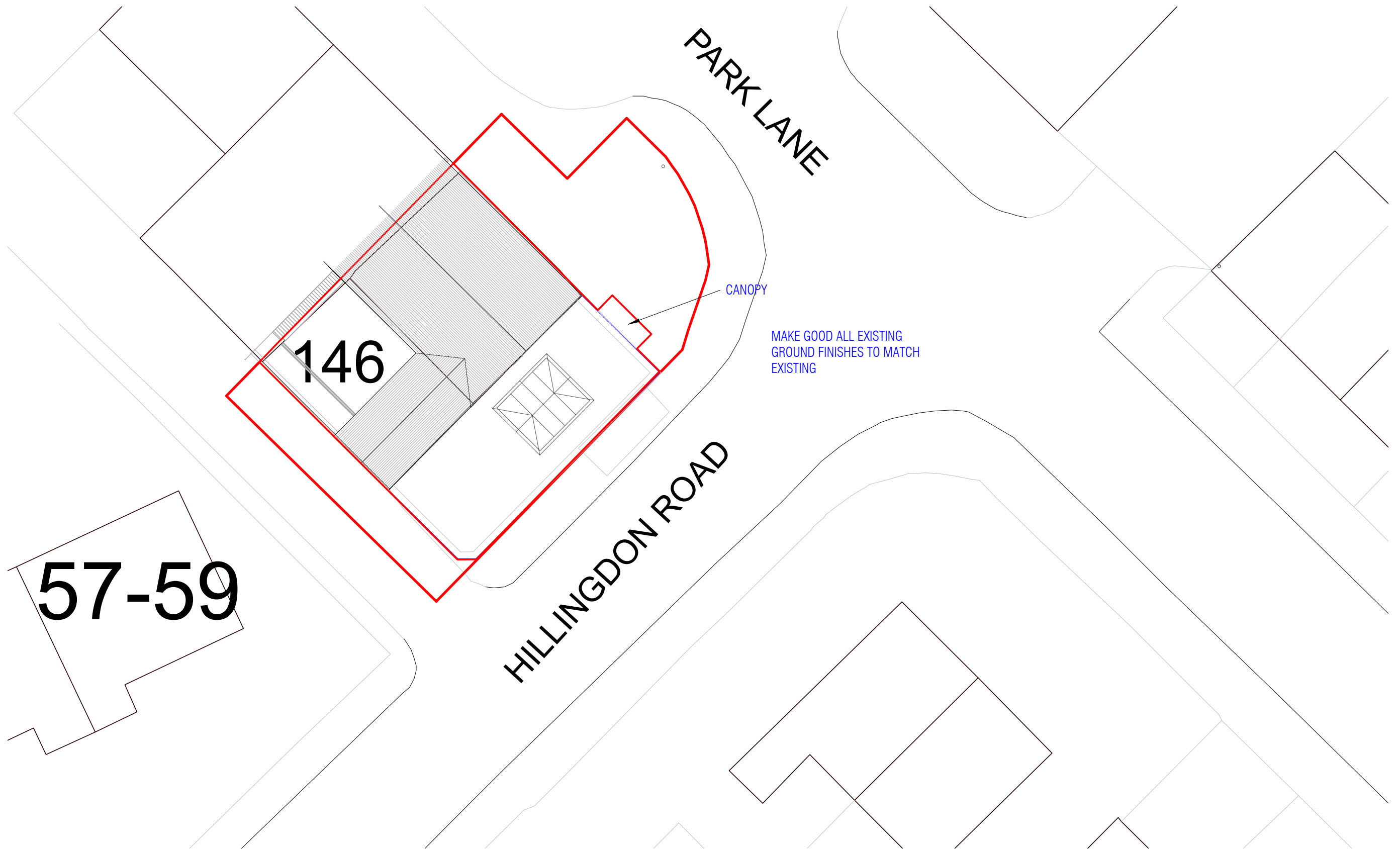
OS PLAN (SCALE 1:1250)

NOTES:

1. For planning purposes only.
2. Plan based on survey by others.
3. Scheme reliant on confirmation from Structural Engineer confirming feasibility.

REVISION:

- A. Add red boundary line on OS plan and rescale from 1:1000 to 1:1250



MAKE GOOD ALL EXISTING
GROUND FINISHES TO MATCH
EXISTING

NOTES:

1. For planning purposes only.
2. Plan based on survey by others.
3. Scheme reliant on confirmation from Structural Engineer confirming feasibility.

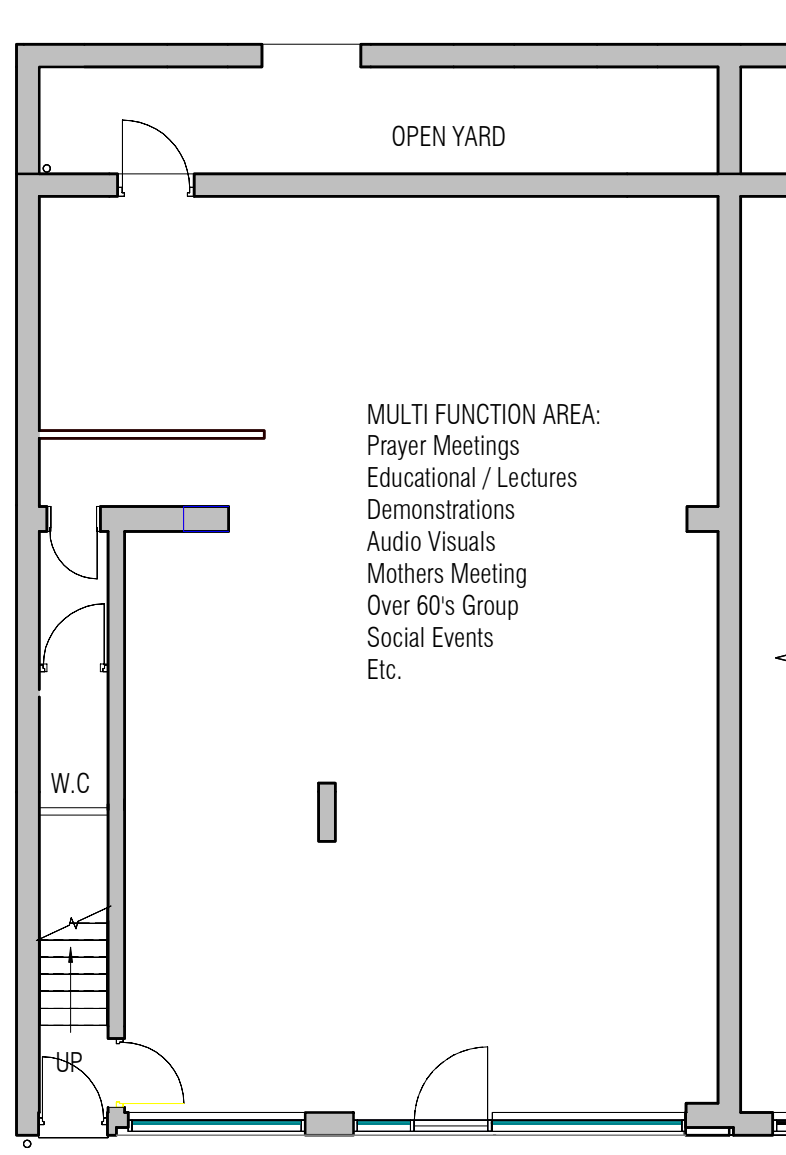


architecture - quantity surveying - management

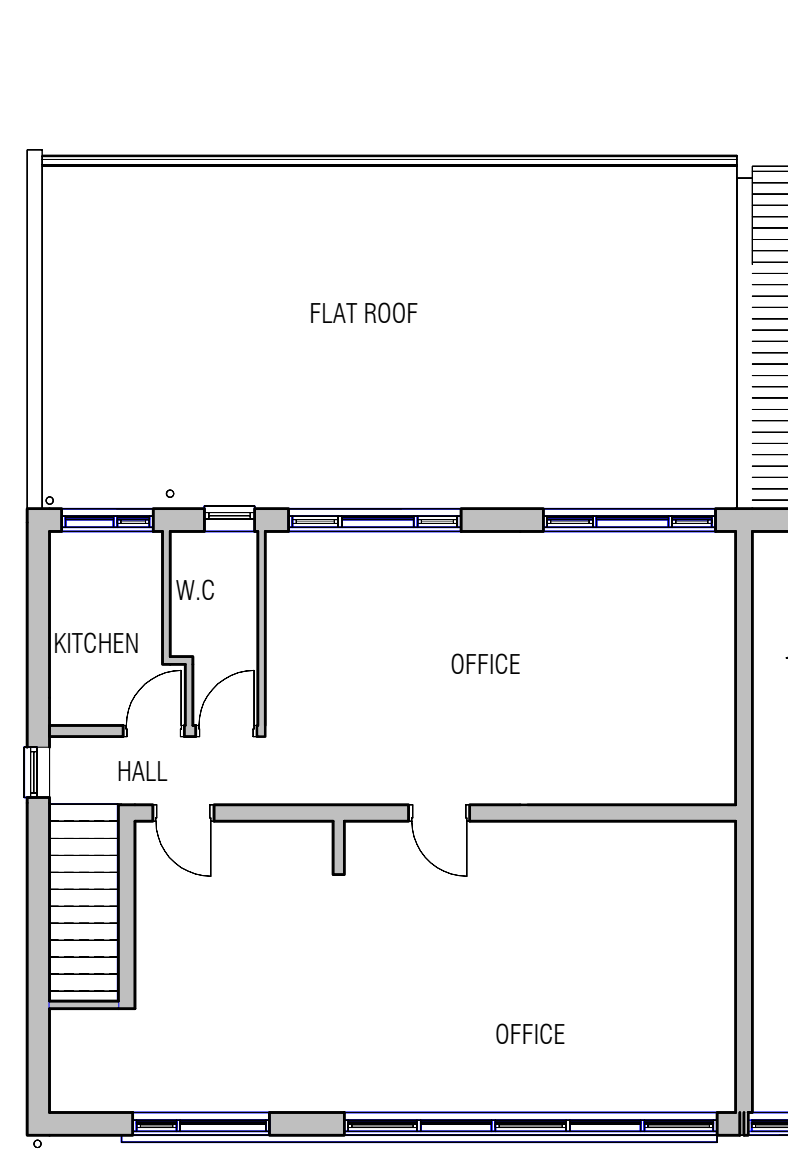


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STEWART PEARL & ASSOCIATES CHARTERED BUILDING CONSULTANTS 3 SANDY LANE, PRESTWICH, MANCHESTER M25 9RU T:0161 533 0778 E:spa@live.co.uk	PROJECT: MAN/021/2019	PROPOSED SINGLE STOREY EXTENSION to SIDE and REAR with PART PART TWO STOREY TO REAR 146 PARK LANE, WHITEFIELD, M45 7PX		DRAWING: SITE	
	CLIENT:	CHABAD WHITEFIELD 146 PARK LANE, WHITEFIELD, M45 7PX		DRAWN:	SCALE: 1:200 @ A3 DATE: JULY 2019

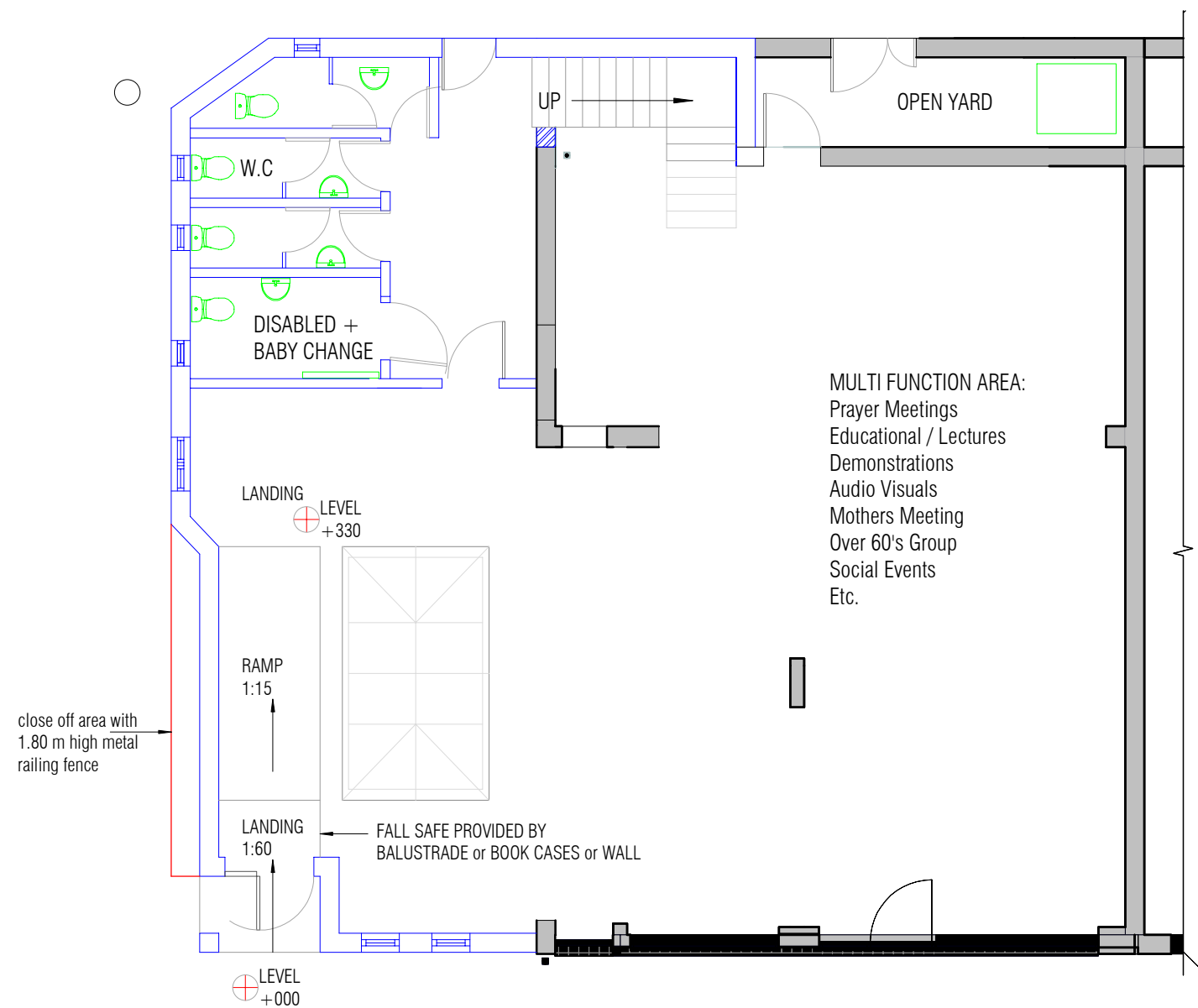


EXISTING GROUND FLOOR PLAN

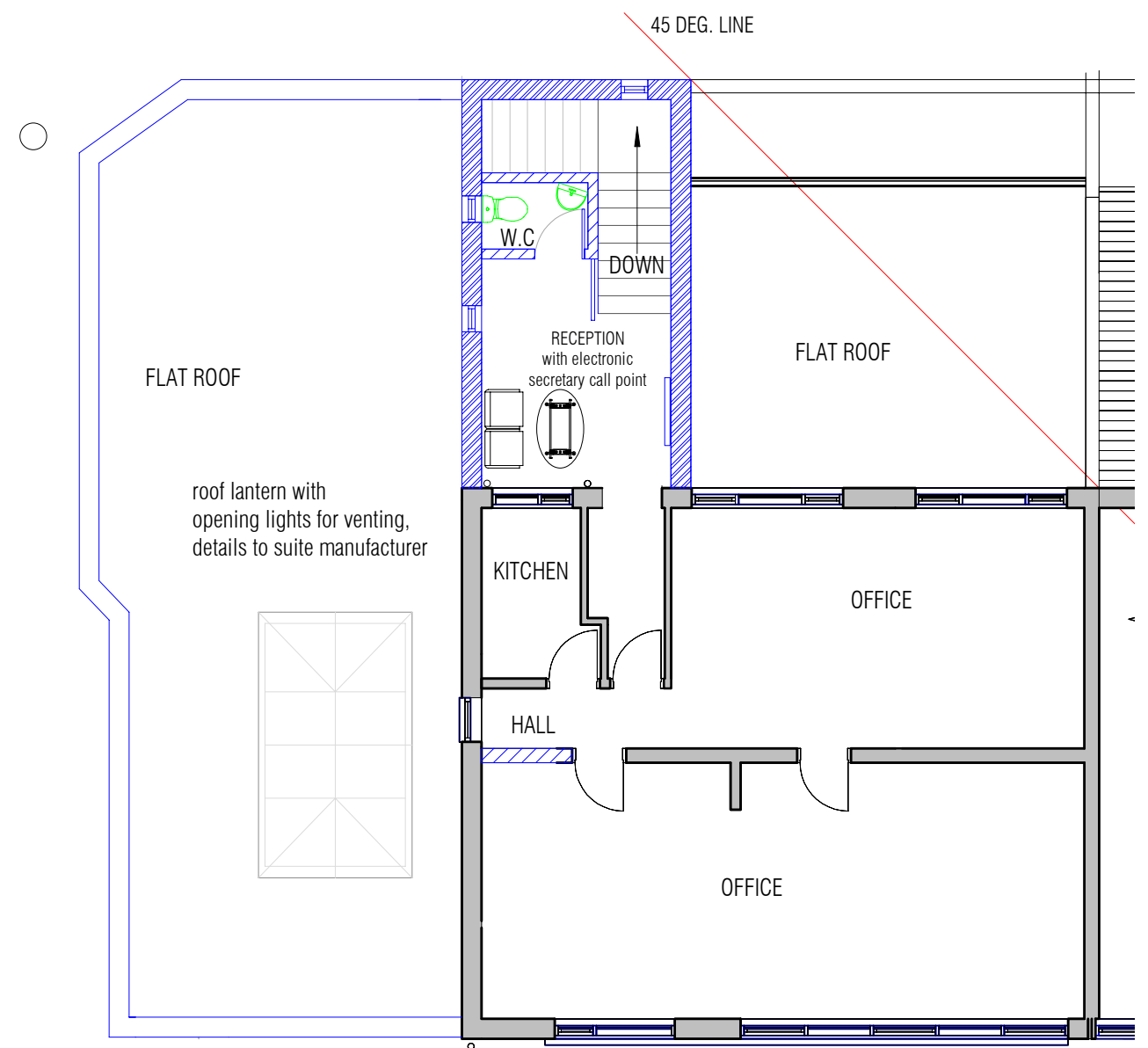


EXISTING FIRST FLOOR PLAN

- NOTES:
1. For planning purposes only.
 2. Plan based on survey by others.



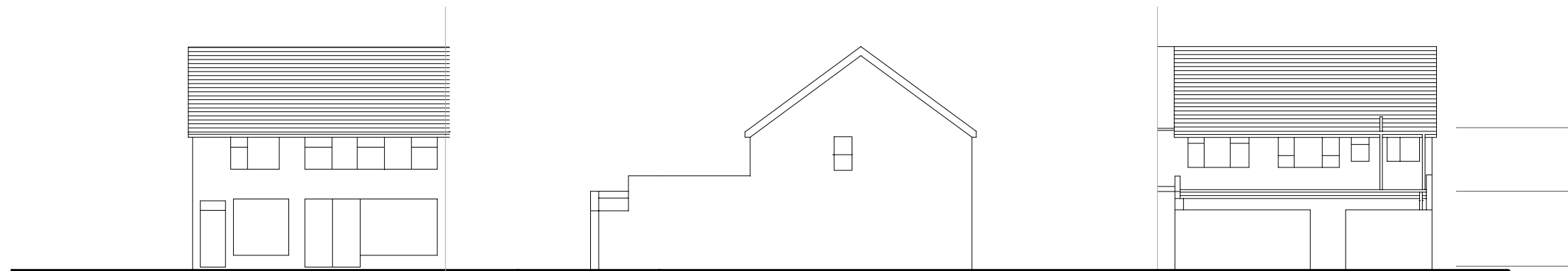
PROPOSED GROUND FLOOR PLAN



PROPOSED FIRST FLOOR PLAN

NOTES:

1. For planning purposes only.
2. Plan based on survey by others.
3. Scheme reliant on confirmation from Structural Engineer confirming feasibility.



EXISTING PARK LANE ELEVATION

EXISTING HILLINGDON ROAD ELEVATION

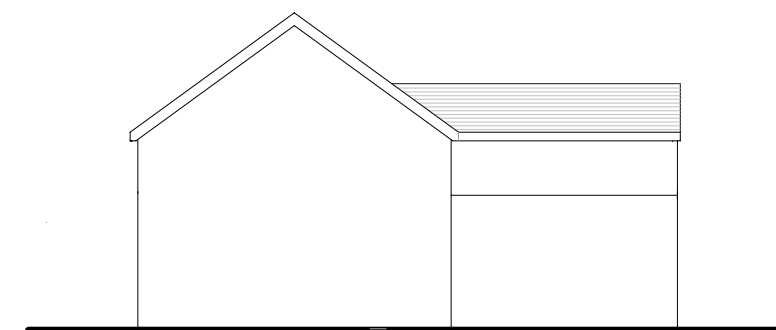
EXISTING REAR ROAD ELEVATION



PROPOSED PARK LANE ELEVATION

PROPOSED HILLINGDON ROAD ELEVATION

PROPOSED REAR ROAD ELEVATION



PROPOSED ELEVATION LOOKING FROM Nr.144

NOTES:

1. For planning purposes only.
2. Plan based on survey by others.
3. Scheme reliant on confirmation from Structural Engineer confirming feasibility.

REV. B: Rear window shown on elevation



STEWART PEARL & ASSOCIATES
CHARTERED BUILDING CONSULTANTS
3 SANDY LANE, PRESTWICH, MANCHESTER M25 9RU
T:0161 533 0778 E:spa@live.co.uk

PROJECT:
MAN/021/2019

PROPOSED SINGLE STOREY EXTENSION to SIDE and REAR
with PART PART TWO STOREY TO REAR
146 PARK LANE, WHITEFIELD, M45 7PX

CLIENT:

CHABAD WHITEFIELD
146 PARK LANE, WHITEFIELD, M45 7PX

DRAWING:

ELEVATIONS

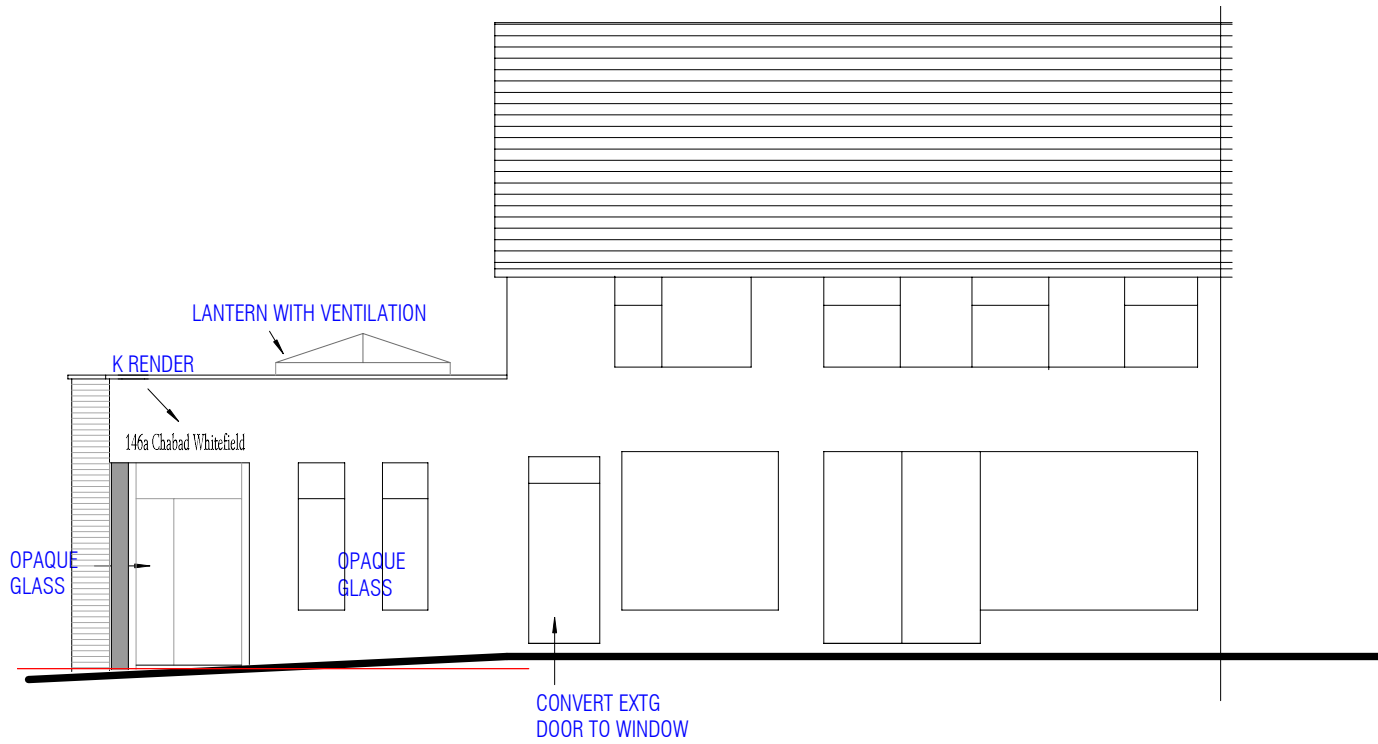
DRAWN:

SCALE: 1:200 @ A3

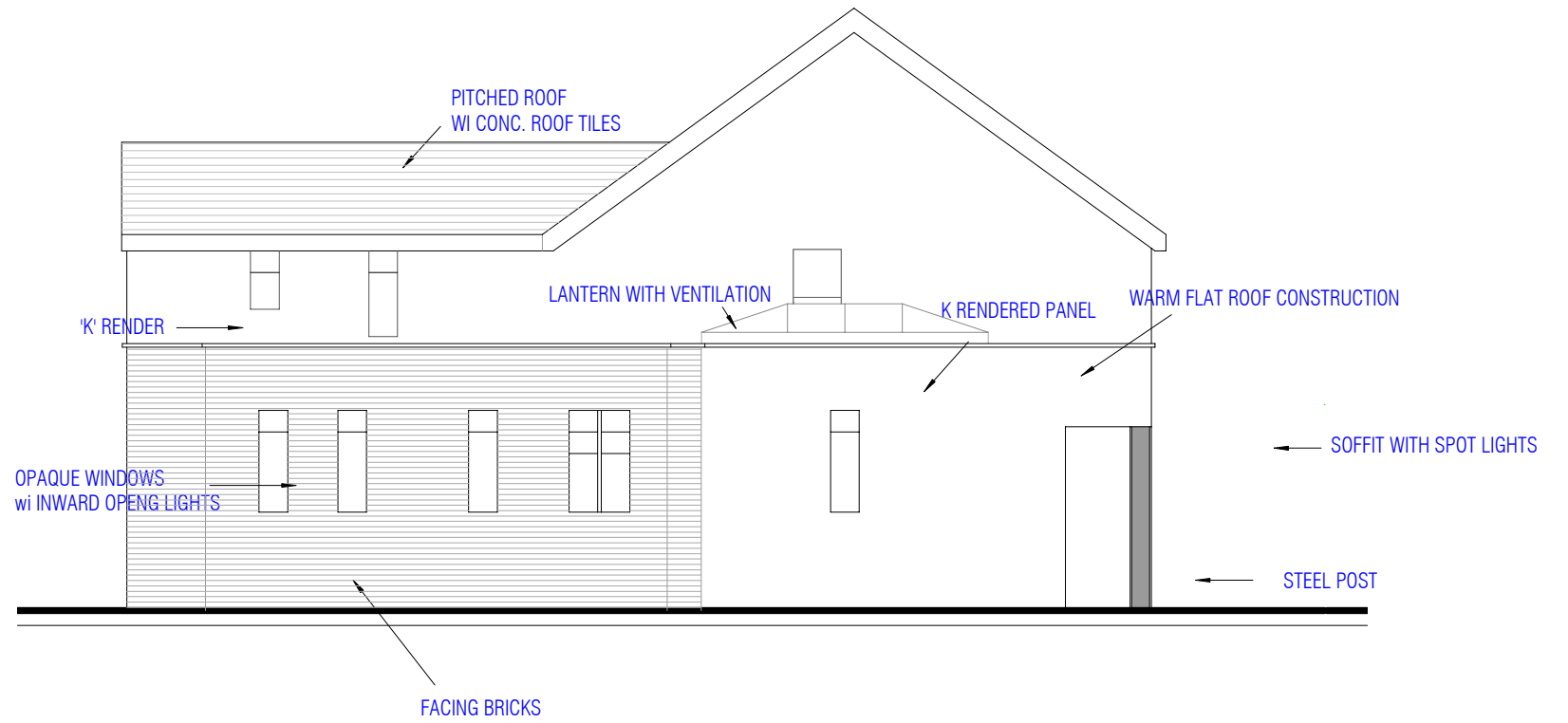
NR: PLNG/CB/F/004

DATE: JULY 2019

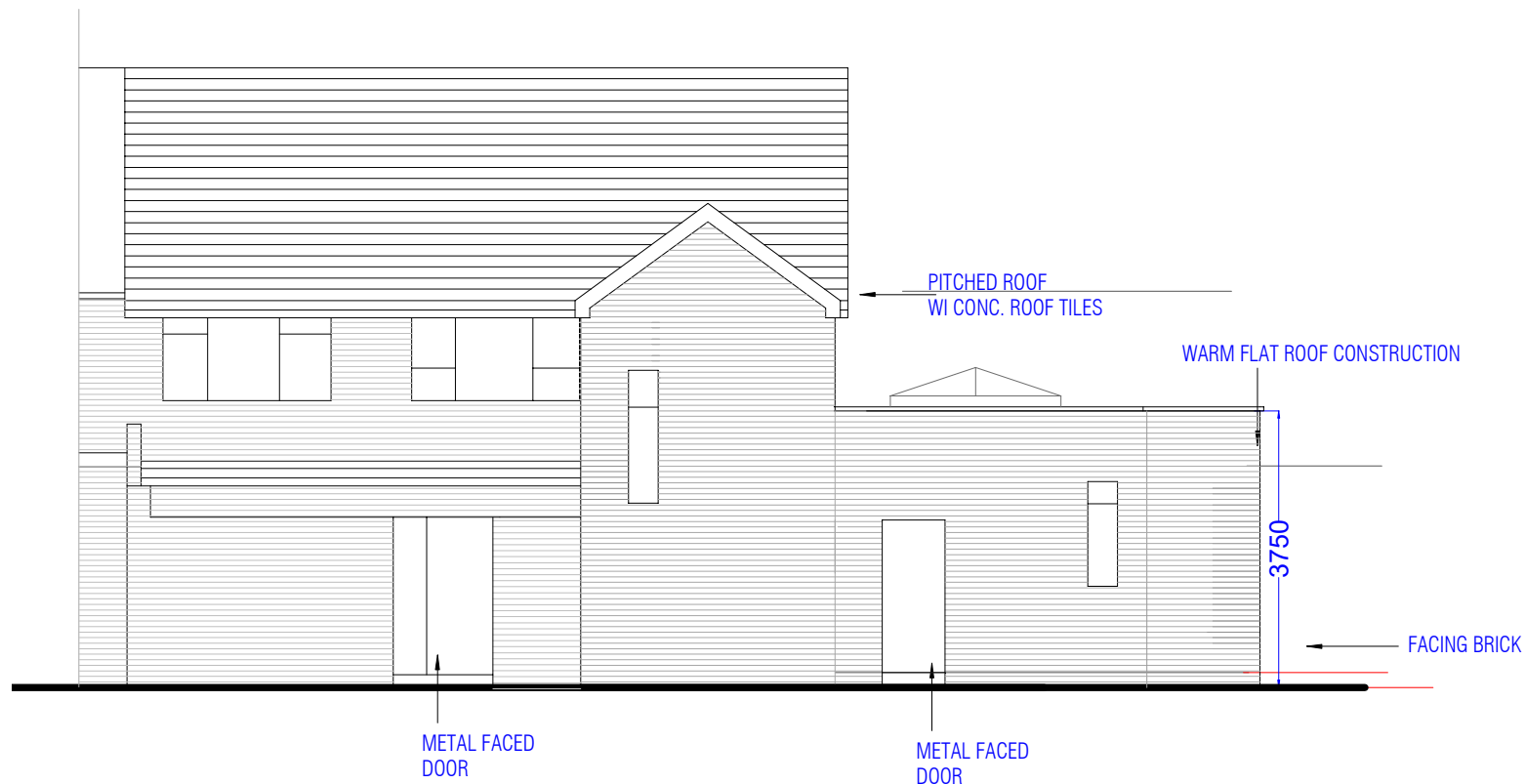
REV: B



PROPOSED PARK LANE ELEVATION



PROPOSED HILLINGDON ROAD ELEVATION



PROPOSED REAR ELEVATION

NOTES:

1. For planning purposes only.
2. Plan based on survey by others.
3. Scheme reliant on confirmation from Structural Engineer confirming feasibility.

REV. B: Rear window shown on elevation



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PROJECT: MAN/021/2019
PROPOSED SINGLE STOREY EXTENSION to SIDE and REAR
with PART PART TWO STOREY TO REAR
146 PARK LANE, WHITEFIELD, M45 7PX
CLIENT: CHABAD WHITEFIELD
146 PARK LANE, WHITEFIELD, M45 7PX

DRAWING:
PROPOSED ELEVATIONS
DRAWN: SCALE: 1:100 @ A3 NR: PLNG/CB/F/005
DATE: SEPT 2019 REV: B

Ward: Bury West - Church

Item 04

Applicant: Cygnet Health Care

Location: Cygnet Hospital, High Bank, Bury, BL8 2BS

Proposal: Part two storey/part single storey 18 bed low secure accommodation with offices and associated facilities and two storey gatehouse together with internal access route, car parking and associated works following demolition of the existing White House. Erection of outbuilding to be used as a Recovery College classroom. Alterations to the South Hampton existing entrance area and creation of new seclusion suite.

Application Ref: 64223/Full

Target Date: 29/10/2019

Recommendation: Approve with Conditions

Description

The site relates to an established hospital facility which provides mental health care and services. It is a self-contained site, defined by natural boundaries of river courses, a Wildlife Corridor and River Valley.

The site is accessed from Bolton Road through a residential estate to the west. The access narrows to a single lane where it crosses over a bridge and splits into two - one route following the western perimeter of the site to Elton Vale Sailing Club and the other leading directly into the hospital. The hospital access road runs along the lower part of the site to car parks which are located along the western periphery, with an internal access route through to the main car parks to the east. There are currently a total of 222 spaces provided on the site.

The site comprises a number of buildings, with the Gate Lodge security control/reception building located at the entrance and other buildings which consist of 2/3 storey secure bedroom units, offices and administration blocks, including the White House to the east, Wizard House and Forestwood to the north, The Dunes to the south and The Hudson building located centrally. There are associated areas of landscaped gardens and tree planting.

The site is bounded by a secure perimeter fence which is heavily tree lined along the western boundary with an area of trees in the southern part of the site. All the trees are protected by a Tree Preservation Order.

The development

The application comprises the following elements:

- Demolition and replacement of the existing White House with a part two storey/part single storey 18 bed low secure accommodation with offices and associated facilities. The new building would be located to the east of the site on a similar footprint as the existing.
- Erection of a New Gate Lodge. This would be located just south of the existing Lodge close to the site entrance and would be the new security control unit for the hospital and also includes the main reception and visitor waiting room. The existing Gate Lodge would be retained and used as an office/admin building.
- Erection of a Recovery College classroom. This would be a stand alone building located by a treed area in the southern part of the site.
- Alterations to the South Hampton entrance suite (in The Dunes) and new seclusion

area.

The development also proposes to re-configure the car parks to provide an additional 56 spaces which would equate to a total of 278 spaces on site.

The internal access running centrally in the site from west to east would be re-aligned to facilitate the new buildings and to provide improved pedestrian access.

The application proposes the removal of 2 trees and 2 small groups.

Relevant Planning History

60570 - Part two storey and single storey 18 bed low secure accommodation with offices and associated facilities and two storey gatehouse together with internal access route, car parking and associated works following demolition of the existing White House and Gatehouse - Approve with Conditions 21/12/2016

18/0376 - Removal of protected trees without consent - 15/01/2019

56481 - Two storey extension, single storey extension and extension at second floor of Forestwood,, basement extension and s/s extension to low secure units, two storey extension and office accommodation - approved 13-11-2013

51946 - Proposed demolition of existing 10 bed low secure unit, gate lodge security access control unit, temporary offices and the erection of new low secure psychiatric hospital unit, medium secure psychiatric hospital unit, security access control building - Approved 16-12-2009

Publicity

Site notice posted 9/8/2019.

Press advert in The Bury Times 8/8/2019.

Letters sent to nearby 288 properties on 1/8/2019. A full list of addresses are available to view on the planning file.

3 letters of objection received from Nos 22 Powell Street, 99 Buller Street and Woos Nab Farm Daisy Field with the following comments:

- Traffic and congestion - The roads leading to the hospital are narrow on already congested with parked cars and the extra traffic from the construction and extra staff will add to the problem.
- Access to both the hospital and Elton sailing club across a small single track bridge is for both vehicle and pedestrian traffic and the extra traffic could cause problems.
- If the bridge were to be damaged during the work there would be no access and the staff would have to park in local streets;
- No more extensions should be allowed until another access is sorted that does not use local roads.
- The hospital staff speed along Connaught Street when going to and from work. There are children living around the hospital and on top of that staff park anywhere they can on the streets making it impossible for people to park outside their own houses.
- The area is getting too scary to go out to the shops especially at night as the patients are hanging around the shops with minders.
- The single width track at the side of the hospital to the Reservoir is our access from our property. I regularly have had near misses with staff coming in and out of the hospital over the single track bridge.
- It is very dangerous especially in winter with icy conditions. Vehicles from and to the hospital do not give way, rushing for their shift changes. Staff are dropped off on the bridge by taxis blocking all ways. Also you have to watch for pedestrians and cyclists. The refuse vehicle comes to properties at the same time as shift changes. The 5mph speed limit is not adhered to at all. A bridle way is also been proposed over the bridge. I seem to remember a problem with the building referred to as the White House having a covenant or something similar on it. I stand corrected if wrong.

Those who have expressed an interest have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Borough Engineer - Drainage Section - No objection subject to condition

Environmental Health - Contaminated Land - No objection subject to conditions.

Environment Agency - No objection subject to condition

Greater Manchester Police - designforsecurity - No objection

Greater Manchester Ecology Unit - No objection subject to conditions and informatives relating to bats, nesting birds, invasive species, amphibians and landscaping.

Canal & River Trust - No objection subject to a condition for the submission of full drainage details for approval.

United Utilities - Confirm the proposed drainage strategy is unacceptable and recommend a condition for the submission of a drainage scheme.

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

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN6	Conservation of the Natural Environment
EN6/1	Sites of Nature Conservation Interest SSSI's NNR's
EN6/2	Sites of Nature Conservation Interest LNR's
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/3	Water Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
EN8/1	Tree Preservation Orders
HT2/4	Car Parking and New Development
HT2/6	Replacement Car Parking
HT4	New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
CF1/1	Location of New Community Facilities
CF3	Social Services
CF4	Healthcare Facilities
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
EN5/1	New Development and Flood Risk
HT2/6	Replacement Car Parking

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

UDP Policy CF1/1 states that the proposals for new and improved community facilities will be considered with regard to:

- Impact upon residential amenity and the local environment

- Traffic generation and car parking
- The scale and size of the development
- Accessibility by public and private transport
- The needs and requirements of the disabled

UDP Policy CF3 states that the Council will, where appropriate, consider favourably proposals for the provision of new, and the improvement of existing social services facilities for children, young people, elderly people, people with mental and/or physical handicaps or illnesses, and other groups with special needs.

UDP Policy CF4 states that improvements to existing and proposals for new health care facilities will generally be looked on favourably by the Council.

Paragraph 92 of the NPPF states that policies and decisions should plan positively to provide the social, recreational and cultural facilities and services the community needs, including the provision of local services and facilities including the need to improve health, social and cultural well-being of the community.

The proposed development seeks to improve the standard of accommodation, facilities and services provided by the hospital in order to deliver appropriate and much needed care for users and to provide staff with modern and up to date equipment and facilities all within a secure and pleasant environment.

It is therefore considered that the modernisation and improvements proposed would enhance and improve on the current situation at the hospital and would be compliant with UDP Policies CF/1, CF3, CF4 and the principles of the NPPF.

Layout - The proposed site layout would not intrinsically alter from the existing arrangements on site.

Taking each element of the scheme, the major part of the proposed building works would involve the re-development of The White House. The existing building is located to the east of the site and accessed by an internal road leading to a parking area either side of the building. The proposed replacement White House would be on a similar footprint, albeit slightly larger in floor area with the internal route through re-aligned. It is also proposed to provide a well defined pedestrian route through the site to this building which would better the situation for pedestrians in this area. The two parking areas either side of the building, which are the main parking areas for the site would continue to be provided in this area, but re-configured to increase provision.

The existing Gate House which is directly opposite the site entrance would remain to provide office and meeting room space. It is proposed to erect the new Gate House to the south of the existing building but with a more well-defined front elevation and entrance, with the proposed building considered better orientated and positioned to direct visitors to the central reception area. An additional 6 parking spaces would be located directly adjacent to the building and a further 10 located behind the existing Gate House which would improve the parking provision to this area of the hospital.

The proposed recovery classroom would be located on a vacant piece of land next to the access road which serves the southern part of the site, and relatively small in scale would not impede site operations or access. Likewise, the development at the South Hampton building which is in part of 'The Dunes' building in the southern most area of the hospital site, would also be small in scale, involving re-configuration of an entrance and an internal seclusion suite.

The remaining additional parking would be provided in the car park serving the Forestwood building to the north of the site and along the west and perimeter edge of the site which provides the majority of visitor spaces.

It is considered that the proposed development would improve the current layout of the hospital site and facilitate cohesive, safer and more accessible areas for service users, staff and visitors, utilising the land available to its better potential. The increase in the parking provision which would also serve different areas of the site and the buildings would also improve on the current situation.

It is therefore considered that the proposed development would be acceptable and would comply with UDP Policies CF1/1, CF3, CF4 and the principles of the NPPF.

Design and appearance

The White House - This would be a two storey building, running in a linear form parallel to the main parking areas. Projecting piked roof elements, clad boarding to parts of the upper floor and floor to ceiling windows would add interest and features to the build. The design would present a modern, appealing and contemporary solution, replacing an outdated and now obsolete building, and as such it is considered the proposed White House would be an improvement to the appearance of the area.

The Gate Lodge - The Gate House would be located close to the entrance. Externally, the elevations would comprise white render to match other buildings on the site and a large aluminium framed glazed entrance would add a feature and defined reception and access point to clearly identify its function, and as such considered to be acceptable.

South Hampton - Alterations would be minimal to this area of the site, comprising the reconfiguration of the entrance and provision of a seclusion area, enclosed on one side by a timber fence. In respect of the new entrance, materials and design would match the existing and therefore considered acceptable.

Recovery Classroom - This would be a stand alone build, single storey with a pitched roof. Half the building would comprise a classroom with the other half a covered external area. The finished elevations would be timber clad with grey tiled roof which would sit comfortably within the landscaped area. The building would be small in scale comparative to the other buildings on site and it is considered that the design and appearance would be acceptable in this location.

Impact on residential amenity - The hospital is a self contained site, accessed via a bridge over the Elton feeder channel and the former railway line. The nearest houses are those on the residential estate to the north and west of the site, Buller Street being the closest with the bridge access located between Nos 63 and Nos 65/67 Buller Street.

The closest part of the new development would be the proposed Gate House which would be more than 60m from the rear of these houses and as such considered a significant distance not to impact on outlook or privacy. The other built development would be located much further away and have negligible visual impact.

It is therefore considered that the proposed development would not have an adverse impact on the visual amenity of the occupiers of the nearby houses and as such would comply with UDP Policies EN1/2 - Townscape and Built Design and CF1/1.

The application proposes an additional 56 staff would be employed as a result of the development. The impact on local residential amenity is therefore more likely to come from the potential increase in traffic and the additional trips which would generate more comings and goings from vehicular movements to and from the site, as well as additional parking burdens.

These are the main issues raised by local residents in their objections and which are addressed in the Highway's Section below.

Highways issues

Traffic generation and access -

The access to the site is currently taken from Bolton Road via a number of nearby residential streets and a single lane bridge which connects these roads to the hospital site. The development proposes no changes to the current arrangements.

A Traffic Assessment has been submitted with the application and includes an analysis of the existing vehicular movements to and from the site comparative to the amount of traffic which could be generated by the development and the additional 56 employees which are proposed.

The assessment concluded that there would be, on average, an additional peak traffic flow of approximately 10 vehicles per hour using the site access as a result of the development. DfT Guidance on Transport indicates that an increase of over 30 vehicles per hour is a useful 'rule of thumb' which would constitute a material increase and trigger a requirement for a formal assessment. The proposed development would be significantly lower than this bar.

The Transport Assessment therefore concluded that the proposed development would generate a low level of additional traffic and site access arrangements could operate safely and within capacity with these proposed levels of traffic. There would be no reason to consider that the forecast increases in traffic would have any implications for road safety or highway capacity on the surrounding highway network.

In addition, the nature of the site is such that it is likely that the additional staff would work shift patterns and traffic to and from the site would be staggered as is also suggested in the Transport Assessment. Traffic generation would not be significant to require another means of access to the site to be provided, nor works to be carried out to improve the capacity of the bridge. The bridge is within the ownership of the hospital and it is for them to manage its maintenance.

The application is also supported by a Travel Plan encouraging staff to car share and use other means of travel such as public transport and cycling to work.

The Highway Section has raised no objection to the proposed development.

As such, the proposed development is considered to be acceptable and would comply with UDP Policies CF1/1, HT4 and EN1/2.

Parking

SPD11 does not define specific parking standards for hospitals, but states that the parking requirement will be 'determined through a Transport Assessment'.

There is existing on-site parking provision of 222 spaces. It is proposed to increase the provision by 56 spaces to a total of 278 on-site parking spaces (a 25.2% increase).

The objections received have highlighted an existing problem with parking on the surrounding streets and as such the additional parking is welcomed.

The new parking spaces would be provided through the re-design and configuration of the existing car parks and to some areas where there is currently no parking to make the most efficient use of the land available within the site. The areas would be designated for staff and visitors. As a hospital facility, staff work on a shift pattern rota and as such not all those employed would be on site 100% of the time, and therefore the increase in provision would assist in relieving any off site parking.

It is therefore considered that the parking would be bettered by the proposed development and the level of parking would be proportionate to the scale of development.

As such, the proposals are considered to be acceptable and would comply with UDP Policies CF1/1 and HT2/4.

The build-out.

During the demolition and construction works, there would be a temporary loss of on-site parking. It has been identified that 53 parking spaces would be unusable during the works to The White House. To compensate for this, temporary parking for 39 cars would be provided in 4 areas of the hospital which would be made available for use prior to the commencement of any demolition/construction works. A car park phasing plan has been submitted to illustrate this arrangement.

The development would result in a certain amount of disruption. In this instance, the applicant has sought to mitigate the loss of parking by providing the temporary parking spaces prior to the commencement of any of the demolition or construction works which would be made available for the duration of the development.

It is considered that these measures would be acceptable for the temporary period and as such the phasing plan would be conditioned.

Drainage - The application is accompanied by a Drainage Report and Strategy. Given the proximity to the nearby watercourse and Elton Reservoir, consultation has been carried out with the Canal and River Trust, Environment Agency and the LPA's Drainage Engineer.

Canal and River Trust - The submitted drainage report refers to an unnamed watercourse which runs along the western boundary of the site and south to join the Elton reservoir. This watercourse is the Elton Feeder channel which is owned and managed by the Canal and River Trust. The drainage report refers to an existing discharge into this watercourse and it is stated that surface water from the proposed development will be directed towards existing drainage systems and plans in the report would suggest surface water drainage from a number of new parking bays being directed towards the Elton Feeder Channel.

In their capacity as owner of the Feeder Course, the Trust advise the applicant that any surface water discharge will require the prior consent of the Trust, which if considered acceptable would usually be granted subject to completion of a commercial agreement. The applicant is therefore advised to contact the Trust to discuss the matter further.

The drainage of new developments can have significant impacts on the integrity, water quality and biodiversity of waterways and the Trust therefore recommend that notwithstanding the submitted drainage philosophy, full drainage details would be required to be submitted and approved by the LPA, which would be dealt with by means of a suitably worded condition.

United Utilities - Whilst there may not necessarily be an issue in principle with the proposed development, UU have confirmed that the submitted drainage strategy does not provide evidence as to why infiltration or a discharge to the adjacent watercourse could not be incorporated into the design. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

A condition has been recommended by United Utilities and this would be included as part of any grant of permission.

Drainage Engineer - The LPA's Drainage Engineer concurs with the comments made by United Utilities and likewise recommends a condition that details of a drainage strategy are submitted for further approval.

Security - The development has been assessed using the principles of 'Crime Prevention

Through Environmental Design' in order to identify any opportunities for crime and the fear of crime.

The Design for Security Team have been consulted on the proposals and have found the scheme to be acceptable with no design changes required.

An informative will be included to advise the applicant to implement the security recommendation identified in the Crime Impact Statement.

Trees - All trees within the site are covered by a Tree Preservation Order.

It is proposed to remove 2 trees and two small groups of trees. None of the trees identified for removal are categorised as being of particular quality and value, apart from one cherry tree noted as being 'moderate'

There are limited areas within the site where re-plants could be provided. The site is extremely well planted along the perimeters, providing visual relief and amenity value to patients, staff and visitors whilst also providing a degree of screening and privacy of the site.

The submitted ecological appraisal has recommended that a landscaping scheme be submitted to mitigate for loss of bird nesting habitat and this would be conditioned. Trees to be retained would be protected during the build out of the development and as such considered to be acceptable.

Ecology - A Preliminary Ecological Appraisal and Arboricultural Survey has been submitted with the application and GMEU have been consulted.

In summary, no significant ecological issues have been identified by the ecological consultant and issues relating to bats, nesting birds, invasive species, amphibians and landscaping can be resolved by condition and or informative.

Bats - The building to be demolished and trees on the site were assessed for bat roosting potential and one emergence survey carried out. One mature ash tree at the site entrance was identified as having moderate bat roosting potential. It appears this tree would be retained. The building was assessed as having low bat roosting potential, with no evidence of bats emerging following one emergence survey. GMEU have no reason to doubt the findings of the report and recommend an informative to advise the applicant of their responsibilities under the Habitats Regulations and a condition to require a further bat survey prior to the removal of tree TN1 identified in Appendix 2 of the Ecological Appraisal.

Great Crested Newts and Amphibians - GMEU concur that likelihood of great crested newts being present on the site is very low. The ponds identified within 250m have been surveyed on a number of occasions with no gcn found and the habitat (tarmac) where the development is proposed is hostile to this species. The pond to the south is new as they suspected, constructed by the hospital as part of a previous recent development. GMEU are satisfied for the recommendations of the report to be conditioned.

Nesting birds - Areas of ornamental hedgerow and shrubs identified as having potential bird nesting potential will be lost. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended and GMEU therefore recommend a condition to restrict the timing of the removal of vegetation.

Invasive species - No invasive species are present on the site, but Himalayan balsam occurs immediately adjacent to the perimeter fence. As hard standing is present on the development side, colonisation is unlikely but there is a risk of construction vehicles being parked along the boundary tracking seed around and off the site during construction. GMEU therefore recommend a condition that measures are put in place to prevent an offence under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended).

Contributing to and Enhancing the Natural Environment - Section 170 of the NPPF 2018 states that the planning system should contribute to and enhance the natural and local environment. The development impacts primarily on hard standing with some loss of amenity grassland and ornamental planting. It appears that some new planting is proposed but this is unclear. GMEU recommend that replacement planting is provided as well as enhancement for loss of bird nesting habitat through provision of bird boxes in line with the recommendations of the ecological appraisal on existing trees. The details can be conditioned.

Proximity to the SBI - The existing fence is more than adequate to prevent accidental impacts from physical incursion and debris. With regards potential impacts during demolition and construction from pollutants and dust, GMEU are satisfied that standard construction and environmental management best practice will be adequate and as such recommend a condition to address this.

Environment Agency (EA) - A Phase I and II Geo-Environmental Site Assessment has been submitted with the application. The EA have been consulted.

The EA have stated that the reports submitted provide the EA with the confidence that it will be possible to suitably manage the risk posed to controlled waters by this development. However, further detailed information will be required before built development is undertaken. It is the EA's opinion that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission and in light of this, the proposed development will be acceptable if conditions are included to ensure that any unacceptable risks from contamination are adequately addressed and mitigated during the re-development of the site.

Response to objections

- The objections relating to parking and traffic generation and construction works have been covered in the above report.
- The bridge is within the ownership of the hospital who would be responsible for the maintenance, repair and management.
- The bridge is not currently a bridleway and it is not proposed to be designated a public right of way as a result of the development.
- The Highway section has been consulted on the proposals and there are no requirements recommended to provide improved pedestrian safety measures over the bridge.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings - Existing site plan B100 Rev B; Proposed site plan B101 Rev F; Proposed White House elevations B203; Proposed White House

floor plans B200; The Gate House - Proposed floor plans and elevations B201; Proposed gate Lodge - site plan B202 Rev B; South Hampton - existing and proposed elevations and plans B204; Proposed Recovery Classroom - proposed site plan, elevations and plan B205 Rev C; Car Park phasing plan B301 rev C; Demolition and Construction Management Plan dated September 2019 by Leith Plannig Ltd; Arboricultural Statement by Cheshire Woodlands ref CW/9536-AS dated 23 may 2019; Bat presence/absence survey by UES ref NGR: (SD) 379138 410034 dated 17th July 2019.; Preliminary Ecological Appraisal by UES ref NGR: (SD) 379127 410035 dated 25th July 2019 - 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. Following the implementation of the temporary parking shown on plan - 'Car park phasing plan' B301 Rev C, and prior to any construction works commencing, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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 15 - Conserving and enhancing the natural environment.

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

5. Prior to the first occupation of the development hereby approved, the applicant shall provide one dual head fast capability EV charging point.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to the principles of the NPPF.

6. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason. To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

7. Following the provision of the temporary car parking shown on plan 'Car Park phasing plan B301 Rev C and before any construction works to the buildings of the development hereby approved, details of surface water drainage proposals shall be submitted to and approved by the Local Planning Authority. Any proposed scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen

solution. This should include condition surveys of existing drainage and assessment of the adequacy of existing flow control measures to suit the new design. Any discharges to the canal feeder should be agreed with the Canal & Rivers Trust prior to finalising the design. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. Foul and surface water shall be drained on separate systems.

Reason. To secure proper drainage and to manage the risk of flooding and pollution. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

9. No development shall commence unless and until a construction and environmental management plan has been submitted to and approved by the Local Planning Authority. The approved plan only shall be implemented prior to the commencement of any works and maintained for the duration of the build out of the development.

Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site in relation to the protection of the adjacent SBI from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the NPPF.

10. The removal of tree called TN1 has the potential to cause harm to bats as identified in the Preliminary Ecological Appraisal, UES reference UES02656/01 Appendix 2 and shall not in any circumstances occur until a further bat survey has been provided to and approved in writing by the Local Planning Authority. Any mitigation measures proposed shall be implemented as approved.

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

11. The development shall be carried out in accordance with the amphibian recommendations contained in the Preliminary ecological appraisal, UES reference UES02656/01 Section 4.2.1 as submitted with the planning application.
Reason. In order to ensure that no harm is caused to Protected Species pursuant to Policies EN6 - Conservation of the natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary development Plan and Section 11 of the National Planning Policy Framework.

12. No works to trees, hedgerow or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been approved by the Local Planning Authority.

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 15 - Conserving and enhancing the natural environment.

13. Prior to development or site clearance measures shall be put in place for implementation during construction along the boundary of the site where Himalayan balsam is present to prevent accidental spreading of this species which shall be submitted to and approved by the Local Planning Authority. The approved measures only shall be implemented and maintained throughout the construction of the development hereby approved.
Reason. The scheme does not provide full details of the actual extent of invasive species in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
14. Following demolition and prior to the completion of the first building hereby approved, a landscaping scheme shall be submitted to, and approved by the Local Planning Authority. The content of the plan should include elements to mitigate for loss of trees shrubs and bird nesting habitat and should include provision of bird boxes in line with the recommendations of the ecological appraisal on existing trees. The approved plan shall be implemented in accordance with the approved details and not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
15. The development hereby approved shall be carried out in accordance with the recommendation of the Arboricultural Statement by cheshire woodlands (ref CW/9536-AS dated 23 May 2019). All trees to be retained on site shall be protected in accordance with BS 5837:2012 (or as amended). 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.
16. The development hereby approved shall be carried out in accordance with the external finishing materials detailed on the proposed elevation plans hereby approved.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
17. No development shall commence unless and until the temporary car parking shown on approved plan reference 'Car Park Phasing Plan B301 Rev C', has been implemented in full to the agreed specification in 4.3 of Section 4 of the 'Demolition and Construction Management Plan' dated September 2019 by Leith Planning Ltd. The approved temporary parking shall be retained and the facilities used for the intended purpose for the duration of the demolition and all the construction works hereby approved.
Reason. To ensure adequate off-street car parking provision is retained within the curtilage of the site during the demolition and construction phases of the development, in the interests of road safety and pursuant to Bury Unitary development Plan Policies CF1/1 - Location of New Community Facilities, HT2/4 - Car Parking and New Development and HT2/6 - Replacement Car Parking and EN1/2 - Townscape and Built Design.
18. Other than the provision of temporary car parking, a 'Construction Traffic

Management Plan' (CTMP) for each phase of the development, namely:

- a) The demolition of the White House,
- b) The erection of the replacement White House, and
- c) The completion of the approved new parking spaces and all other proposed works,

shall be submitted to the Local Planning Authority for approval prior to the commencement of each phase noted above and shall confirm/provide the following:

- Dilapidation survey, to a scope to be agreed, of the footways and carriageways abutting and leading to the site in the event that subsequent remedial works are required following demolition works/construction of the development;
- Access route for demolition/construction traffic from the A58 Bolton Road and through the site;
- Hours of operation and number of vehicle movements;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
- Proposed site hoarding/gate positions, including the provision, where necessary of temporary pedestrian facilities/protection measures;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, HT2/6 - Replacement Car Parking and HT6/2 - Pedestrian/Vehicular Conflict.

19. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the extension hereby approved being brought into use.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies CF1/1 - Location of New Community Facilities, HT2/4 - Car Parking and New Development and HT2/6 - Replacement Car Parking of the Bury Unitary Development Plan.

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



Production Date: 25 Sep 2019

Scale 1417

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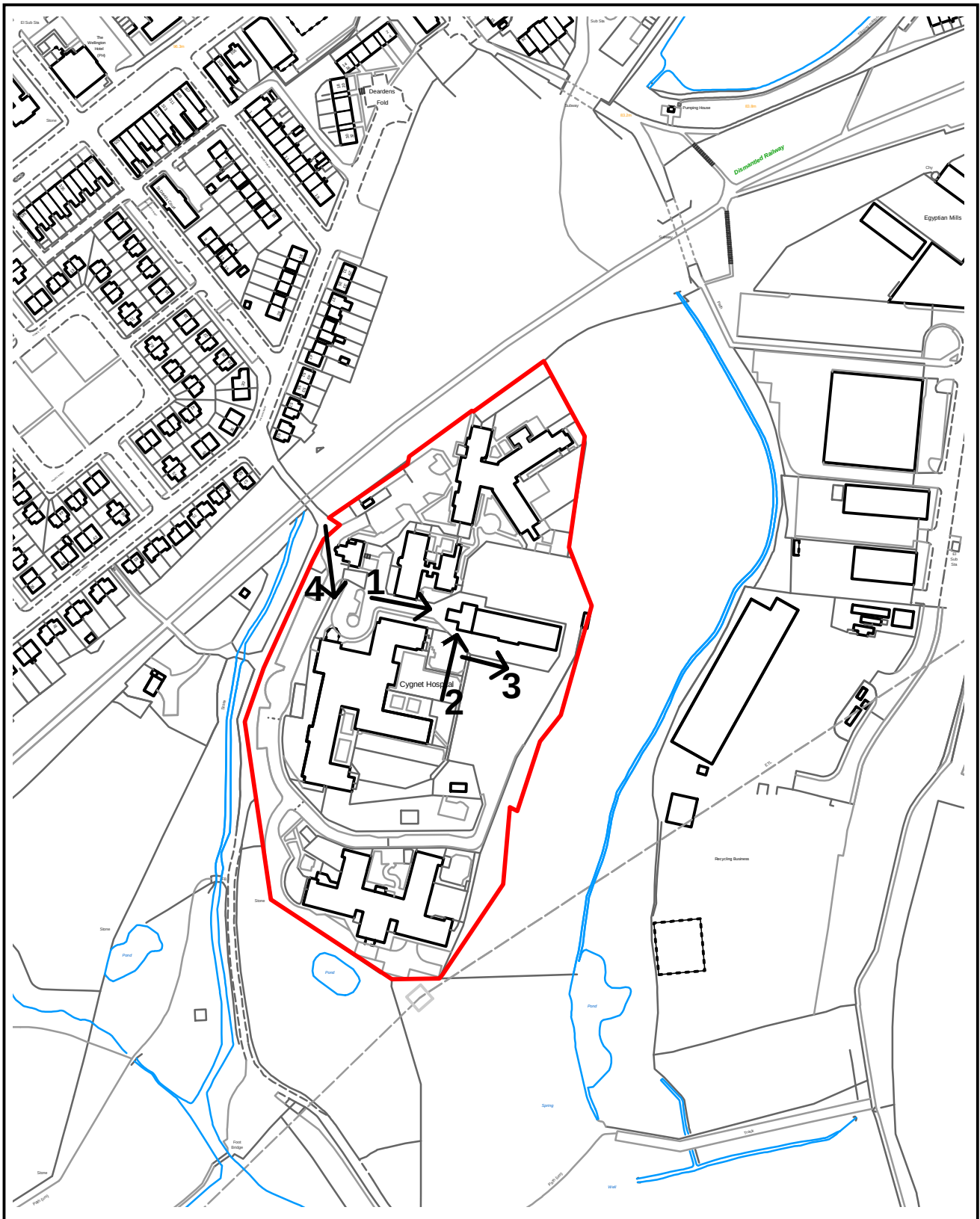
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Notes

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64223

ADDRESS: Cygnet Hospital
High Bank
Bury

Planning, Environmental and Regulatory Services



Bury
COUNCIL

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64223

Photo 1



Photo 2

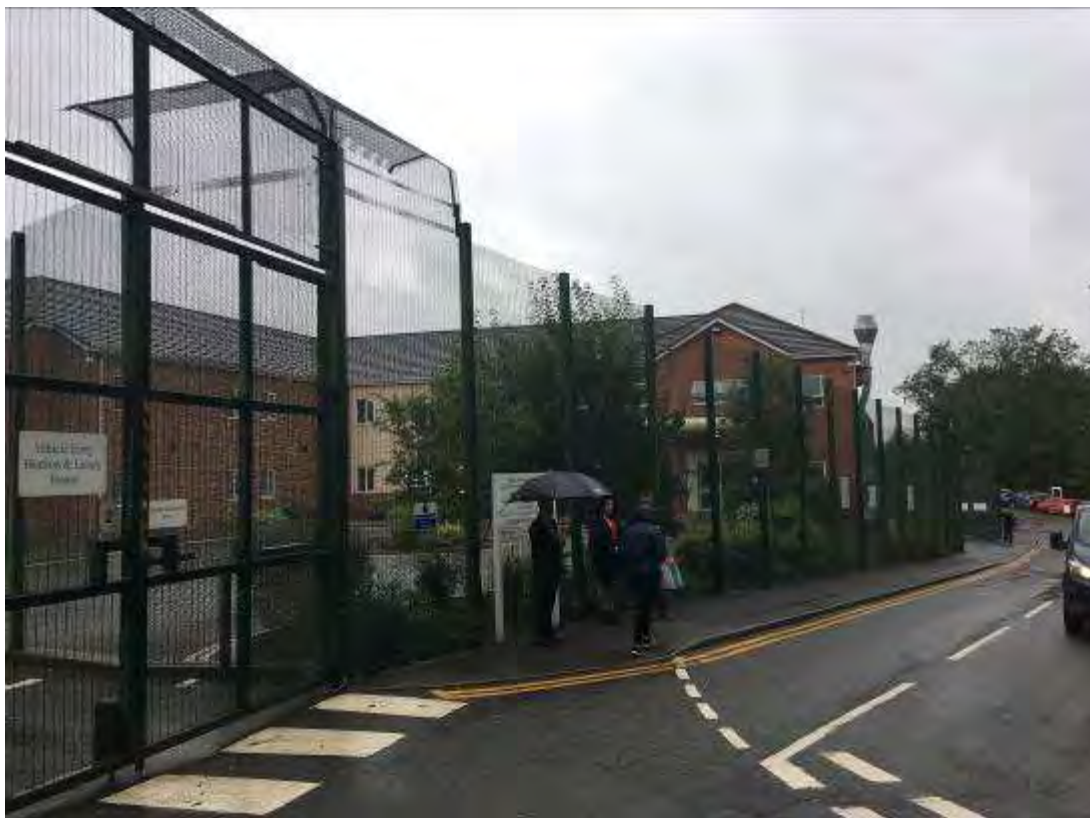


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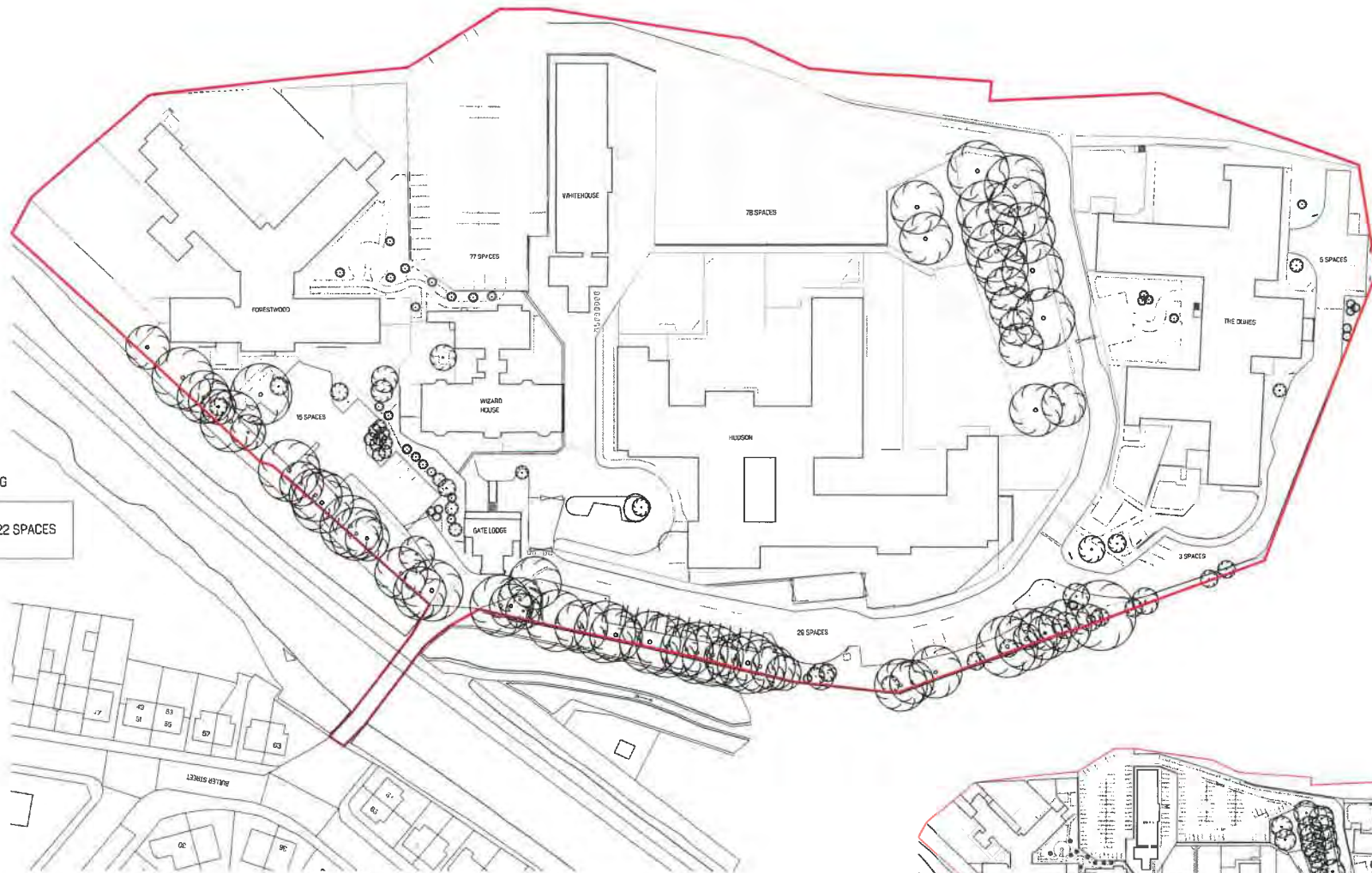
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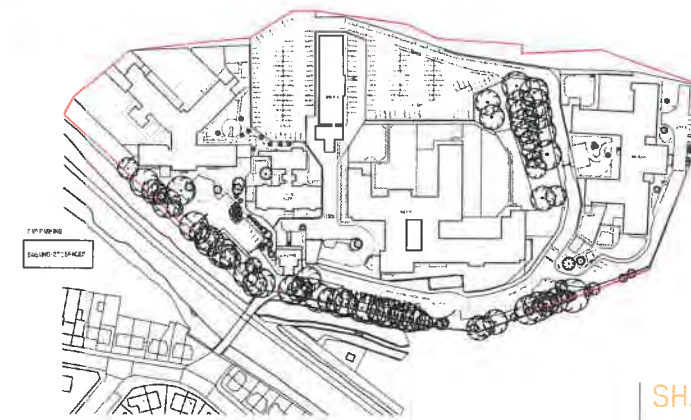
Photo 4



CAR PARKING
EXISTING: 222 SPACES



EXISTING SITE PLAN | SCALE 1:500



EXISTING SITE LOCATION PLAN | SCALE 1:1250

PLANNING	RE-PLANNING OF SITE TO ACCOMMODATE 222 SPACES			
	A - SITE PLAN SUBMITTED TO COUNCIL FOR REVIEW			
	DATE	DATE	DATE	DATE
	10/10/18	10/10/18	10/10/18	10/10/18

SHACKARCHITECTURE

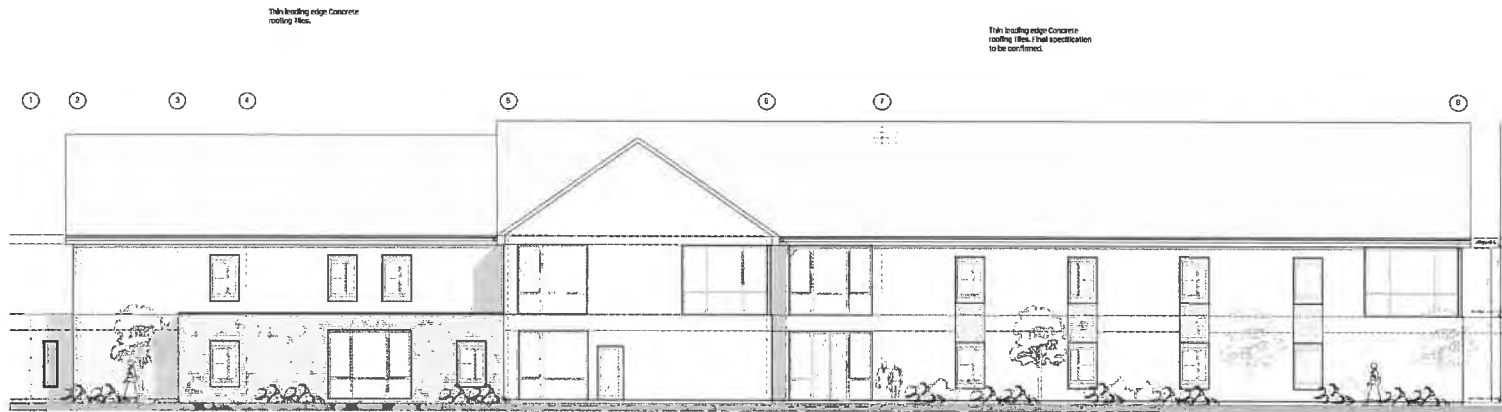
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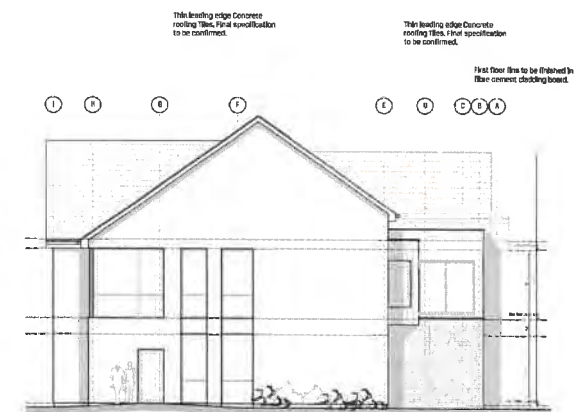
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EXISTING SITE PLAN

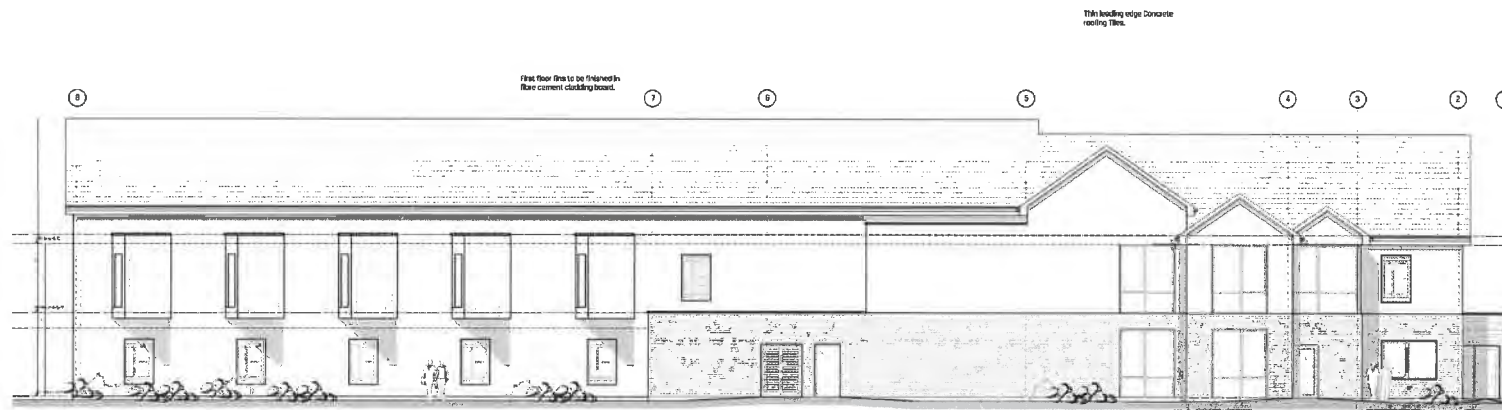
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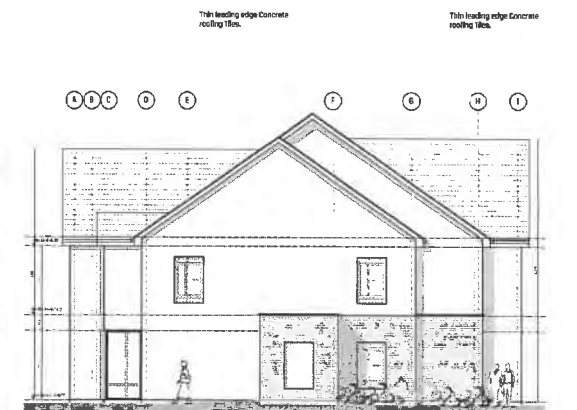
01. PROPOSED SIDE ELEVATION 01 | SCALE 1:100



03. PROPOSED SIDE ELEVATION 03 | SCALE 1:100



02. PROPOSED SIDE ELEVATION 02 | SCALE 1:100



04. PROPOSED SIDE ELEVATION 04 | SCALE 1:100

PLANNING			
	REVISION	DRAWN	CHECKED
			DATE

SHACKARCHITECTURE

Client: CYGNET

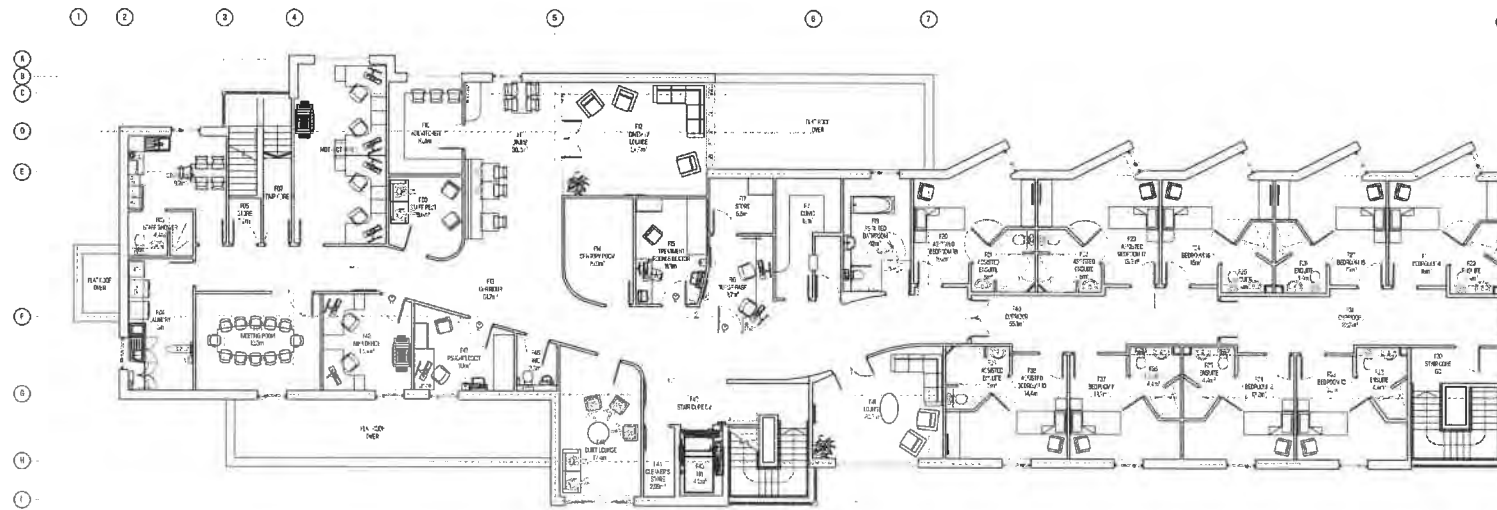
PROJECT: WHITE HOUSE, BURY

Type: PROPOSED WHITE HOUSE ELEVATIONS

11/03/2021

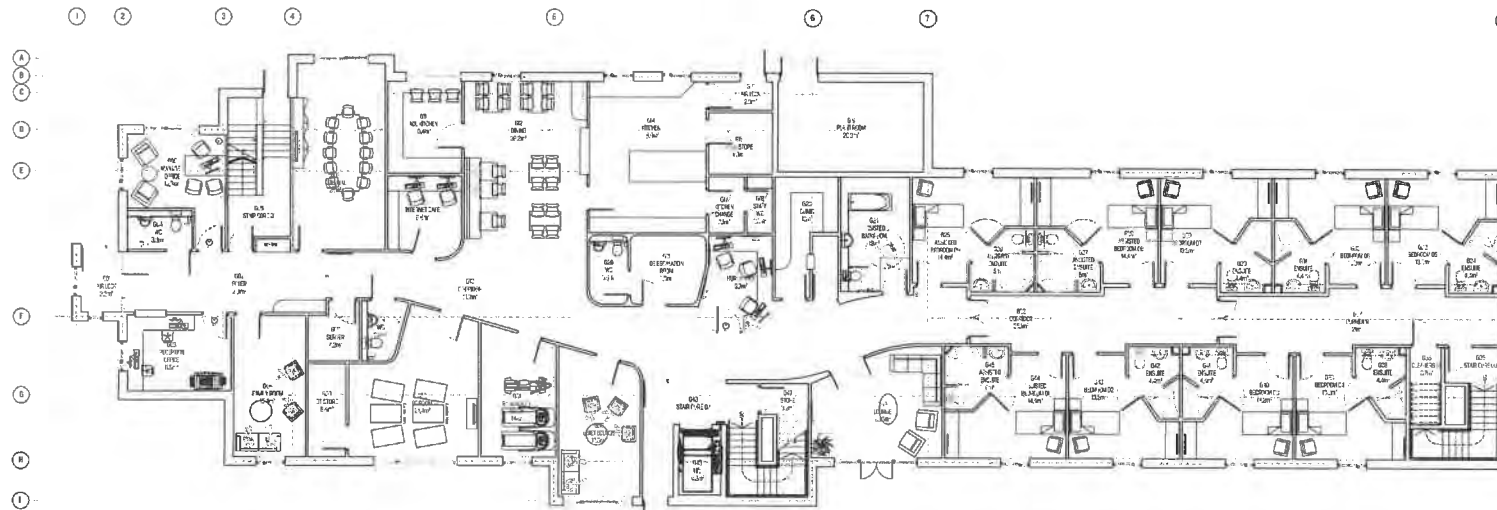
Project: SHACK370

B203



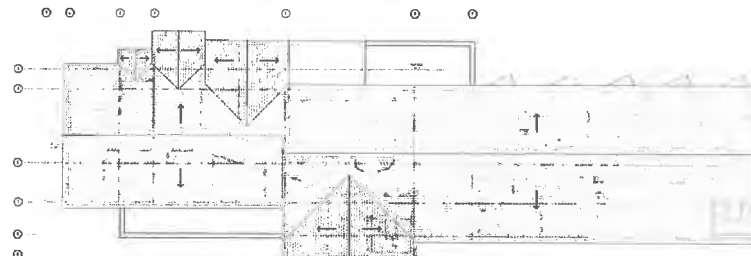
PROPOSED FIRST FLOOR PLAN | SCALE 1:100

FIRST FLOOR
GIA: 641.9m²
[6908.8ft²]



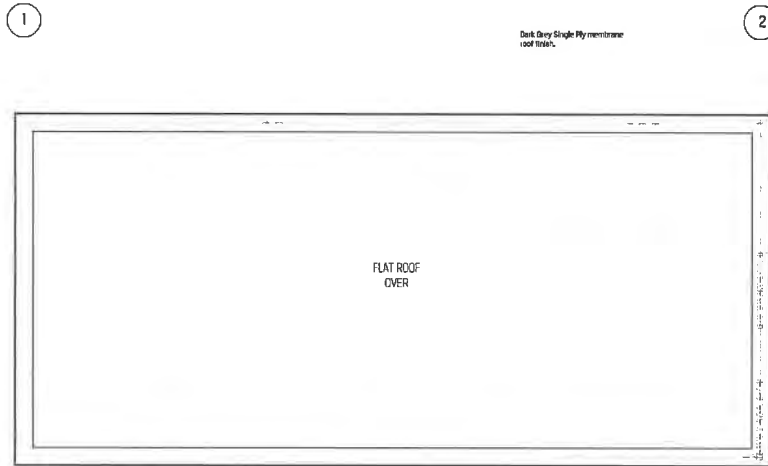
PROPOSED GROUND FLOOR PLAN | SCALE 1:100

GROUND FLOOR
GIA: 703.8m²
[7575.4ft²]

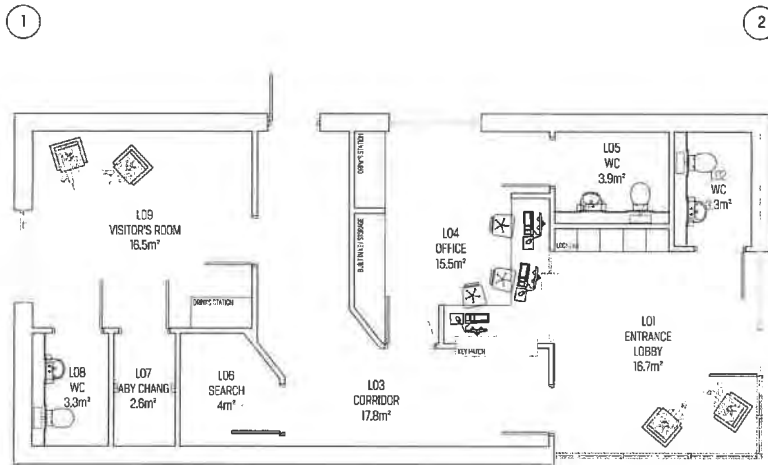


PROPOSED ROOF PLAN | SCALE 1:200

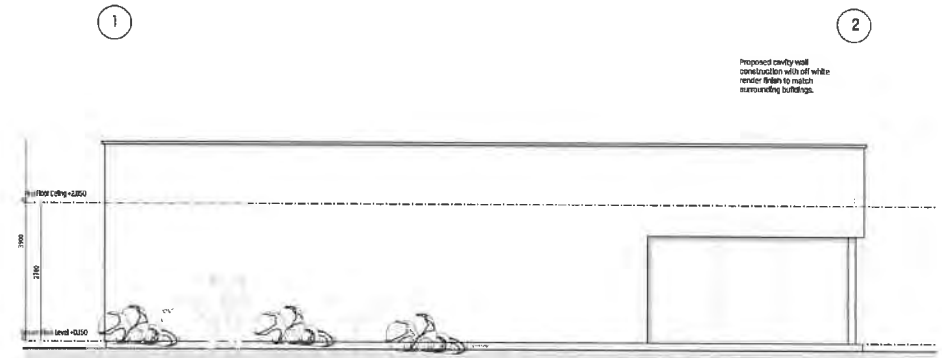
PLAN	REVISION			
	NO.	DATE	BY	CHECKED
	1			



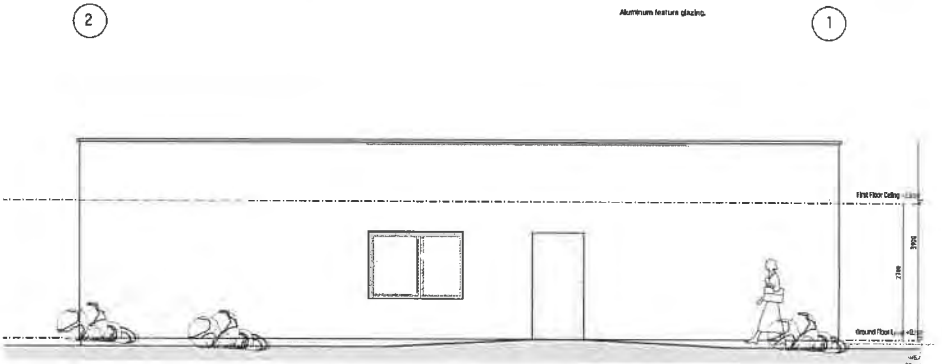
PROPOSED ROOF PLAN | SCALE 1:50



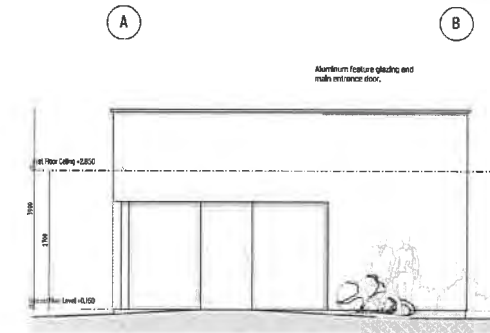
PROPOSED GROUND FLOOR PLAN | SCALE 1:50



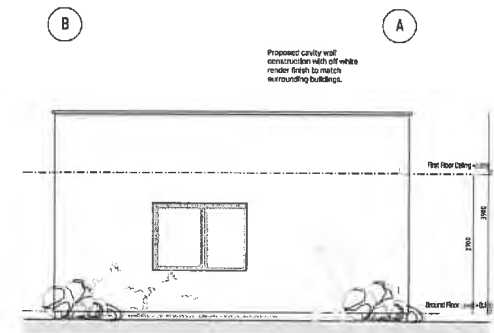
01. PROPOSED SIDE ELEVATION 01 | SCALE 1:50



02. PROPOSED SIDE ELEVATION 02 | SCALE 1:50



03. PROPOSED FRONT ELEVATION 03 | SCALE 1:50



04. PROPOSED FRONT ELEVATION 04 | SCALE 1:50

PLANNING	REVISION			
	NO.	DESCRIPTION	DATE	BY

GATE LODGE
GIA: 86.4m²
(930.1ft²)

SHACK ARCHITECTURE

CYGNET
WHITE HOUSE, BURY
THE GATE HOUSE
PROPOSED FLOOR PLANS & ELEVATIONS

1300@A1 SHACK370 8201



PROPOSED GATE LODGE | SCALE 1:200

PLANNING				
	REVISION	DESIGN	CHANGED	DATE
	1			

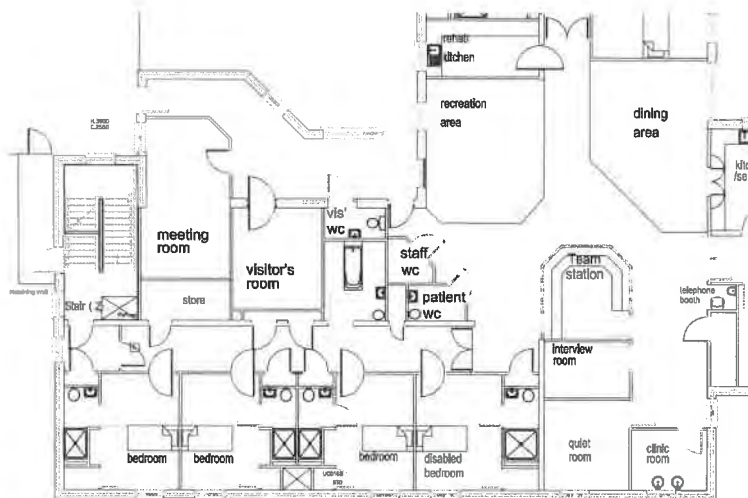
GATE LODGE
GIA: 86.4m²
[930.1ft²]

SHACKARCHITECTURE

BY CYNET
WHITE HOUSE, BURY
PROPOSED GATE LODGE
SITE PLAN

1:200/A3 1/16 SHACK370 8202 8

ELEVATION 01

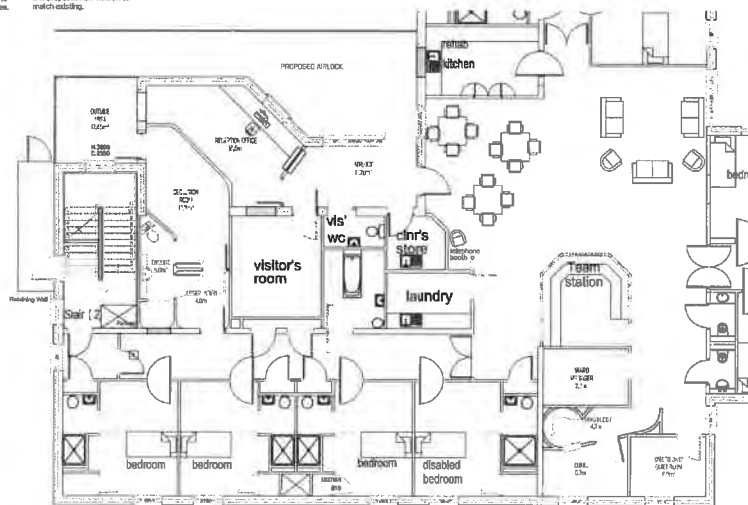


EXISTING GROUND FLOOR PLAN | SCALE 1:100

Proposed timber fence to perimeter of outside area.
Existing door to be removed and proposed new window to match existing.
Proposed timber fence

Existing window removed and proposed new door access to courtyard. Door to match existing.

ELEVATION 01



PROPOSED GROUND FLOOR PLAN | SCALE 1:100

Interview room converted to ward manager

Proposed Clinic and lobby

Proposed One to One Room

EXISTING ELEVATION 01 | SCALE 1:100



Proposed timber fence to perimeter of outside area.

PROPOSED ELEVATION 01 | SCALE 1:100



Existing door to be removed and proposed new door access to courtyard. Door to match existing.

Existing window removed and proposed new door access to courtyard. Door to match existing.

PLANNING

REVISION	DRAWN	CHECKED	DATE

SHACK ARCHITECTURE

CYNET

SOUTH HAMPTON, BURY

EXISTING & PROPOSED ELEVATIONS AND PLANS - SOUTH HAMPTON

VARIES@M SHACK370

8204

Ward: Bury West - Church

Item 05

Applicant: Thomas England Ltd

Location: Meadowcroft Farm, Lowercroft Road, Bury, BL8 3PD

Proposal: Conversion and extension of existing detached dwelling into 2 no. semi-detached dwellings; Conversion and extension of agricultural outbuildings to provide 2 no. single storey dwellings to include demolition of existing outbuildings and structures, associated landscaping and access works.

Application Ref: 64308/Full

Target Date: 13/08/2019

Recommendation: Approve with Conditions

Description

The site relates to a former farm with ancillary buildings which has been derelict for some time. The site is located in the Green Belt, Wild Life Corridor, West Pennine Moors and in an Area of Special Landscape. The area characterised by open land and fields.

The site is broadly rectangular in shape and comprises an existing farmhouse to the west, a brick built barn/agricultural building and a number of outbuilding structures more centrally positioned, some of which are in a poor state of repair, in a dilapidated condition and have become susceptible to vandalism/acts of anti social behaviour. In the eastern part of the site are the walled remains of what appears to be a former stable block or outbuilding. There is also a pond in the furthest westerly part of the site, adjacent to the farmhouse and within the existing immediate farm curtilage.

The topography of the site is generally flat, with a gentle slope running east to west. It is elevated in relation to the land to the south and east with the residential houses on Gisburn Drive and Slaidburn Drive approximately 200m away. The land rises northwards with the nearest property in this direction being Higher Crompton Farm some 210m away.

Access is via a single unmade track and Public Right of Way which leads from Lowercroft Road and the Gisburn Drive estate.

By way of a background to the site, prior approval was granted for the conversion of the agricultural building to provide 2 no. dwellings (December 2018). The approval did not involve the existing farmhouse or require the removal of any existing outbuildings and under a prior approval, works could only facilitate the conversion to the agricultural building and no extensions.

This application seeks to deliver a residential development of the site for 4 no. dwellings involving the existing farmhouse and agricultural building.

The proposed development comprises of the following:

The equal subdivision of the existing 2 storey farmhouse dwelling into a semi detached dwelling (referred to as plots 1 and 2).

It is proposed to add a single storey stone built extension to each unit, one on the north and one on the east elevation, to facilitate additional ground floor living accommodation, with 2 bedrooms at first floor and a bedroom in the roofspace. New window frames and surrounds would be inserted into the existing openings and the render stripped off to reveal the original stonework.

There would be 5 parking spaces in total, and a bin store area and gardens for each property to the north which would back onto the boundary of the site.

It is also proposed to convert the agricultural building to 2 dwellings, with demolition of an outbuilding structure and single storey extension.

Apart from repair works to the elevations, there would be no alterations to the existing building with window openings in the rear elevation retained. The extension would be a dark timber clad build to reflect a barn type appearance and large openings located on the front elevation, covered by louvered screens. The roof would be a slate/tile material to match that of the existing farmhouse.

The extension would project the full length of the building and have a depth of 8m which would not project past the existing building to be demolished. As a single storey development, all accommodation would be on the ground floor comprising the living space at the front (south) with a small decked area, and 3 beds in the rear part of the building, linked by a smaller glazed hallway and utility room.

Gardens would be to the rear, adjacent to those of plots 1 and 2 with an area for bin storage. A total of 4 parking spaces would be allocated to this part of the scheme and the frontage would be defined by a hedge adjacent to the track.

The site would be accessed via the existing single lane track which is proposed to be widened at 4 intermittent areas to provide passing places along the route.

The original application submission proposed a development of a much larger scale in terms of amount of volume and footprint. Following discussions and on the advice of the LPA, the application has been amended resulting in a considerable reduction to the proposed built form on site, and which is now presented in this application.

Relevant Planning History

02258/E - Extensions of existing dwelling and agricultural building for development of four dwellings - Enquiry completed 24/04/2019

63382 - Prior approval for the proposed change of use of an agricultural building to 2 no. dwellinghouses (Class C3) and associated building operations - Prior Approval Required and Granted 06/12/2018

Publicity

Letters sent on 19/6/2019 to 102 properties on Slaidburn Drive, Gisburn Drive, Lowercroft Road, Lowercroft Mill, High street, Bowland Close, Bentham Close.

Three letters of objection received from Nos 22, 32 Gisburn Drive, 2 Slaidburn Drive which raise the following issues:

- The development is now twice the footprint of the original application and in Green Belt. It is now of inappropriate size and design.
- This new plan generates a high level of traffic (12 vehicles at least with equestrian activity planned) using a small historic farm track. The expansion now impacts on the farm track access which is a well used pedestrian route. All traffic both construction and future will be running within 3 feet of neighbouring boundary walls.
- The plan will also generate traffic problems at Lowercroft Road particularly during demolition, construction and the future. Heavy construction traffic along the farm track will put pedestrians at risk along this right of way/footpath and also the potential of serious incident/personal accident with impact to walls. We have already seen fast moving HGV activity as work has already started. The size of the new planned build will clearly generate much more activity and movements which the developer has claimed they cannot control.
- Works to the access road would encourage speeding - suggest speed bumps.

- Concern for safety of walkers and dogs as this is a public road - suggest warning sign erected.
- Concerns for noise and disruption from vehicles once development completed - at least 8 cars belonging to residents.
- Pond to be cleaned out to encourage return of wildlife in the area.
- Flooding on the track between the rear of 10 and 2 Slaidburn Drive from excess water in the fields, causes build up of rubble etc.
- Ask that construction works are kept to a minimum and reasonable hours of working.
- Whilst we have no basic objection to the regeneration of derelict farm buildings for residential use we do wish to lodge an objection to this specific application based on 2 points - scale and access. The scale of the development has a definite impact on the access problems arising from the development.
- Volume of traffic, both private and service vehicles, will be vastly increased. The proposal to partly resurface the lane with 2 tarmac strips will only serve to increase vehicle speeds adding to the danger to pedestrians. Also has the "bottleneck" entrance and exit at Slaidburn Drive/Lowercroft Road been considered as there is little space for queuing traffic.

Letters sent on 6/9/2019 to 24 properties including the objectors, on Slaidburn Drive, Gisburn Drive and Bentham Close whose houses back on to the access track, to advise on the submission of the revised plans and amended scheme.

The revisions included the reduction in scale and size of the proposed extensions to the farmhouse and the barn conversion.

One letter of objection received from No 32 Gisburn Drive :

- It is encouraging that the scale of the planned development has been scaled back slightly but my original comments still hold true - ie the scale and sizing of the footprint and the build are still too large and inappropriate for this planned development in such a prominent position and more importantly on Green belt.
- Still have concerns on vehicular activity and associated risks, noise and nuisance and there seems to be little commitment to controlling these aspects during and post any development work that may be progressed.

Those who have made representations have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Borough Engineer - Drainage Section - No objection subject to condition

Environmental Health - Contaminated Land - No objection subject to conditions

Public Rights of Way Officer - No response received. Response incorporated within the Highway's Section recommendation. The applicant is advised of the existence of the PRoW which forms the access to the site.

Waste Management - No response received.

Cadent Gas Ltd (formerly National Grid) - Apparatus identified in the vicinity. Advisory note included to the applicant.

United Utilities (Water and waste) - No response received.

Greater Manchester Ecology Unit - No objection subject to conditions/informatives.

Minerals and Waste Planning Unit (Urban Vision Partnership Ltd) - No response received

G M Archaeological Advisory Service - No objection subject to a condition for the implementation of a programme of archaeological works.

Fire Protection Dept Bury Fire Station - No objection subject to the provisions of the passing places and installation of sprinklers.

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

Unitary Development Plan and Policies

NPPF National Planning Policy Framework

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN9/1	Special Landscape Areas
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
OL1/2	New Buildings in the Green Belt
OL1/4	Conversion and Re-use of Buildings in the Green Belt
OL7/2	West Pennine Moors
OL1	Green Belt
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD8	DC Policy Guidance Note 8 - New Buildings in the Green Belt
SPD 9	Conversion and Re-use of Buildings in the Green Belt
SPD11	Parking Standards in Bury
MW1/1	Areas of Search

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.

Green Belt - Policies

In Chapter 13 - Protecting Green Belt Land, Paragraphs 143 and 144 state that inappropriate development in the Green Belt is by definition, harmful and should not be approved except in Very Special Circumstances (VSC). Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 145 of the NPPF considers the construction of new buildings in the Green Belt as inappropriate development. Exceptions to this include bullet point c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building.

Paragraph 146 states that other certain forms of development are also not inappropriate in the Green Belt provided that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. One exception to this is point d) the re-use of buildings provided that the buildings are of permanent and substantial construction.

UDP Policy OL1/2 - New Buildings in the Green Belt states that the construction of new buildings is inappropriate development unless it meets one of the 4 exceptions, one of which includes limited extension, alteration or replacement of existing dwelling, provided that they would not result in disproportionate additions over and above the size of the original dwelling

UDP Policy OL1/4 - Conversion and Re-use of Buildings in the Green Belt is not inappropriate development and would be permitted provided that:

- it would not have a materially greater impact than the present use on openness;
- any extensions of re-used buildings and any associated uses of land surrounding the

- building do not conflict with the openness of the green belt;
- the buildings would be capable of conversion without major or complete reconstruction;
- form, bulk and design would be in keeping with the surroundings;
- suitable access and traffic can be accommodated;
- necessary services can be provided;
- no damage to habitats or protected species.

OL7/2 - West Pennine Moors - Seeks to control development and manage recreational activity and public access so as to reduce any possible detrimental effects these may have on the important character of the area.

SPD8 - New Buildings and Associated Development in the Green Belt and SPD9 - Conversion of Buildings in the Green Belt provides additional advice and guidance, particularly with reference to siting, design, materials, the scale and form of a development and guidance on the size of the extensions.

SPD9 - Relates to conversions in the Green Belt and it should be demonstrated that the building could be converted without major rebuilding or reconstruction. Advice is also given on design, extent of intrusion and impact to the character of the building and surrounding area.

UDP Policy EN1/1 - Visual Amenity - Development should not be permitted where proposals would have a detrimental effect on the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Area or the river valleys. The wider consideration of the effect on visual amenity is necessary in sensitive areas to ensure that developments are not inappropriate by reason of their siting, materials or design.

UDP Policy EN9/1 - Special Landscape Areas states that development in such areas will be strictly controlled and required to be sympathetic to its surroundings in terms of visual impact. High standards of design, siting and landscaping will be expected. Unduly obtrusive development will not be permitted in such areas.

Green Belt - Principle

The development essentially comprises 2 components -

- extensions to an existing single dwelling and its conversion to a semi-detached property,
- conversion and extension of an agricultural building to provide 2 no. dwellings.

Existing dwelling - Currently a single dwelling, the applicant states that historically the building comprised a pair of semi-detached dwellings.

It is proposed to add a single storey extension to each of the semi-detached dwellings and assessment of this would fall under point c) para 145 of the NPPF.

SPD8 states that extensions should be proportionate to the size of the original dwelling and in general terms, up to one third of the original dwelling may be allowed. However, each proposal is considered on its own merits and it is not to say that something larger or smaller would not be supported or be appropriate in certain situations.

Taking into account the size of the associated outbuildings to be demolished (shown as buildings A,B,C,D on the existing site plan), the resultant proposed footprint area would be slightly less (-2 sqm) with an additional overall volume increase of 18% to the whole building.

With a lower footprint area, the increase in volume of 18% above the existing volume would be well within the one third typically advised in SPD8 and therefore policy compliant. The extensions would also be single storey and modest in design and the footprint would result in less encroachment into the site and Green Belt than the existing outbuildings which are to be demolished. In addition the proposed development would refurbish a building which has

become unoccupied due to the poor state of repair, and the proposed works would be sensitively carried out to preserve the building for the future, as opposed to falling into a state of total dilapidation.

It is therefore considered that the proposed conversion to two dwellings would be acceptable, and the extensions would be proportionate to the size of the existing building, neither of the elements causing harm to the openness of the Green Belt. The proposed development would therefore be appropriate development in the Green Belt and would comply with the principles of the NPPF and UDP Policies OL1/2 and SPD8.

Agricultural conversion and extensions - Assessment of the proposed conversion would fall under paragraph 146 d), which states that the re-use of buildings may be acceptable provided they are of permanent and substantial construction, which is reinforced in SPD9.

A Structural Survey has been carried out on the agricultural building and it has been concluded that the buildings are basically sound in condition. The report confirms that the structural works required for conversion to residential would generally be consistent with other barn conversions. In addition, the building has been granted approval under a Prior Approval for the change of use of an agricultural building to 2 no. dwellinghouses and associated building operations in 2018, and therefore the principle of conversion has been accepted.

The application proposes to extend the building, but there would also be an element of demolition works carried out (buildings E and F on existing site plan) . Again, turning to SPD8 guidance, it is advised additions should not be disproportionate to the existing dwelling, considering a third as a yardstick being generally acceptable.

Looking at the barn conversion in isolation to the farmhouse, the proposed increase in footprint would be 48% and the volume increase would be 39%, more than policy guidance advises. As such, the extensions to the barn conversion proposal are considered to be inappropriate development in the Green Belt in principle.

That said, in some cases assessment should not concentrate on volume alone, as there are occasions when a larger extension may be appropriate, depending on how 'materially larger' it would be, with assessment also made as to how the extension would relate to the existing buildings and to the site as a whole. There are a number of other factors to consider in assessing whether this element of the development would be acceptable. The applicant has submitted Very Special Circumstances for this element of the development.

Firstly, in considering the existing barn, there would be no additional openings punched into the exterior and works would basically comprise repair, thereby retaining the original fabric and character of the building. In terms of the proposed extension, this would be no higher than the existing, it would be viewed against the front elevation of the existing barn from the south and would not encroach any further beyond the building line of the structures proposed for removal. The design has taken into account the character and existing use of the site and proposes a timber clad structure which would reflect and respond to the character and agricultural setting of the site. The building has been granted permission for conversion under a Prior Approval.

The applicant has also put forward a case for Very Special Circumstances for the development of the site as a whole, of which the following are considered relevant:

- Efficient re-development of previously -developed land with concentrated built form, removal of outbuildings, reduction in scale from initial proposals and reduced overall developed curtilage from 0.48 ha to 0.36 ha, which is clearly defined;
- The scheme allows for the distinctive rural character of farmhouse and barn to be retained and refurbished to a high standard;
- Enables significant ecological enhancements of pond, hedging and planting;
- Enhancements to the appearance of the site and its setting in a highly visible location on a public right of way, and helping to improve its natural surveillance, particularly at the

farmhouse which is in a state of disrepair, unsightly and subject to crime and anti-social behaviour;

- Provision of improved living accommodation to meet modern standards, including the farmhouse;
- Increased number of homes and housing choice to assist in helping the Council to demonstrate a five year housing supply;

Summary

The comparative existing volume and footprint table submitted in support of the application demonstrates that overall, as a holistic development, there would be an increase of 28% of footprint area and 29% of volume, which even without VSC's could justifiably be considered within the sphere of policy guidance and compliant with policy. The proposed development would avoid encroachment into the Green Belt and the development would deliver a comprehensive and holistic scheme.

A condition to remove Permitted Development Rights would also restrict the addition of future extensions.

In consideration of this, and together with the applicant's case for VSC, which are considered to be reasoned, valid, substantial and consolidate a good and robust case for the redevelopment of the site, it is therefore considered that the proposed extensions to the agricultural building would be modest in scale, position and form and the proposed development would not harm the openness of the Green Belt, would be appropriate and would therefore be in compliance with UDP Policies OL1/2, OL1/4, SPD 8 and 9, and the principles of the NPPF.

Housing - Policies

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

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. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties provides useful guidance in terms of acceptable aspect standards between dwellings and design criteria.

Housing - Principle

The site is located in a rural area but accessible by an access track which would suitably serve the scale of the development and link to a nearby residential estate. As part the site has an existing residential/farmstead use, it is considered that the scale of the development would be appropriate within the surrounding area and would not conflict with the character of the surrounding area.

As such, the proposed development would be acceptable in principle.

Layout - The existing site layout would not intrinsically differ from the layout which is proposed as part of the application, with the associated parking, gardens and access to the site being the main alterations to its previous function as a farm.

One other aspect which would be different, and which would be a benefit of the development, would be the reduction in curtilage area. The previous use of the site

resulted in the land to the north of the buildings being used for the long term storage of vehicles. This area would not be included within the development site and the boundary curtilage would be re-aligned to take this into account.

The pond to the west of the site would not be affected, but the development would integrate this feature within the scheme by retaining its open relationship with the existing farmhouse at the side. Turning to this property, the building application proposes the subdivision back into 3 bed roomed semi-detached types.

Plot 1 would be extended single storey on the west elevation, with the entrance located between the new and existing build. The garden area would be located at the rear and 2 parking spaces and bin store allocated at the front which would be screened by a hedge from the access track. Ground floor accommodation would comprise living space with 2 bedrooms at first floor and 1 bed in the roof space.

Plot 2 would have the same internal layout, with the entrance being on the east elevation and the extension positioned on the north elevation behind which would be the garden and bin store. Parking spaces for 3 cars are proposed for this property.

Plots 3 and 4 would be located in the converted agricultural building. The application proposes the demolition of a dilapidated outbuilding to the south and removal of some walled structures, to be replaced with a single storey extension which would be located along the south elevation of the barn, running its full length. The extension would be attached to the building by way of smaller glazed link.

All accommodation would be located on the ground floor, comprising living areas in the extension, a hall, utility and WC in the glazed link and 3 bed and WC facilities in the rear part of the existing build.

The gardens and bin store would be provided at the rear of the plots with 3 shared parking spaces to the side of plot 3 and a visitor space next to plot 4. These dwellings would be defined by a hedge along the front and eastern boundary.

The access to the site would be from the existing track which leads from Lowercroft Road and runs along the rear of houses on Slaidburn and Gisburn Drive. It is proposed to widen the access track to provide 4 passing places at regular intervals which is considered adequate for the scale of the development (discussed more fully in the Highway's Section below).

The applicant has suggested that the access track be re-surfaced with two strips of tarmac which would allow grass to continue to grow between the strips. Tarmac surfacing in the Green Belt tends to be considered inappropriate within a Green Belt setting, particularly on a long length of track. Details of any new surfacing would therefore be required by a condition.

The existing buildings are sited close to each other forming a cluster and small settlement and the proposed development would utilise this form. With the added benefit in the reduction of the curtilage of the site, the scheme proposes less encroachment into the Green Belt than currently exists.

Whilst there would be some necessary 'domestication' of the site for a wholly residential development such as gardens, bin stores and arranged parking, these would be sensitively located and relative to the size and scale of the development.

It is therefore considered that the proposed layout would facilitate acceptable living standards for the scale of the proposed development whilst not causing any additional harm to the openness or character of the Green Belt.

The proposed development would therefore comply with UDP Policies OL1/2, OL1/4, H2/1,

H2/2 and the principles of the NPPF.

Scale, design and appearance

Proposed semi-detached houses (plots 1 and 2)

The existing farmhouse is constructed of stone with rendered elevations and a natural slate roof. The building has been vacant for some time and left to fall into a state of disrepair requiring restoration and refurbishment. Some of the render has already been removed or fallen off revealing the original stonework and it is proposed to remove all the rendered exterior to expose the stone and restore/repair in the parts where it is required. The slate roof would also be repaired where necessary. The window openings and positions on the dwelling would be retained and new frames inserted.

The two single storey extensions would be added to the west and north elevations, set in from each of the side walls to acknowledge the separation from the old and the new which would be further defined by a glazed link. The extensions themselves would be stone built to match the existing dwelling with a pitched lean-to roof. Large patio door openings would be located on the west and north elevations, but they would be at ground floor level and some distance from the boundaries of the site and partly screened by boundary treatment. It is considered that the proposed extensions would be sensitively designed to sit comfortably within the context of the existing dwelling and the development of the site as a whole. The additions would be subservient in scale and the siting and the design and appearance considered not to impact on the openness of the Green Belt. The proposed extensions would facilitate the conversion of the dwelling into 2 properties without intrinsic harm to the special character of the Green Belt.

As such, this element of the development is considered to be acceptable and compliant with policies H2/2, OL1/2, OL1/4 and SPD8.

Proposed barn conversion - plots 3 and 4

The existing barn involves little intrusion or alteration, proposing to retain the existing window openings on the north elevation, repair the slate roof and restore areas of brickwork on the elevations. In this regard, it is considered that the proposals would maintain the character of the building and would be appropriate within the setting of the Green Belt.

The extension would be located along the south elevation of the barn connected by a smaller glazed link to acknowledge the new addition. The extension would be the same length of the existing but would not encroach beyond the footprint of the more dilapidated structures proposed for removal. The building would be single storey, no higher than the existing barn and set against the backdrop of this structure, perception of the extension would be less obvious and not have an impact on the openness of the Green Belt.

In terms of appearance, the extension would be constructed of timber cladding, of a barn type appearance which would be characteristic of an agricultural setting in a rural area. There would be some contemporary elements which would comprise intermittent large glazed openings but some of these would be covered by timber louvered screens which would reduce the expanse of openings on this elevation. In addition, as a single storey building, the front elevation would be partly obscured by the hedge which is proposed along the front of the site and as such views of the extension would be limited.

The roof would be grey slate or tile (details to be submitted by condition) to match the existing house and photovoltaic panels are proposed on the south plane of the roof and these would blend in with the dark exterior.

There would be little overall change to the appearance of the existing barn and proposals to add the timber clad extension would reflect the character of the existing agricultural setting. The size, position and height of the proposed extension would not over dominate the existing building. As such, it is considered the proposed development would not have a

detrimental impact on the openness of the Green Belt and would comply with UDP Policies OL1/4, SPD9 and the principles of the NPPF

Impact on residential amenity - The nearest properties would be to the east on Gisburn Drive, approx 200m away and to the north High Crompton Farm over 210m away.

The site is in an elevated position comparable to the houses on Gisburn Drive. However, view from these properties would be restricted by the boundary wall which runs along many of the backs of these houses adjacent to the access track, with tree planting sporadically scattered between the houses and the site. Views of the development would be from a significant distance away and as such it is considered that visual impact of the development would not be detrimentally harmful to their amenity .

The development would utilise the existing access track which runs along the northern boundary of houses Gisburn and Slaidburn Drive. These properties are separated from the track by mature landscaping and a high stone boundary wall in parts. The scale of the development to provide 4 dwellings would not result in significant volumes of traffic, especially when considering that the track could serve a dwelling and working agricultural farm which could generate large and frequent movements of heavy farm vehicles.

To the north, the land rises away from the site, with High Crompton Farm located over 200m away. Views of the site would also be restricted by the intervening topography of the land and the given the distance away of this property it is considered that impact would not be detrimental.

It is therefore considered that there would not be an adverse impact on residential amenity and as such the proposed development would comply with Unitary Development Plan Policies H2/1, H2/2 and OL1/4.

Highways issues

Access - There is an existing single lane access track to the site from Slaidburn Drive and it is proposed to provide 4 passing places along this route located at regular intervals which would alleviate conflicts of traffic and pedestrians that may occur along this route.

For a development of 4 residential properties, the scale of the proposals would be relatively minor, and particularly when it is considered that the site could operate as a working farm with an associated farmhouse without the need for any consents and which in itself could generate significantly more traffic from more larger and heavier farm vehicles which could cause far more conflict than more domestic type traffic.

The application has been submitted with a transport statement which has assessed the site, the area and the proposed development, and it has been concluded that with the provision of the passing places, conflict would be minimised to acceptable levels for the scale of the development proposed and that there would not be a perceptible impact on traffic conditions in the area.

The passing places would also aid the travel of other vehicles which would access the site, such as for waste collection purposes and postal deliveries and it is proposed to provide a turning head opposite the site to enable such vehicles to manoeuvre without the need to reverse down any length of the track.

Details of any new surfacing of the track would need to be agreed and approved by the PRoW Officer prior to the commencement of development.

The Highway's Section have raised no objection to the proposed development and as such the development is considered to be acceptable and compliant with UDP Policies H2/2, OL1/4 and HT6/2.

Parking - SPD11 states that for 3 bed properties, in low access areas, 3 spaces per unit

should be provided. It is proposed to provide 9 spaces in total for the whole scheme, 5 for the semi-detached houses and 4 for the barn conversions.

Whilst this falls short of the SPD, these are maximum standards. The proposed site layout plan also shows there would in fact be more scope to provide parking, both adjacent to the semi's and the barn conversion.

It is therefore considered that for the scale of the development, the parking levels for each property would be acceptable. The Highway's officer has raised no objection and as such the proposals are considered to comply with UDP Policies H2/2, OL1/4 and HT2/4.

Public Right of Way - The development proposes to utilise the existing access, which is also a PRoW. Whilst there would be some widening of the access, this would not affect its status or impede access for other users, and as such the proposals would be acceptable.

Fire safety - GMF&RS have no objection to the proposed development as the design overcomes the access requirements by introducing extra passing places and through the installation of sprinklers.

Environmental Health

Air quality - Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality and are currently engaging with Government on proposed plans to reduce NO2 concentrations across the borough.

Due to this requirement and in line with the principles of Good Practice set out in the EPUK Guidance, the Section recommend a condition that EV charge points be provided.

However, the site is not located within an Air Quality Management Area and due to the scale of the development and its rural location, it is considered unlikely that the development would create an amount of traffic which would generate substantial air pollution. Whilst the Section advise a condition, it is considered unreasonable and unnecessary in this case to require an applicant to provide such a facility, given the scale of the development. It is considered that an informative would be more appropriate and this would form part of any recommendation.

Cadent - Operational gas apparatus has been identified on site.

Cadent advise that the Applicant must ensure that proposed works do not infringe on Cadent's legal interests (easements or wayleaves) in the land which restricts activity in the proximity to Cadent assets in private land.

The intended work would be in the vicinity of the pipeline and it is essential that access to the pipeline is not restricted.

The applicant is advised to contact Cadent to allow full discussions of the proposal and ensure the safety of plant and operators.

The applicant has been notified of the response from Cadent.

Ecology - A Bat Survey and Arboricultural Survey have been submitted with the application and GMEU have been consulted.

Summary - No ecological issues were identified by the developer's ecological consultant. issues relating to bats, nesting birds, proximity to a pond, invasive species and landscaping can be resolved by condition or informative.

Bats - The buildings were all assessed for bat roosting potential by consultants known to the Unit. No evidence of bats was found and all buildings assessed as having negligible bat roosting potential based primarily on the abandoned and neglected condition and for some of the buildings the unsuitability of the structure. Whilst accepting the reasoning is based on the condition of the buildings, GMEU have some concerns as the buildings are close to the Whitehead Lodges, high potential foraging habitat and are isolated buildings in a landscape that offers few roosting opportunities. GMEU would be more inclined to regard

the risks as low for some of the buildings and recommend that a pre-cautionary method statement is conditioned as part of any permission.

Great Crested Newts (GCN) - The pond has been assessed as very low risk based on habitat survey indices. Whilst this methodology is not always reliable, GMEU are aware that this pond is low risk, having been surveyed previously in 2006 when no gcn were found and fish and ducks recorded. It is also isolated from other gcn ponds. GMEU therefore accept that there is very limited risk to great crested newts species and no further information or measures are required.

Nesting birds - Swallows were recorded as nesting on the site. Other bird nesting habitat is present. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition to restrict the removal of vegetation.

Invasive species - Himalayan balsam is present on the site and Japanese knotweed present nearby but off the site and sufficiently distant at present not to be an issue. A condition is recommended for the submission of a method statement detailing the eradication/treatment for himalyan balsam and an informative relating to Japanese knotweed.

Proximity to pond - There is risk during construction of negative impacts on the pond from pollution, dust and debris. GMEU recommend a condition that a method statement be submitted to protect the pond from spillages, dust, debris etc.

Contributing to and Enhancing the Natural Environment - Section 170 of the NPPF 2018 states that the planning system should contribute to and enhance the natural and local environment. The development is unlikely to have significant negative impacts on the natural environment other than through the loss of bird nesting habitat, with opportunities to enhance the site through control of himalyan balsam and enhancement of the pond.

GMEU would prefer that the rear boundary was a hawthorn hedge or dry stone wall in keeping with the local landscape and recommend the provision of mitigation for loss of swallow nesting habitat. A condition is therefore recommended that a landscaping plan be submitted for approval to include ecological enhancement proposals, management plan, boundary treatment details, mitigation for loss of nesting birds.

Greater Manchester Archaeological Advisory Service (GMAAS) - The Historic Environment Record contains 3 entries that coincide with the proposal boundary: HER 9274.1.0 and 9274.2.0 refer to buildings, structures and the pond associated with the farm. The farm buildings are present on Yates' map of 1786. However, these early farm buildings were located south of the pond and on the southern side of the lane that ran past the farm. This picture is also shown on the OS mapping of 1848-51. At some point prior to the 1892 OS 25" mapping the original farm buildings were demolished and a new set of farm buildings constructed east of the pond on the north side of a realigned track. The upshot is that HER 9274.1.0 refers to farm buildings that occupied a site outside of the present application area.

The third HER entry, HER 14.1.2, refers to the Manchester to Ribchester Roman road. Whilst the position and alignment of the road have only been demonstrated for a few short sections along its length, it is worth noting that the OS mapping of 1848-51 clearly depicts and names a short section of the road running into the application area from the north-west. Whilst this depiction is removed from later mapping it suggests that there may have been a visible earthwork early in the nineteenth century. Looking at the 1848-51 mapping suggests the road may have run directly into the present application area where the pond is located. Clearly, the later formation of the pond will have destroyed any physical evidence for the road where the pond now stands. However, it is possible that on the south-east corner of the pond running south of the present farmhouse evidence may survive below ground.

Given the presence of both the farmhouse and the pond it is almost certain that any remains in this small area will be truncated. GMAAS accepts that any such evidence would therefore

be of regional, rather than national heritage significance, contributing to our knowledge and understanding of Roman military road networks across the region.

GMAAS recommends that a condition be attached to any consent issued by the Local Planning Authority requiring a programme of archaeological works be undertaken prior to any development groundworks. This would include evaluation trenching to establish the presence/ absence of archaeological evidence and, if merited, area excavation.

Response to objectors

- For clarity, the development does not include equestrian activities as suggested in the objection.
- The issue raised with concerns about scale of the development, access, traffic generation have been covered in the above report.
- Issues involving noise and disturbance etc during construction works are covered by separate legislation and are not material to the planning application.

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

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings - Existing site plan (01)001-P3; Site location plan DR-A-(01)002-P4; Proposed contextual plan DR-A-(04) 005P3; Comparative overlay DR-A-(04)004-P2; Plans - proposed site plan DR-A-(04)001-P5; Elevations - Proposed barn DR-A-(05)002-P3; Plans - Proposed barn DR-A-(04)003-P4; Elevations - proposed farm house DR-A-(05)001-P3; Plans - Proposed farm house DR-A-(04)002-P5; Bat Survey September 2018 by Rachel Hacking Ecology 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. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required 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 15 - Conserving and enhancing the natural environment.

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

5. No development shall commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

6. Prior to any demolition or building works a reasonable avoidance method statement for bats should be supplied to and approved in writing to the Local Planning Authority. The approved method statement shall be adhered to and implemented in full.

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

7. No works to trees or shrubs shall occur or demolition or building works commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.

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 15 - Conserving and enhancing the natural environment.

8. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam should be supplied to and approved in writing to the Local Planning Authority. The agreed method statement shall be adhered to and implemented in full.

Reason. Information not submitted at application stage. 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.

9. No development, site clearance, earth moving shall take place or material or machinery brought on site until a method statement to protect the pond from accidental spillages, dust and debris has been supplied to and approved by the Local Planning Authority. All measure will be implemented and maintained for the duration of the construction period in accordance with the approved details.
Reason. Information not submitted at application stage. To ensure the safe and satisfactory development of the site and protection of a water course pursuant to Bury Unitary development Plan Policies EN6 - Conservation of the Natural Environment, EN6/3 - features of Ecological Value and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
10. A landscape and ecological enhancement plan shall be submitted to and approved in writing by the Local Planning Authority, prior to reaching damp proof course level of the development hereby approved. The content of the plan should include:
- Ecological Enhancement proposals and a five year management plan for the pond;
 - Boundary treatments in keeping with the historic landscape and;
 - Mitigation for loss of bird nesting habitat
 - Timetable for implementation
- The approved plan shall be implemented in accordance with the approved details and the approved timetable.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
11. Prior to the commencement of any demolition or development related groundworks the applicant or their agents or successors in title will secure the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
- 1 A phased programme and methodology of field investigation and recording, to include:
 - i) targeted archaeological evaluation trenching
 - ii) targeted open area archaeological excavation
 2. A programme for post investigation assessment to include:
 - i) detailed analysis of site survey records, materials and observations
 - ii) production of a final report on the heritage interest represented.
 3. Deposition of the final report with the Greater Manchester Historic Environment Record and Bury Local Studies Library
 4. Dissemination of the results commensurate with their significance.
 5. Provision for archive deposition of the report and records of the site investigation.
 6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.
- Reason. Information not submitted at application stage. To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible and in accordance with Paragraph 199 of the NPPF.
12. Details/Samples of the materials to be used in the external elevations of the extensions to the dwellinghouse and the extension to the barn conversion element, 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 Policies EN1/1 Visual Amenity, H2/1 - The Form of New Residential development, OL1/4 - Conversion and Re-use of Buildings in the Green Belt and SPD 8 and 9.

13. No development shall commence unless and until full details of proposals to install residential sprinkler systems to BS 9251:2014 or equivalent standard in all four dwellings, and/or other measures as required by the Greater Manchester Fire and Rescue Service to overcome the site's emergency access deficiencies, have been submitted to and approved by the Local Planning Authority. The details/measures subsequently approved shall be implemented to the written satisfaction of the Local Planning Authority before the dwellings are first occupied and thereafter maintained at all times.

Reason. In the interests of fire safety and good development in accordance with Bury Unitary development Plan Policies H2/1 - The Form of New Residential Development, H2/2 - The layout of New Residential Development and OL1/4 - Conversion and Re-use of Buildings in the Green Belt.

14. Notwithstanding the details shown indicatively only on plan references 8670-BA-XX-XX-DR-A-(04) 005-P2 & VN91327-D100 included in the submitted Transport Statement, no development shall commence unless and until full details of the following have been submitted to and agreed with the Local Planning Authority:

- A scheme of 4 No. 12m x 3m passing places in final positions, and to a specification, to be agreed, and incorporating all proposed works to the surface of Public Footpath No. 136, Bury;
- Works to improve the width of Public Footpath No. 136, Bury/the site access road at its junction with Slaidburn Drive as far as practicably possible in order to maintain the existing hedge/trees to the north of the route;
- Provision of edge of carriageway/give way markings at the junction Public Footpath No. 136, Bury/the site access road;
- Bin storage arrangements within the curtilage of each dwelling in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.

The details subsequently approved shall be implemented to the widened areas and passing places hereby approved, to a standard to be agreed and to the satisfaction of the Local Planning Authority prior to commencement of the development, with full implementation of the works prior to first occupation of the dwellings hereby approved.

Reason. To ensure good highway design in the interests of highway safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, OL1/4 - Conversion and Re-use of Buildings in the Green Belt, HT6//2 - Pedestrian/Vehicular Conflict, SPD9 and the principles of the NPPF.

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

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;

- Parking on site (or on land within the applicant's control) of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this.
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways and Public Right of Way are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

16. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to first occupation of the development hereby approved and thereafter maintained available for use at all times

Reason. To ensure adequate off street car parking provision clear of the adjacent Public Right of Way in the interests of road safety pursuant to policies H2/2 - The Layout of New Residential development, OL1/4 - Conversion and Re-use of Buildings in the Green Belt and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

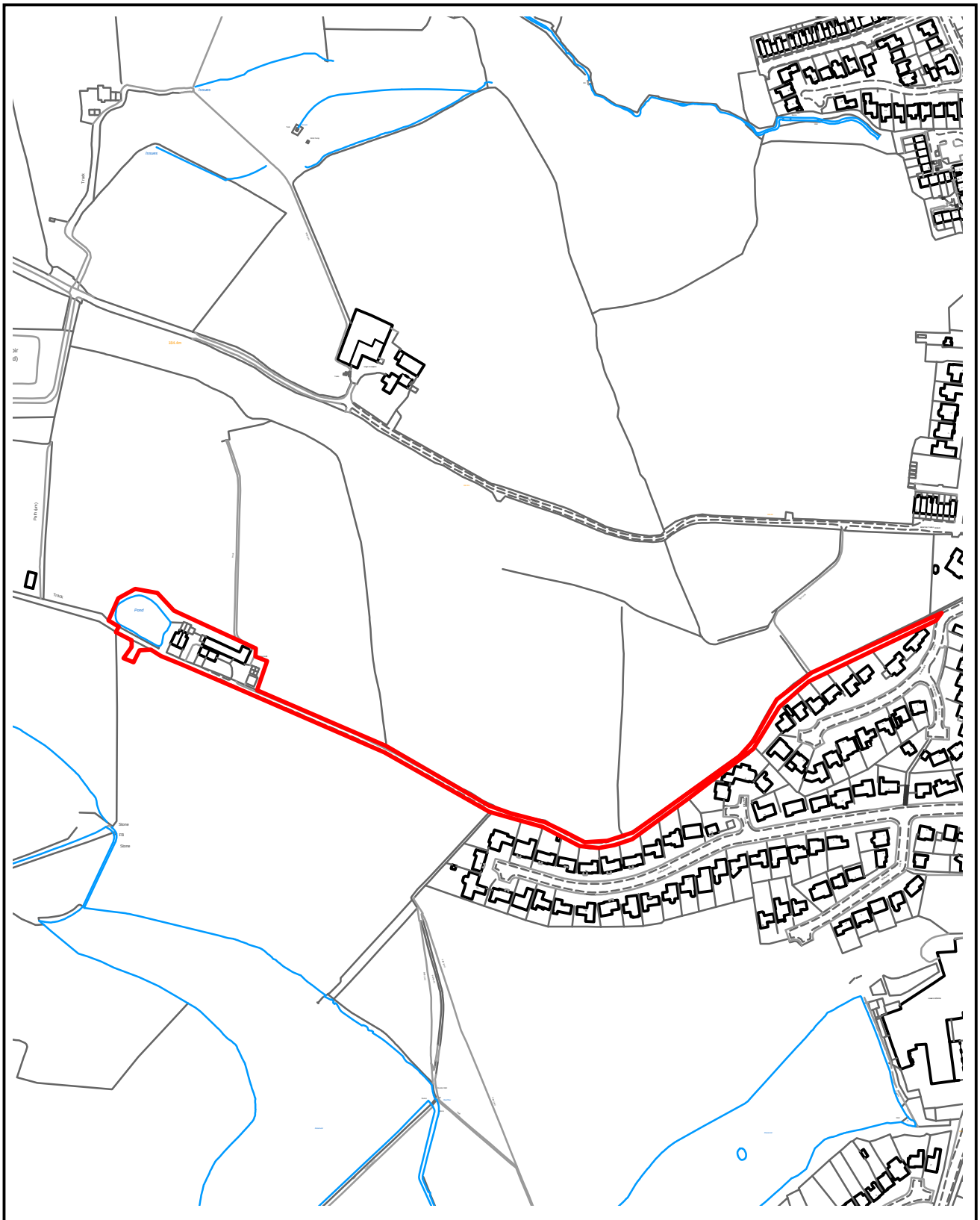
17. The turning facilities indicated on the approved plans shall be provided before the dwellings are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, OL1/4 - Conversion and Re-use of Buildings in the Green Belt and HT6//2 - Pedestrian/Vehicular Conflict.

18. 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.

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



PLANNING APPLICATION LOCATION PLAN

APP. NO 64308

**ADDRESS: Meadowcroft Farm, Lowercoft Road
Bury**

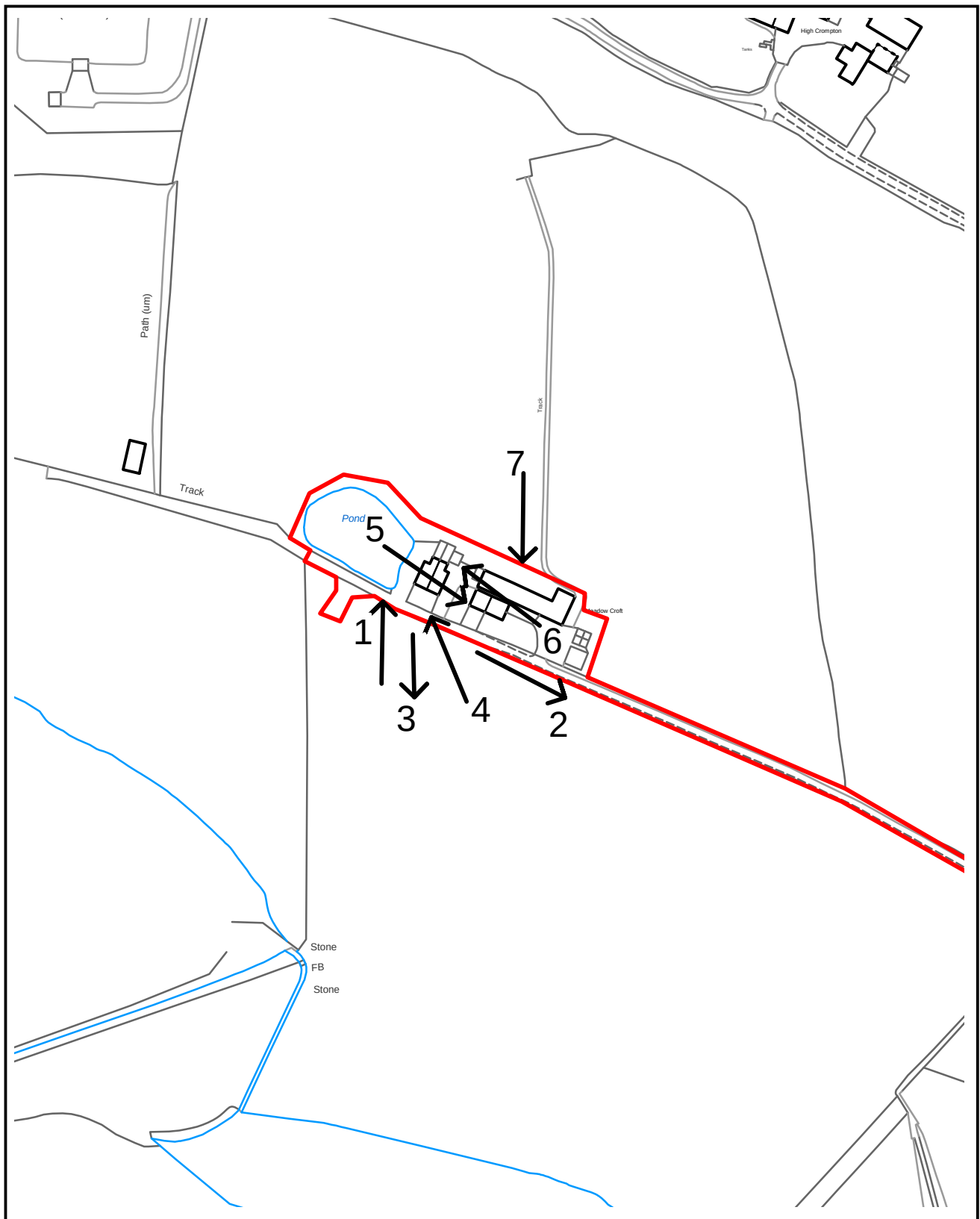
Planning, Environmental and Regulatory Services

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Bury
COUNCIL

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64308

**ADDRESS: Meadowcroft Farm, Lowercoft Road
Bury**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

64308

Photo 1



Photo 2



64308

Photo 3



Photo 4



64308

Photo 5



Photo 6



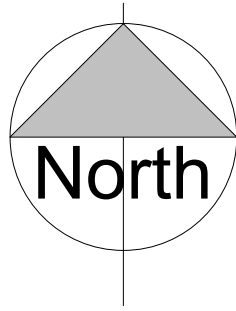
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Photo 7



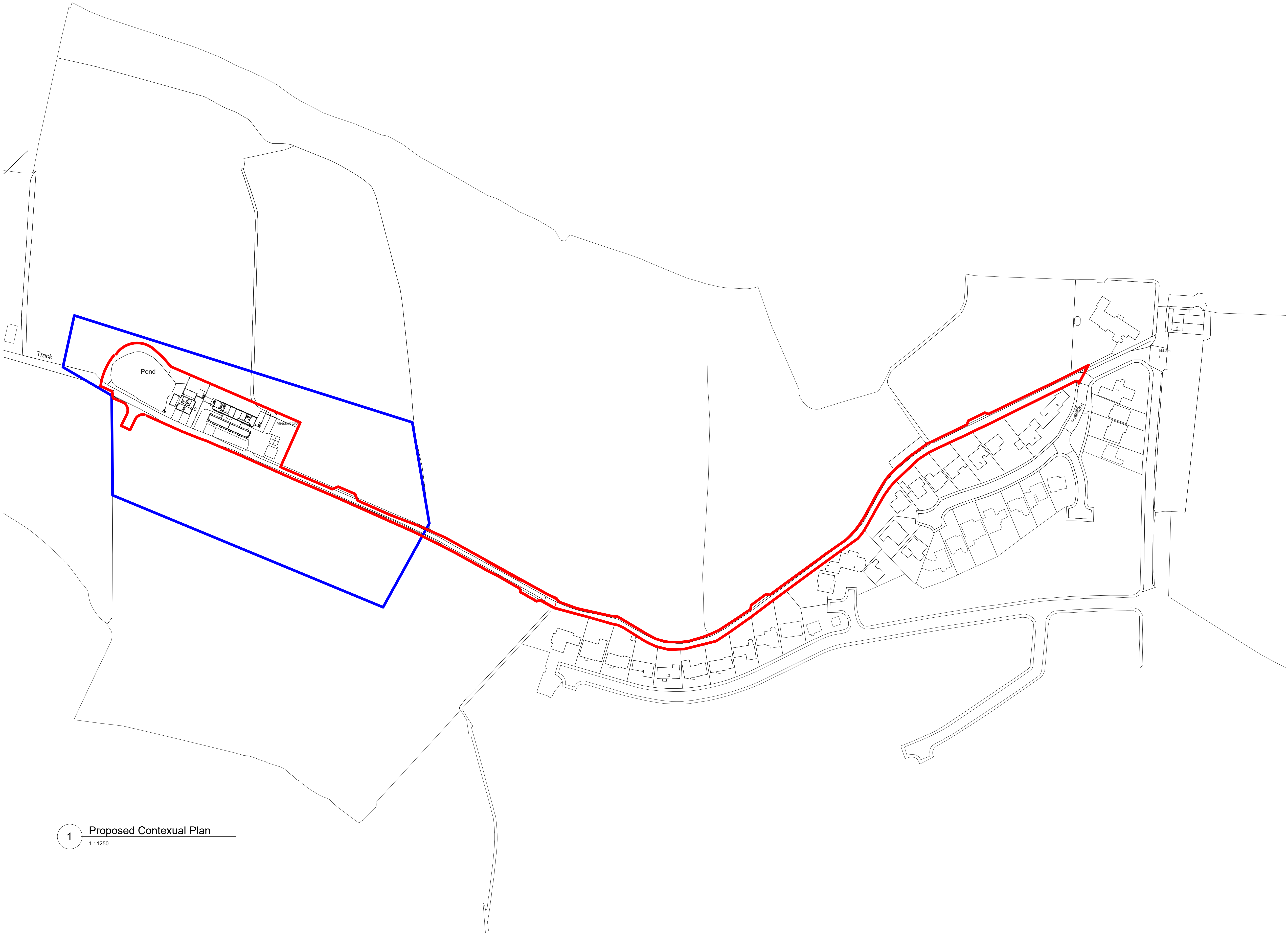


Note:
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Dimensions are to be checked on site.
If in doubt please ask.



— Planning Application Boundary

— Ownership Boundary



1 Proposed Contextual Plan
1 : 1250

P3	24/09/19	LB	Passing points added
P2	05/09/19	LB	Re-issued for Planning
P1	26/05/19	LB	For Planning

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

Drawing ref	Proposed Contextual Plan
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Checker	Checker	Orig Paper Size	A1

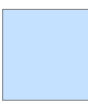
Status **PLANNING**

Job No:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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8670 -BA-XX-XX-DR-A- (04) 005P3



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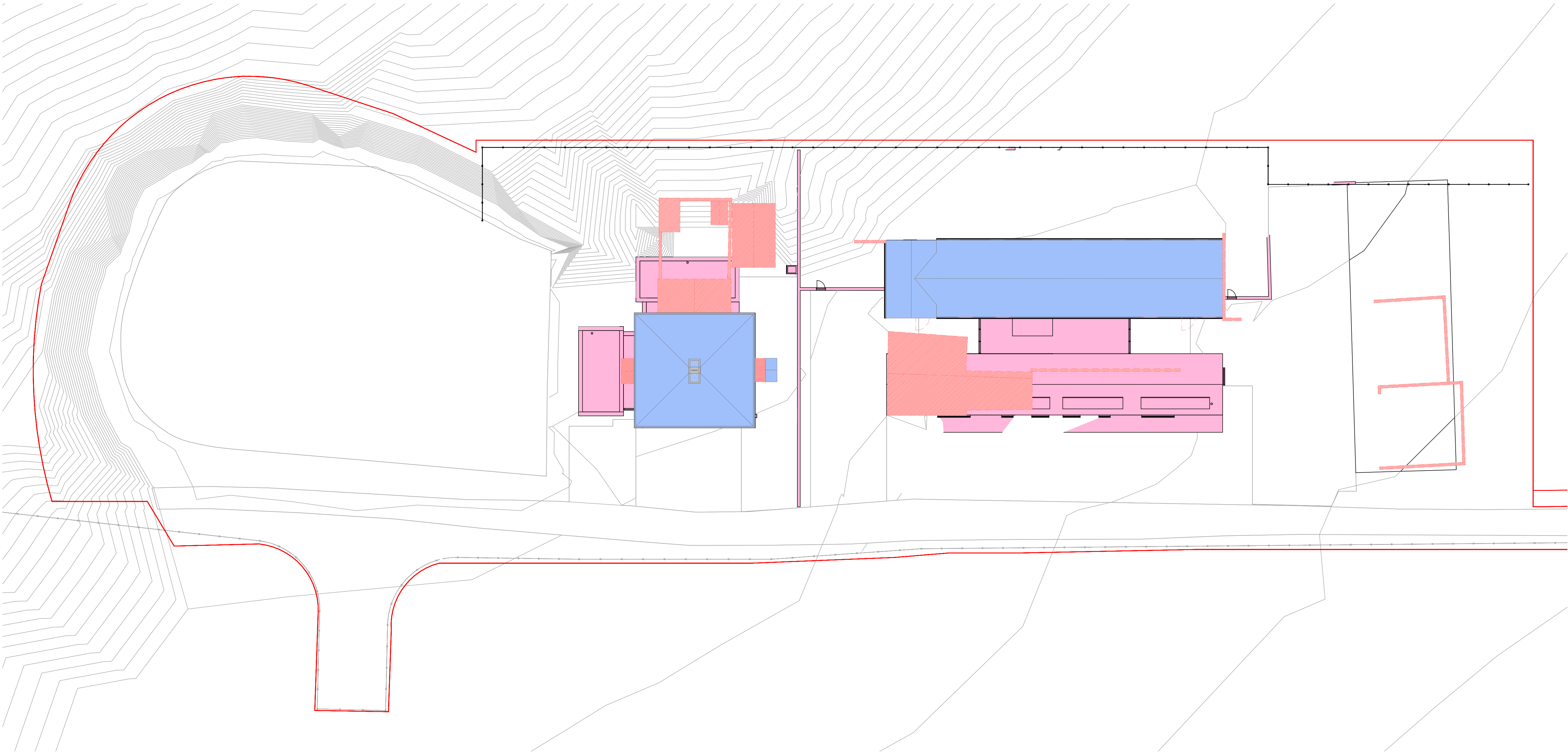
Existing



Proposed



Demolition



P2 05/09/19 Re-Issued for Planning
P1 16/05/19 LB For Planning

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

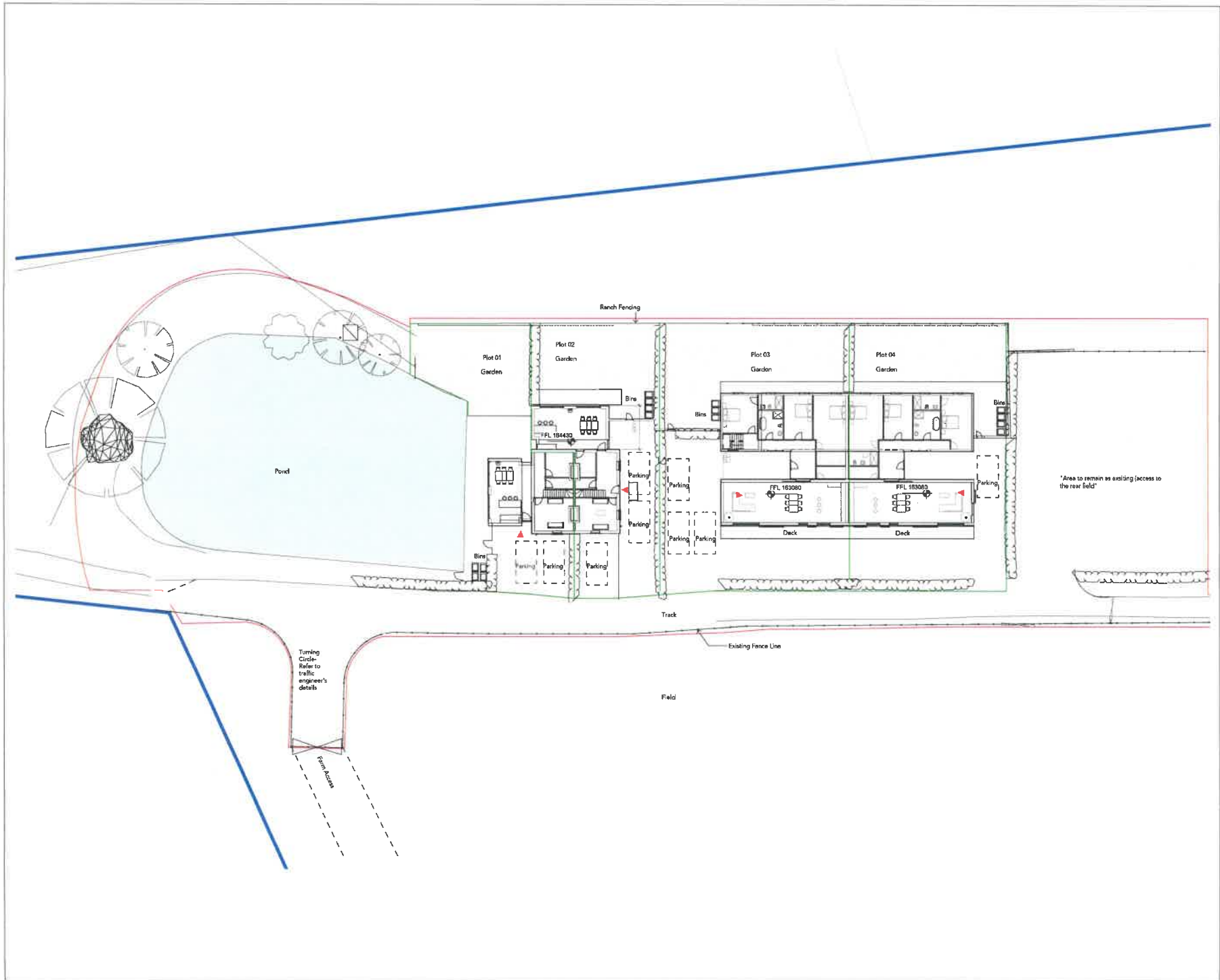
Drawing ref	Comparative Overlay
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Status **PLANNING**

Job No:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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8670-BA-XX-XX-DR-A-(04)004-P2



B

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- Planning Application Boundary
- Ownership Boundary
- Plot Boundary

P5	20/09/19	LS	Notes Amended
P4	05/09/19	LS	Redrafted for Planning
P3	16/06/19	LS	Unlikely to be built
P2	16/06/19	LS	For Planning
P1	10/05/19	LS	For Comment

Rev Date Issued Details

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Project Title: Miniature Craft Farm
Client: Thomas (England) Ltd
Location: Bury

Drawing ref: Plans - Proposed Site Plan

Date: 24/09/2019 14:51:40 Scale: 1:200
Checker: Checke Orig Paper Size: A1

Status: PLANNING

Job No: 8670-BA-XX-XX-DR-A-04001-P5



Note:
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Materials Key

- A - Charred black timber cladding
- B - Stone to match existing farm house
- C - Glazed Entrance
- D - Replacement Windows within existing openings
- E - Render removed, stone repairs where necessary
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- G - Glazed balustrade to decking
- H - New window within existing building
- I - Glazed Balustrade
- J - Masonry repairs where necessary
- K - Single ply flat roof system to new roofs
- L - Charred black timber louvred screens
- M - Photovoltaic Panels

P3	05/09/19		Re-Issued for Planning
P2	16/05/19	LB	For Planning
P1	10/05/19	LB	For Comment

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

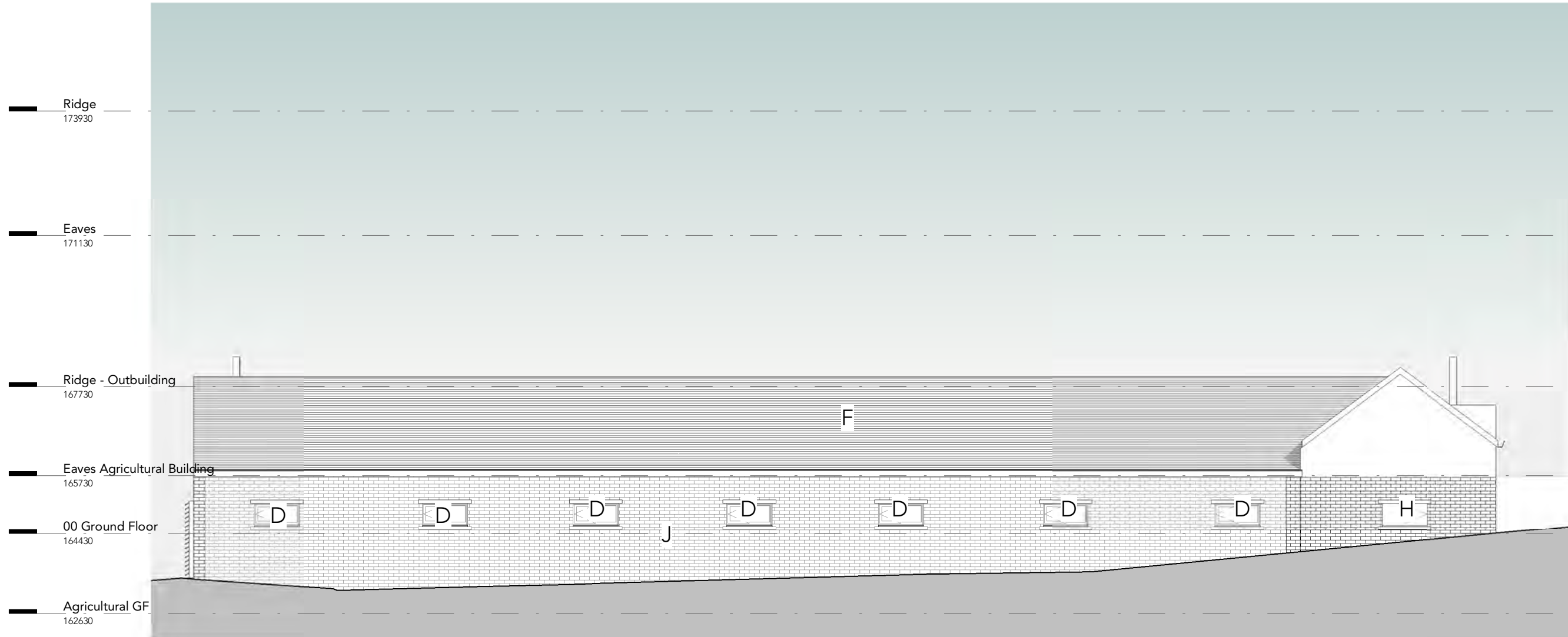
Drawing ref Elevations - Proposed Barn

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Checker	Checker	Orig Paper Size	A1

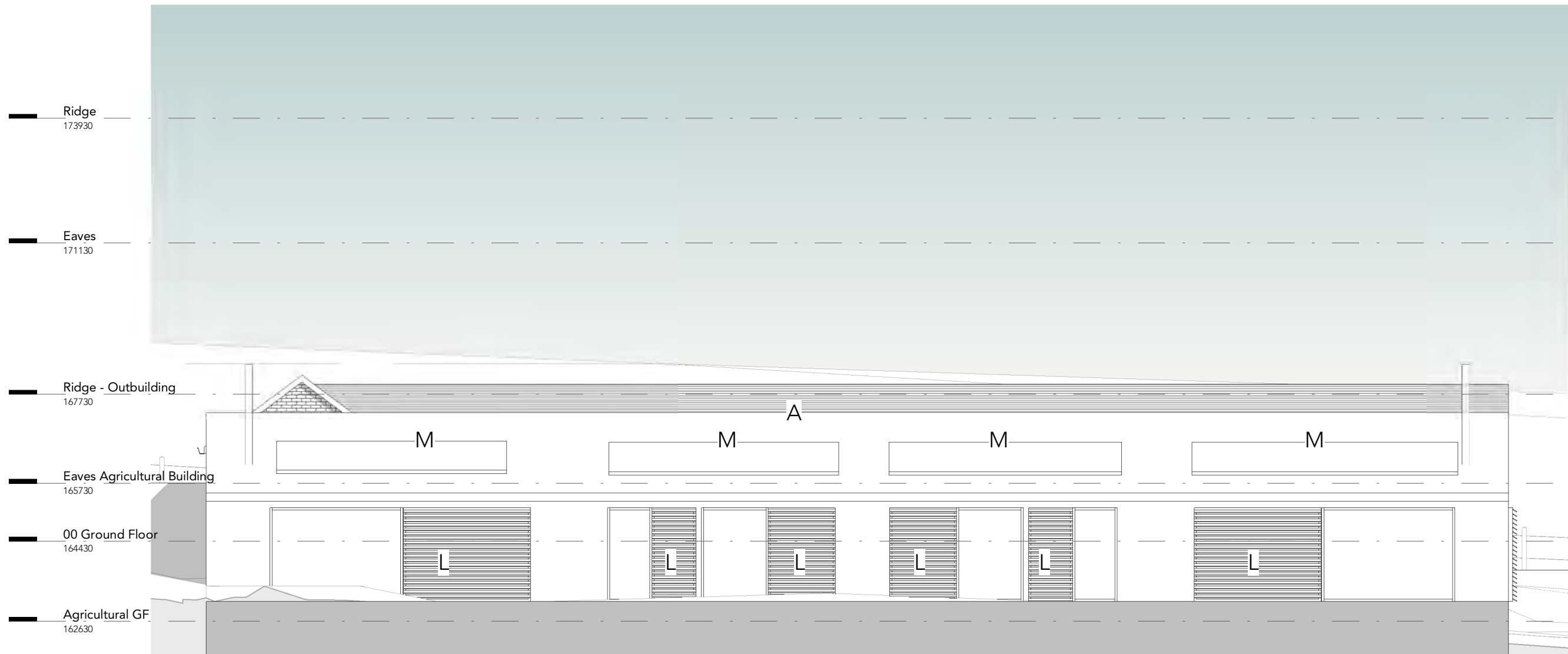
Status **PLANNING**

Job No:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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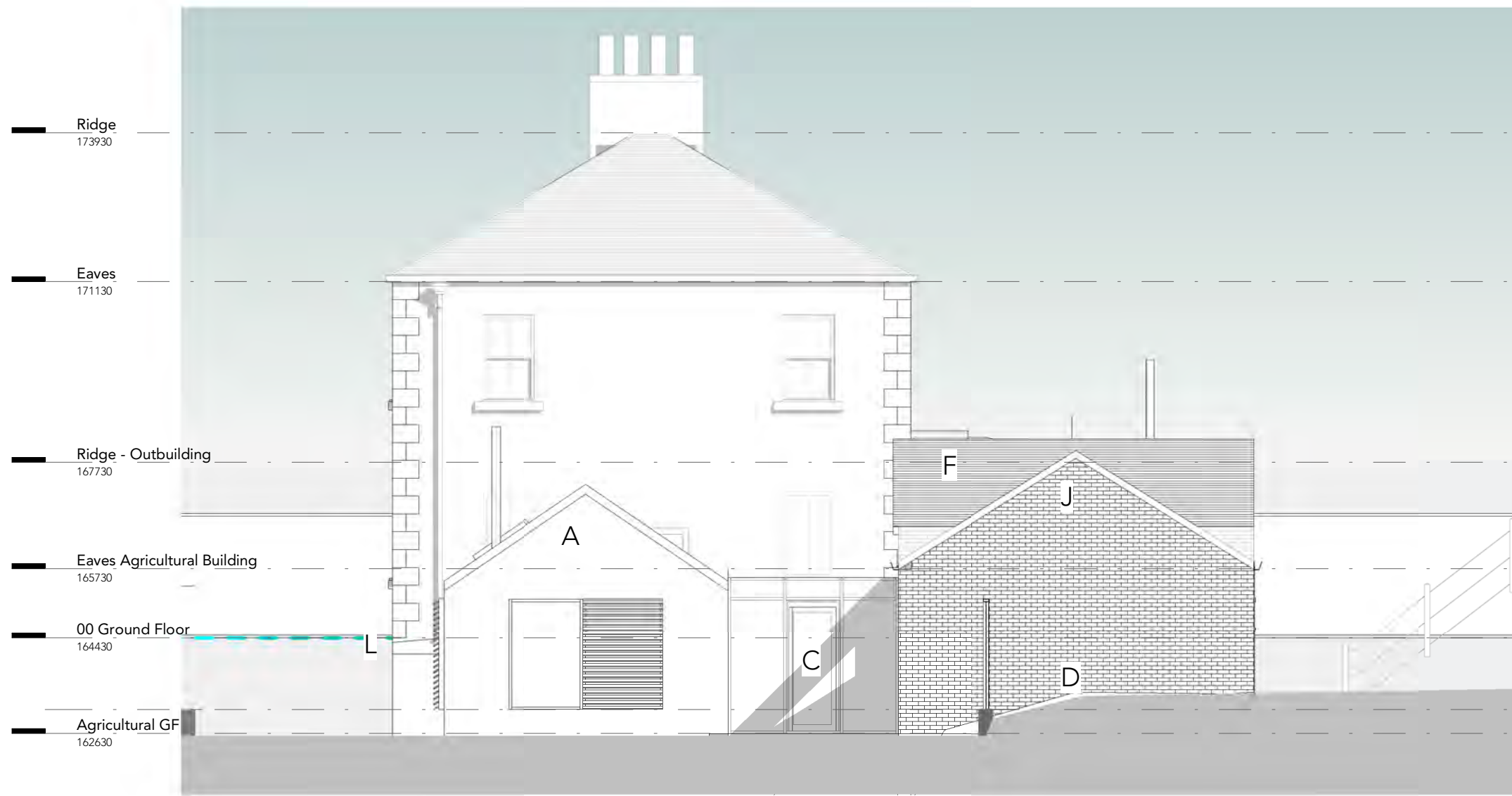
8670-BA-XX-XX-DR-A-(05)002-P3



1 North Elevation - Barn
1 : 100



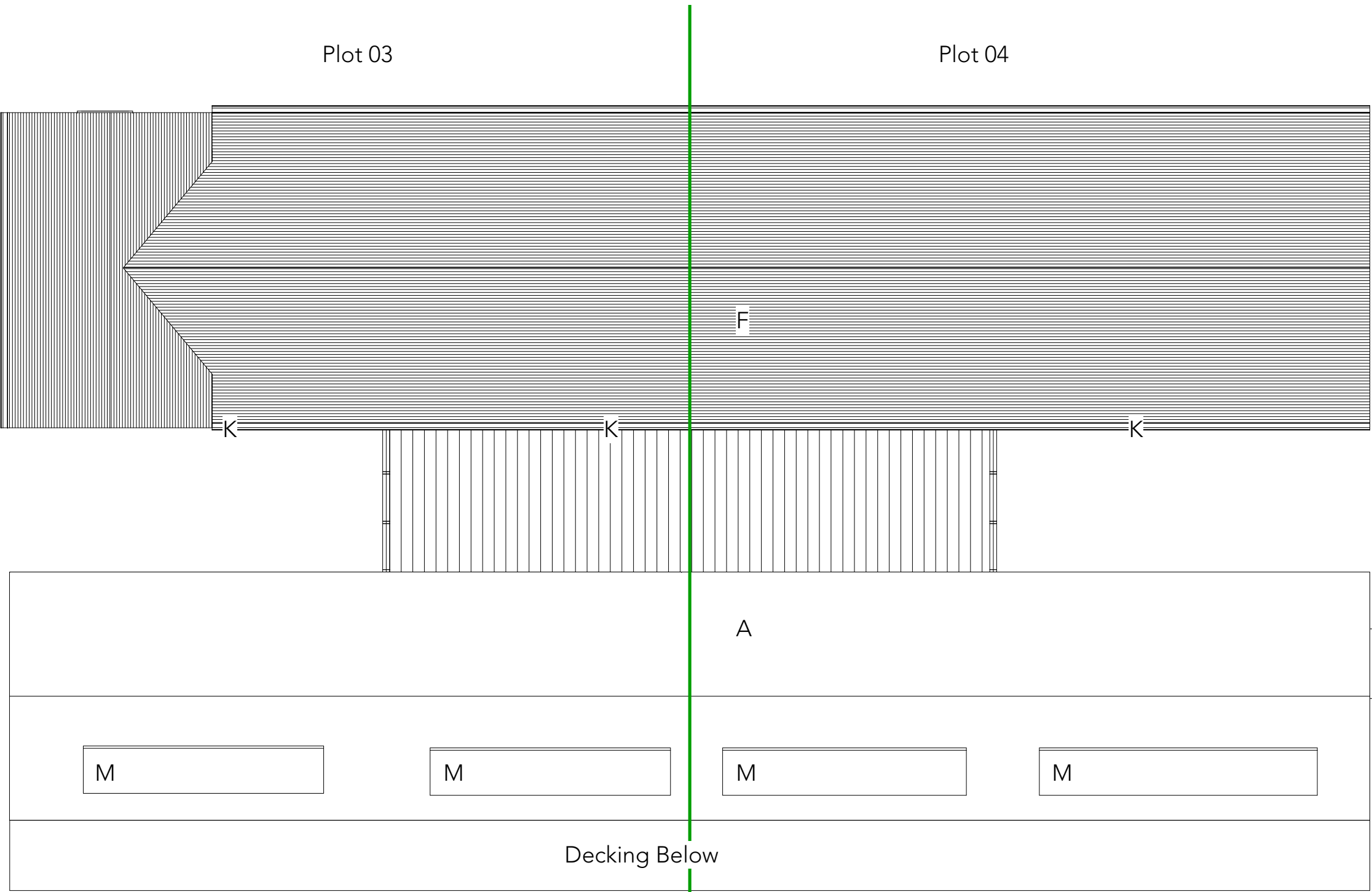
2 South Elevation - Barn
1 : 100



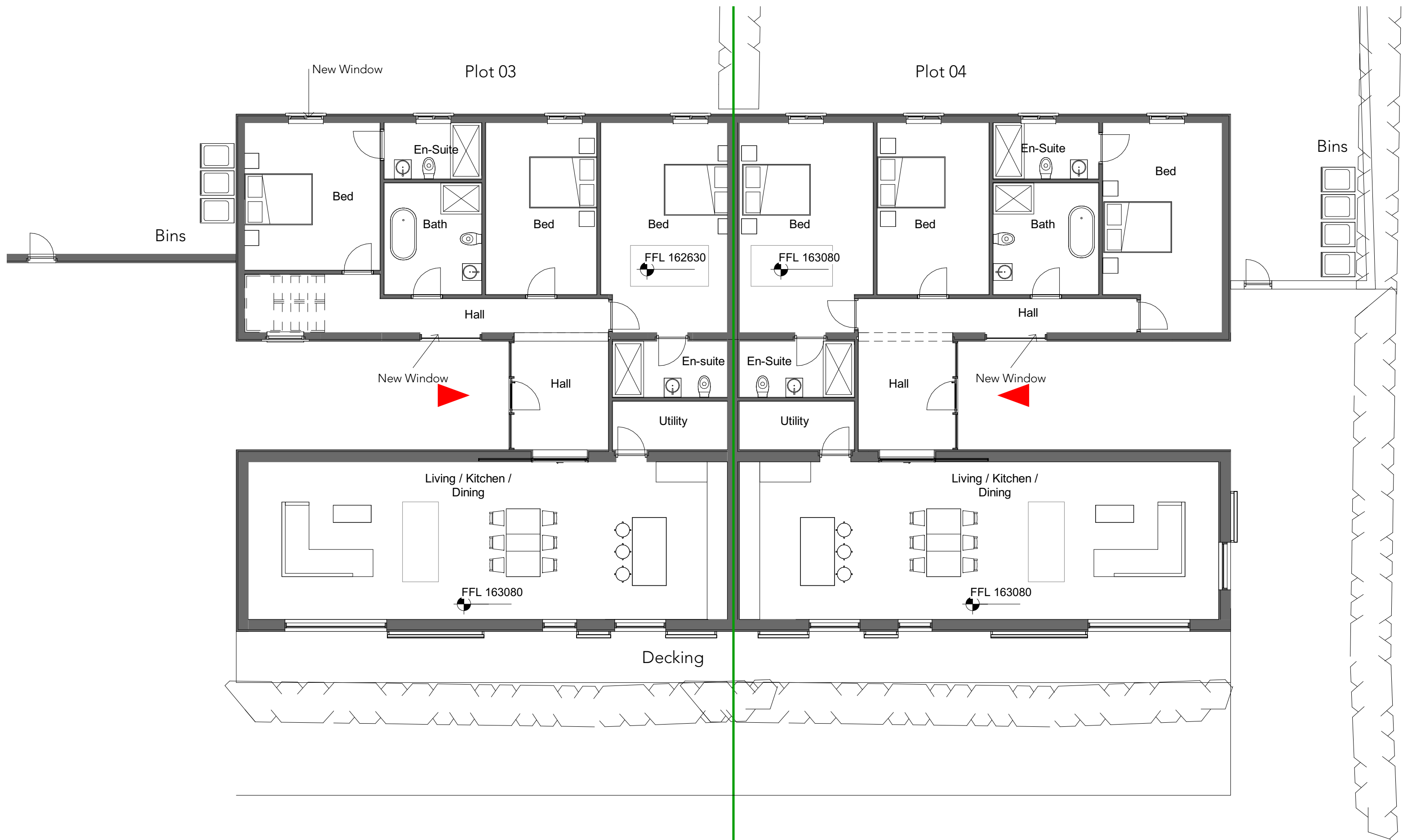
3 East Elevation - Barn
1 : 100



4 West Elevation - Barn
1 : 100



2 Barn Proposed Roof Plan
1:100



1 Barn Proposed Plan
1:100



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Materials Key

- A - Charred black timber cladding
- B - Stone to match existing farm house
- C - Glazed Entrance
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- I - Glazed Balustrade
- J - Masonry repairs where necessary
- K - Single ply flat roof system to new roofs
- L - Charred black timber louvred screens
- M - Photovoltaic Panels

P4	05/09/19	Re-Issued for Planning
P3	16/06/19	LB Levels Added
P2	16/05/19	LB For Planning
P1	10/05/19	LB For Comment

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

Drawing ref	Plans - Proposed Barn
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Date	05/09/2019 11:23:46	Scale	As indicated
Checker	Checker	Orig Paper Size	A1

Status **PLANNING**

Job No:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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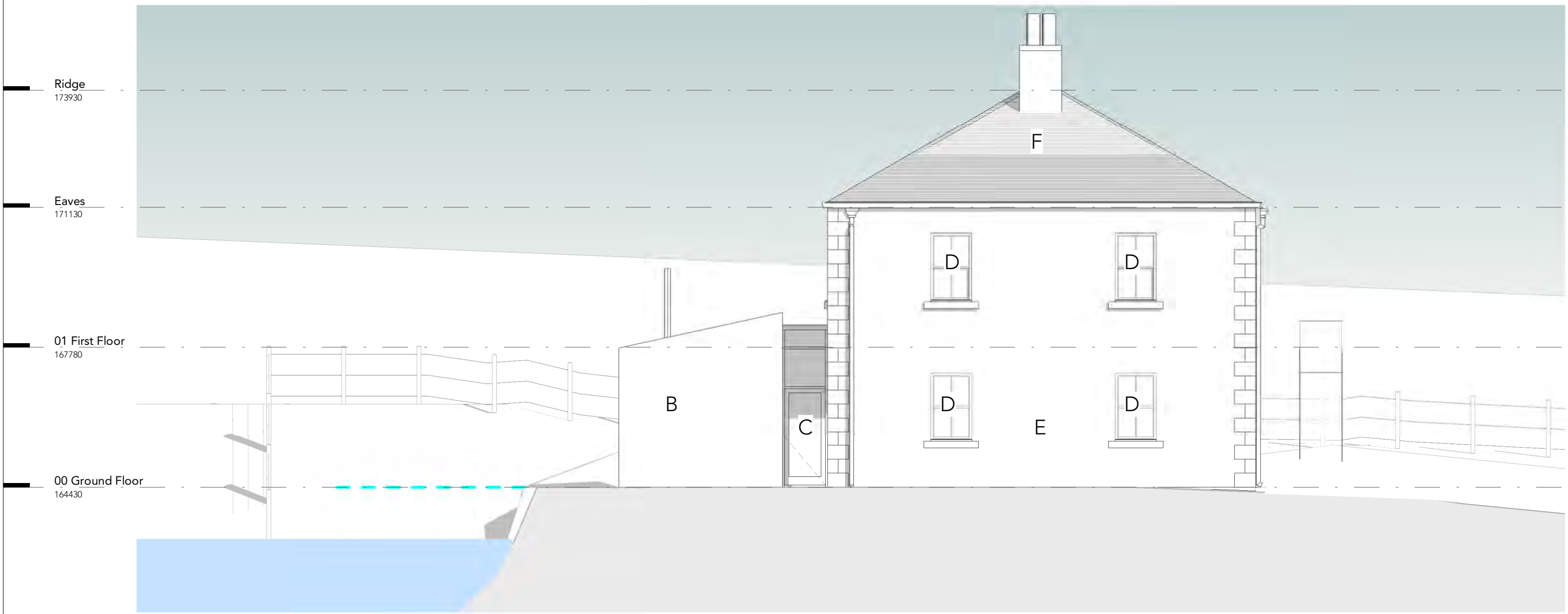
8670-BA-XX-XX-DR-A-(04)003-P4



Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.

Materials Key

- A - Charred black timber cladding
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- C - Glazed Entrance
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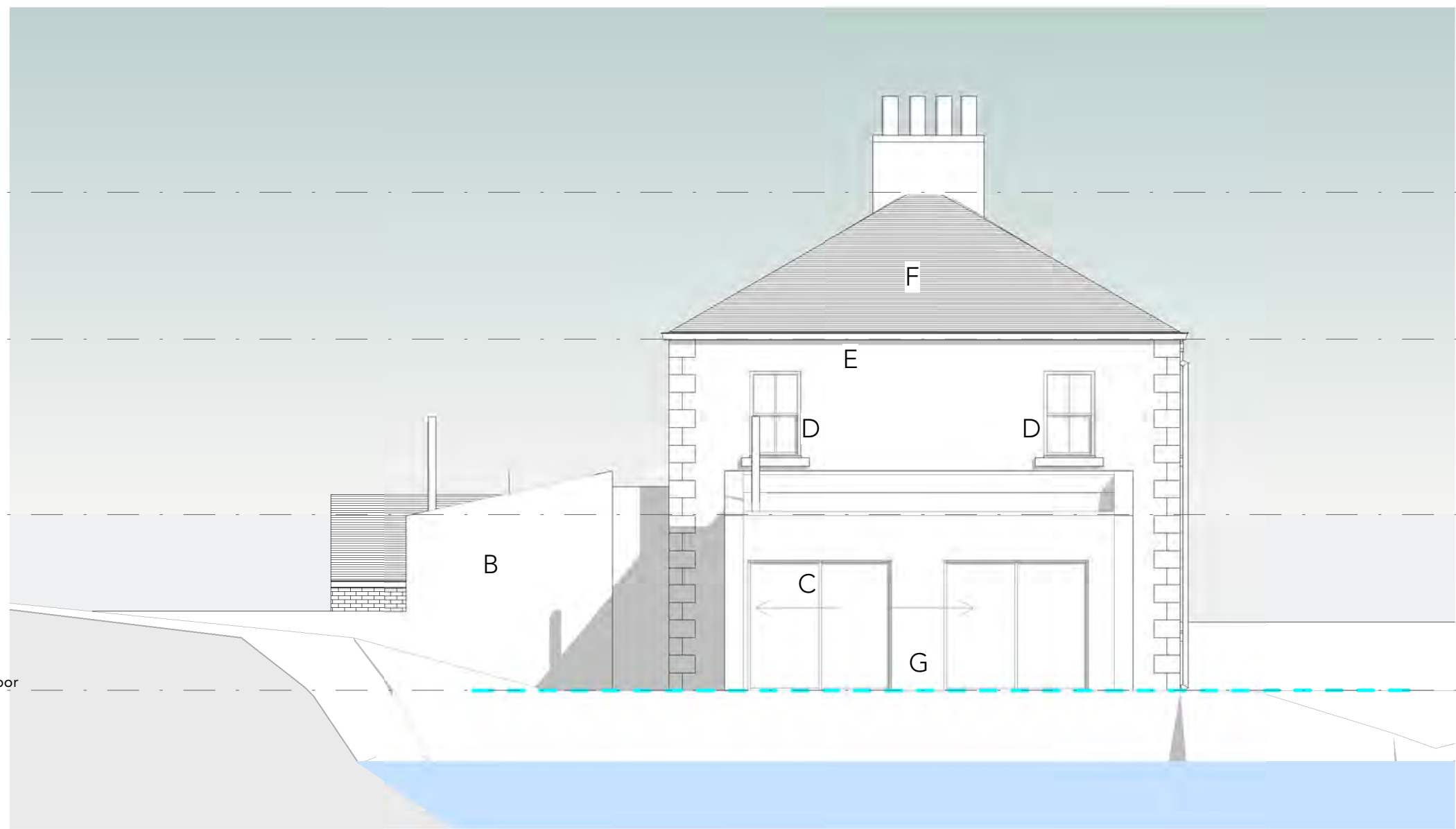
1 Proposed South Elevation - Farm House
1 : 100



4 Proposed East Elevation - Farm House
1 : 100



2 Proposed North Elevation - Farm House
1 : 100



3 Proposed West Elevation - Farm House
1 : 100

P3	05/09/19	Re-Issued for Planning
P2	16/05/19	LB For Planning
P1	10/05/19	LB For Comment

Rev Date Ints Details

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Project Title Meadow Croft Farm
Client Thomas England Ltd
Location Bury

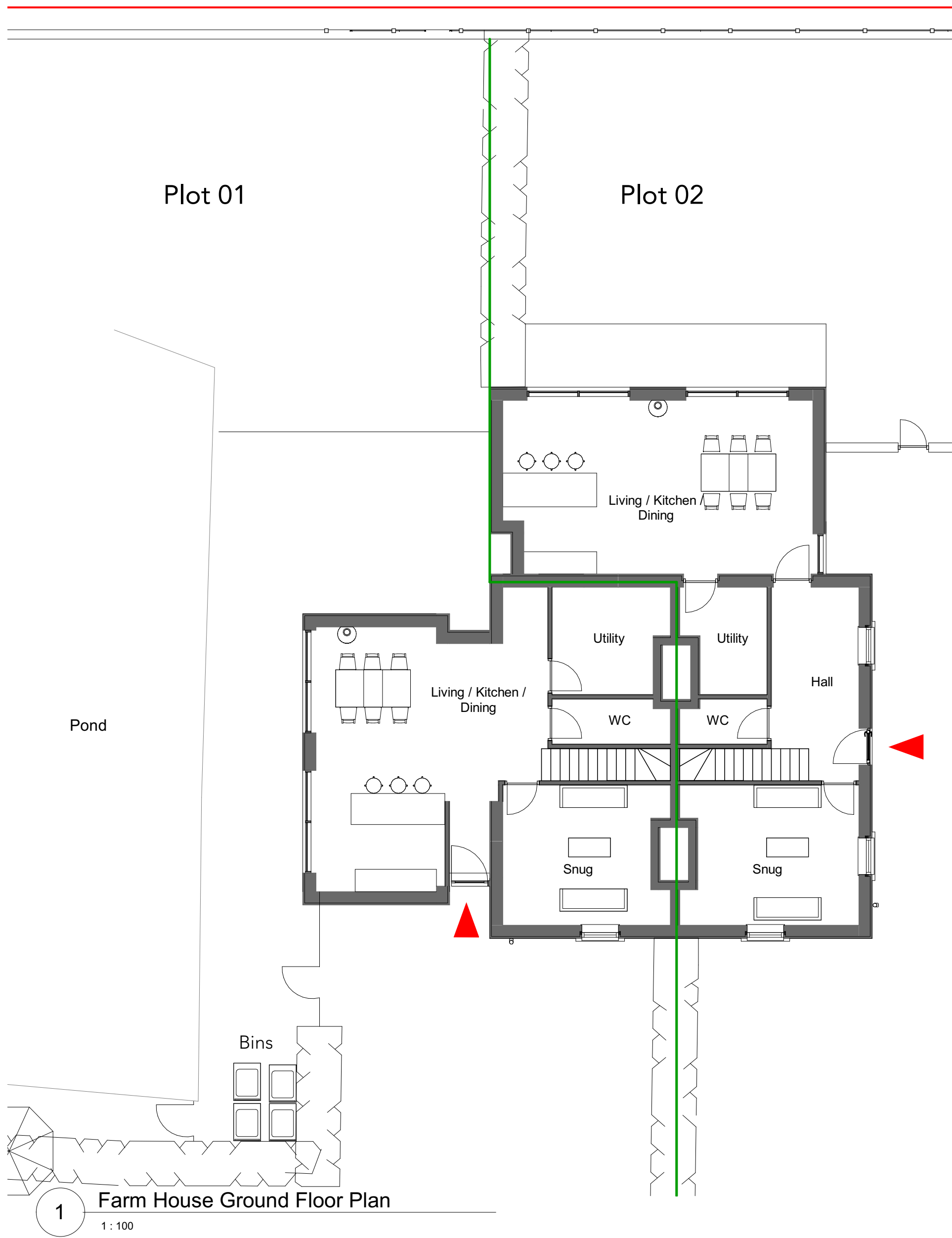
Drawing ref Elevations - Proposed Farm House

Date 05/09/2019 11:24:01 Scale As indicated
Checker Checker Orig Paper Size A1

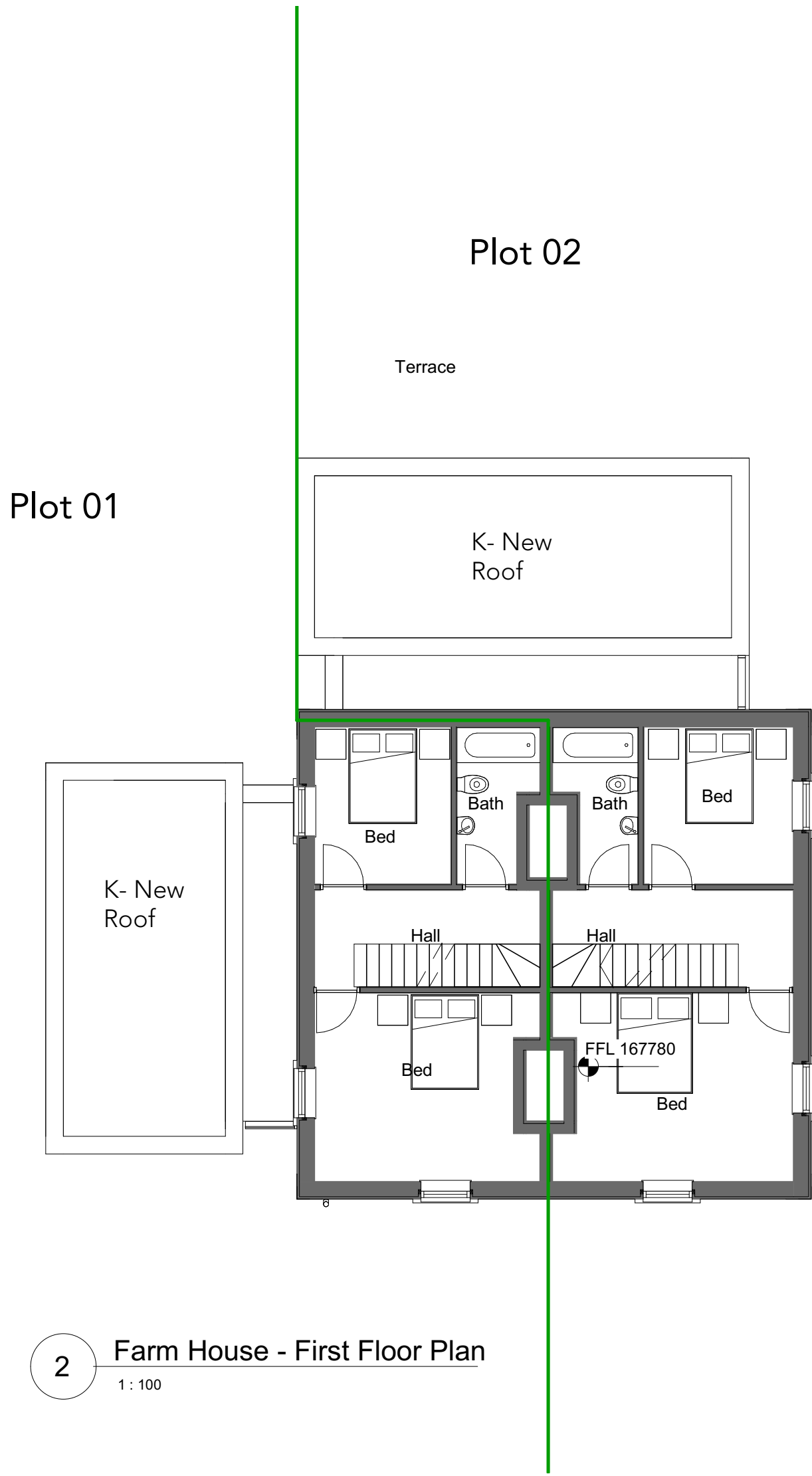
Status **PLANNING**

Job No: Origin: Zone: Level: Type: Disc: Number: Rev:

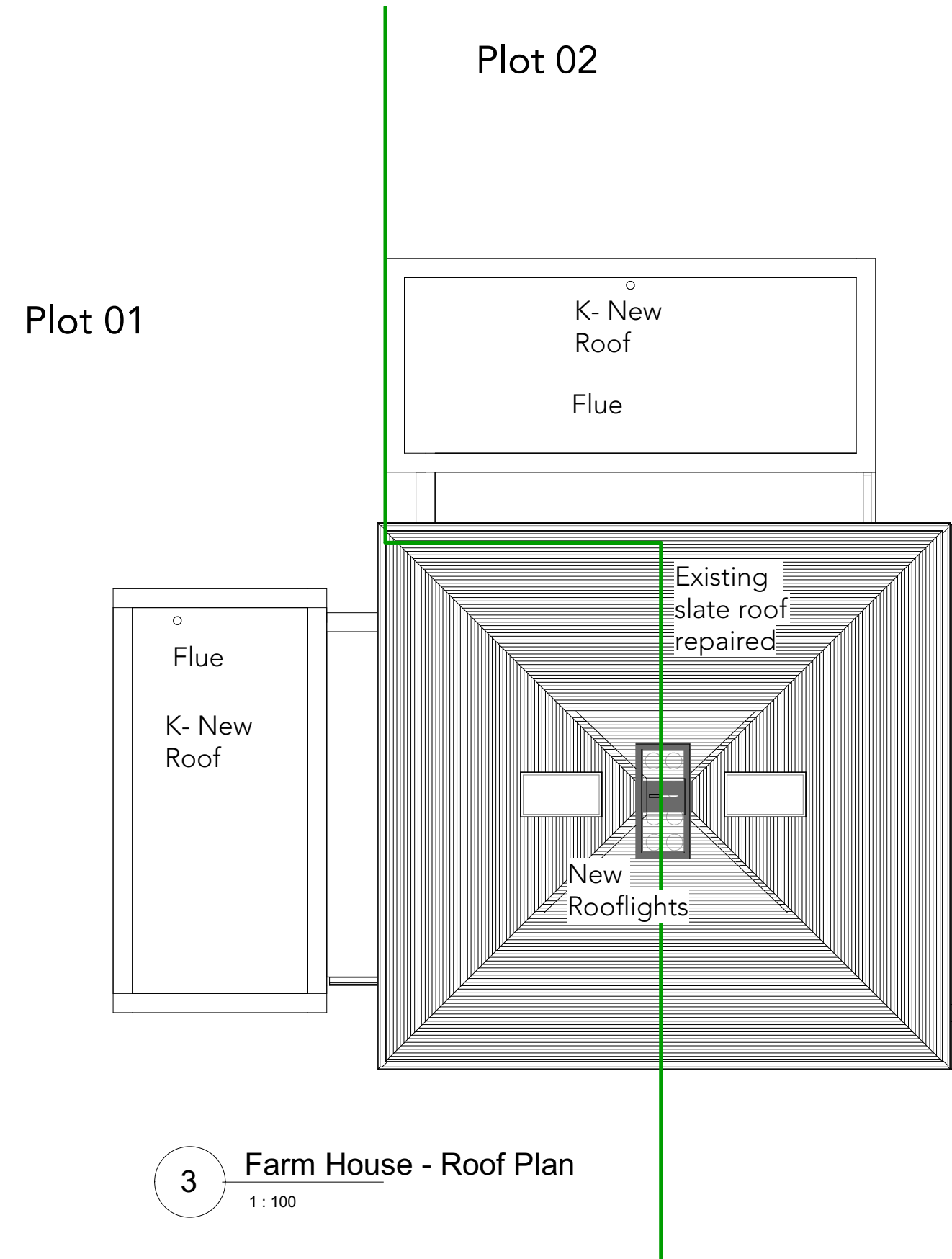
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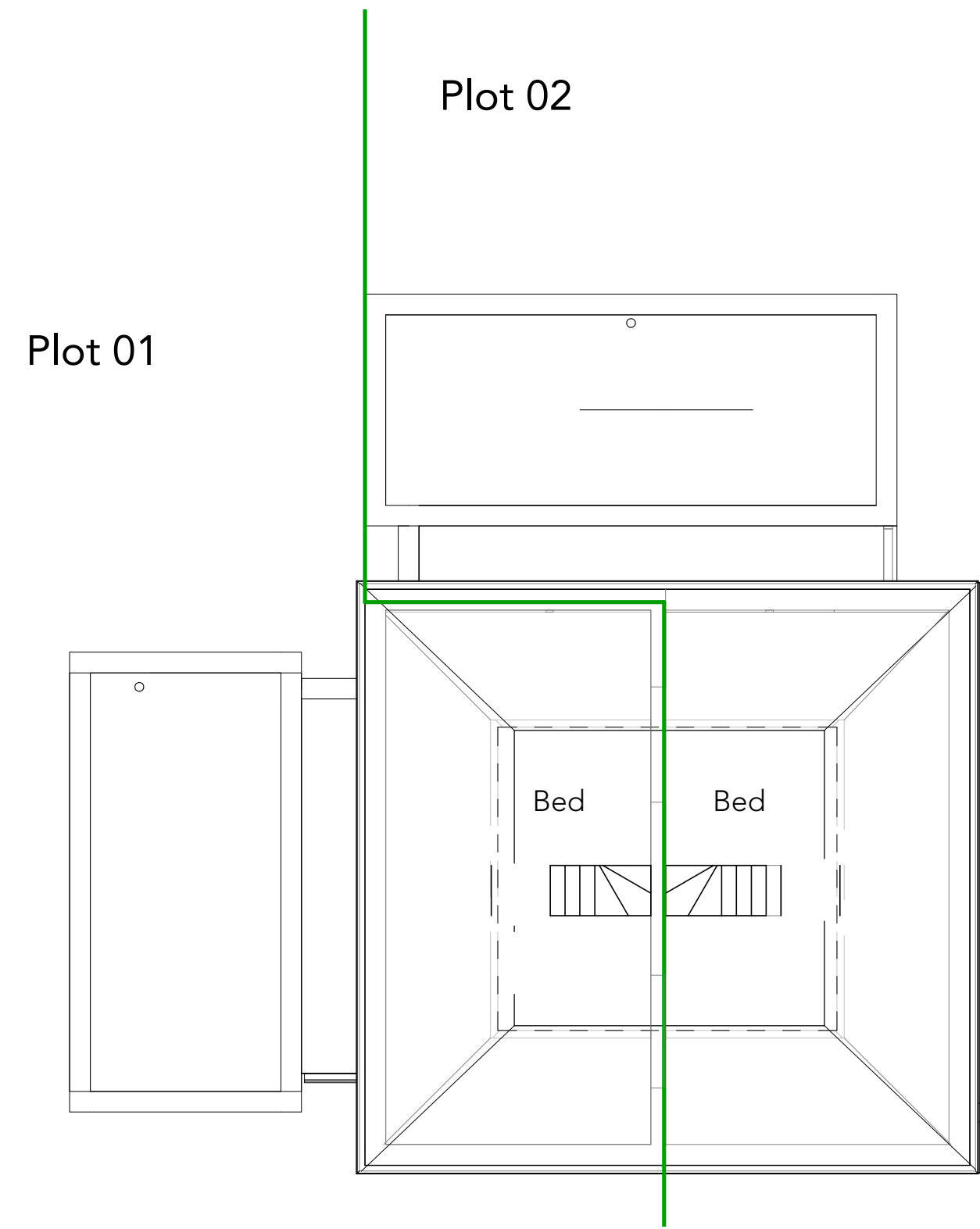
1 Farm House Ground Floor Plan
1 : 100



2 Farm House - First Floor Plan
1 : 100



3 Farm House - Roof Plan
1 : 100



4 Loft Conversion
1 : 100

- Note:
Do Not Scale from this drawing.
Dimensions are to be checked on site.
If in doubt please ask.
- Materials Key
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P5	08/09/19	LB	Notes Amended
P4	05/09/19	LB	Re-issued for Planning
P3	16/06/19	LB	Levels Added
P2	16/05/19	LB	For Planning
P1	10/05/19	LB	For Comment

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

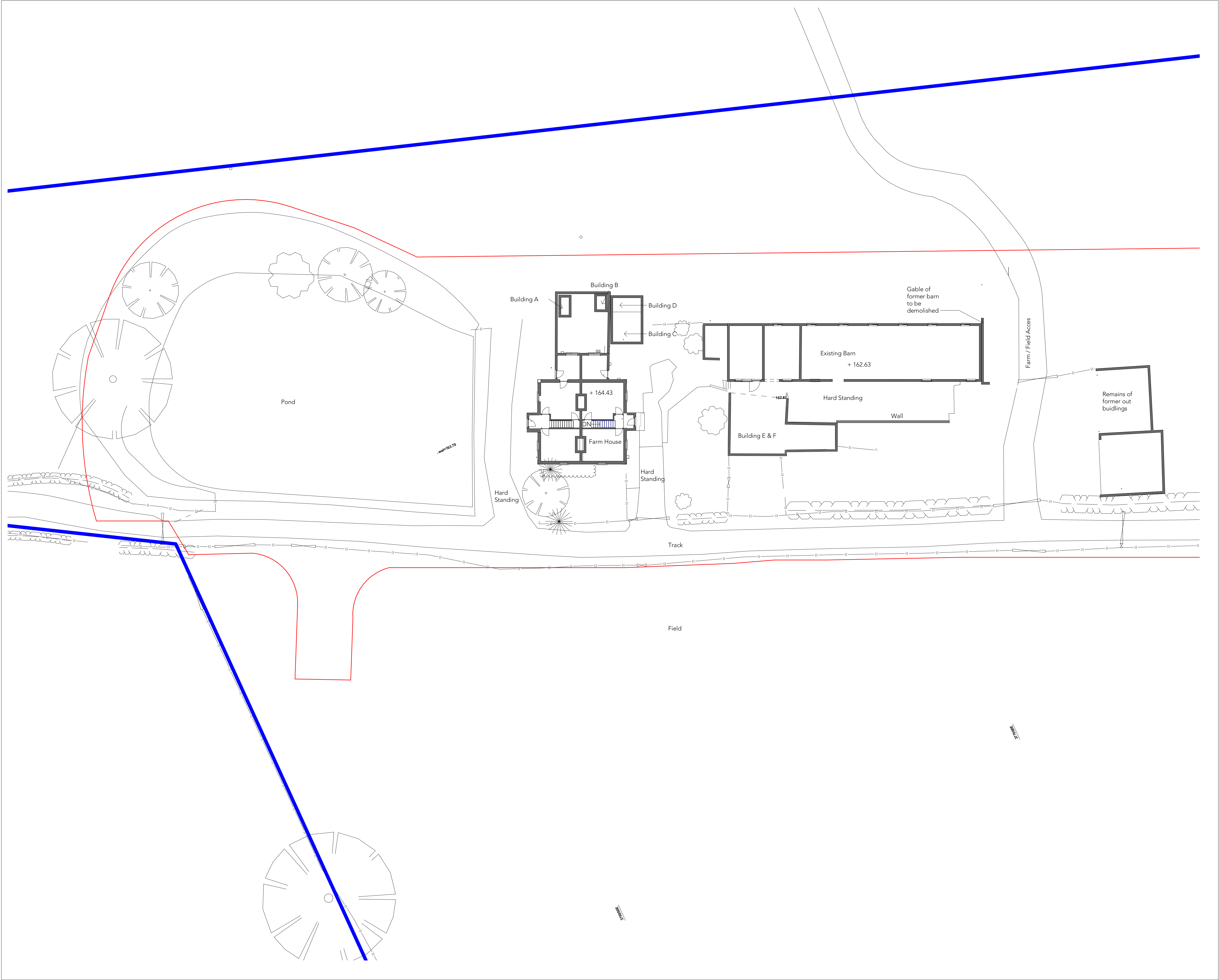
Drawing ref Plans - Proposed Farm House

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Checker	Checker	Orig Paper Size	A1

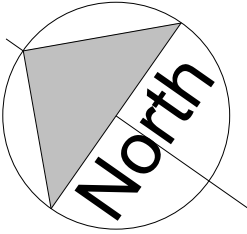
Status **PLANNING**

Job No: Origin: Zone: Level: Type: Disc: Number: Rev:

8670-BA-XX-XX-DR-A-(04)002-P5



Note:
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Dimensions are to be checked on site.
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Planning Application Boundary

Ownership Boundary

P3	25/09/19	LB	Note Amended
P2	16/05/19	LB	For Planning
P1	10/05/19	LB	For Comment

Rev	Date	Ints	Details
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Project Title	Meadow Croft Farm
Client	Thomas England Ltd
Location	Bury

Drawing ref	Existing Site Plan
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Date	25/09/2019 14:45:13	Scale	1 : 200
Checker	Checker	Orig Paper Size	A1

Status **PLANNING**

Job No:	Origin:	Zone:	Level:	Type:	Disc:	Number:	Rev:
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8670-BA-XX-XX-DR-A-(01)001-P3

Ward: Bury East - Moorside

Item 06

Applicant: Mr & Mrs Sanders

Location: Davises Farm, Mather Road, Bury, BL9 6TJ

Proposal: Retention of timber storage building granted temporary consent and addition of brown corrugated steel lean to extensions

Application Ref: 64437/Full

Target Date: 09/10/2019

Recommendation: Approve with Conditions

Description

The application relates to a site located on Mather Road. The site is accessed via a bridleway and is located within the Green Belt. The site as a whole comprises a detached dwelling house, a converted barn, a garage that also has permission to be converted into a dwelling and a timber storage building. The site is elevated from Limefield Brow and is partially screened by existing conifer hedging.

Planning permission is sought for the retention of an existing timber store that was given temporary approval in June 2011. The original store was approximately 13000mm in length, and 6000mm in width, with a covered opening to the front and enclosed storage area to the rear. The ridge of the existing building reaches a maximum height of approximately 4100mm. The original storage unit was constructed from an oak frame, with wooden boarded elevations and doors and wooden shingles for the roof.

Following construction the storage building has also been extended to the rear by approximately 3100mm and to the side by approximately 2250mm creating a wrap around, lean to roof extension. The extensions reach a height of approximately 2500mm and have been constructed from brown corrugated steel.

Relevant Planning History

01943/E - Change of use and extension to convert existing garage to residential property - Enquiry completed 24/02/2017

46639 - Revised layout to previously approved barn conversion (Planning permission 42712/04) - Approve with Conditions 31/08/2006

51033 - Two storey detached garage (Resubmission) - Approve with Conditions 08/04/2009

52720 - 1 No. storage container (retrospective) - Withdrawn - Invalid 03/09/2010

53356 - Retention of a steel security container and lorry back - Refused 11/01/2011

53814 - Provision of a timber store (temporary) - Approve with Conditions 17/06/2011

61392 - Conversion, alterations and extension to existing block of 3 garages to form detached dwelling - Approve with Conditions 25/08/2017

Enforcement

05/0053 - Car port - 04/05/2005

10/0170 - Container and Van Body - 25/10/2010

12/0117 - Change of use - 22/02/2012

14/0308 - Engineering operation - 18/08/2014

18/0254 - Widening of bridle way, creation of hard standing, siting of caravan, parking/storage vehicles and plant machinery - 16/09/2019

19/0077 - Breach of condition no.1 of temporary planning permission 53814 - 15/07/2019

Publicity

Neighbour letters sent 20/08/2019. Site notice posted 30/08/2019.

22 objections have been received with concerns in relation to:

- Aerial view from 2000 shows modest buildings surrounded by green
- Entire site is now covered in extensive buildings and hard landscaping
- Has change of use been granted for extensions, erection and change of use from domestic to commercial including those uses of Gorses Quarry?
- Dwellings are accessed by a bridle path that has been unlawfully widened causing environmental destruction to an area of Green Belt
- Bridleway is not an access road
- Why was temporary consent sought for something that was intended to be permanent and what use will the land be put to for extensions?
- This application is directly connected to 64022 under the same ownership
- The MO of these applications should be subjected to cross examination
- Appears to be integral to the applicant's vehicle business
- Rights of access to property should only be for resident and guests
- On google earth 38 vehicles shown parked
- Loss of valuable hedgerow, vegetation, wildlife and natural habitat
- Site is located near a site of biological importance including Great Crested Newts and other protected species
- Applicant has already bulldozed flat a large expanse of protected site with the intention of expanding his business
- Storage unit is undoubtedly intended to assist in the running of the applicant's business
- The retrospective application should be rejected and removal of the building enforced
- The application should be linked to application 64022
- The applicant carried out unauthorised widening work most likely to enhance their business
- Applicant uses the site illegally to run a business
- Applicant is trying to circumvent the law by submitting retrospective planning applications
- The Council should not allow the applicant to submit, retract and resubmit retrospective applications in an appalling attempt to deceive the Council and local people.
- Bury Council, do your job, the local people overwhelmingly objected to this appalling abuse of the planning system, it's time for the Council to step up and apply the laws as their legal obligations require them to do.
- Area is slowly being ruined by ongoing commercialization
- Wonder whether any of your planning officers has compared what has happened in this area within the last 5 years or so]
- Work has already been done why is he being allowed to ride roughshod over planning?
- This area of quarry is being ruined for the people and animals that have used it for years
- Inappropriate land development due to affect on adjoining and neighbouring environment.
- It is illegal to use bridleway 24 as an access road as it is listed on the definitive maps on the council website. It does not have BOAT status.
- Does the land owner have proof that they have agreement in writing that the bridleway can be used for access?
- If the council does not take action a clear message is being sent that in Bury it is ok to

do what ever you want, you only need to formalise it when you are challenged.

- Have been trying to access website and get an error message - is this deliberate to prevent objections?

1 comment from the Rochdale and Bury Bridleways Association

- A bridleway is not a highway
- Request that before any "improvements" are approved by the Planning Department that proper consultation happens with David Chadwick, Bury Rights of Way Officer, and also equestrian users of this bridleway as to a suitable surface and drainage solutions.

1 representation of support stating:

- Can see building from where they live and it has been there for around 10 years
- Constructed from sustainable timber including the roof
- Partially hidden by conifers
- Fish pond to the side regularly attract heron

Statutory/Non-Statutory Consultations

Traffic Section - Does not wish to restrict the grant of planning permission.

Borough Engineer - Drainage Section - Any response shall be reported in the supplementary report

Environmental Health - Contaminated Land - no comments to make regarding air quality

Public Rights of Way Officer - Request informative in relation to existence of Public Right of Way No. 24 to be attached. No development should take place which affect the Right of Way in the absence of an appropriate closure or diversion order.

Planning Policy Manager - Any response shall be reported in the supplementary report

Pre-start Conditions - Not relevant

Unitary Development Plan and Policies

OL1	Green Belt
OL1/2	New Buildings in the Green Belt
SPD8	DC Policy Guidance Note 8 - New Buildings in the Green Belt
NPPF	National Planning Policy Framework

Issues and Analysis

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

Principle - Green Belt

The application site is located in the Green Belt. In order to assess the impact of the elements of the proposal in terms of Green Belt and Visual Amenity this section of the report will be split into two parts, one assessing the impact of the retention of the original timber store and one to assess the impact of the and one to assess the impact of the extensions.

Paragraph 145 of the NPPF regards the construction of new buildings in the Green Belt as inappropriate development. Exceptions to this are:

a) buildings for agriculture and forestry;

b) provision for appropriate facilities (in connection with the existing use of land or a change of use) for outdoor sport and recreation;

c) extension or alteration of a building providing it does not result in disproportionate additions over and above the size of the original building;

d) replacement of a building, providing the new building is in the same use and not materially larger than the one it replaces;

e) limited infilling in villages;

f) limited affordable housing for community needs under policies set out in the development plan (including policies for rural exceptions sites); and

g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use excluding temporary buildings) which would

- not have a greater impact on the openness of the Green Belt than the existing development; or

- not cause substantial harm to the openness of the Green belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need with in the area of the local planning authority.

Policy OL1/2 - New Buildings in the Green Belt states that the construction of new buildings in the Green Belt is inappropriate unless it is for agriculture and forestry; essential facilities for outdoor sport and recreation; limited extension, alteration or replacement of existing dwellings provided that this would not result in disproportionate additions over and above the size of the original dwelling; and limited infilling in existing villages.

UDP Policy EN1/1 - Visual Amenity states that development will not be permitted where proposals would have a detrimental effect on public views of prominent or important buildings, especially those in areas of architectural or historic interest, or the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.

Retention of original timber building

Paragraphs 143 and 144 state that inappropriate development in the Green Belt is by definition, harmful and should not be approved except in Very Special Circumstances (VSC). Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. Given that the proposals are not considered to be any of the exceptions as set out in the NPPF, the applicant has been asked to provide VSC.

The site is located outside of the residential curtilage of the farm house, and the converted barn that is located to the north of the timber store. The site of the timber store however does fall within the red edge of the previously approved garage conversion. The applicant confirms within their Green Belt Assessment that permitted development rights were not removed under this consent however this permission does not appear to have been implemented and as such does not have the benefit of permitted development as a fall back position in relation to outbuildings.

The timber storage building was originally allowed as a replacement to unsightly storage containers. The curtilage of the premises known as Davises Farm appears to be well defined on site and as such the storage building is considered to be ancillary to the dwelling house. A temporary permission was originally put in place due to the limitations of Green Belt policy at the time. Green Belt policy has however now been updated and would allow infilling and development on previously developed land.

SPD 8 states that careful consideration should be given to the impact of a proposal when viewed from several locations within the immediate vicinity and wider countryside. The view of the proposal from main roads, public footpaths and settlements in particular will be given

significant weight when assessing planning applications. The applicant has introduced significant screening since the original permission was secured and as such the building is only visible to the public from the adjacent part of Mather Road to the east of the site. Further views of the building are limited to the peak of the gable.

The storage building has been designed so that it resembles a row of stables which would be appropriate development within this location and would be an exception under paragraph 145 of the NPPF. The views of the proposal in the context of Mather Road presents that of an agricultural building not out of place within a rural setting. The applicant has confirmed that the building is used for storage of motorbikes, garden equipment and sundry items.

It does also need to be noted that whilst the applicant can not use permitted development in relation to the conversion of the existing garage to a dwelling, as a fall back at this time, they could still implement the permission as this has not lapsed. Should they applicant implement this permission they could build construct outbuildings within the limits of permitted development. As such, if the timber storage building is refused and removed there is potential that it could be replaced with a building that does not reflect the context of the setting, and could be more urban in design.

Given the above matters and the case presented, it is considered that these points do amount to very special circumstances and given the nature of this particular scheme, the site and its context in accepting the development, it is considered that it outweighs the in principle harm to Green Belt.

Extensions

The extensions to the original timber store could be considered to be an exception under part c of paragraph 145 of the NPPF provided that the extensions do not result in disproportionate additions over and above the size of the original building.

This is further supported by Supplementary Planning Document 8 - New Buildings and Associated Development in the Green Belt which state that extensions of existing dwellings should not result in disproportionate additions over and above the size of the original dwelling. To assist in what can be considered to be disproportionate SPD 8 considers additions of up to a third (33%). However, that is not to say something larger or smaller than 33%, would not be supported as each case is considered on its own merits.

The volume of the original timber building is approximately 276.25 cubic metres, with the volume of the extensions approximately 131.5 cubic metres. This equates to an increase in volume of approximately 47.6 % which exceeds the 33% as set out within SPD 8. The volume increase however is not the only consideration when evaluating whether or not an extension is disproportionate.

Additions to buildings within the Green Belt should be limited to subsidiary elements of the original building, and should be simple and unobtrusive in design to ensure that they do not result in disproportionate additions over and above the original building. The roofs of the extensions are sited below the eaves of the original timber building and as such are considered to be subservient in nature. The extensions are located to the side and rear of the existing timber store and as such are screened from public viewpoints by the original timber store, or by the substantial planting to the side and rear of the site. The use of corrugated metal is considered to be an appropriate material within this rural, rather than urban context.

In this instance therefore it is considered that the retention of the extensions would not impact on the openness of the Green Belt.

Impact on Residential Amenity

Due to the location of the proposal no residential amenity issues are foreseen.

Response to Neighbours

It would appear that a number of the objections are in relation to a separate application, application 64022 - Increase in width of existing access road (incorporating a bridleway). This is a separate matter, applied for by a separate applicant and will be considered in due course against relevant material planning and policy considerations. The applicant has included the bridleway within the red edge of their application as it is required for access to the property, and notice has been served on the relevant parties. This application is solely presented to consider the retention of the timber storage building, and extensions. It should be noted that whilst this temporary permission lapsed in 2014 no complaints have been received by the planning department in relation to this particular building prior to the submission of the above application.

The proposed storage building is considered to be ancillary to the residential uses of the adjacent properties and as such a change of use to a commercial are not required. There is no restriction on the land to say how many vehicles the applicant can park here.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

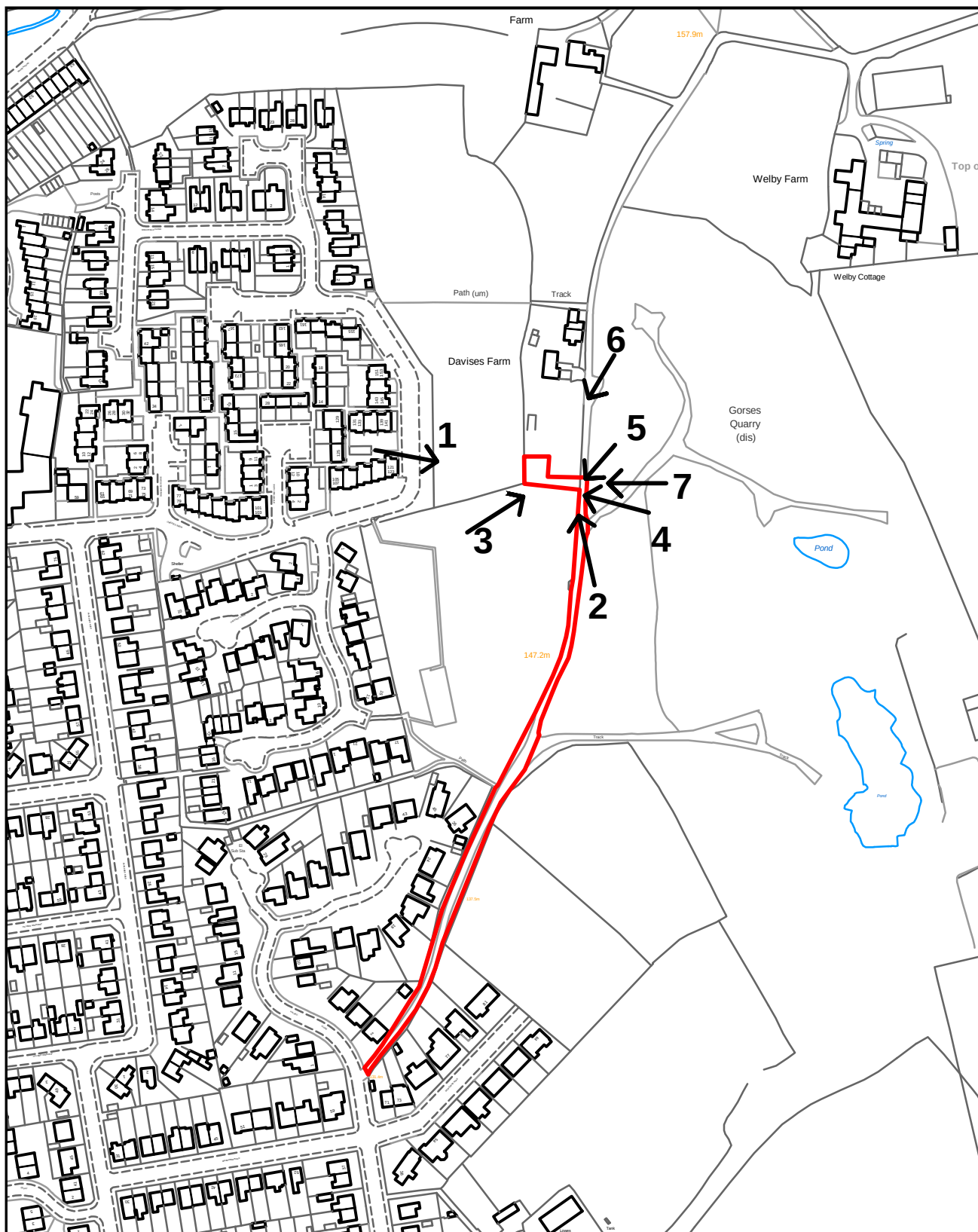
Recommendation: Approve with Conditions

Conditions/ Reasons

1. This decision relates to the drawings received on the 15th July 2019 and the Location Plan received on the 19th July 2019 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 **Helen Goldsbrough** on **0161 253 5277**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64437

**ADDRESS: Davises Farm
Bury**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

64437

Photo 1



Photo 2



64437

Photo 3



Photo 4



64437

Photo 5



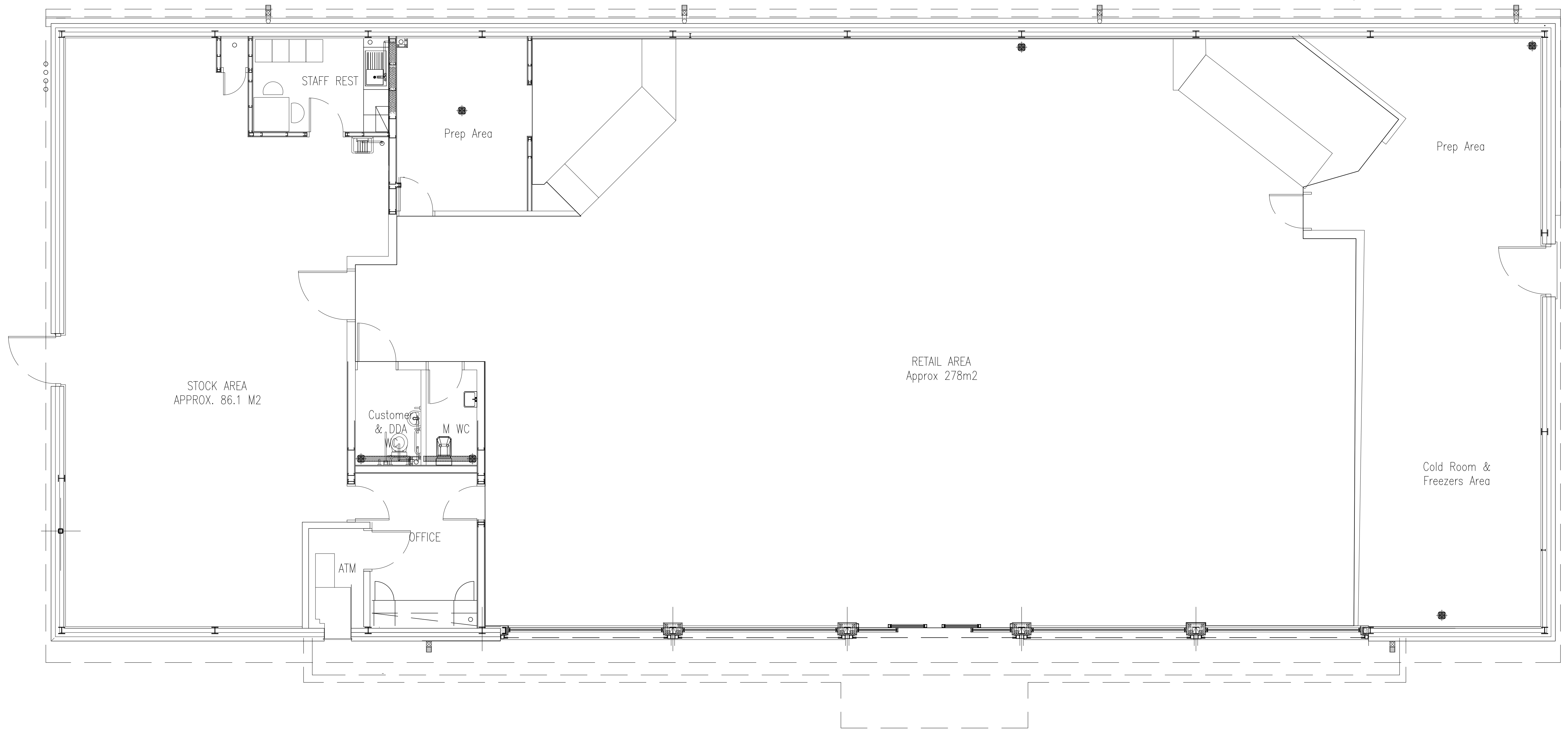
Photo 6

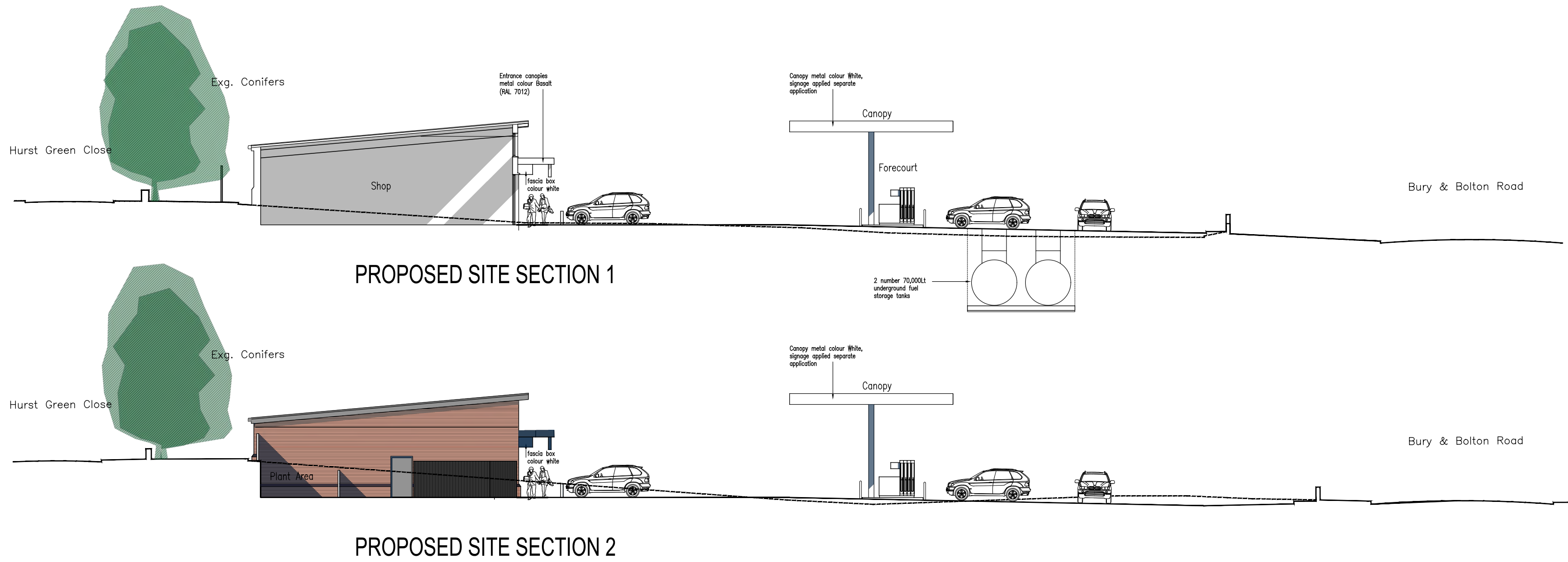
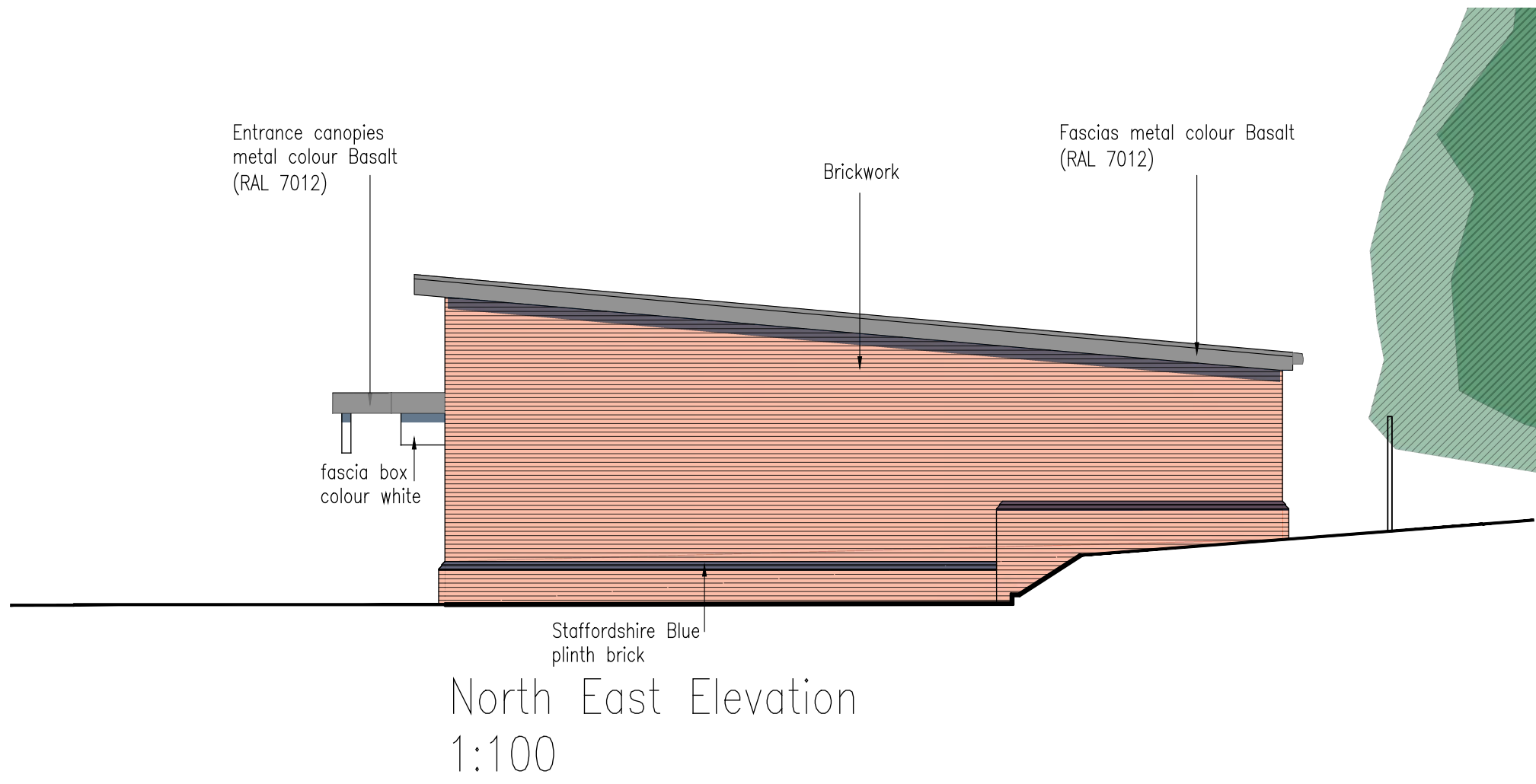
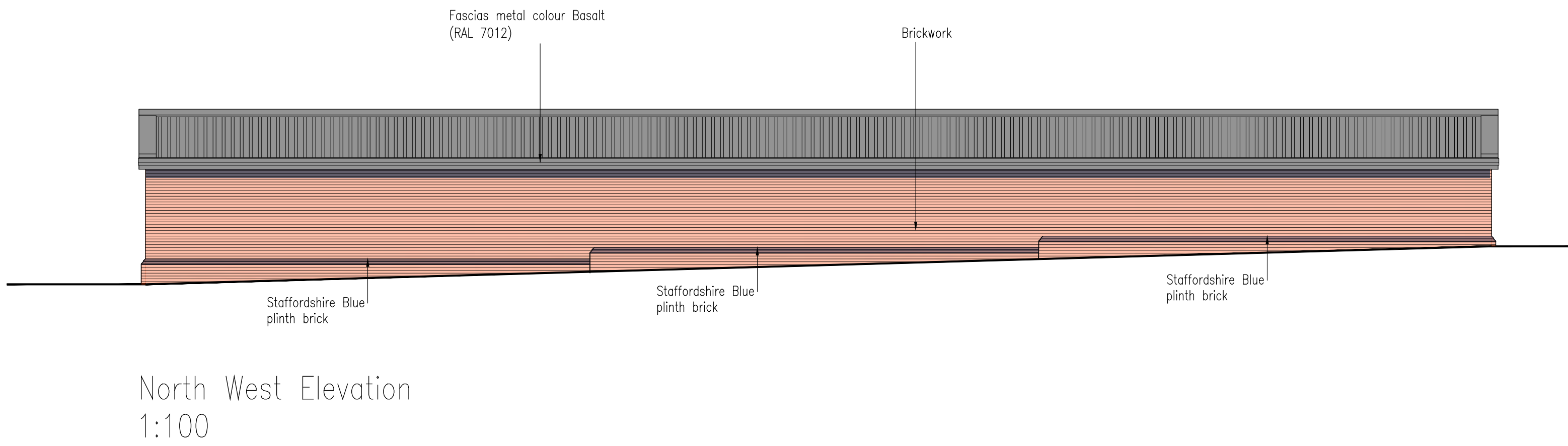
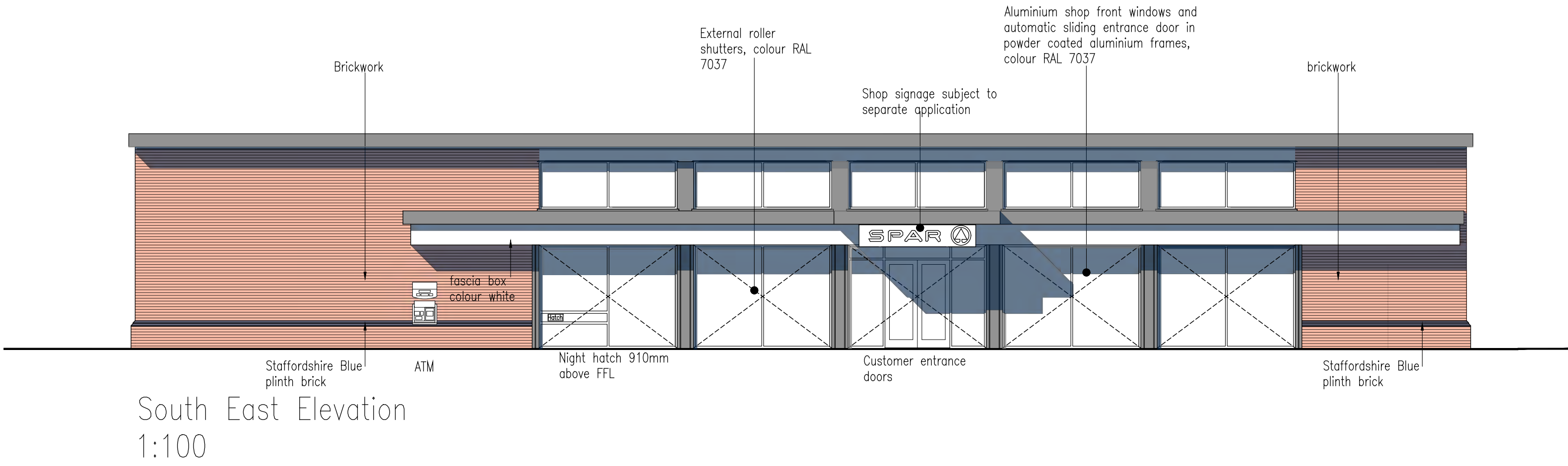
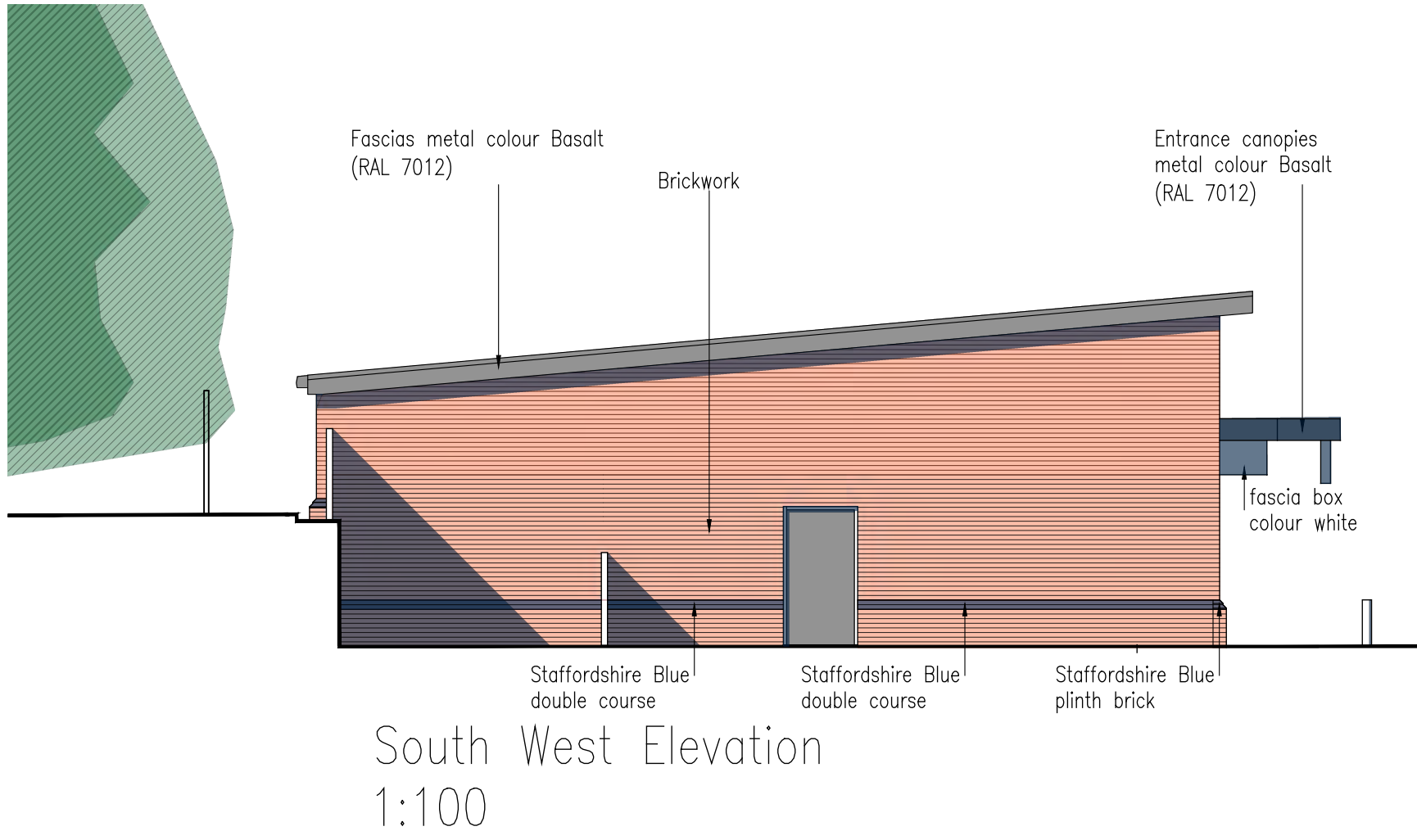


64437

Photo 7







Notes: Do not scale from this drawing. This drawing is to be read in conjunction with all relevant design team specifications and drawings.
 All dimensions are to be checked on site prior to commencement of work any variations to be notified to the Project Architect.
 All components and materials are to be stored, protected, handled and installed in accordance with the manufacturer's recommendations.
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HARRY WALTERS & LIVESEY Ltd

CLIENT

James Hall & Co Ltd

DRAWING NAME

Location Plan

DATE

Sept 2018

JOB NUMBER

2015-329

PROJECT NAME

Bury and Bolton Rd, Radcliffe, Bury

SCALE

1:1250

DRAWN BY

KMc

DWG No

Loc-1

REV No

Registered Office • James Hall Spar Distribution
 Centre Bowland View Fulwood • Preston •
 Lancashire • PR2 5QT • Company No. 06235823

K.M. McFadyen, Dip. Arch. R.I.B.A.
 Tel No: 01772 706696
 Email: office@HWL1.com

Ward: Bury East - Redvales

Item 07

Applicant: Ms Heidi Reiss

Location: 31 Parkhills Road, Bury, BL9 9AS

Proposal: Change of use from residential (Class C3) to 9 bed/10 person house of multiple occupation (HMO) (Sui Generis)

Application Ref: 64450/Full

Target Date: 18/09/2019

Recommendation: Approve with Conditions

Description

The application relates to a 2.5 storey, red brick dwelling in the middle of a row of terraced houses. There is a single and two storey outrigger at the rear and the rear yard comprises a hardstanding with 2m boundary walls and an up-and-over garage door and a separate pedestrian gate. The principle pedestrian access is from Parkhills Road with a second access through the gates at the rear. The site lies approximately 50m from Parkhills Local Shopping Centre.

The area is predominantly residential in character although the local shopping centre lies further down Parkhills Road. There are adjoining houses on either side and to the front and rear. There is a resident's only parking scheme in operation in the immediate area.

The proposal involves:

Change of use of the dwelling to an 9 bedroom/10 person house in multiple occupation (HMO). There would be one bedroom with communal kitchen, lounge and utility/WC on the ground floor, four further bedrooms on the first floor with three bedrooms on the second floor/roofspace. There would be an additional bedroom in the basement area which has a lightwell. There would be no on-site parking proposed. There would be a total of four wc/shower rooms. There would be a bin store and cycle store located in the rear yard.

There are no significant structural alterations proposed.

Relevant Planning History

None relevant.

Publicity

The following neighbours were notified by letter dated 24/07/19. 34-40 (even), 25-39(odd) and Vanstone Parkhills Road, 48 Devon Street, 55A Horne Street.

Three objections received from the occupiers of 38, 40 and Vanstone Parkhills Road - summarised below:

- There is insufficient parking in the area and more residents would create parking problems.
- The property should remain as a single dwelling.
- There is a school and nursery nearby.

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

Statutory/Non-Statutory Consultations

Traffic Section - No comment.

Environmental Health - No objection.

Urban Renewal - No objection.
Waste Management - No objection.
Greater Manchester Police - No comment.

Pre-start Conditions - Not applicable.

Unitary Development Plan and Policies

EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
H2/3	Extensions and Alterations
H2/4	Conversions
H1/2	Further Housing Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
NPPF	National Planning Policy Framework
SPD13	Conversion of Buildings to Houses in Multiple Occupation
HT6	Pedestrians and Cyclists

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

The site is located within the urban area and adjacent to housing. As such, the proposed development would not conflict with the surrounding land uses and would be located in a relatively sustainable location with reasonable access to public transport and services. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

It is noted that the change of use from a dwellinghouse to a 6 bed HMO would be 'permitted development' under the current planning regulations. The change to a more intensive residential use is generally acceptable in principle subject to factors listed within UDP Policy H2/4 Conversions and guidance in SPD13 Conversion of Buildings to Houses in Multiple Occupation.

UDP Policy and Guidance relating to HMO's - H2/4 Conversions. Applications for the conversion of buildings into two or more self contained units, or the conversion of a building into a house of multiple occupation, will be considered with regard to the following factors:

- the effect on the amenity of neighbouring property through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes;
- the general character of the area and the existing concentration of flats;
- the amenity of occupants;
- the effect on the street scene of any changes to the external appearance of the building;
- car parking and servicing requirements including bin storage/collection.

SPD 13 - Conversion of Buildings to Houses in Multiple Occupation supports UDP Policy H2/4 and gives specific advice on HMO's.

Design and layout - Policy H2/4 states that applications for the conversion of a building

into a house of multiple occupation will be considered with regard to the following:

- the effect on the amenity of neighbouring properties through noise, visual intrusion, the position of entrances, impact of parking areas, extensions and fire escapes;
- the general character of the area and the existing concentration of flats;
- the amenity of occupants;
- the effect on the streetscene of any changes to the external appearance of the building;
- car parking and servicing requirements.

The proposed HMO would utilise the existing entrance on the front elevation and with no new doors or windows added on the front, the house would appear ostensibly as a single house.

Assessed in terms of its appearance upon the streetscape, the proposal is considered to be acceptable in that it would not impact upon the external appearance of the building or the general character of the area as the building would still have the appearance of a dwelling. The proposal would be in accordance with UDP Policies EN1/2 and H2/4 and associated guidance in SPD13.

Impact upon Residential Amenity - SPD6 provides guidance on aspect standards between residential properties and would be relevant in this case. There would be no significant overlooking beyond the existing situation. The proposed development would not have an adverse impact upon the amenity of the neighbouring properties and would be in accordance with the aspect standards in SPD6.

Noise - A planning condition would require appropriate noise insulation to the party wall to building regulations (Approved Document E) standards. With appropriate noise attenuation measures, the impact of noise and disturbance on adjoining neighbours is not a serious concern. As such, the proposed development would not have an adverse impact upon residential amenity in terms of noise and would be in accordance with Policies H2/4 and EN7/2 of the Bury Unitary Development Plan.

Highway and Parking - There is no specific car parking standard for HMO's in SPD11 Parking Standards in Bury, but SPD 13 - The Conversion of Buildings to Houses in Multiple Occupation, gives some general advice. It states that parking will be an important consideration when assessing a planning application and any proposal that is considered to have a detrimental impact on highway safety or harm to amenity will not be permitted. Car parking provision should meet the requirements of the likely occupants.

The immediate area around the site is covered by a residents permit scheme. Whilst recognising that there may be a greater parking requirement with up to 10 adults residing in the property, the general view is that car ownership tends, in practice to be relatively low for HMOs. However should any future residents within the proposed HMO require a parking permit for on-street parking, they would be considered under the same criteria as with any other residents. It is noted that the 'permitted development' fall back situation under the current use classes order allows a house to be converted to a 6-bed HMO without the need for a formal planning approval.

Situated close to a Local Shopping Centre and Manchester Road, the site is sustainable with good to public transport links and access to shops and services. In addition, a secure cycle store would be provided within the rear yard area.

Given the location of the site, size of the property and the 'permitted development fallback', the proposal for the additional units would be difficult to resist on highway grounds. The proposal is therefore considered to be acceptable and would the NPPF and UDP Policies HT2/4 Car Parking and New Development and H2/4 Conversions and associated SPD11 Parking Standards in Bury and SPD13 Conversion of Buildings to Houses in Multiple Occupation.

Outdoor space, cycle storage and waste management - There is sufficient amenity

space in the rear yard drying clothes etc and the existing brick outhouse would be converted to for cycle storage. There is also sufficient space for bin storage. The proposal therefore complies with UDP Policy H2/4 Conversions and associated SPD13 Conversion of Buildings to Houses in Multiple Occupation.

Objections - The parking issues raised by the objectors have been addressed in the above report.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

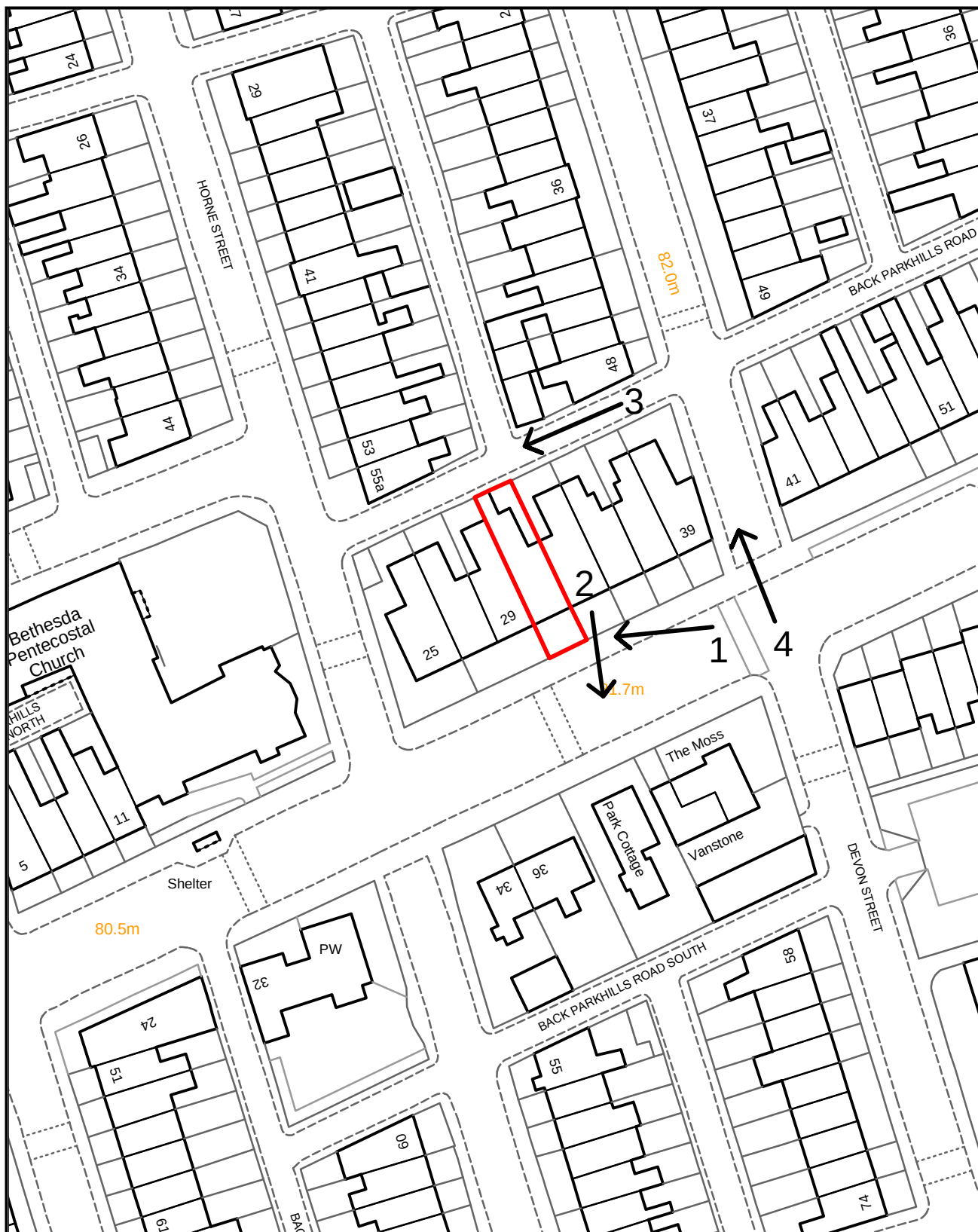
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to revised drawings received 18/09/2019 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Prior to first occupation, the insulation of the party walls and between floors/ceilings shall be in accordance with Building Regulations Approved Document E (2015).
Reason. Sufficient details have not been provided and to reduce nuisance from noise to the occupiers of the adjoining dwelling pursuant to NPPF and UDP Policy EN7/2 Noise Pollution.
4. Prior to first occupation, the proposed cycle store shall be made available and maintained for use by residents thereafter.
Reason. In order to facilitate cycle storage/use pursuant to UDP Policy HT6 Pedestrians and Cyclists.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64450

**ADDRESS: 31 Parkhills Road
Bury**



Bury
COUNCIL

Planning, Environmental and Regulatory Services

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64450

Photo 1



Photo 2



64450

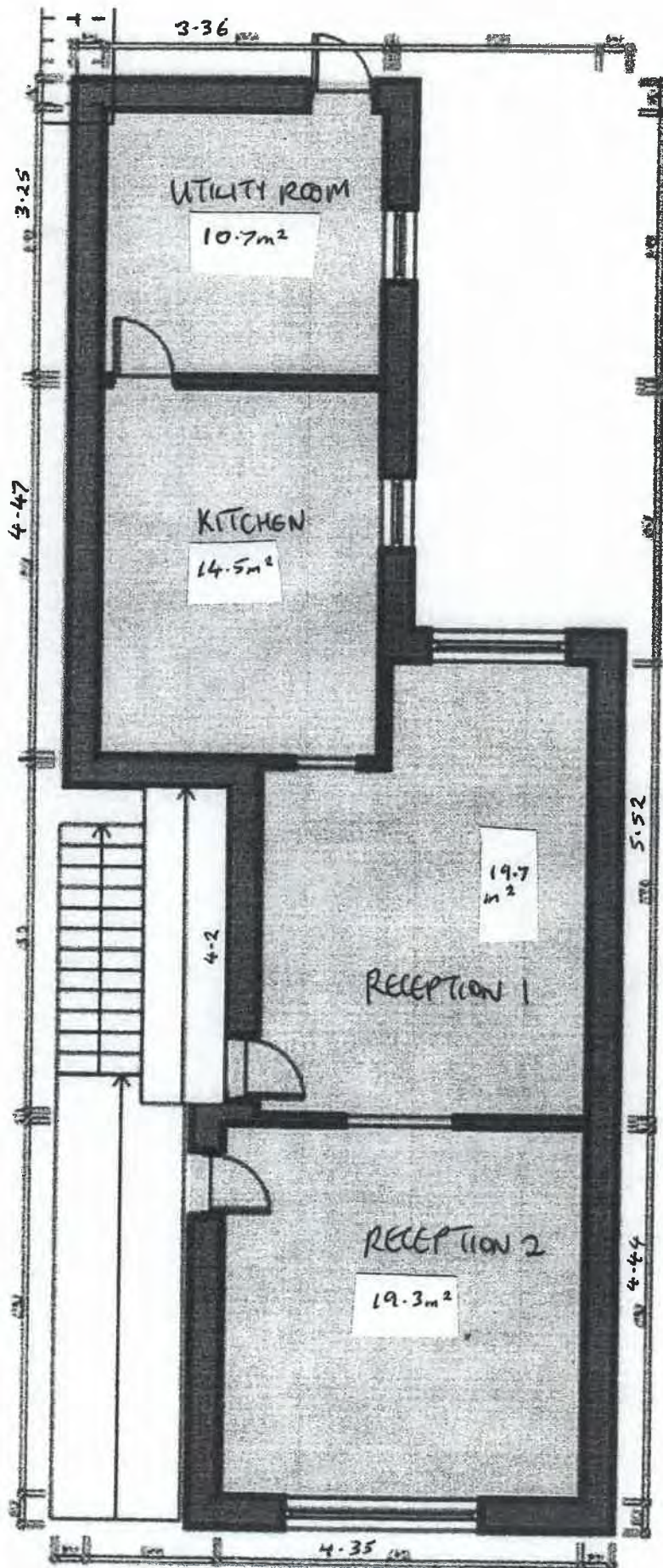
Photo 3



Photo 4



Current Ground Floor



A hand-drawn floor plan of a 4-bedroom house. The plan includes a central staircase and four bedrooms, each with a label and area in square meters. The dimensions of the rooms and overall measurements are provided.

Room Details:

- Bedroom 1:** 7.1 m², located at the top left.
- Bedroom 2:** 17 m², located in the middle right.
- Bedroom 3:** 14.5 m², located at the bottom right.
- Bedroom 4:** 8.9 m², located at the bottom left.

Other Features:

- A central staircase is located between the bedrooms.
- Two bathrooms are located near Bedroom 1.
- Two doors are shown near Bedroom 2.
- Two doors are shown near Bedroom 4.

Dimensions:

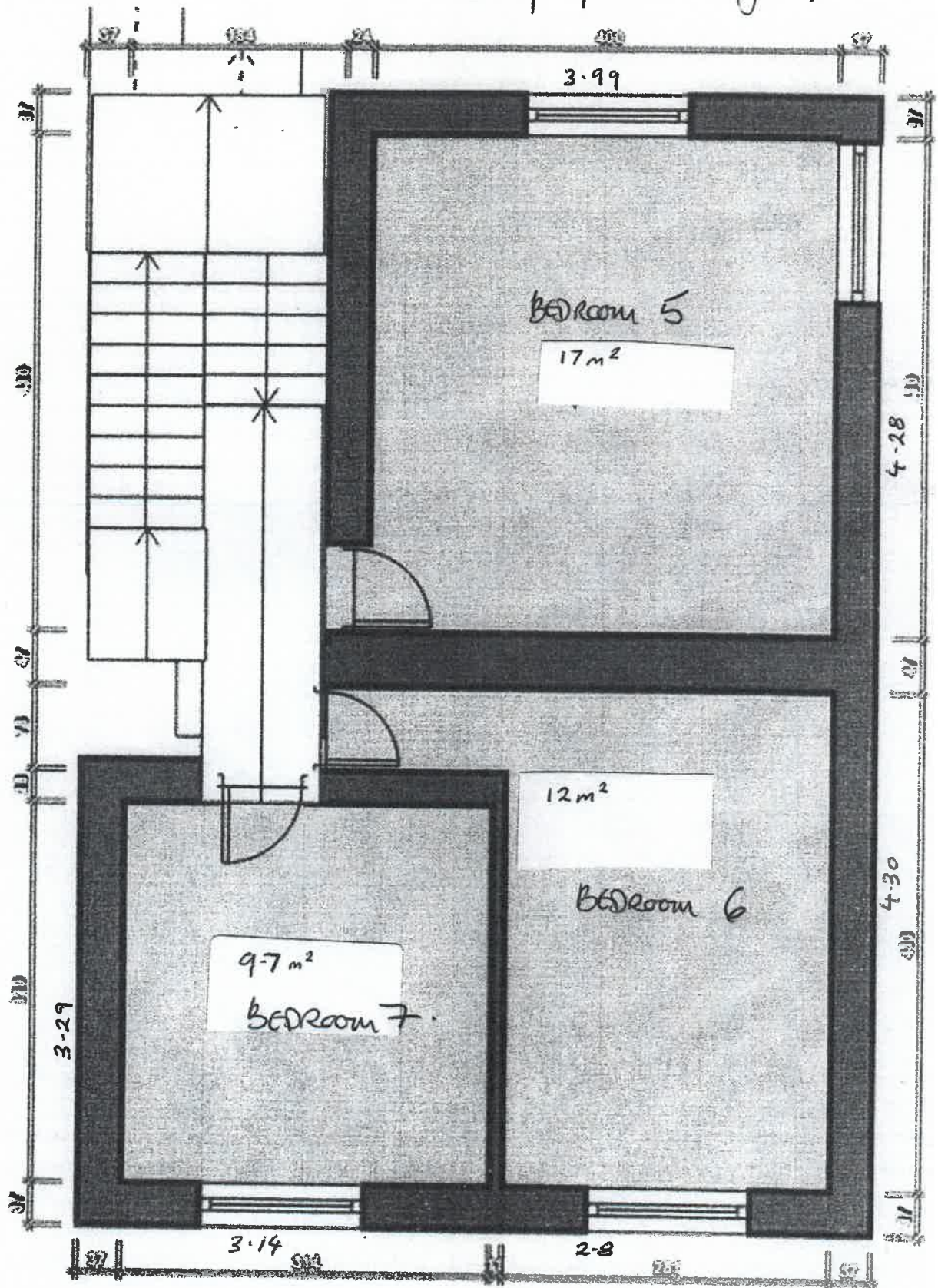
- Overall width: 3.63
- Overall height: 4.2
- Room dimensions: 2.2, 3.49, 3.4, 2.58, 3.28.

3.46

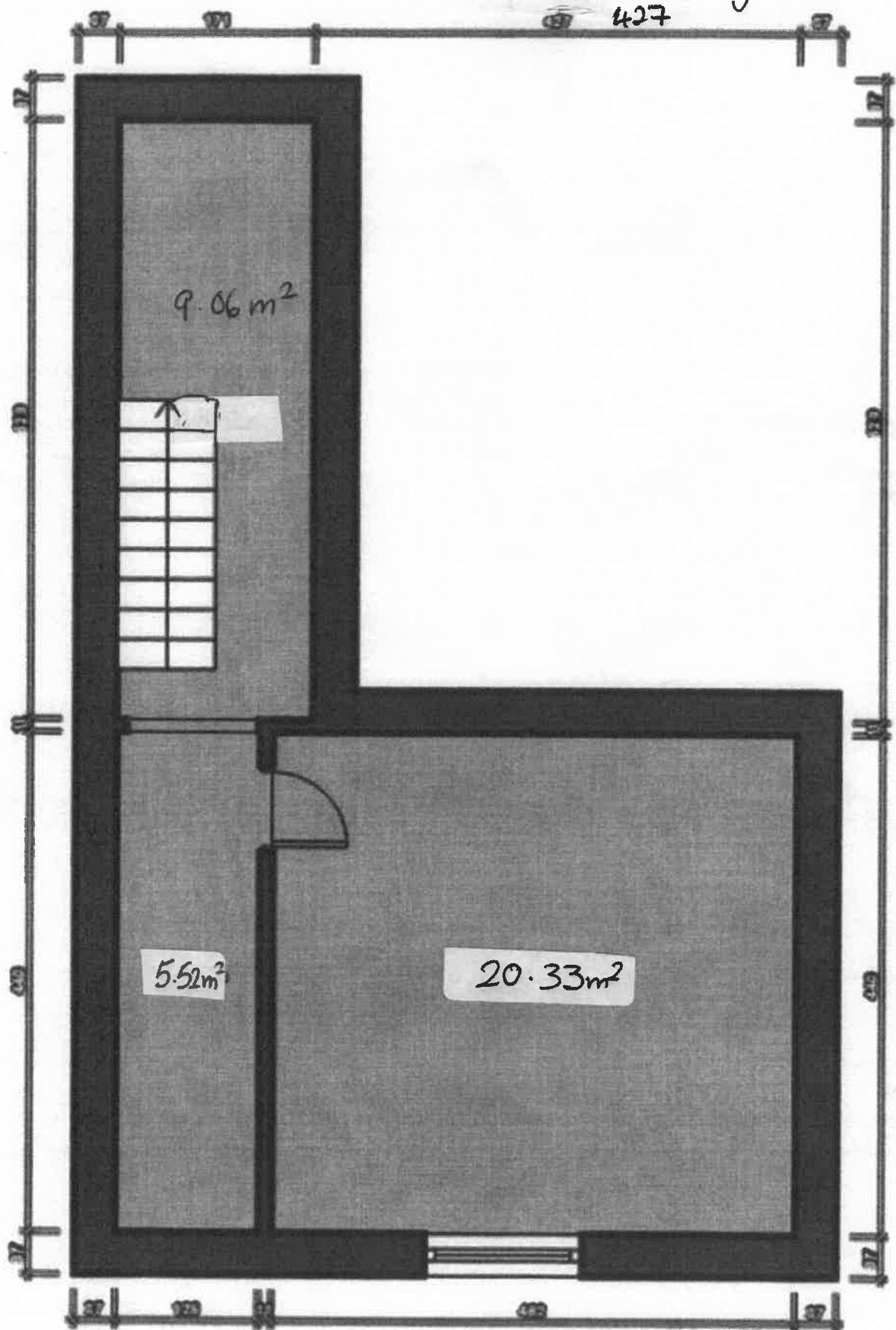
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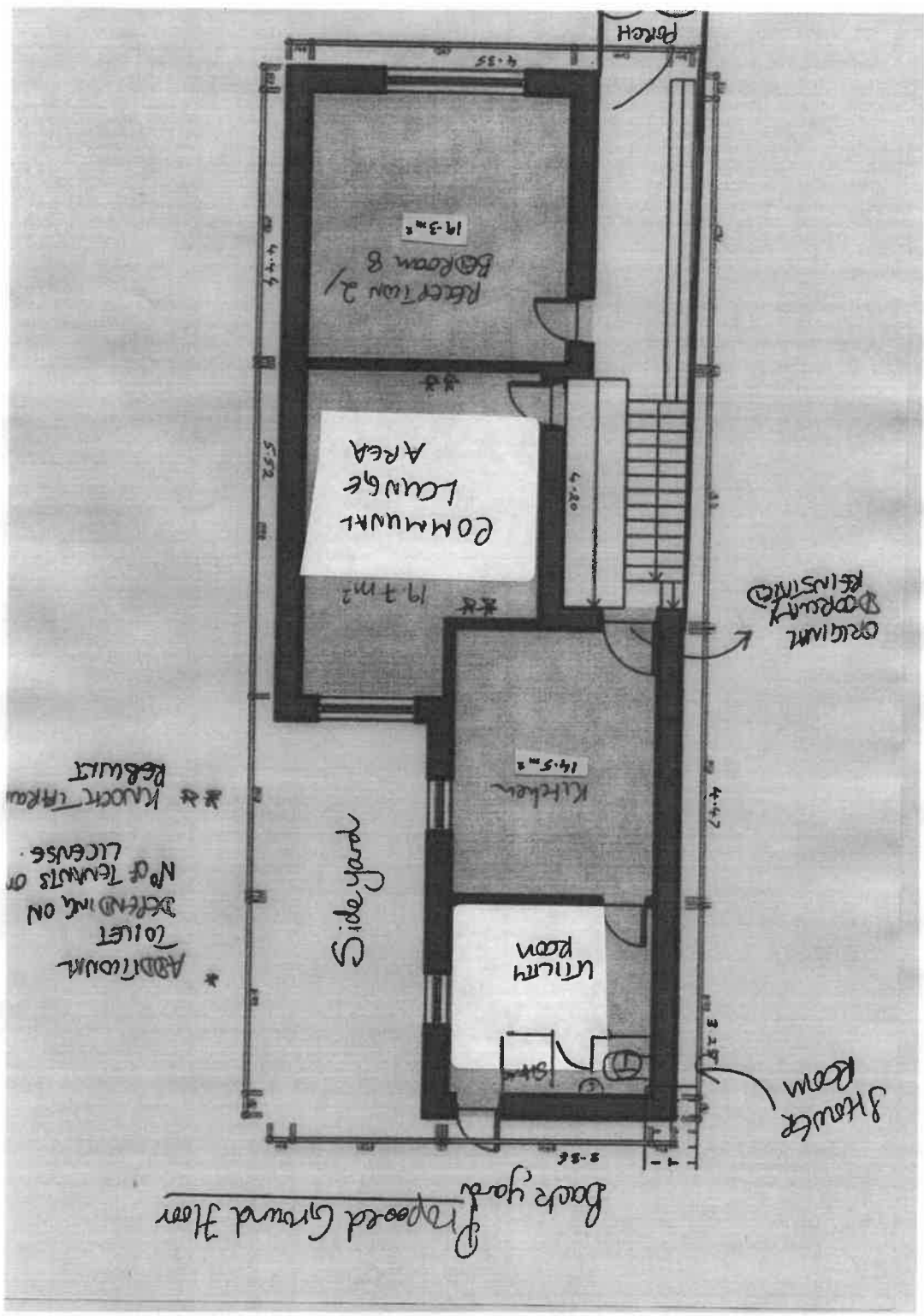
3-28

Current second Floor
(No proposed changes)

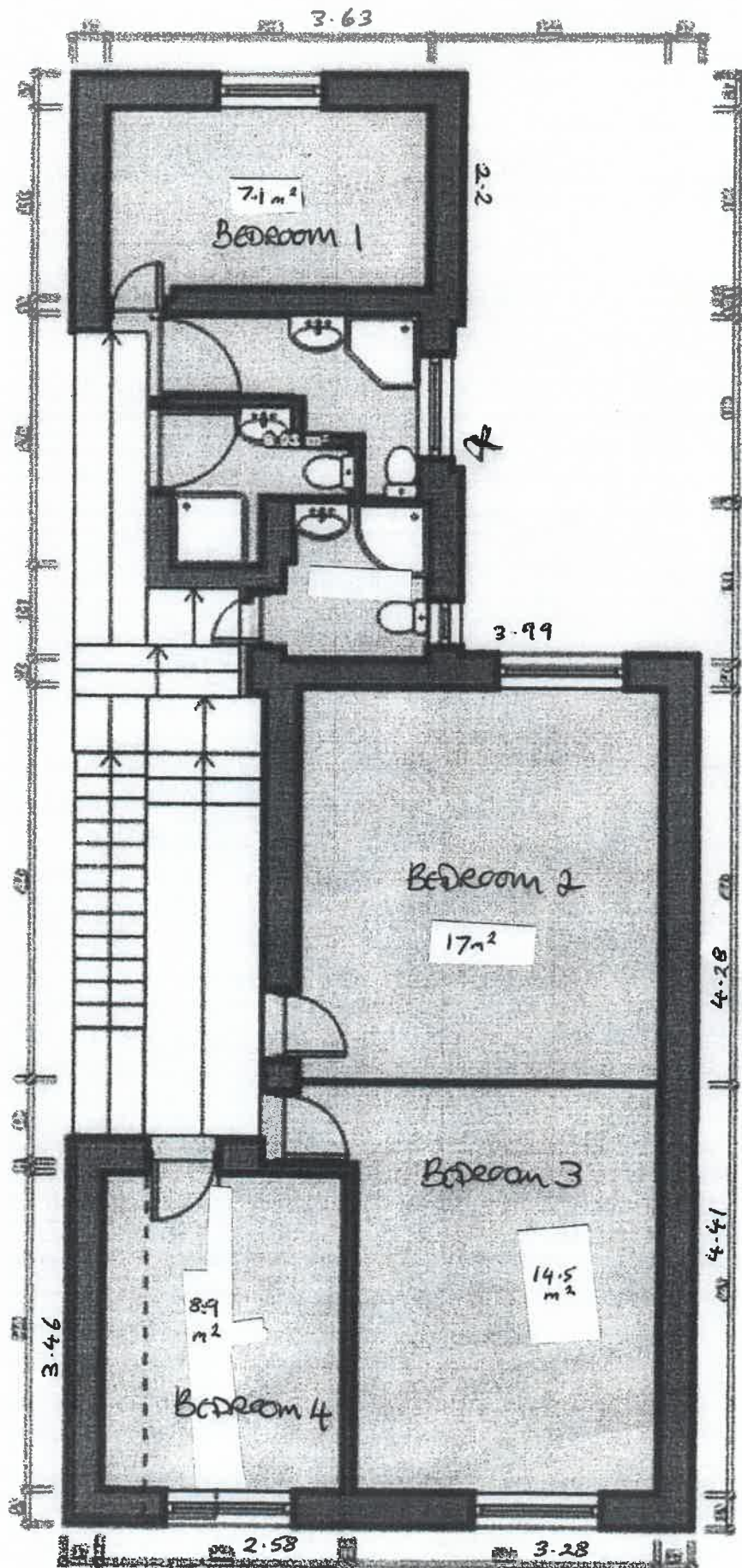


Current Basement

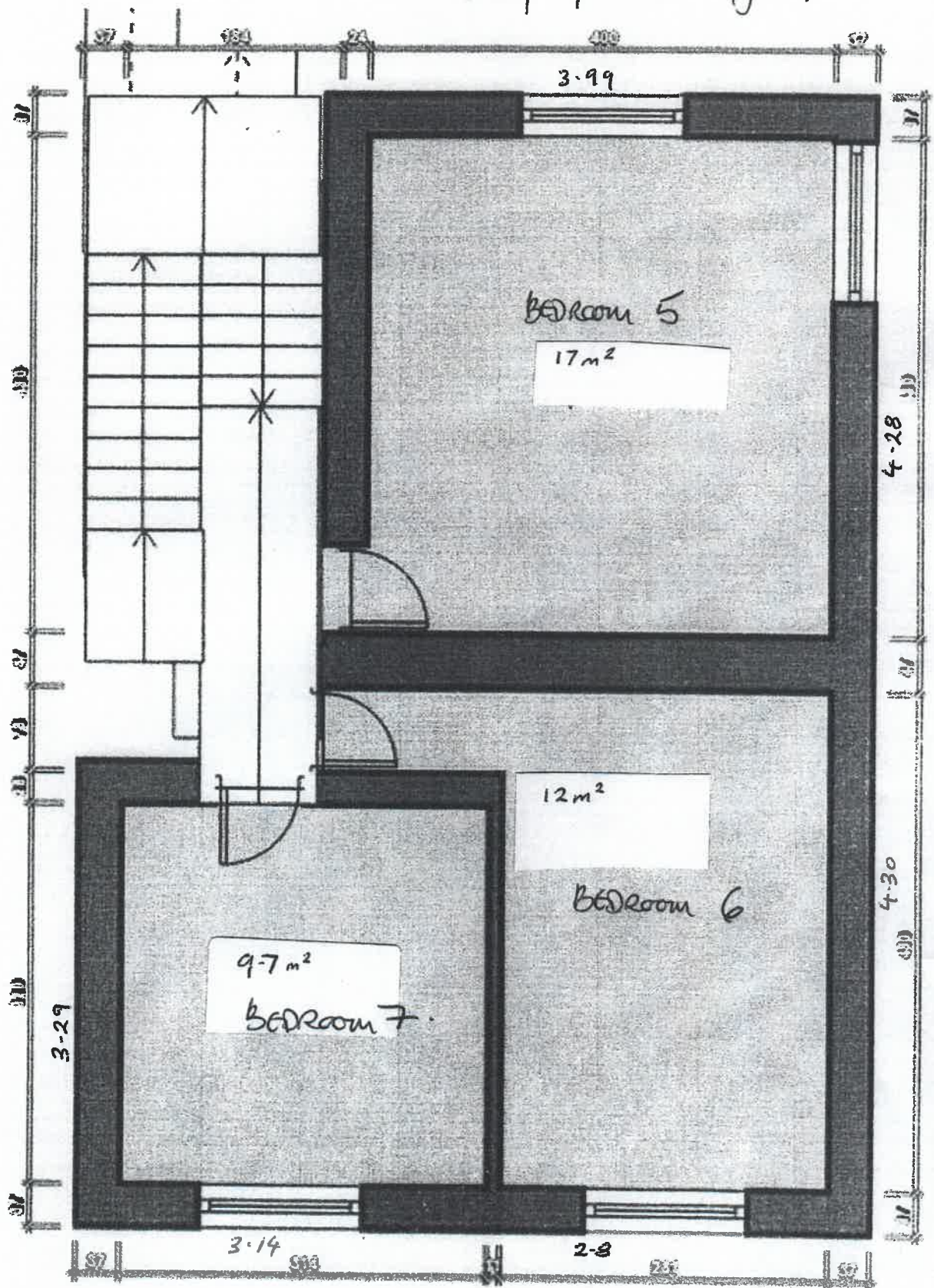




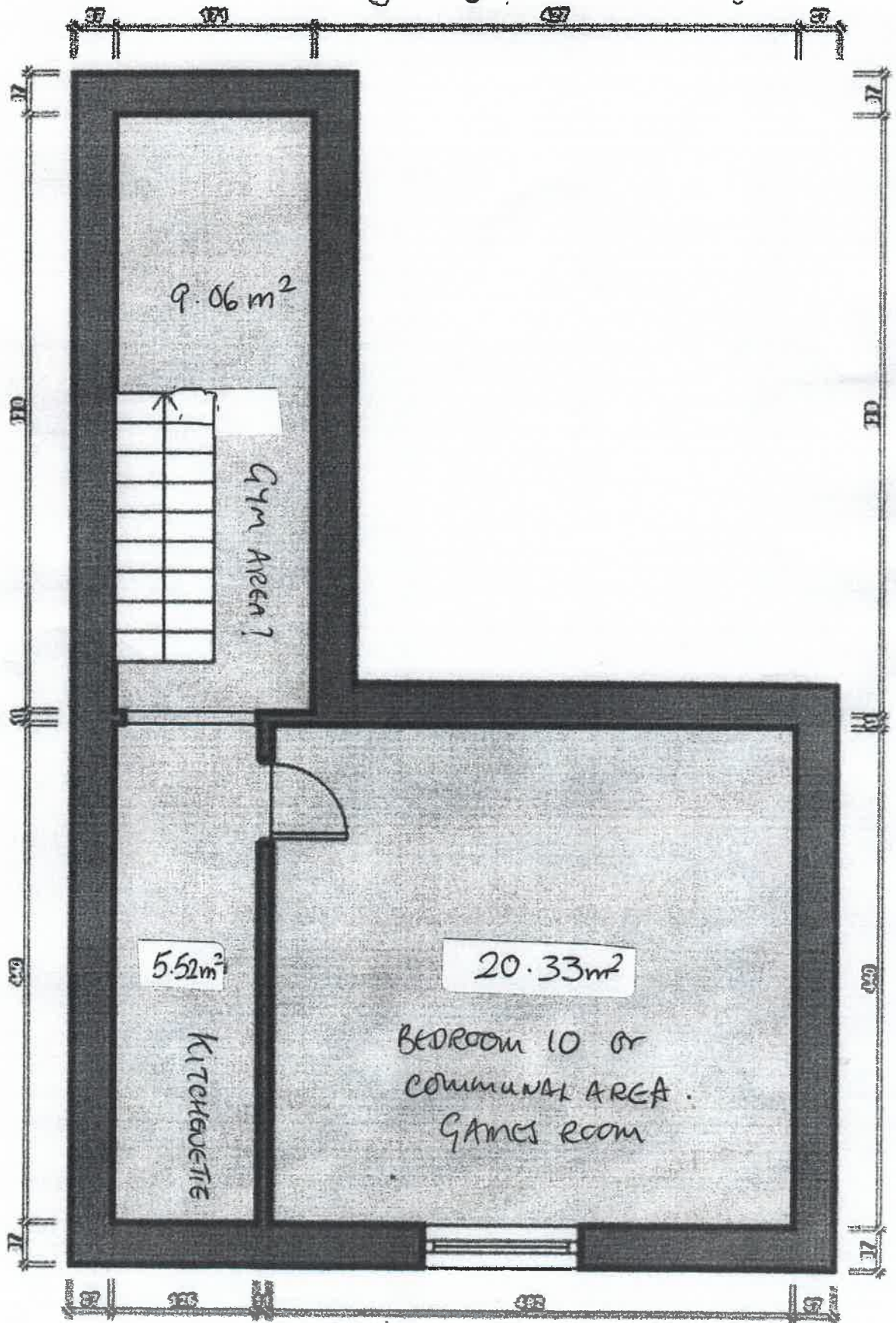
Proposed First Floor



Proposed Second Floor
(No proposed changes)



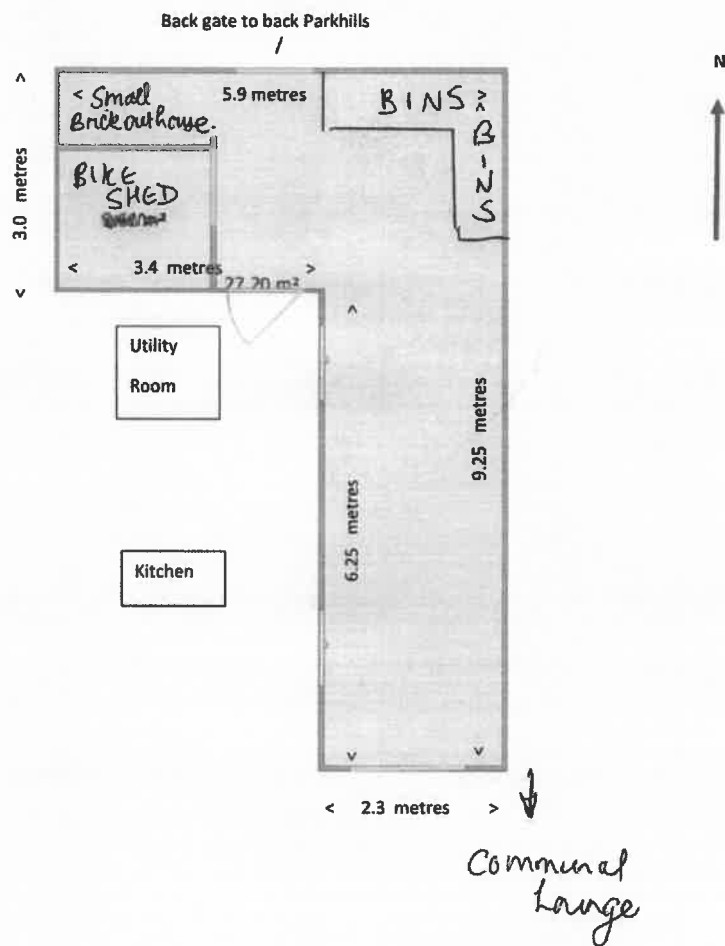
Proposed Basement
Large, light living area or Bedroom
10



Back Yard- 31 Parkhills Road

Basic measurements – brick and paving.

Shed with clear plastic roof plus old toilet space on west side



Ward: Prestwich - St Mary's

Item 08

Applicant: Cube Great Places Housing Association

Location: Land at Kersal Vale Road, Prestwich, Salford, M7 3NT

Proposal: Approval of Reserved Matters of layout, scale, landscaping and appearance for outline application 61474 for the construction of 109 no. residential dwellings (Use Class C3), together with associated public open space, landscaping, sub and pumping stations and highways infrastructure

Application Ref: 64462/Reserved matters

Target Date: 17/10/2019

Recommendation: Minded to Approve

The recommendation is Minded to Approve subject to the signing and completion of a Unilateral Undertaking agreement relating to the provision of 44 Affordable residential units in accordance with UDP Policy H4/1 Affordable Housing and associated guidance document SPD5 Affordable Housing Provision in New Residential Development and the maintenance and access to areas of public open space. If the agreement is not signed and completed within a reasonable timeframe, authority be delegated to the Development Manager to determine the application.

Description

This Reserved Matters application follows an outline approval for residential development of up to 118 dwellings with all matters apart from access reserved for future approval (61474).

The site measures 3.6ha and comprises two distinct parcels of land, separated by Kersal Vale Road, on the south west side of Prestwich, adjacent to the boundary with Salford City Council. In addition to the red edged site, it should be noted that the applicant controls additional land to the River Irwell and Singleton Brook. This land is shown blue edged on the site plan.

The larger site measures 2.85ha and borders Kersal Vale Road and Moor Lane and comprised the former Cussons factory which was demolished in 2010. The smaller parcel of land, with an area of 0.75ha, relates to what was formerly the car park for the factory and sits between Kersal Vale Road to the east and the River Irwell to the west.

The site has been largely cleared of buildings, with remnants of the previous use, hardstanding and a mill lodge, still visible across the site. Security fencing has been erected around the site boundary but all demolition rubble has been effectively cleared.

The site is located within a predominantly residential area. To the north, the land rises steeply to a woodland area, beyond which are houses in Rainsough. The houses to the south, across from Moor Lane, are located within the Salford boundary. To the east there is open space, also in the ownership of the applicant, and to the west, runs the River Irwell with Agecroft Cemetery beyond. There is of extensive Giant Hogweed, Indian Balsam and Japanese Knotweed within the site.

The Reserved Matters application seeks approval of details for the siting of 109 dwellings with associated highways works, open space and landscaping. The new access off Kersal Vale Road, serving the main site, and the amendment of the existing entrance to serve the former car park site have been approved by the outline application.

The proposed layout shows has seventy four 2-storey detached and semi-detached houses and twenty two 2.5 storey terraced houses arranged along a new road running parallel to Kersal Vale Road which would be accessed from the east side. Seventeen

houses would be located in the smaller, triangular piece of land between Kersal Vale Road and the River Irwell with a new access point from Kersal Vale Road on the westerly side. There would also be a three storey block of apartments at the northern end of the site, facing Agecroft Bridge. The properties are a mix of 2, 3 and 4-bed to accommodate a mix of household types.

The proposed dwellings are relatively traditional in design with some contemporary features and characteristic steep pitched gables and recessed bays. The predominant finishing material would be red brick with grey roof tiles with artstone window heads and cills.

The majority of the proposed dwellings bounding Kersal Vale Road on the east side are arranged so that they front the access road and back onto Kersal Vale Road. This is due to proposed level differences to maximise development and means that there would be a brick retaining wall built along the boundary on the east side of Kersal Vale Road, above which would be a 'green screen' and boundary fences.

The proposal includes three areas of public open space. Two areas of open amenity space (0.65ha) are situated on the east side of Kersal Vale Road at the junction with Littleton Road and Moor Lane and a corridor along the River Irwell and Singleton Brook. There would also be large (approx 1.7ha) area of informal open space comprised of semi-natural woodland situated on the sloping land between the proposed houses on the east side of the site and existing properties on Halliwell Road. This area would be accessed from either end of the site, including from the existing Public Right of Way, linking Moor Lane and Halliwell Road at the easterly end of the site.

The proposal, in line with the outline application includes a 40% affordable housing provision, equating to 44 dwellings dispersed throughout the site. A number of the houses would also be 'Lifetime Homes' compliant.

It is noted that Kersal Vale Road forms part of the National Cycle Route (Route 6) and for this reason the layout plan allows for the future provision of an upgraded cycle route, along Kersal Vale Road and/or potentially along the River Irwell, depending on funding.

Relevant Planning History

01916/E - Pre-app enquiry for proposed residential development of 174 units (including 20 riverside apartments) with means of access from Kersal Vale Road. - Enquiry completed 14/12/2016

55915 - Outline - Residential development of 122 houses including means of access from Kersal Vale Road - Approved 05/04/2013

61474 - Outline application for up to 109 dwellings - Approved 24/10/17

Publicity

Press notice in Bury Times 1/08/2019. Site notice posted 30/07/19. Neighbour notification letters dated 17/05/17 sent to properties on at Halliwell Road; Rainsough Close; Rainsough Brow; Chapel Road; Chapel Walk; Drinkwater Road; Riverside; Moor Lane; Cowling Street; Linton Walk; Littleton Road; Castlewood Road.

Site notice posted 17/05/2017 and press notice in the Bury Times 25/05/2017.

Two representations have been received. The resident at 26 Linton Walk supports the scheme, stating it would make the area better. The resident at 44 Halliwell Road is not objecting but requests overhanging trees are cut back on the boundary with her property.

Those who have made representations have been notified of the Planning Control Committee.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions to be reported in the Supplementary Committee report.

Drainage Section - No objection subject to condition regarding drainage.

Environmental Health - No objection. Contaminated land conditions were attached to the outline approval and electrical charging points are to be a condition of this approval.

Public Rights of Way Officer - No objection.

Waste Management - No objection.

Environment Agency - No objection subject to conditions.

Greater Manchester Police - No objection.

United Utilities - No objection.

Greater Manchester Ecology Unit - No objection subject to conditions.

Salford Council - No objection.

Electricity North West Ltd - No objection.

The Coal Authority - No objection.

Transport for Greater Manchester - No objection subject to condition.

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

Unitary Development Plan and Policies

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4	Housing Need
H4/1	Affordable Housing
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/6	Public Art
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN8	Woodland and Trees
RT2	New Provision for Recreation in the Urban Area
RT2/1	Provision of New Recreation Sites
RT2/2	Recreation Provision in New Housing Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
OL5/2	Development in River Valleys
EN9	Landscape
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD7	DC Policy Guidance Note 7 - Managing the Supply of Housing
SPD12	Travel Plans in Bury
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
NPPF	National Planning Policy Framework
EN10/1	Derelict Land
SPD16	Design and Layout of New Development in Bury
EN4/1	Renewable Energy
EN4/2	Energy Efficiency
SPD6	Supplementary Planning Document 6: Alterations & Extensions

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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 and Housing policy - The National Planning Policy Framework should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable housing land.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up with sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land and this needs to be treated as a material factor when determining applications for residential developments.

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

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. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

The principle of residential development has been established by the previous outline approvals and is in accordance with national and local planning policy in that the proposal would redevelop a large scale redundant brownfield site, in a sustainable location with existing infrastructure in place and would bring benefits to the area and aid regeneration.

Employment Land - The Employment Land Review confirmed that the site was no longer suitable for employment redevelopment and therefore should be considered for alternative uses.

River Valleys - The site lies in the designated River Valley, stretching for the most part from Drinkwater Park and Rainsough Brow in the north-west to the Kersal Road Play Area site in the east and also includes a section alongside the River Irwell west of Kersal Vale Road.

Policy OL5/2 Development in River Valleys restrict new development except where it would not lead to the division of open parts of the valleys into sections.

The proposed woodland area along north/east side of the site and the opportunity offered by opening up the riverside corridor would ensure the river valley remains open and accessible. It is also noted that significant benefits in the form of affordable housing, recreation provision and ecological mitigation would be provided as part of the scheme.

In line with the NPPF, local authorities should plan positively for creation, protection, enhancement and management of networks of Green Infrastructure (GI). This scheme is considered to contribute to the enhancement of the route along the River Irwell between Salford and Bury. Policies DES6 and R6 of Salford's UDP all promote the potential of the Lower Irwell Valley for improving access, providing multi functional benefits and facilitating strategic recreation routes in the area. Therefore, in addition to retaining the open parts of the valley in line with the objectives of Policy OL5/2, this development provides the opportunity to enhance GI objectives of both Bury and Salford in the context of the Lower Irwell Valley area. The emerging Greater Manchester Spatial Framework also includes the Lower Irwell Valley area as part of an indicative Green Infrastructure network.

In terms of the River Valley and associated policies and guidance, the proposal is considered acceptable and complies with the NPPF, the Greater Manchester Spatial Framework and UDP Policy OL5/2 Development in River Valleys.

Environmental Impact Assessment - Under the Environmental Impact Assessment Regulations 2017, Regulation 5, the proposals have been screened for the requirement of Environmental Impact. It has been concluded that given the scale and nature of the proposed development and the limited impacts arising from the works, the scheme is not considered to require an Environmental Impact Assessment.

Visual Amenity, Layout - As a large, derelict former industrial site with large areas of hardstanding, the land has very poor amenity value within the immediate area. This scheme therefore represents a good opportunity to clear up and redevelop the heavily contaminated site and provide a mix of housing and public open space.

In terms of the proposed layout, the scheme is governed largely by the presence of the Woodland area on the east side of the site, Kersal Vale Road running through the middle and the River Irwell along the westerly boundary. These constraints create two main areas of development and with access is restricted onto Kersal Vale Road, the formation of an internal access road on the east side is the obvious solution with most of the properties fronting this road. This layout option, with proposed levels increasing to facilitate development, would mean the creation of a retaining wall running along back of the footway along part of Kersal Vale Road. Whilst the retaining wall and 'green screen' would not be a particularly active frontage, the visuals provided to demonstrate this element show that, with appropriate quality boundary detailing, it would not be incongruous within the streetscape.

Towards the southerly end of the site, the levels gradually drop down and allow the public open space area to be accessed from Kersal Vale Road. On the western side of Kersal Vale Road the houses are situated off two smaller cul-de-sacs with a corridor of green space linking Kersal Vale Road with the River Irwell. This corridor of open space, in particular would not only improve the appearance of the site but facilitate significant ecological improvement along this sensitive riverside link.

Overall, the layout is acceptable and affords the opportunity to redevelop a contaminated, derelict site whilst retaining and improving the open space and green infrastructure within the site and immediate surroundings in accordance with the NPPF and UDP Policies EN1/2 Townscape and Built Design, H10/1 Derelict Land, H2/2 The Layout of New Residential Development and OL5/2 Development in River Valleys.

Design and Appearance - Whilst the general appearance of the properties, with red brick elevations and grey roof tiles, is traditional, it has design elements that create a contemporary feel. The steep pitched roofs with pike gables, window details and recessed bays create articulation and add character to the development. The mix of house types with height variations would create interest and gaps between allow views across the site. There is no predominant house type in the surrounding area and streetscapes nearby benefit from a mix of styles. This development has a distinctive character that would further add to the local mix without appearing incongruous.

There is a mix of boundary treatment throughout the site, with brick walls, fencing and natural 'green screens' and in particular, the green screen set back, above the retaining wall along Kersal Vale Road would add interest and improve the vista along the road. There is a substantial stone gabbion retaining wall at the back of the public open space area and this would be planted up in the lower sections to create a more natural appearance from the public arena, particularly when viewed against the backdrop of the trees beyond. The details of the gabbion wall with planting, would be subject to an appropriate condition.

In terms of design and appearance, the proposal would create a high quality residential scheme that integrates comfortably within its surroundings. In this regard the proposal

accords with the NPPF and UDP Policies EN1/2 Townscape and Built Design, H2/1 The Form of New Residential Development, H2/2 The Layout of New Residential Development and guidance

Residential amenity - The scheme accommodates 109 dwellings without compromising aspect standards within the development. Given the woodland, roads and areas of open space around the site, there are more than adequate separation distances between the development and existing properties beyond the site to satisfy issues of privacy and overlooking. As such the proposed scheme is acceptable in terms of residential amenity and would comply with H2/1 and H2/2 and SPD6.

Access - The access arrangements were approved at the outline application stage. The proposals would incorporate an access road in and out of the old factory site from Kersal Vale Road, with the existing access to the old car park site on the opposite side, retained to form the access to a residential cul-de-sac. Pedestrian access is proposed enhancing permeability across the sites.

The Council's Traffic Section raises no objection to the means of access, and any conditions will be reported on the Supplementary Planning Committee Report.

Highways and Parking - The proposed layout allows for appropriate access driveways and parking for the houses and flats which would be in accordance with UDP Policies and guidance within SPD11 Parking standards in Bury. The volume of traffic which would be generated for a site this size would not be any more excessive than for any other similar sized residential schemes.

One issue that has arisen recently relates to the presence of the National Cycle Route running along Kersal Vale Road. Due to funding possibly becoming available to upgrade the highway infrastructure to create a dedicated cycle route along the road, a highway corridor of an appropriate width would be made available to allow this to be achieved should the opportunity arise. The layout plan would also incorporate a 'zebra' crossing at the end of the footway on the west side of Kersal Vale Road and adjacent to one end of the open space corridor to allow pedestrians and cyclists to cross.

In addition to a route along the road, there is also a possibility in future of forming a cycle/footway route along the green corridor adjacent to the River Irwell and linking with a planned route along the river, into Salford. This is a more long term aspiration as it would involve the construction of a bridge over Singleton Brook. Nevertheless an option would be retained, via the Unilateral Undertaking, to allow the Council or other party to do this in the future.

Ecology - There are no national or local ecological designations affecting the site, although it is located within a Wildlife Link and Corridor and River Valley as defined by the UDP. Over recent years as a result of the planning applications, ecological surveys have been undertaken on the site, not least because of the presence of Singleton Brook, the River Irwell and a waterbody in the form of a mill lodge, on the site. The existing mill lodge, although of moderate ecological value, qualifies as a feature of ecological interest under EN6/3, would be lost as a result of the development.

The latest survey, a Water Framework Directive Assessment (enzygo, July 2019) was submitted with the Reserved Matters application. This assessment found no evidence of protected species but extensive areas of invasive Giant Hogweed, Indian Balsam and Japanese Knotweed. It concluded that, in relation to the Water Directive Framework, only limited mitigation measures were required although there are opportunities to provide ecological enhancements to demonstrate a 'biodiversity net gain' in accordance with the NPPF and condition 6 of the outline application.

It is considered that this biodiversity enhancement would require an additional full ecological assessment prior to development with a view to providing both on-site and off-site

enhancement/mitigation, particularly as the loss of the existing lodge cannot be adequately resited within the site. Appropriate controls through planning conditions, contained in the outline permission, and ecological licensing would secure this element of the scheme.

The site has potential as both a bat foraging habitat and as a link in bat commuting route along the Irwell and the woodland edge. The impact on bats, nesting birds etc would be addressed by the ecological assessment and mitigation measures, as required, would be in place prior to the commencement of development.

Subject to the appropriate conditions and controls relating to ecological mitigation and bio-diversity enhancement, Greater Manchester Ecology Unit has no objection the proposal.

Trees - The site was surveyed and an arboricultural report (Bowland Tree Consultancy, July 2019) submitted with the planning application. Three trees and the woodland were allocated a high retention value, 18 trees and 10 groups were allocated a moderate retention value, 36 trees, 16 groups, and the hedge were allocated a low retention value, and 13 trees and five groups were categorised as unsuitable for retention.

An evaluation of the proposed development, indicated that it will be necessary to remove a total of 44 trees, 20 groups and one hedge, mostly low or medium quality. It should be noted that the previous outline planning approvals established that the removal of a similar number was acceptable.

In mitigation, it is noted that the proposed development has sufficient space to accommodate sufficient new tree planting as a component of a detailed, landscaping scheme. The development would also offer an opportunity to implement valuable woodland management works, inclusive of further new tree planting. It is considered that a high quality and well planned and executed landscape scheme, with the inclusion of a number of new trees of suitable species in appropriate locations would, alongside suitable woodland management works, effectively compensate for the necessary 'development related' tree losses.

The delivery and implementation of a landscape scheme and woodland management plan would be secured through suitable conditions. In addition appropriate tree protection measures would be required to be in place prior to work commencing.

In terms of the impact on existing trees and in view of replacement planting and management, the proposal is considered acceptable and complies with the NPPF and UDP Policies EN8, EN8/2 relating to woodland and tree planting.

Recreation Provision - There are three distinct areas of public open space. The largest area (1.7ha), encompasses the mature woodland on the embankment on the east side of the site. This would remain essentially a woodland amenity space that would be accessed from either end of the site and a woodland management plan would ensure that the area is improved. The more formal area of public amenity space (approx 3.5ha), adjacent to Moor Lane and Kersal Vale Road at the southern end of the site would be readily accessible and more useable facility. The third area (approx 3.5ha) would be a corridor running from Kersal Vale Road, along Singleton Brook to the River Irwell where it would run along the top of the river bank before returning to Kersal Vale Road at a point further to the north. As all three areas would be subject to ecological enhancement and mitigation, particularly the area along the River Irwell, it is considered that there would be valuable benefits accruing not only to the site itself but the wider area which in turn would promote greater use.

Given the variation of open space areas within the site, the proposed recreation provision is considered to be acceptable and in accordance with UDP Policy RT2/2 and SPD1 relating to recreation provision with new residential development.

Footpaths, cycleways and Public Rights of Way - A public footpath runs along the easterly boundary of the site connecting Moor Road to the houses above the site at

Rainsough. In order to provide increased access to the existing woodland, it is the intention to create a link from the woodland to the existing Public Right of Way. This would be required by an appropriate condition.

Given the current poor state of the PRoW at the Moor Lane entrance, it is considered that the proposed development would have a positive 'knock-on' impact on the PRoW with increase usage from both new and existing residents in the wider area.

The issues relating to the cycleway have been highlighted in the 'Highways and Parking' section above. It is considered that the scheme would facilitate an improved National Cycle Route along this section of Kersal Vale Road, (or should the opportunity arise, along the River Irwell), as part of a planned wider improvement throughout its length. This would be welcomed and in accordance with the NPPF and UDP Policy HT6/1 Pedestrian and Cyclist Movement.

Flood Risk and Drainage - The site is located to the east of the River Irwell which flows in a southerly direction with Singleton Brook to the south western boundary of the site. The majority of the site is located within Flood Zone 1 where there is a low probability of flooding, with a small proportion of the site within Flood Zones 2 and 3 where there is a medium to high probability of flooding. The Environment Agency have no objection to the development in principle, subject to the flood risk related conditions attached on the outline app.

Given the proposed increase in ground levels over part of the site and improvements to drainage throughout, it is considered that the condition on the outline approval, requiring a sustainable Urban Drainage Scheme (SUDS) to be submitted prior to commencement of development would be acceptable and complies with the NPPF and UDP Policies EN5/1 New Development and Flood Risk, EN7, EN7/3, EN7/4 and EN7/5 relating to pollution control.

Contaminated Land - Due to a long history of industrial land uses, the site has elevated levels of ground contamination. As such, appropriate conditions on the outline approval would require full contaminated land surveys and extensive remediation.

Affordable Housing - The appropriate affordable housing element comprising 25% of the total number of units equates to 44 houses and flats being affordable and provided throughout the site. It is agreed that a legal agreement, in the form of a Unilateral Undertaking would allow the affordable housing to be implemented. With the Unilateral Undertaking agreement in place, the scheme would be acceptable and compliant with the NPPF and UDP Policy H4/1 Housing Need and its associated SPG5.

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 the expiration of two years beginning with the date of this permission.
Reason. Required to be imposed pursuant to Section 51 of the Planning and

Compulsory Purchase Act 2004

2. This decision relates to drawings numbered : Site Location plan00, Proposed Site Layout Plan 01, Boundary Treatment Layout 05C, Pedestrian/cycle Permeability Plan 07B, Open Space Plan 08A, Boundary Treatment Details 06A, Site Layout with TfGM cycle route 09, Visuals Location Plan 10, Floor Plans Dwgs 18070_HT_01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15,16 and supporting documents -
Planning Statement ,
Design and Access Statement
Air Quality Assessment
Aboricultural Impact assessment
Desk study and Scoping Report
Additional Design Justification Statement
Flood Risk Assessment
Water Framework Directive Assessment
The development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of all external finishing materials to be used in the external elevations, retaining walls, boundaries and areas of hardstanding, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 Townscape and Built Design.
4. Details of electrical charging points on the proposed properties shall be submitted to the Local Planning Authority for approval prior to first occupation. The approved details shall be implemented in full and maintained thereafter.
Reason. In order to allow for electric vehicle charging pursuant to the NPPF and UDP Policies EN4/1 and EN4/2 relating to energy conservation.
5. No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or strongly suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.
Reason. In the interest of pollution control pursuant to the NPPF and UDP Policy EN7/4 Groundwater Protection.
6. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.
Reason. In the interest of pollution control pursuant to the NPPF and UDP Policy EN7/4 Groundwater Protection.
7. Prior to first occupation, a 'Residential Travel Plan' shall be submitted to, and approved in writing by, the Local Planning Authority. The plan should include:
 - A Travel Plan budget and resources for the implementation and day to day

- management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.
- Measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

Reason. In order to encourage sustainable forms of travel pursuant to the NPPF and UDP Policies EN4/2 Energy Efficiency, H4 New Development and HT6/1 Pedestrian and Cyclist Movement.

8. 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.

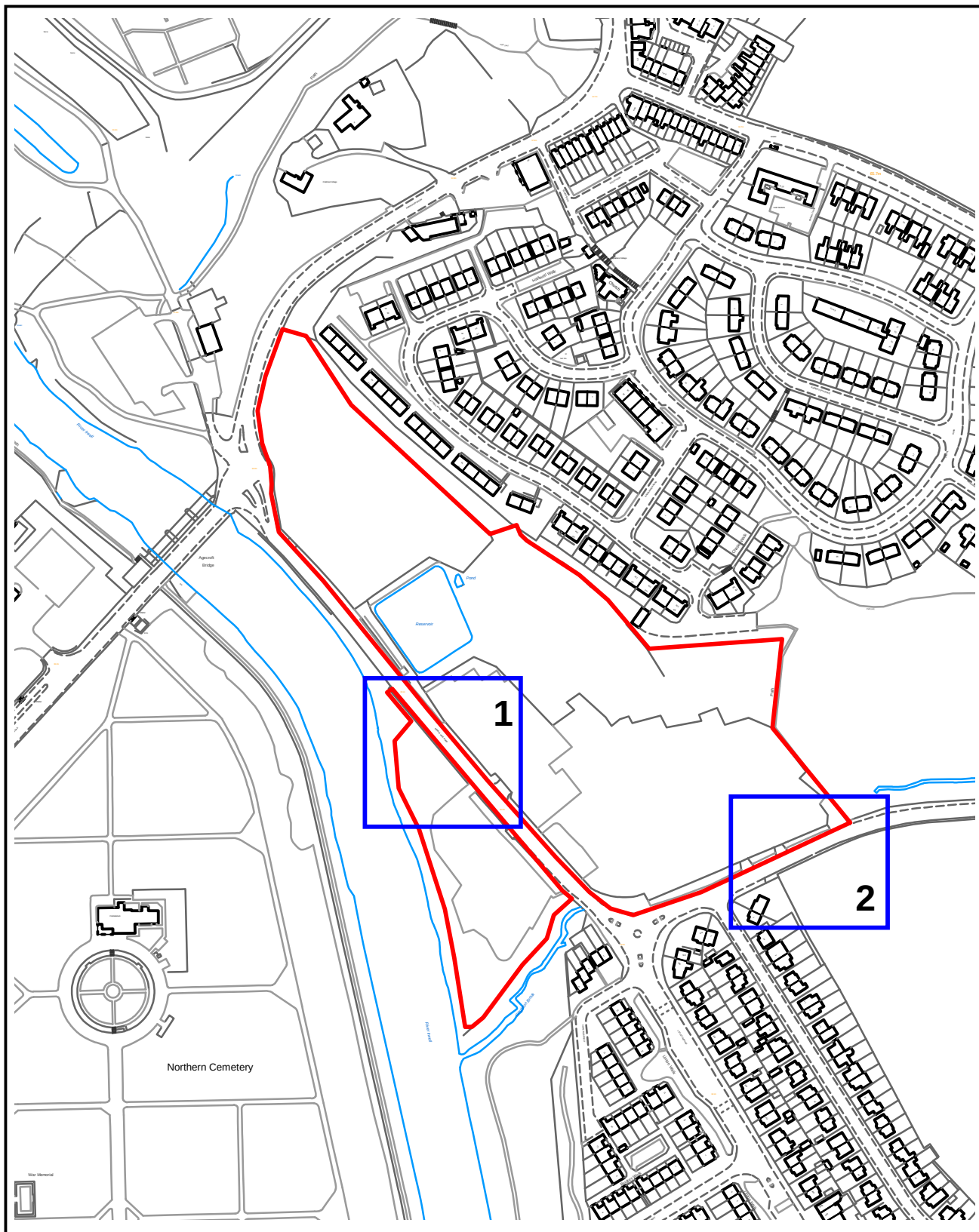
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

9. The landscaping management plan required by condition 7 of the outline approval shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting and the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building is first occupied or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 Conserving and enhancing the natural environment of the NPPF.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64462

ADDRESS: Land at Kersal Vale Road.
Prestwich

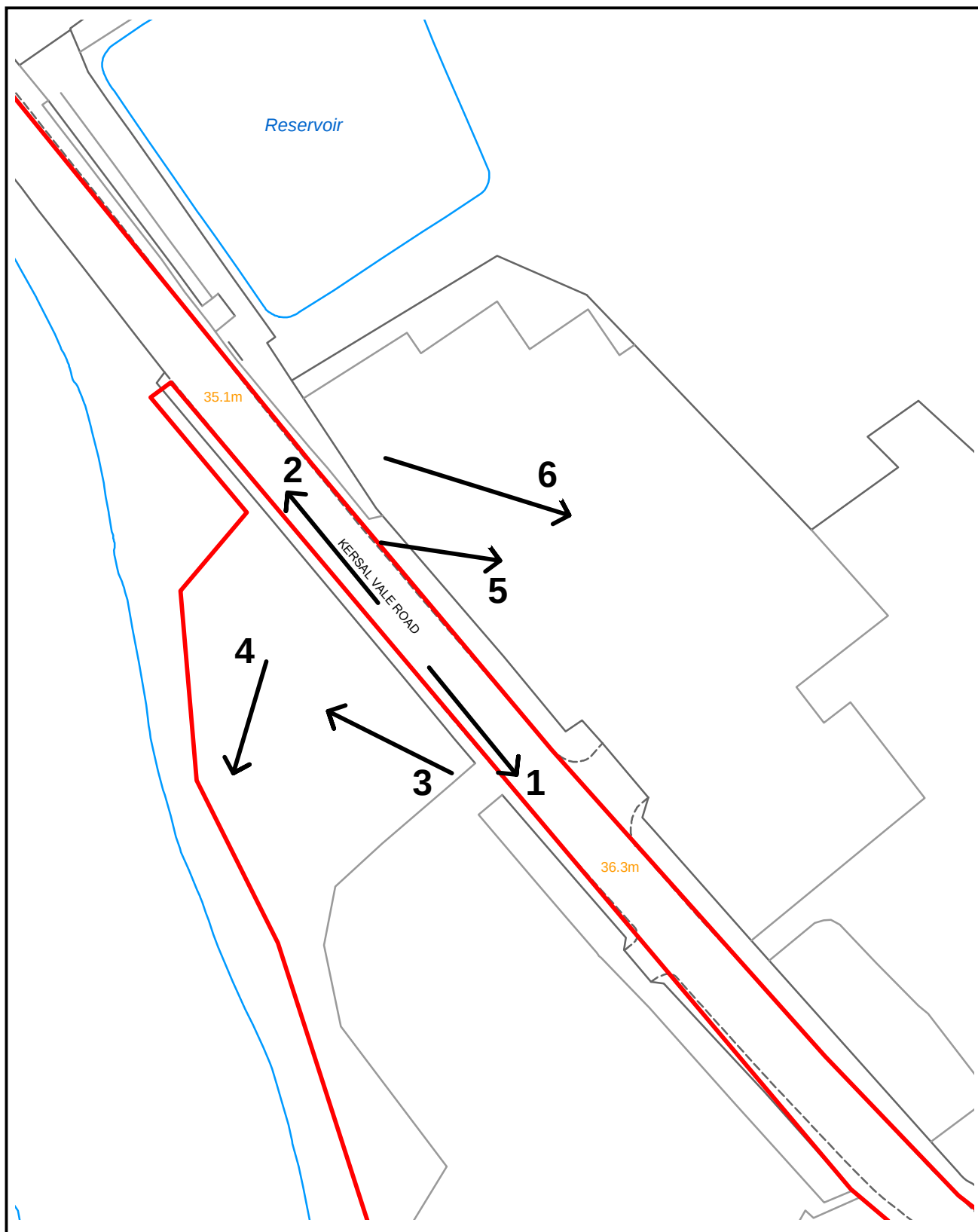
Planning, Environmental and Regulatory Services

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Bury
COUNCIL

Photo group 1



PLANNING APPLICATION LOCATION PLAN

APP. NO 64462

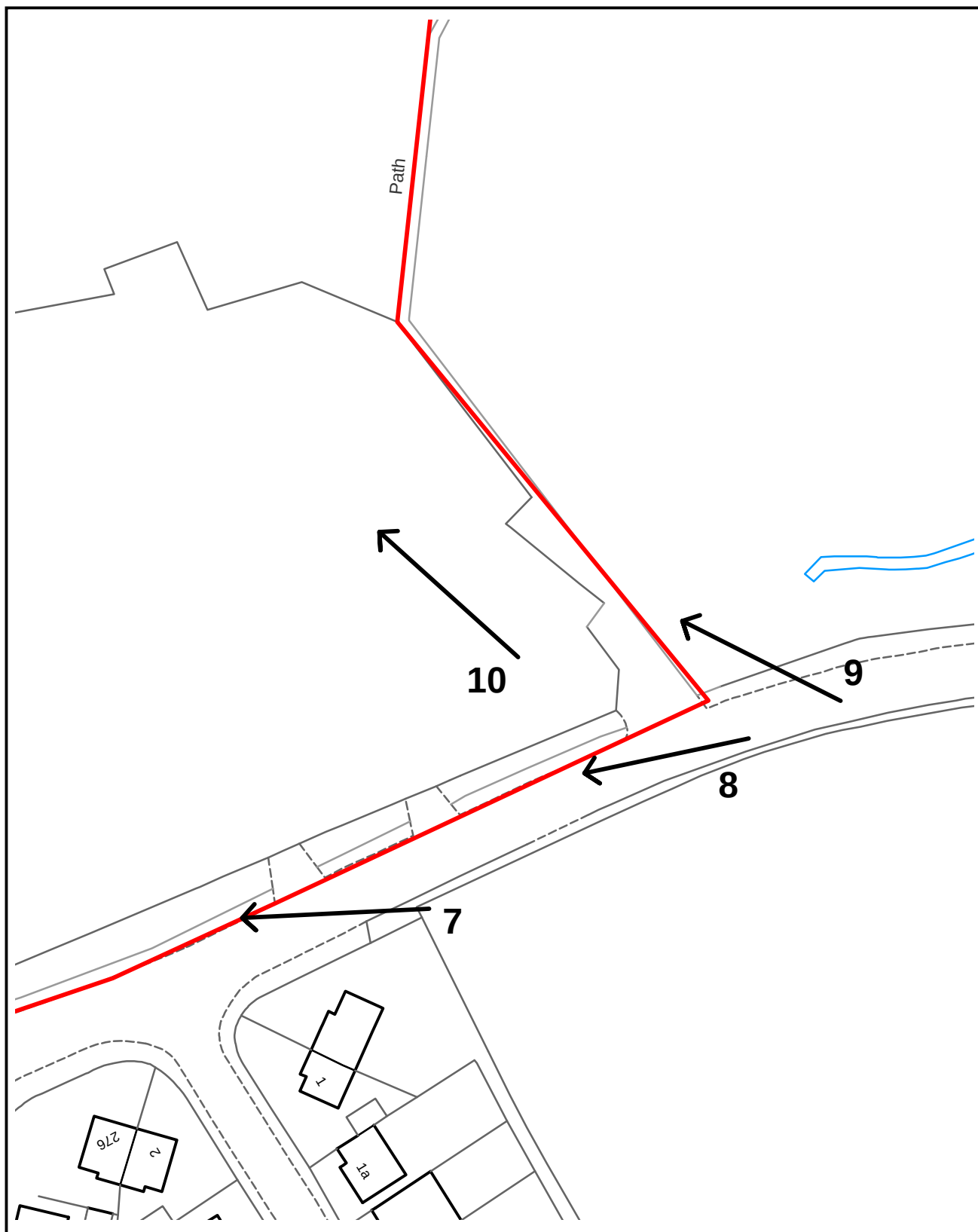
**ADDRESS: Land at Kersal Vale Road.
Prestwich**



Planning, Environmental and Regulatory Services

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Photo group 2



PLANNING APPLICATION LOCATION PLAN

APP. NO 64462

ADDRESS: Land at Kersal Vale Road.
Prestwich

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Bury
COUNCIL

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Photo 1



Photo 2



64462

Photo 3



Photo 4



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Photo 5



Photo 6



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Photo 7



Photo 8



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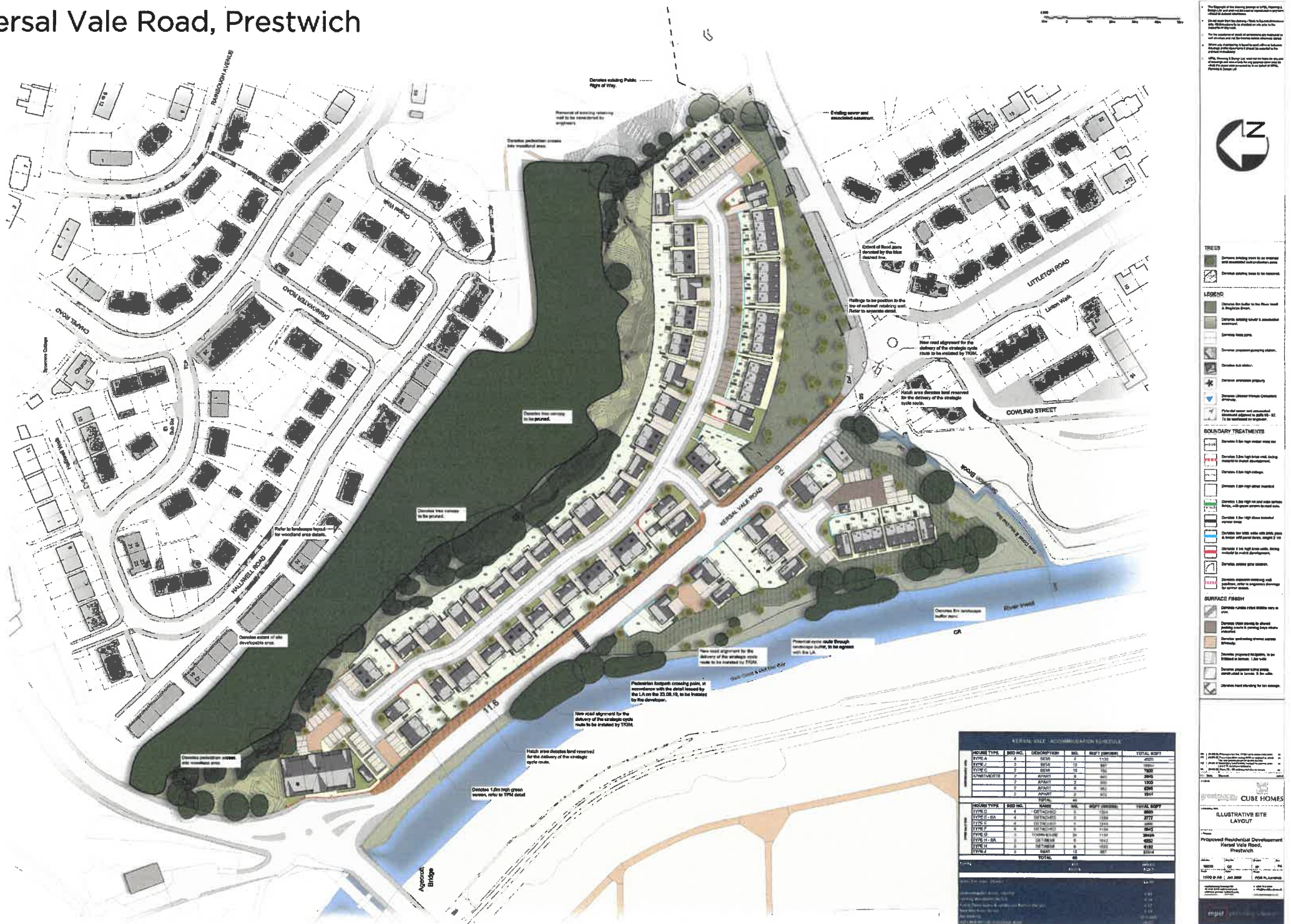
Photo 9



Photo 10



Kersal Vale Road, Prestwich





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greatplaces CUBE HOMES

OPEN SPACE PLAN

Proposed Residential Development
Karatul Vile Road,
Prastwick

Unit No	Unit Type	Size (sqm)	Price	Area
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102	1B	58	£1,17	A
103	1B	58	£1,17	A
104	1B	58	£1,17	A
105	1B	58	£1,17	A
106	1B	58	£1,17	A
107	1B	58	£1,17	A
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181	1B	58	£1,1	



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• Do not scale from this drawing - Work to figure dimensions only. All dimensions to be checked on site prior to the execution of any work.

• For the avoidance of doubt all dimensions are measured to wall structures and not the finished surfaces unless stated.

• Where any discrepancy is found to exist within or between drawings and/or documents it shall be reported to the architect immediately.

• MP&L Planning & Design Ltd, shall not be liable for any use of drawings and documents for any purpose other than for which the same were prepared by or on behalf of MP&L Planning & Design Ltd.



KEY

Denotes site ownership.

Denotes reserved matters application boundary, in accordance with the outline.

A	Ownership and reserved matters boundaries overlaid	ad
Rev	Scale	Author
1	Client	

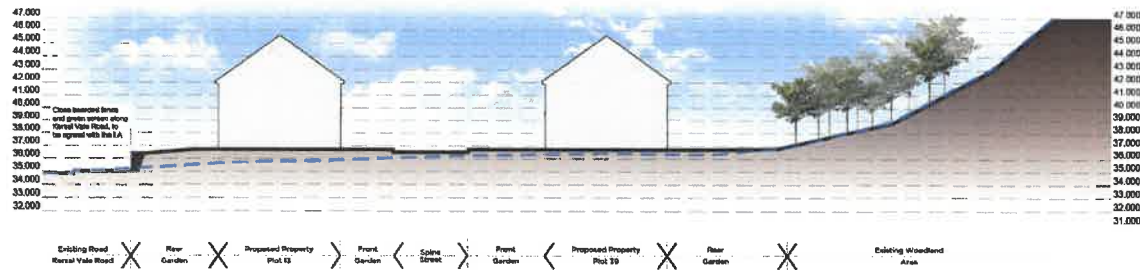


SITE LOCATION PLAN

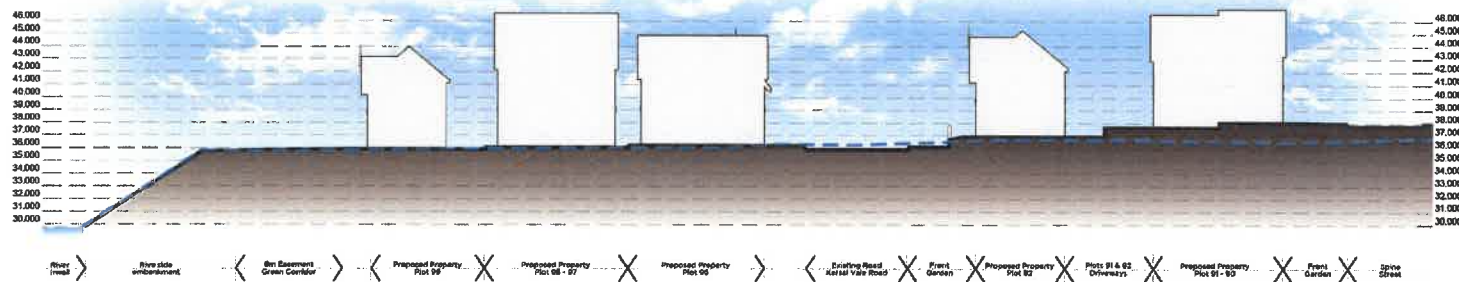
11/11/2018
Proposed Residential Development, Kersal Vale, Prestwich

2.5 No	Design	Event	Item
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Scale	Date	Stage	
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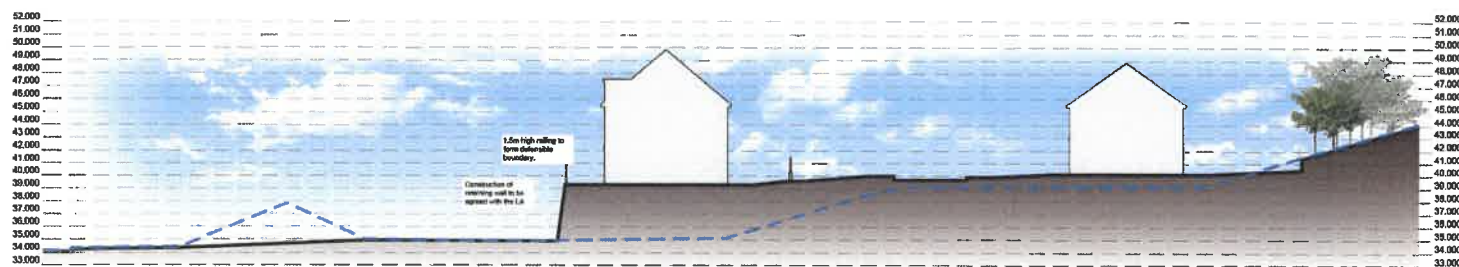
mp&l planning & design ltd
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Section A_A



Section B_B



Section C_C



Site Sections Location Plan
Not to Scale

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Do not scale from this drawing. Views to figures elsewhere only. All dimensions to be checked on site prior to the construction of any work.

For the avoidance of doubt all dimensions are measured to both structures and not the nearest surface of the ground.

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Note: Refer to engineers drawings for further details and retaining wall heights.

great places CUBE HOMES

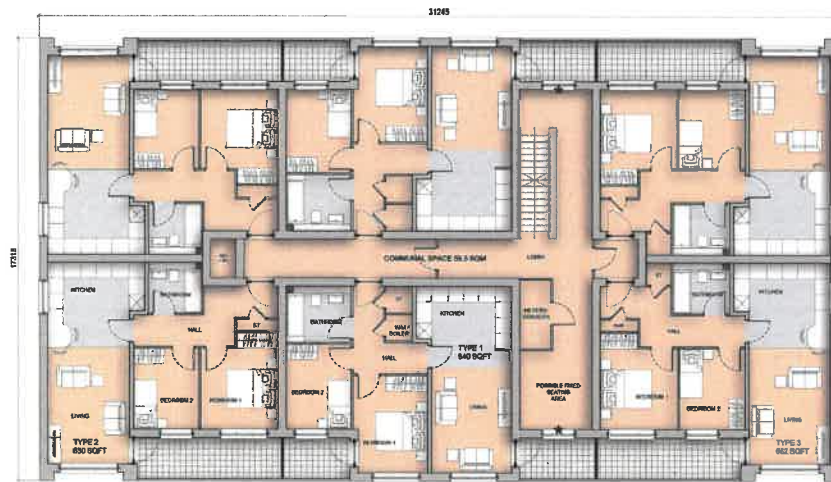
ILLUSTRATIVE SITE SECTIONS

Proposed Residential Development
Kersal Vale Road
Prestwich

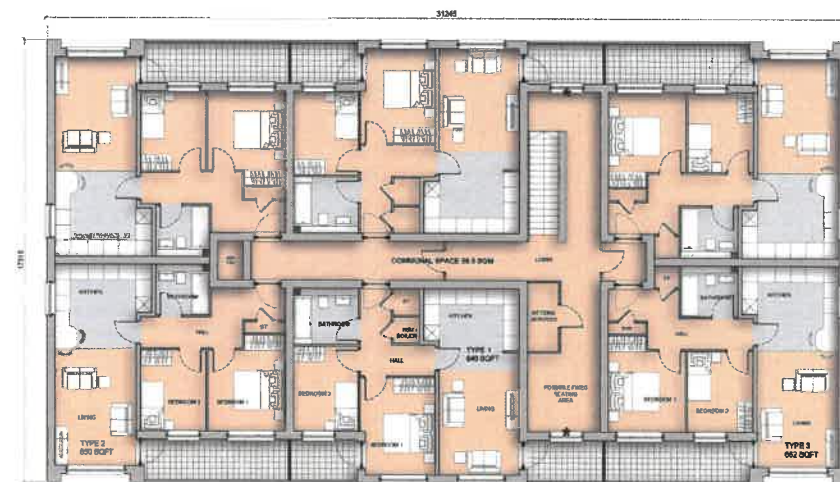
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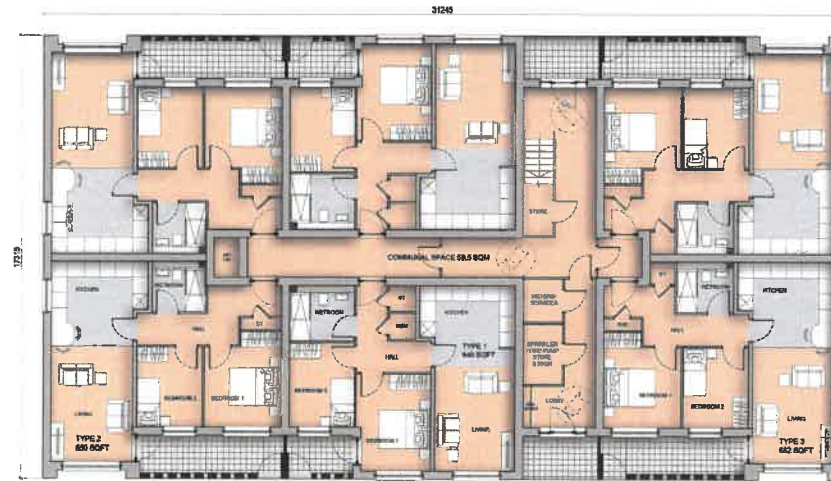
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First Floor Plan



Second Floor Plan



Ground Floor Plan

LEGEND

- Denotes opaque glazing to communal windows
- Denotes low wall and timber fence to enclose ground floor balcony areas. Total height 0.5m high.



APTS_2 Bed Apartments 650/662/672 sqft (Affordable)

Floor Plans - DWG: 18070_HT_01 - Scale 1:100 @ A1, Date - June 2019



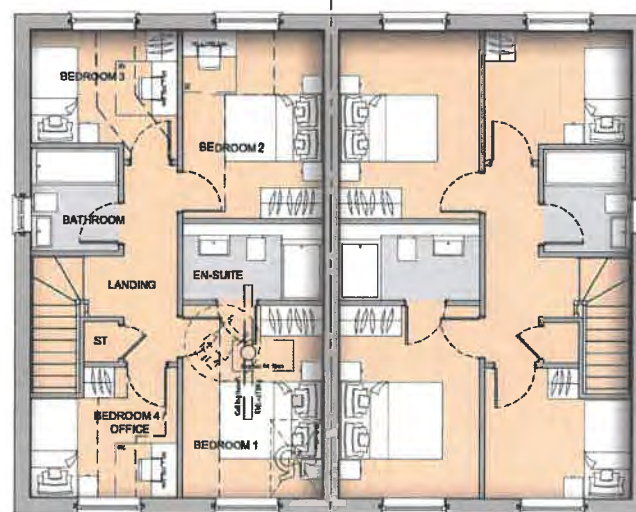
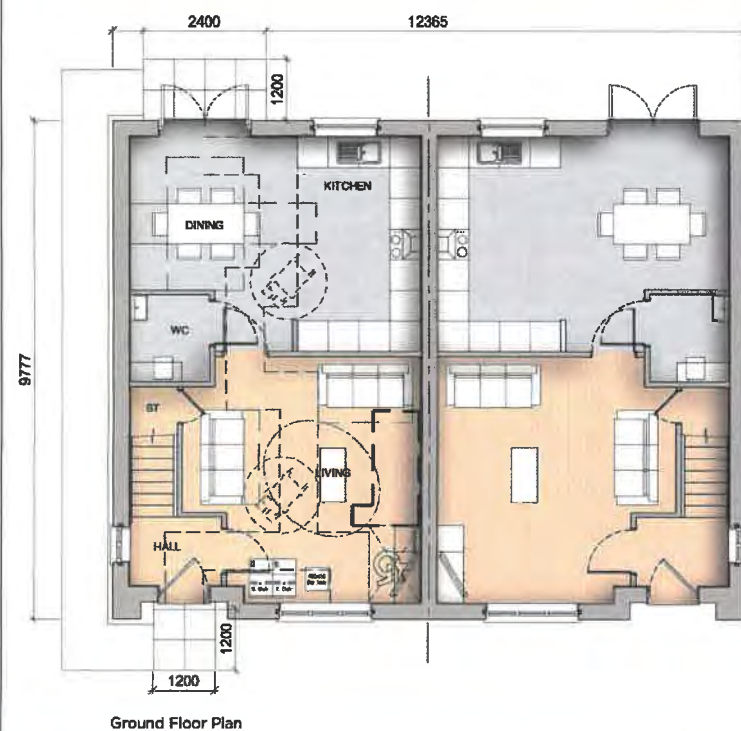
APTS_2 Bed Apartments 650/662/672 sqft (Affordable)

Elevations - DWG: 13070_HT_02 - Scale 1:100 @ A1, Date - June 2019

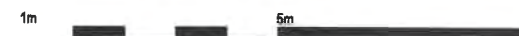


Front Elevation

Rear Elevation



First Floor Plan



TYPE A _ 4 Bed Semi-Detached 105 sqm / 1130 sqft (Affordable - Lifetime Homes Compliant)

Floor Plans & Elevations - DWG: 18070_HT_03 - Scale 1:100 α A3, Date - June 2019

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CUBE HOMES



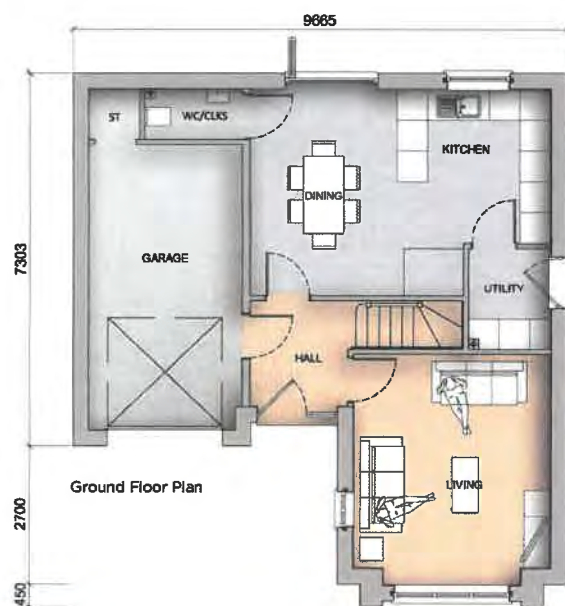
Front Elevation



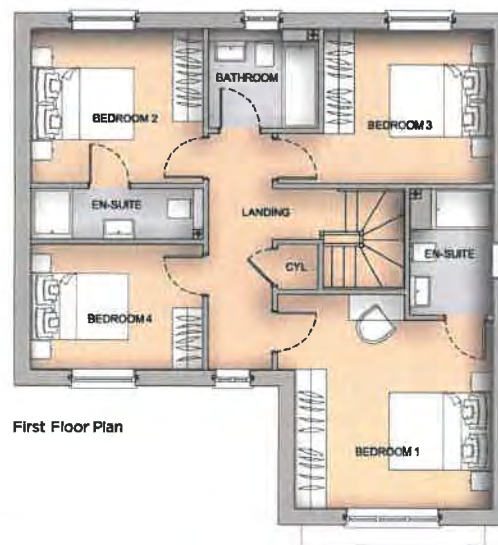
Side Elevation



Rear Elevation



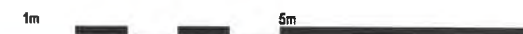
Ground Floor Plan



First Floor Plan

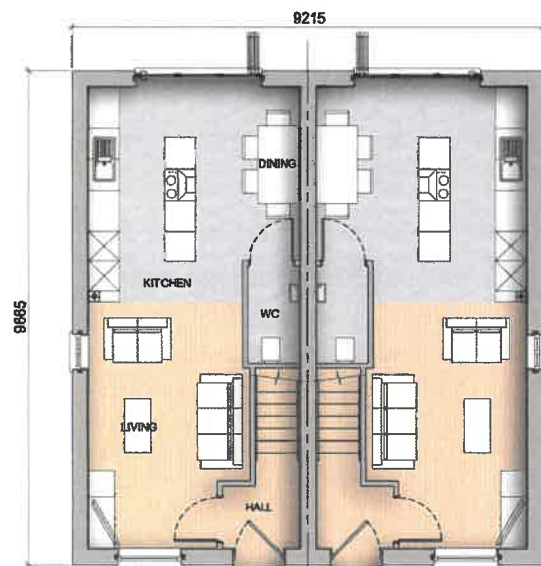


Side Elevation

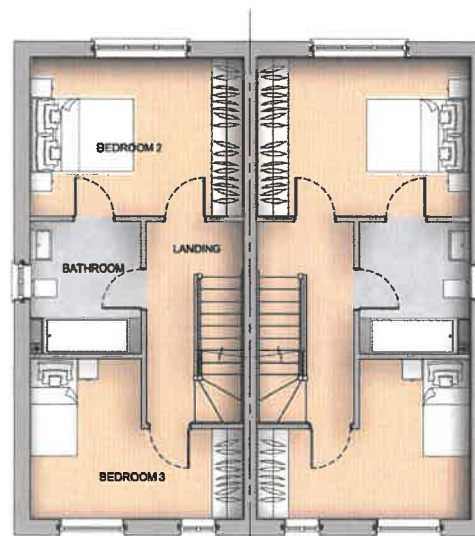


TYPE D _ 4 Bed Detached 121.2 sqm / 1305 sqft

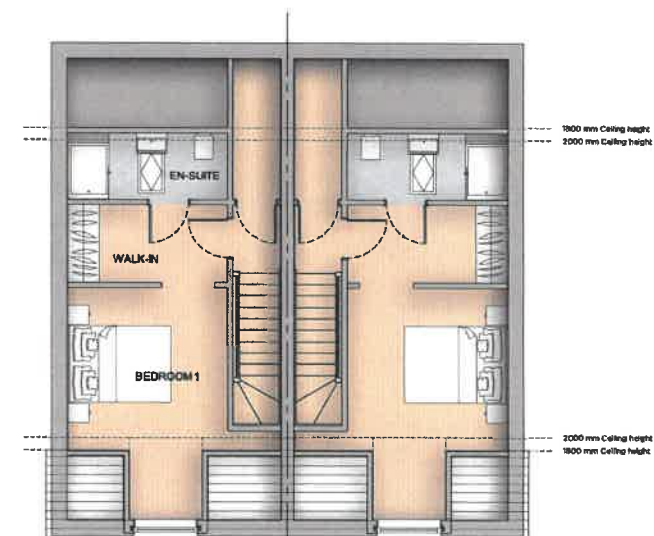
Floor Plans & Elevations - DWG: 18070_HT_06 - Scale 1:100 @ A3, Date - June 2019



Ground Floor Plan



First Floor Plan

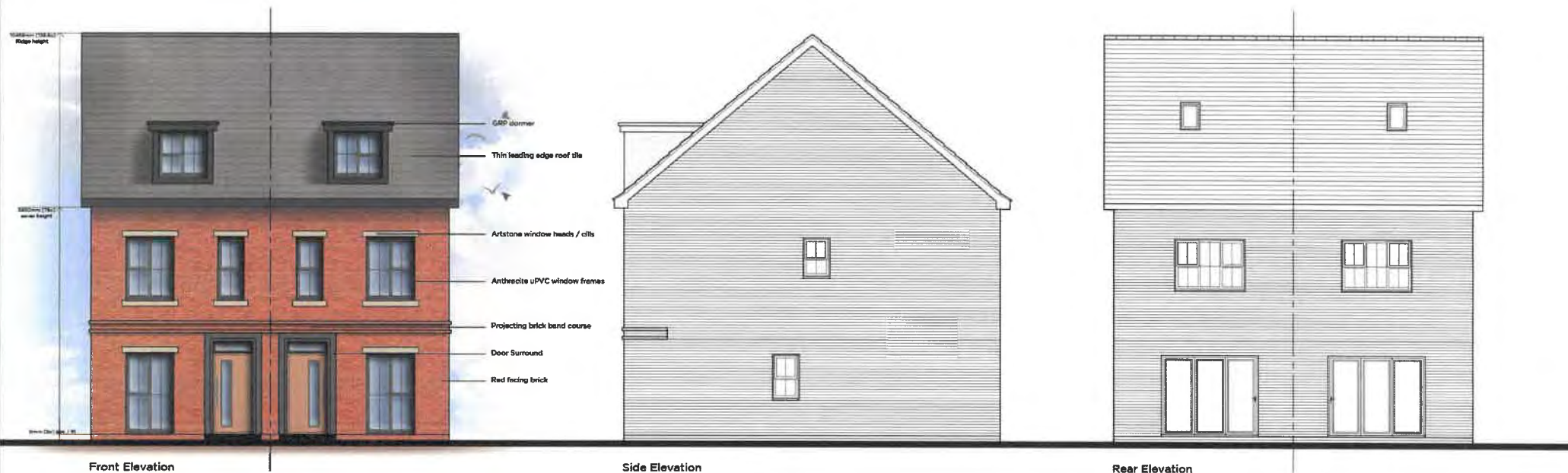


Second Floor Plan



TYPE G _ 3 Bed Townhouse 102.7 sqm / 1104 sqft

Floor Plans - DWG: 18070_HT_11 - Scale 1:100 @ A3, Date - June 2019



TYPE G _ 3 Bed Townhouse 102.7 sqm / 1104 sqft

Elevations - DWG: 18070_HT_10 - Scale 1:100 @ A3, Date - June 2019

Ward: Bury West - Church

Item 09

Applicant: Mr Dennis Heys

Location: 10 Pleasington Drive, Bury, BL8 2ET

Proposal: First floor extension at front/side above existing garage

Application Ref: 64467/Full

Target Date: 24/09/2019

Recommendation: Approve with Conditions

This application is a householder development and would normally be dealt with under delegated powers. It is presented to the committee as the applicant is the father of member of staff in Development Control.

Description

The application relates to a two storey detached house at the head of a residential cul-de-sac of similar styled houses. The property has an attached single garage to the side/front with a driveway to the front. To the rear are houses fronting Lowercroft.

The proposed extension, with a footprint of 6.2m by 2.6m, would extend above the garage to form an additional bedroom and en-suite. The roof would be shallow pitched and extend across to the existing roof at a lower height. The walls would be finished in red brick and tile to match the house with the new bedroom window on the front and the obscure glazed en-suite window at the rear. The side wall would remain blank.

Relevant Planning History

60374 - Single storey extension at front; conversion of existing flat roof to pitched roof and external alterations including new first floor window to side elevation - Approved 11/08/2016

Publicity

The following eight neighbours notified by letter dated 30/07/19. 8, 11, 12 Pleasington Drive, 46 - 54 Lowercroft Road.

No written representations received. One verbal communication from the occupier of 52 Lowercroft Road, concerned about a two storey blank side wall facing her property.

Statutory/Non-Statutory Consultations

None.

Pre-start Conditions - Not applicable.

Unitary Development Plan and Policies

EN1/2 Townscape and Built Design

H2/3 Extensions and Alterations

SPD6 Supplementary Planning Document 6: Alterations & Extensions

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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.

Visual amenity and streetscape - Above the existing garage, the extension would be relatively modest in scale and, viewed against the main house, would not appear incongruous or out of keeping with the house and wider streetscape. In design terms the extension reflects the existing house and the red brick walls and tiled roof would be acceptable and comply with UDP Policy H2/3 and guidance in SPD6 relating to domestic extensions and alterations.

Residential amenity - In terms of the impact on the residential amenity of the immediate neighbours, the separation distances from the blank wall of the new build to surrounding properties and habitable room windows are well in excess of that required by the adopted guidance and there are no privacy or overlooking issues arising. The only new habitable room window looks directly down Pleasington Drive and with specific regard to the neighbour at 52 Lowercroft Road, the distance to the blank side wall of the extension would be approximately 24/25m and this would be viewed against the existing house. The proposal is acceptable and complies with UDP Policy H2/3 and guidance in SPD6 relating to domestic extensions and alterations with regard to residential amenity.

Parking - The existing parking arrangements remain unaltered and therefore there are no issues in this respect. The proposal complies with UDP Policy H2/3 in this respect.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

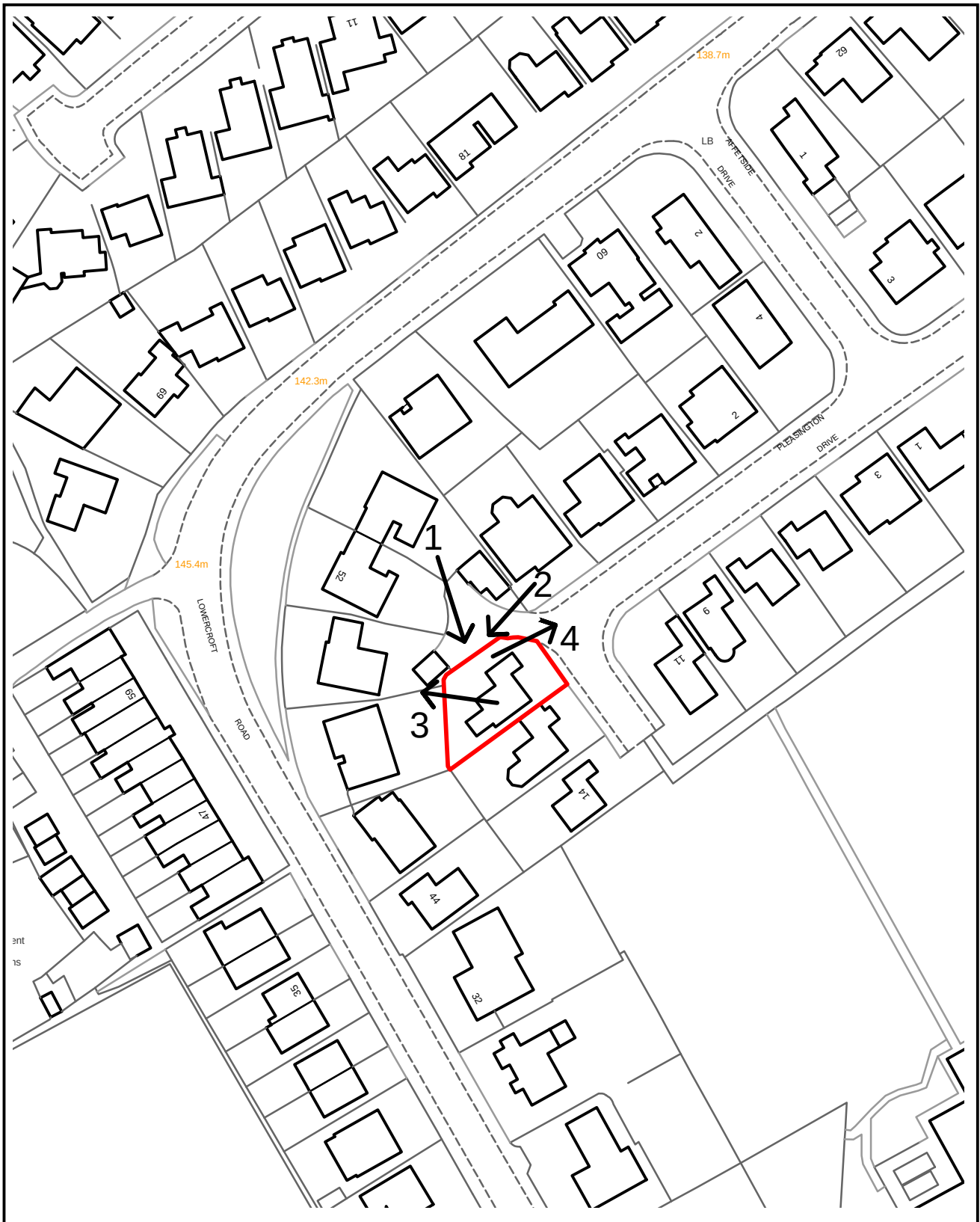
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings received 10/07/2019 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 external finishing materials for the proposal hereby approved shall match those of the existing building.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64467

**ADDRESS: 10 Pleasington Drive
Bury**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

64467

Photo 1



Photo 2



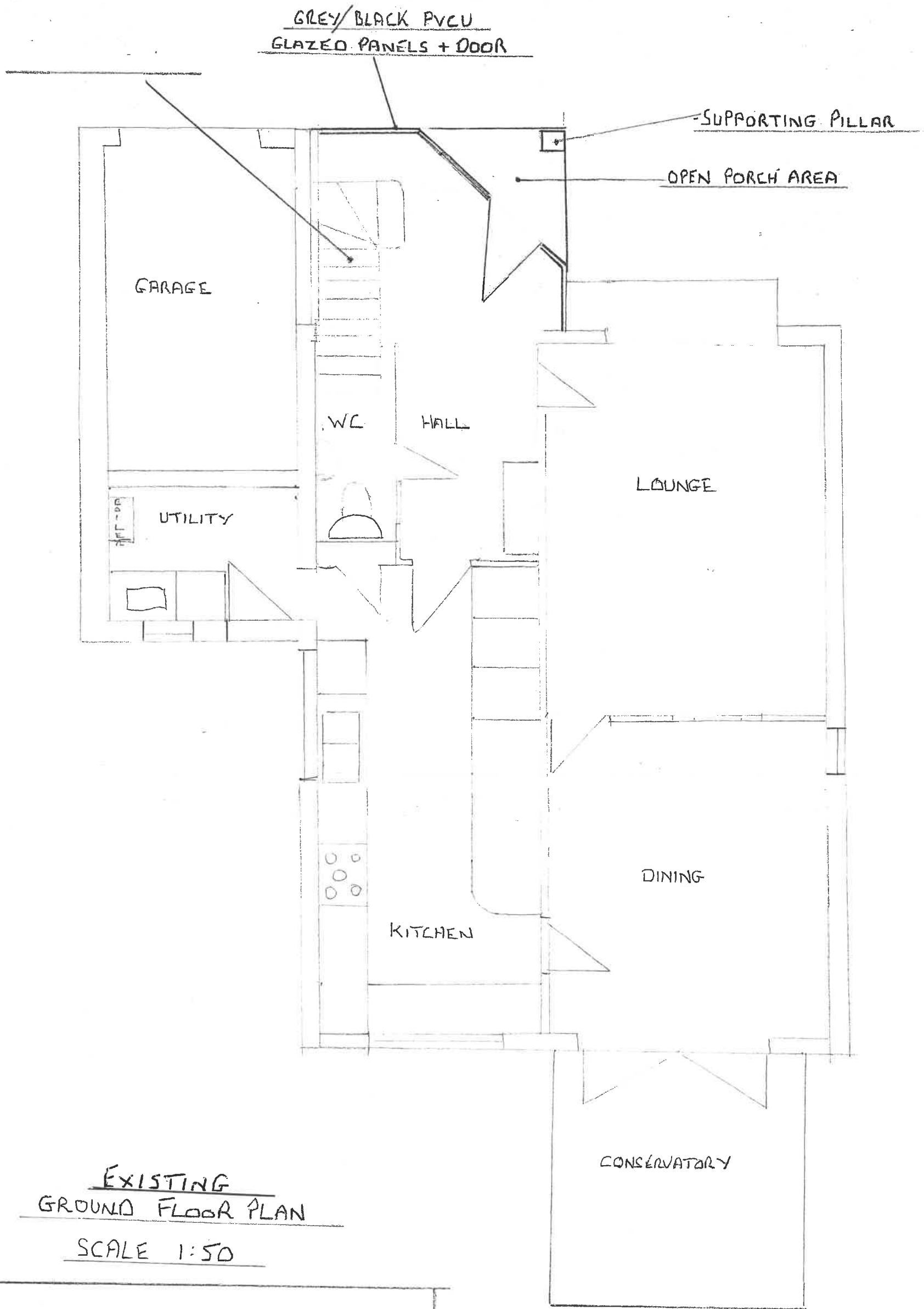
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Photo 3



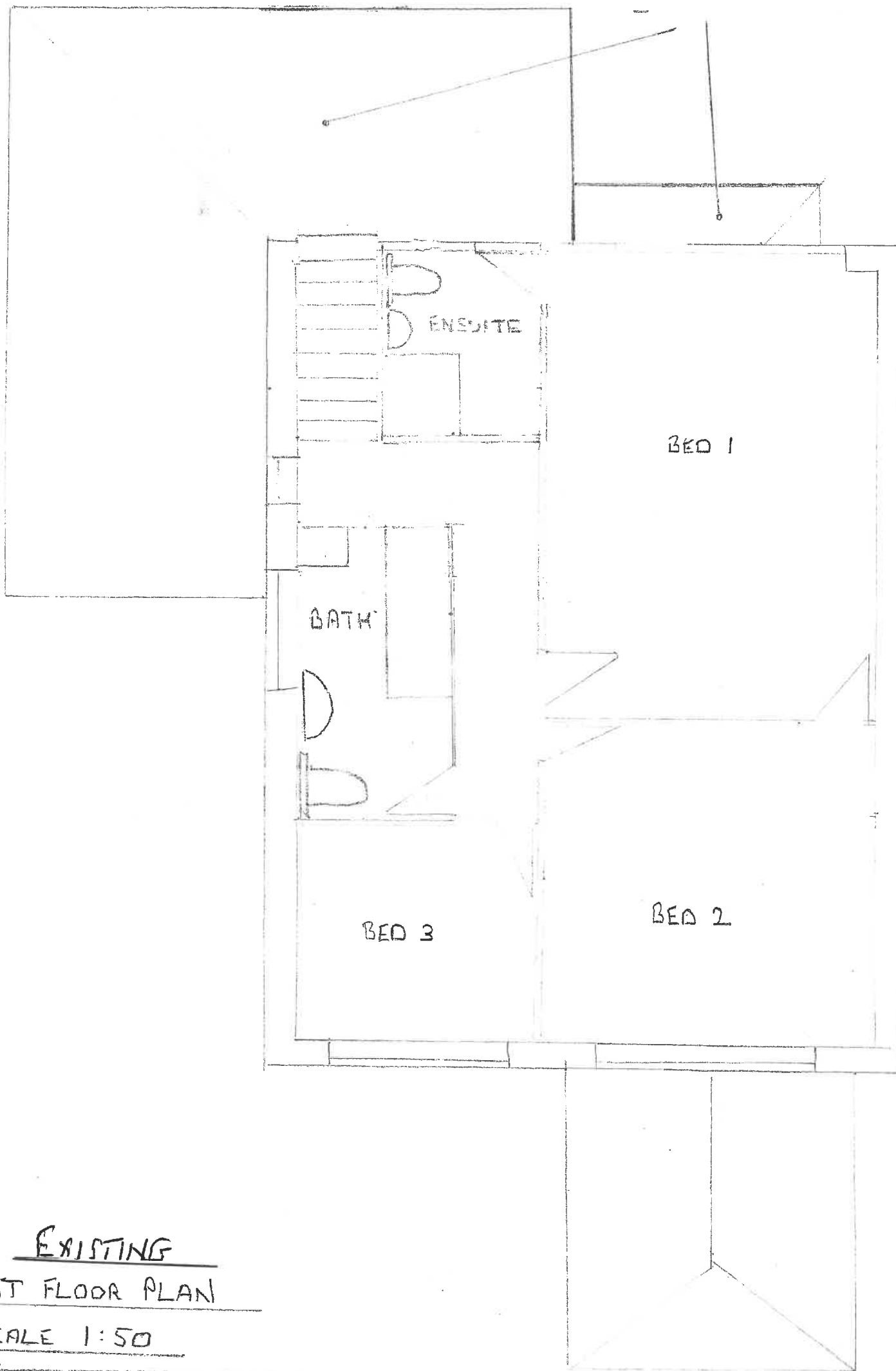
Photo 4





M^r + M^{rs} HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

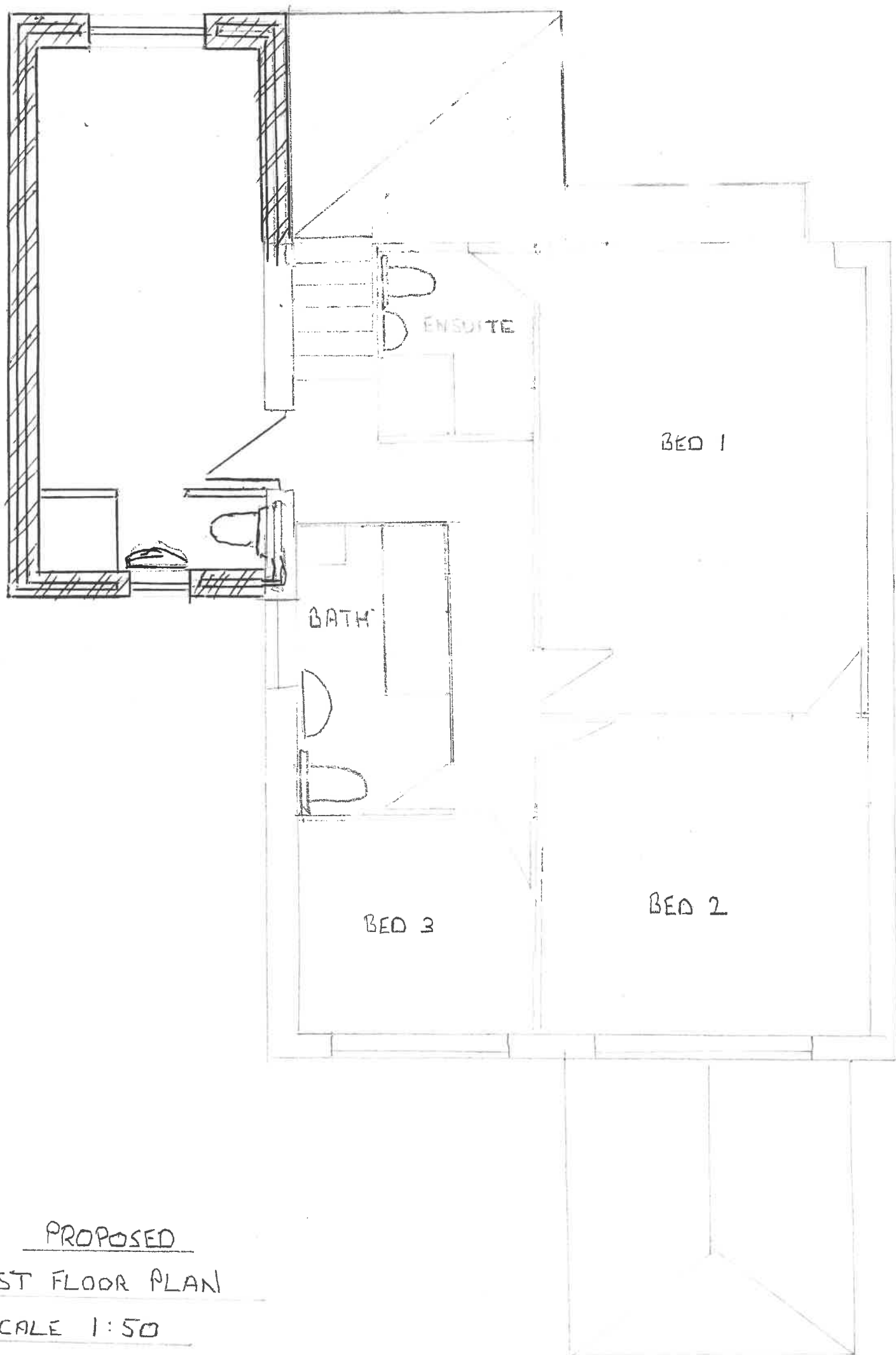
EXISTING
GROUND FLOOR PLAN
SCALE 1:50



EXISTING
FIRST FLOOR PLAN
SCALE 1:50

MR + MRS HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

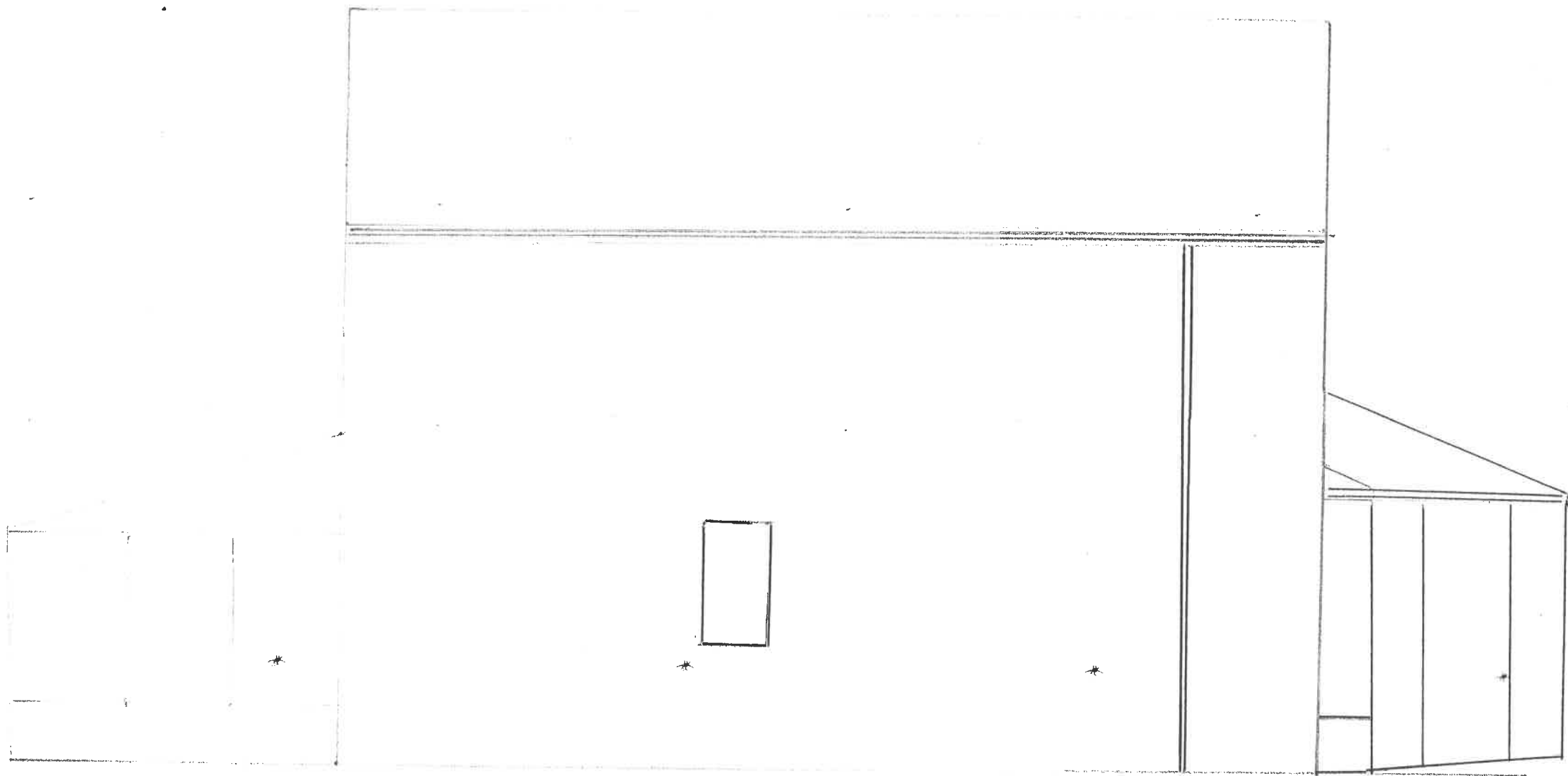
EXISTING
FIRST FLOOR ~~PLAN~~ PLAN
SCALE 1:50



PROPOSED
FIRST FLOOR PLAN
SCALE 1:50

M + M HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

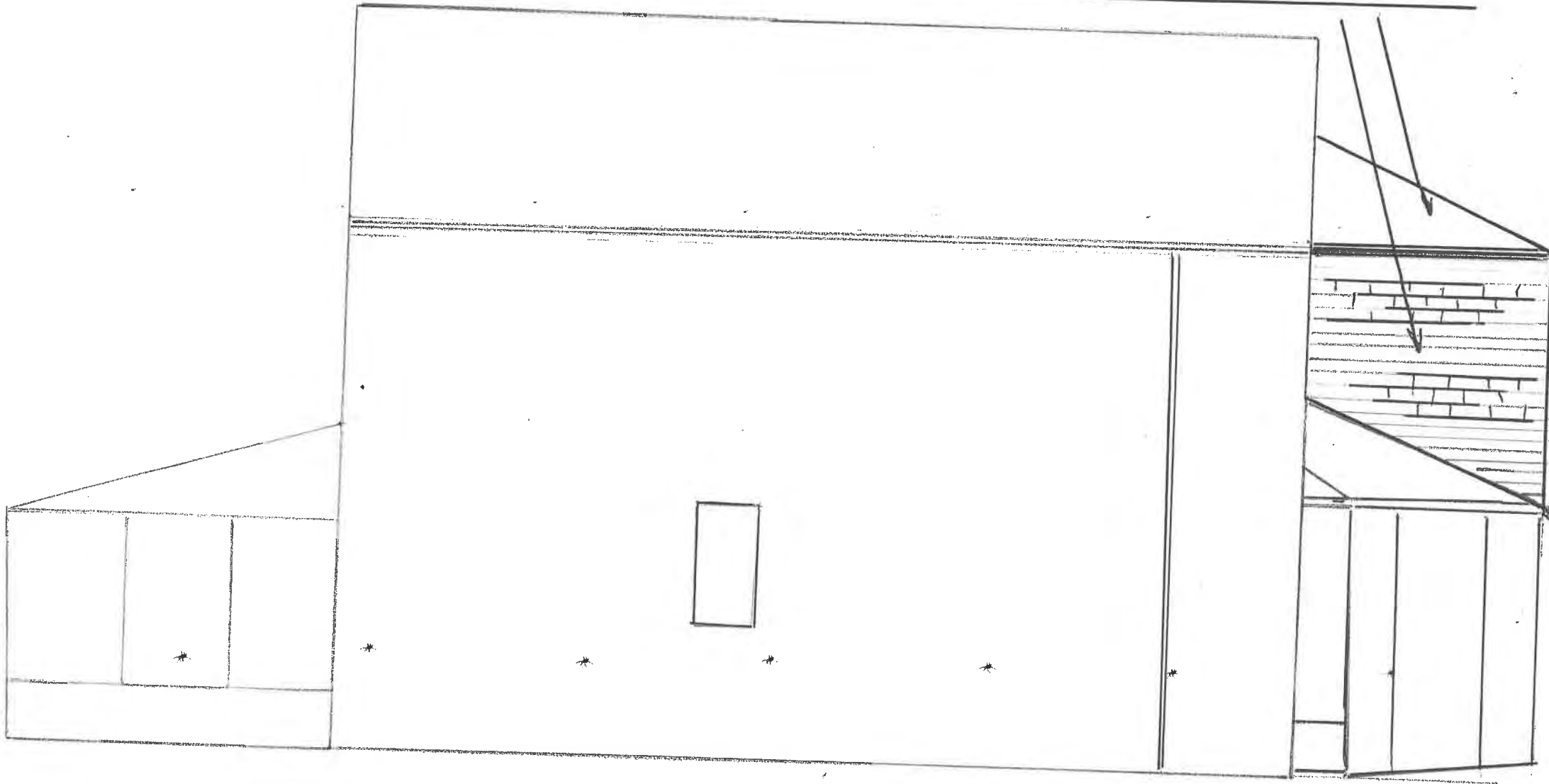
PROPOSED
FIRST FLOOR
SCALE 1:50



MR + MRS HEYS
10 PLEASINGTON DR
BURY
BL 8 2ET

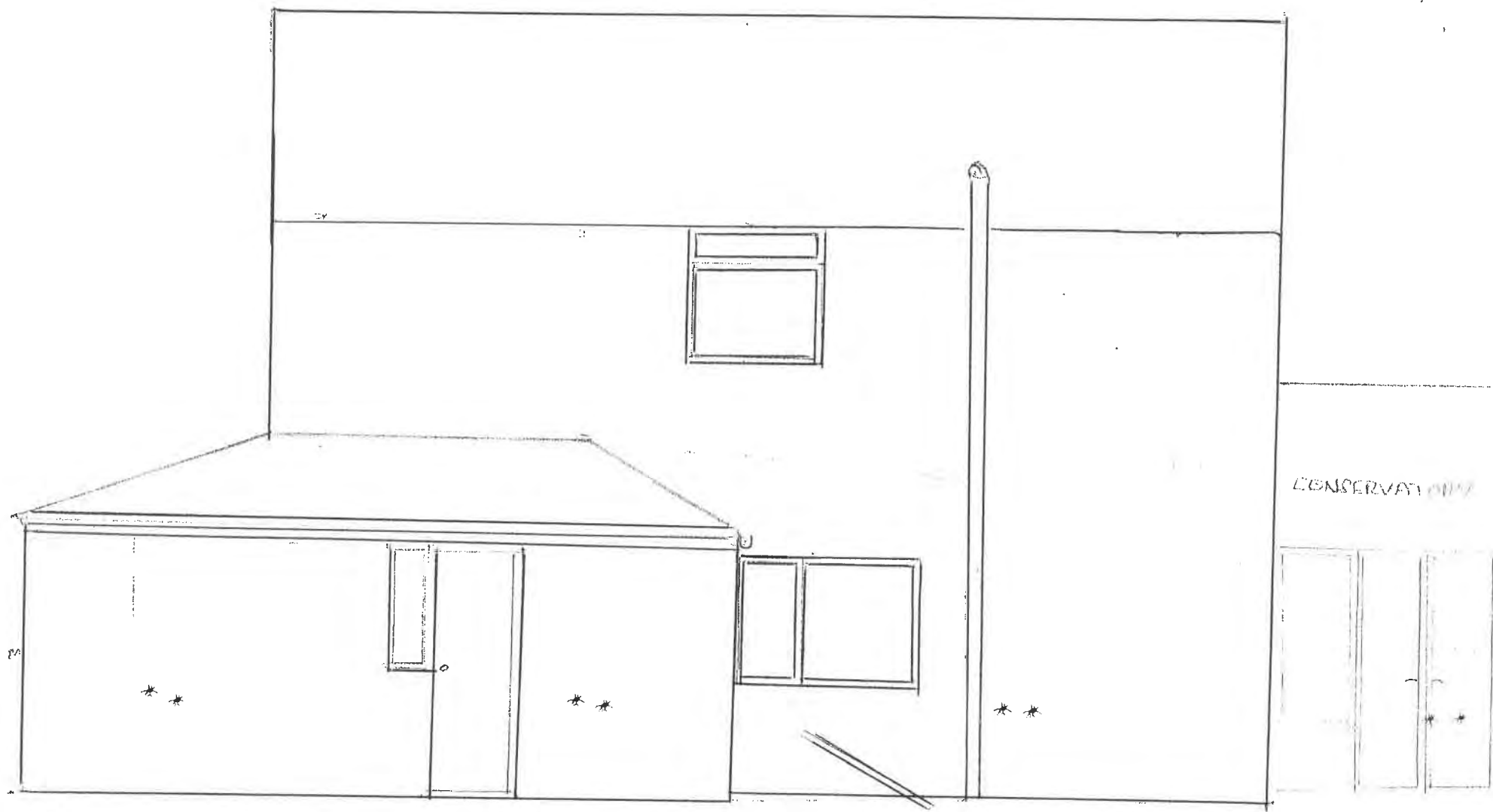
EXISTING
LEFT ELEVATION

NEW ROOF + BRICKWORK
TO MATCH EXISTING



Mr + Mrs HEYS
10 PLEASINGTON DR.
BURY
BL 8 2 ET

PROPOSED
LEFT ELEVATION
SCALE 1:50



MR + MRS HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

EXISTING RIGHT
SIDE ELEVATION
SCALE 1:50

NEW ROOF & BRICKWORK
TO MATCH EXISTING



MR + MRS HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

PROPOSED RIGHT
SIDE ELEVATION

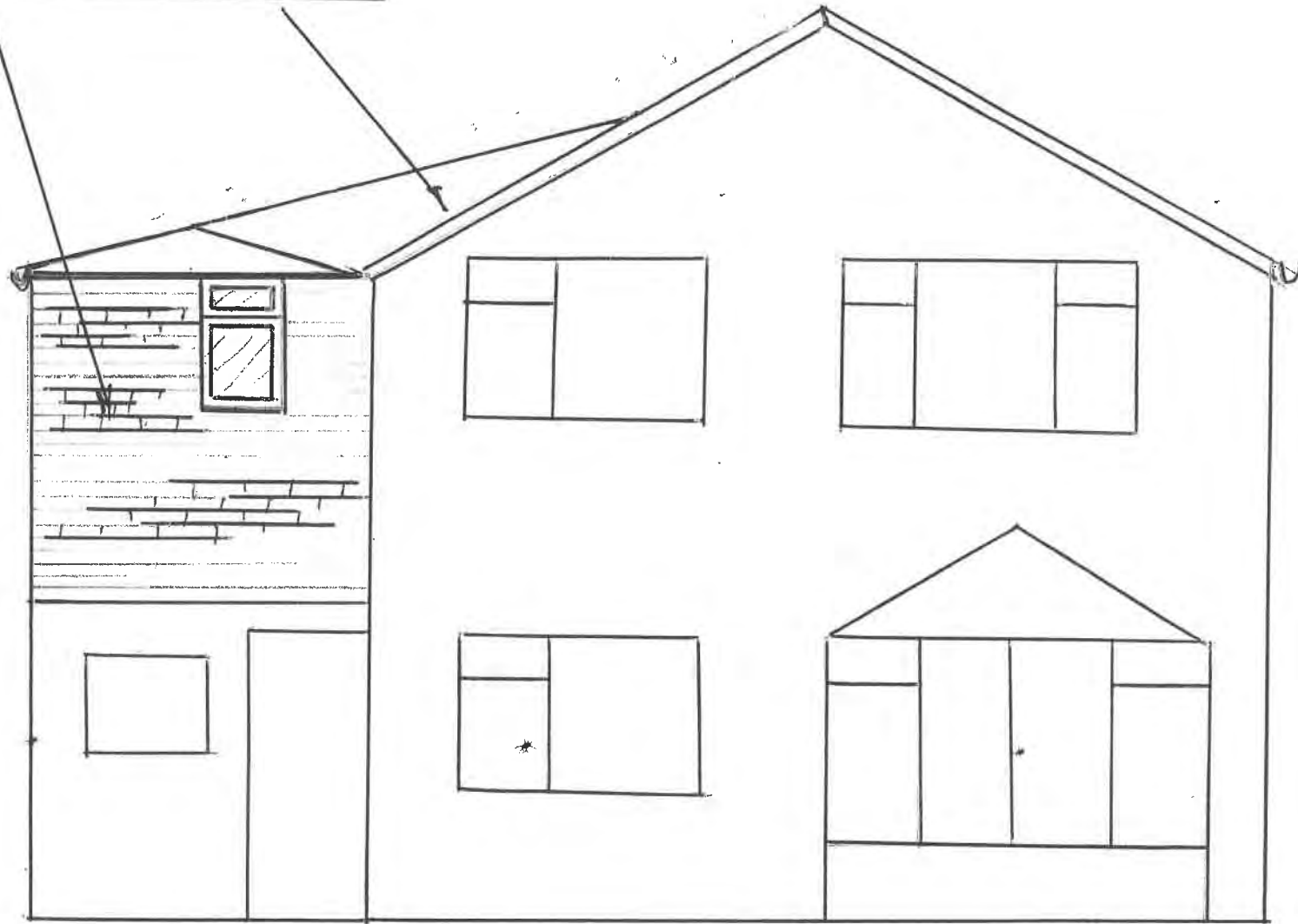
SCALE 1:50



MR + MRS HEYS
10 PLEASINGTON DR
BURY
BL8 2ET

EXISTING
REAR ELEVATION

NEW ROOF AND BRICKWORK
TO MATCH EXISTING



MR + MRS HEYS
10 PLEASINGTON DR
BUR-1
BL 8 2 ET

PROPOSED
REAR ELEVATION
SCALE 1:50



MR + MRS HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

EXISTING
FRONT ELEVATION
SCALE 1:50



MR + MRS HEYS
10 PLEASINGTON DRIVE
BURY
BL8 2ET

ALROD & CO
FRONT ELEVATION
SCALE 1:50

Ward: Bury West - Elton

Item 10

Applicant: Mrs Janet Leach

Location: 8 Westcombe Drive, Bury, BL8 1DN

Proposal: Erection of first floor rear extension; Erection of outbuilding in rear garden

Application Ref: 64616/Full

Target Date: 22/10/2019

Recommendation: Approve with Conditions

This application is a householder development and would normally be dealt with under delegated powers. It is presented to the committee as the applicant is the mother of member of staff in Building Control and related to a member of staff in Development Management.

Description

The property is a semi detached house located on a corner plot at the junction with Rushmere Drive. It has been previously extended two/single storey at the side and single storey at the rear. There is garden to the front and a drive to the side. To the rear is a garden which tapers down with planting and fencing along the boundaries and two outbuildings.

The adjoining semi is 2 Rushmere Drive. To the rear, it is extended with a conservatory alongside the boundary to the site and adjoining this has a two storey extension. To the opposite side, 6 Westcombe Drive is a detached house with the site positioned at an angle and to the west side of this house. The two storey side elevation of this neighbouring property has a bay window at ground floor and a bathroom window above. The rear elevation extends out with a single storey section the side of which has an obscure glazed window and door.

To the rear the site garden tapers down and borders a small section to the garden to 4 Rushmere Drive and beyond the large rear garden to 245 Brandlesholme Road.

The application proposes a first floor extension at the rear 3.3m deep and 4.4m across to form an additional bedroom. To the rear garden a timber arbour is proposed located to the boundary with the adjoining property. It would be of a hexagon shape 2.1m at the longest point with eaves height at 1.89m and the pitched roof to 2.78m.

Relevant Planning History

49328 - Two storey and single storey extension at side. single storey extension at rear. detached garage at rear - AC 27/02/2008

Publicity

7 notification letters were sent to addresses at 5,6,7 & 9 Westcombe Drive, 245 Brandlesholme Road and 2 & 4 Rushmere Drive. Three responses have been received from 6 & 7 Westcombe Drive and 2 Rushmere Drive who object to the proposals their concerns in summary are:-

6 Westcombe Drive

- Loss of light to kitchen and bathroom windows
- Reduces the already shortened view from both these windows by the previous building works
- Given to understand the intention is to create four double bedrooms to the house which amply accommodated the applicant, her son and his wife. Four bedrooms could

provide accommodation for 8 persons. Consider that would be over population of such a small area of land.

- Probability of an excess of vehicles. There is a fashion for one vehicle per adult in the area, possibly then 8 vehicles at No.8 in future.
- Outbuilding will require a foundation which will mean it is a permanent part of the property.
- Already a shed and workshop in the garden adjacent boundary with No.6, erected without the Councils permission. Excessive amplitude of building on what was a simple garden space.

7 Westcombe Drive

- Will spoil our view

2 Rushmere Drive

- Following a meeting with Cllr. Martin Hayes need to check the 30% rule due to a recent extension on the above property
- Object to the position of the outbuilding we where told it would be in the position of the swing but the plans show it at the corner of our conservatory
- Have lost all the use of our side windows due to high bamboo shoots covering all our windows and are unable to open windows properly.
- Seems blocking out light and sunshine is no longer a situation to complain about but not very environmental friendly

The objectors have been notified of the Planning Control Committee.

Statutory/Non-Statutory Consultations

None.

Pre-start Conditions - Not relevant.

Unitary Development Plan and Policies

H2/3 Extensions and Alterations

SPD6 Supplementary Planning Document 6: Alterations & Extensions

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) 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.

Visual amenity and design - The proposed extension would have some visibility from the main street view as the site is on a corner plot. It would be set in from the existing side elevation and have a hipped roof with ridge to line with the existing extension roof. Materials would be brickwork and roof tiles to match. The proposed extension is considered acceptable and in keeping with the existing property and would not have a detrimental impact on the visual amenity of the area.

The outbuilding would be located in the rear garden and as such would not have an impact on the street scene. It would be typical in size and design of domestic timber arbour.

Residential amenity - The proposed extension would be set 3.5m in from the boundary with the adjoining 2 Rushmere Drive and would not encroach a 45 degree line taken 1m out along the shared boundary. This would comply with the criteria as set out in Supplementary Planning Document 6 (SPD6) Section 5.3. In addition to this, the attached

neighbouring property is extended at ground floor. The neighbouring extension has one window at first floor to the side elevation. However, this is a secondary window as there is another window located to the rear within the principle elevation.

There would be a distance in excess of 7m from the proposed first floor window to the rear boundary and the property directly facing at the rear over 40m away. The distances would comply with SPD6 Aspect Standards.

The neighbouring property to the east side is 6 Westcombe Drive whose side elevation faces the site, which sits at an angle. Its facing windows are to non habitable rooms and being located to the side elevation are not on a main aspect and as such SPD6 Aspect Standards would not apply. The principle windows to the main aspect of this neighbouring property would not be affected by the proposal.

The proposed outbuilding would be located next to the boundary with the garden to the adjoining 2 Rushmere Drive. It would be set in 0.5m from the boundary with its height at the tallest point 2.78m and eaves at 1.89m. This would see only a small section of the roof area marginally above the 2.5m height that an outbuilding could be constructed under permitted development. As No.2 is extended at the rear, SPD6 would also consider a single storey extension 3m deep from the rear of this neighbouring property as acceptable. Given the above, the location of the arbour and extension would not have any serious impact on the amenity of any adjacent neighbouring properties. The proposal complies with UDP Policy H2/3 and SPD6 - Alterations and Extensions to Residential Properties.

Response to neighbour objections

- The issue regarding loss of light is addressed in the above report.
- The proposed extension can be accommodated adequately on the plot and as such is not considered to be overdevelopment.
- Outbuildings such as sheds do not always require planning permission and can be permitted development.
- The proposed extension would not result in the loss of any parking within the site. Having two spaces within the curtilage satisfies SPD11 - Parking Standards only requiring a maximum of 3 spaces for a four bed property.
- Planning cannot protect a view and 7 Rushmere Drive faces on to the front and existing side of the site across the street.
- There is no 30% rule.
- The outbuilding is an arbour, a usable domestic structure for a garden, and is not considered to be overlarge or excessive. It is assessed on its position as submitted, where the applicant has chosen to propose to locate it.
- The planting to the site alongside the conservatory to 2 Rushmere Drive is not part of this application.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

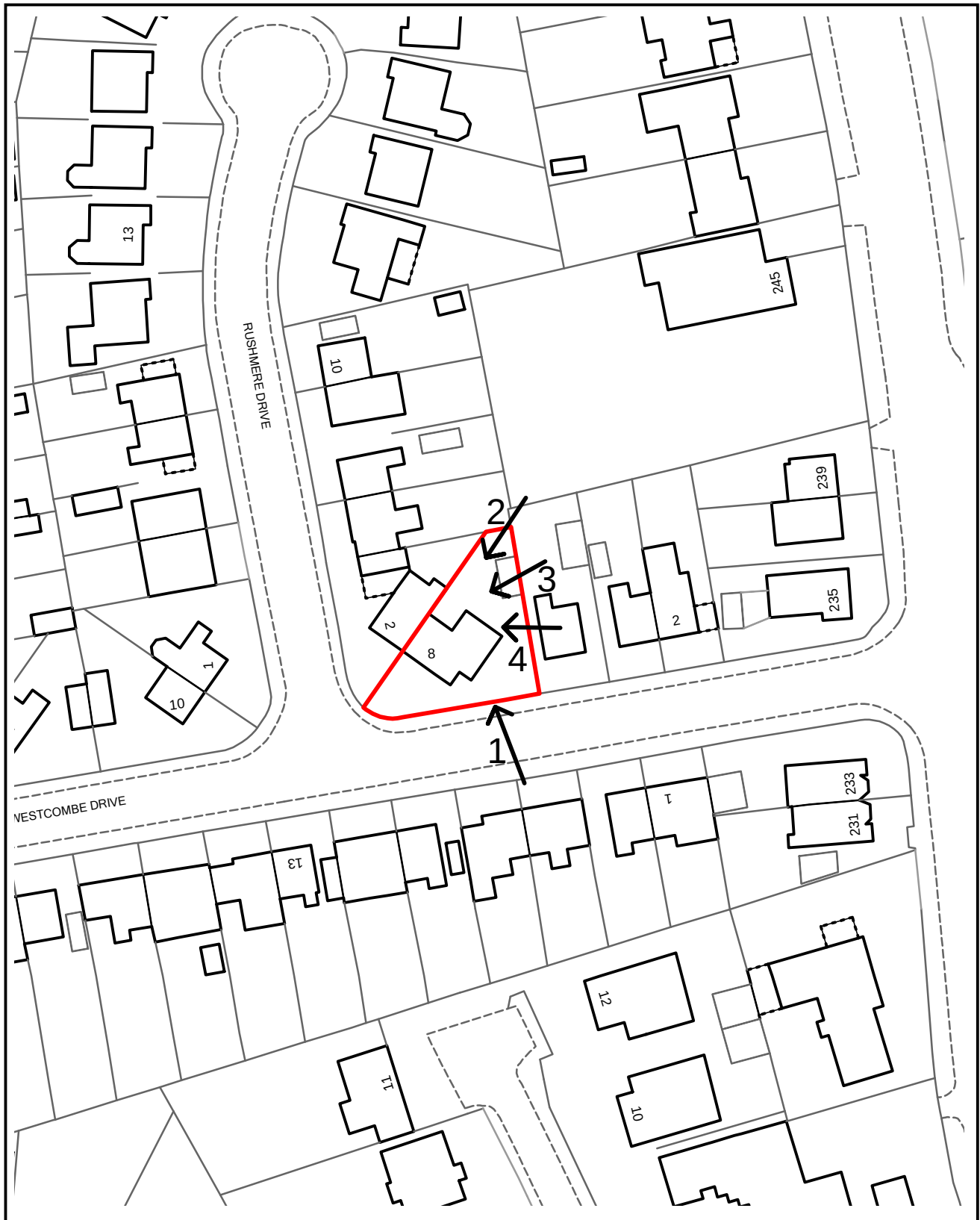
1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings numbered 1,2,3,4,5,6,7,8,9,10 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 64616

**ADDRESS: 8 Westcombe Drive
Bury**



Bury
COUNCIL

Planning, Environmental and Regulatory Services

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64616

Photo 1



Photo 2



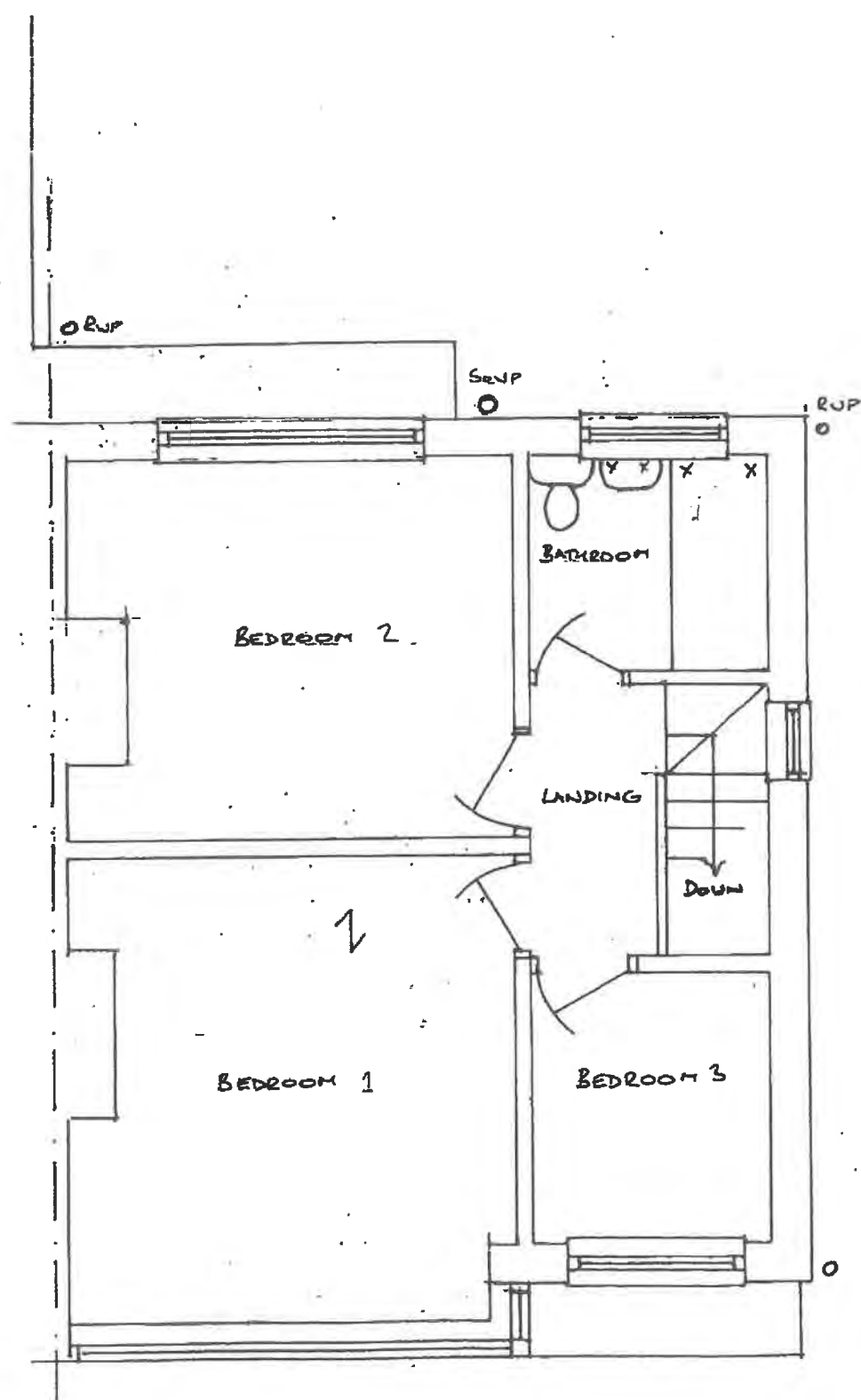
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Photo 3



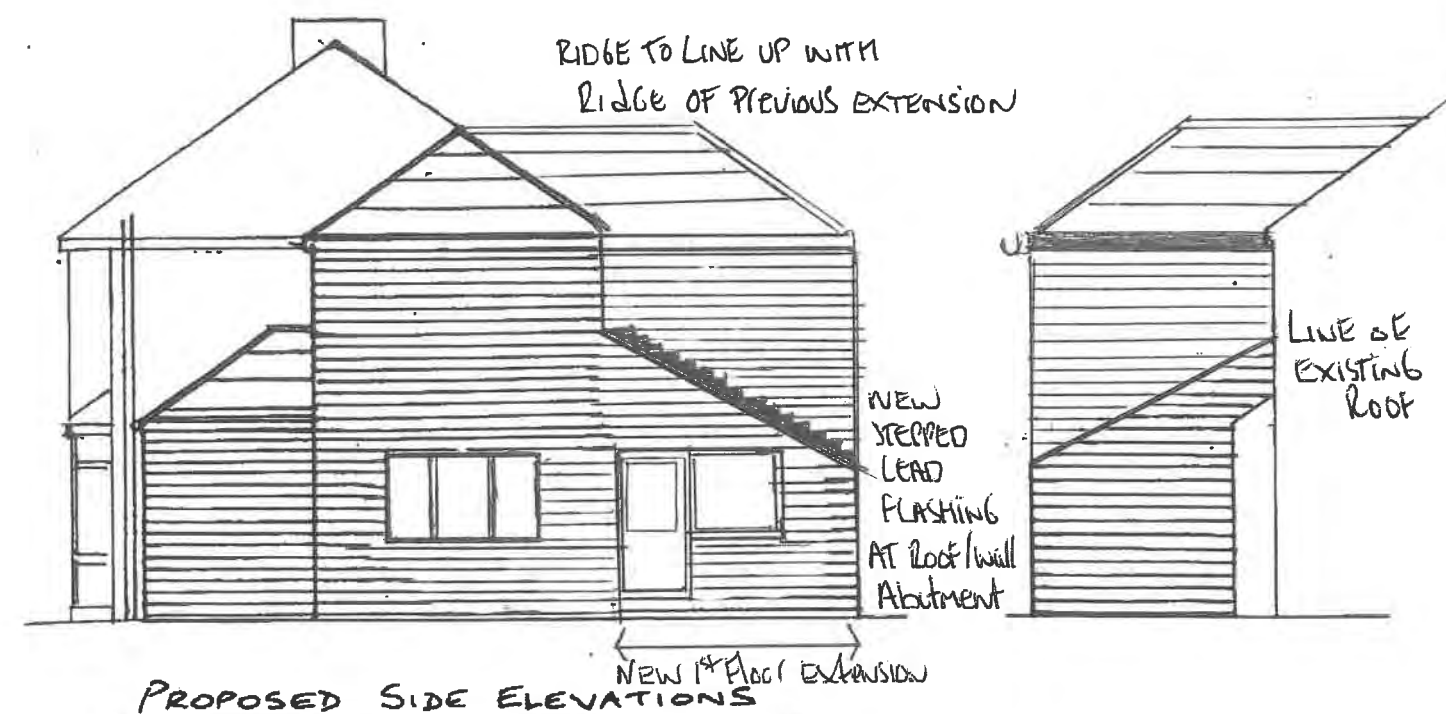
Photo 4



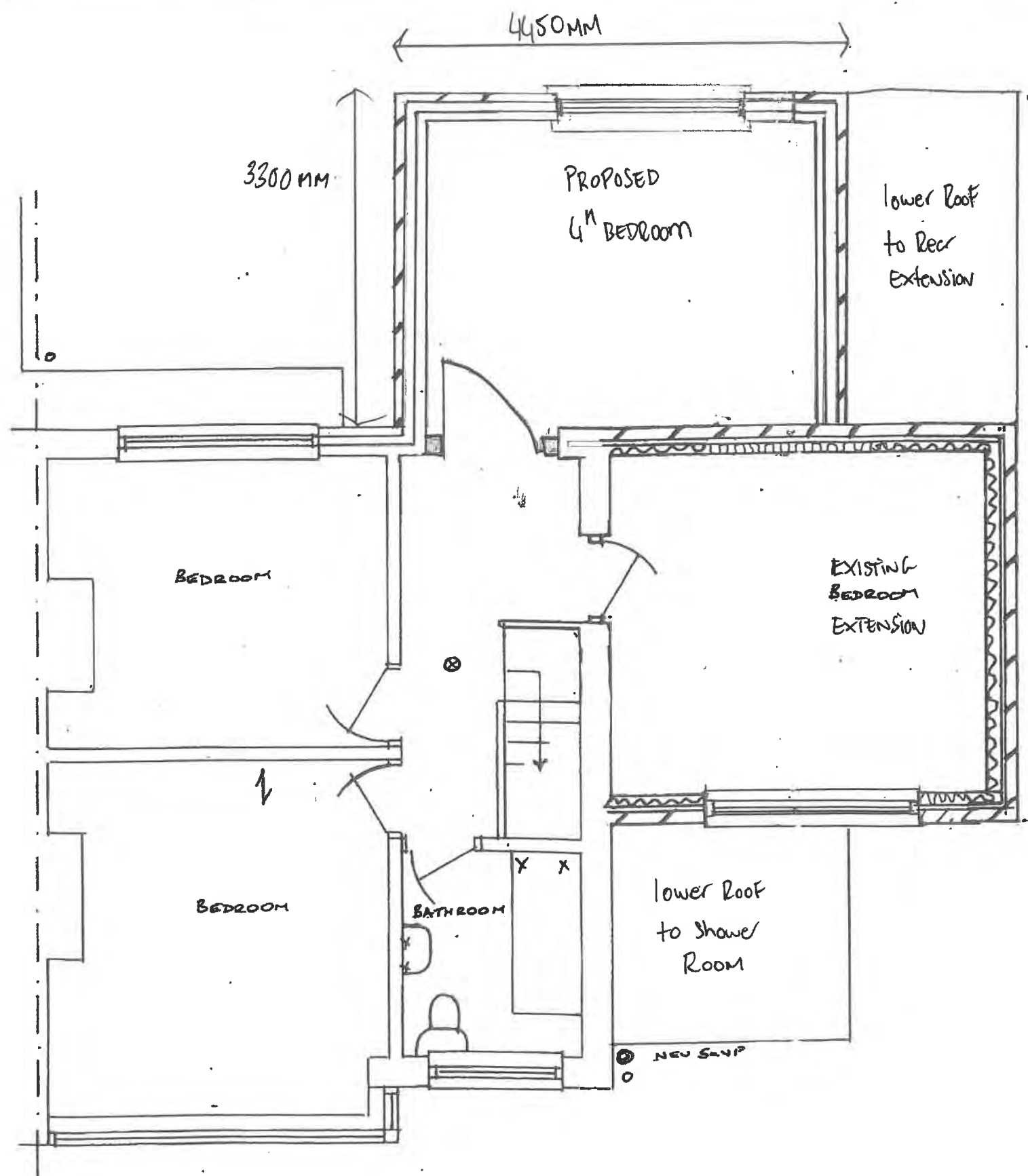


EXISTING FIRST FLOOR PLAN PRIOR TO ANY EXTENSIONS

SCALE 1:50 & 1:100 @ A3

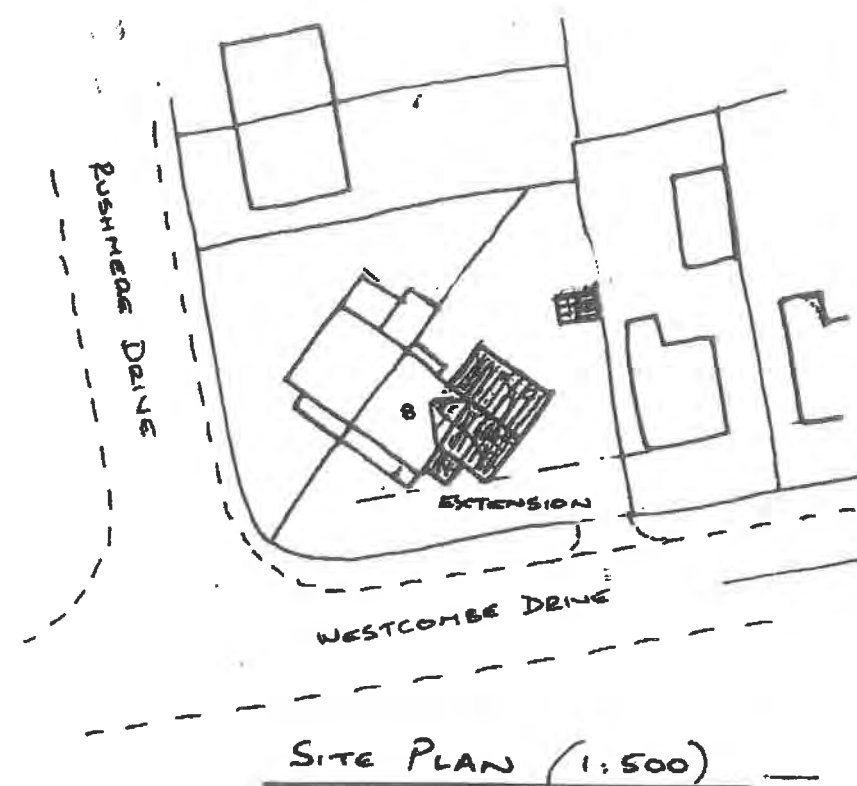


PROPOSED EXTENSION ELEVATIONS DWG-4
AT 8, WESTCOMBE DRIVE, BRANDLESHOLME

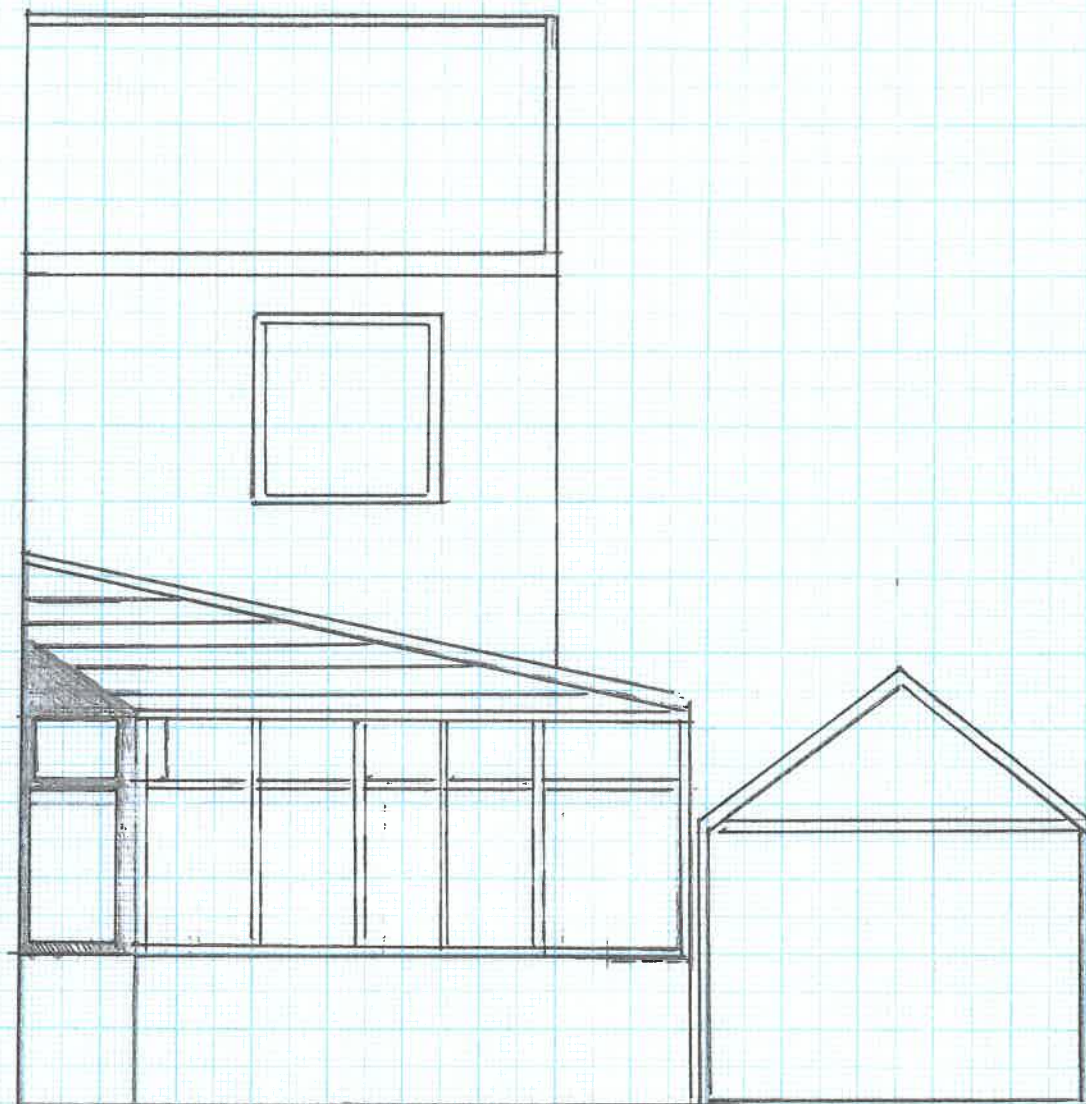


PROPOSED FIRST FLOOR PLAN

SCALE 1:50 @ A3

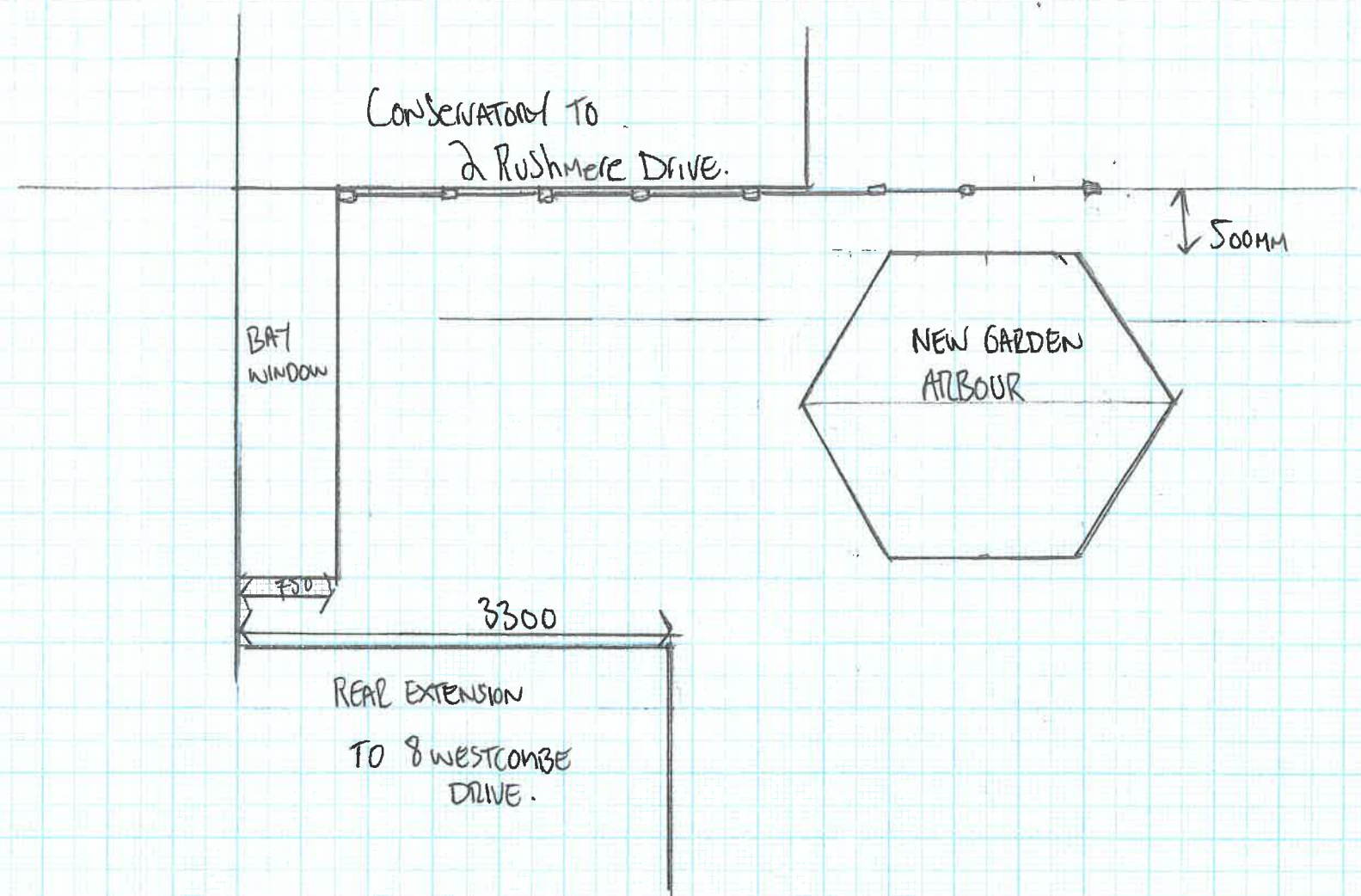


PROPOSED EXTENSION / NEW 1st FLOOR PLAN DWG-5
AT 8, WESTCOMBE DRIVE, BRANDLES HOLME



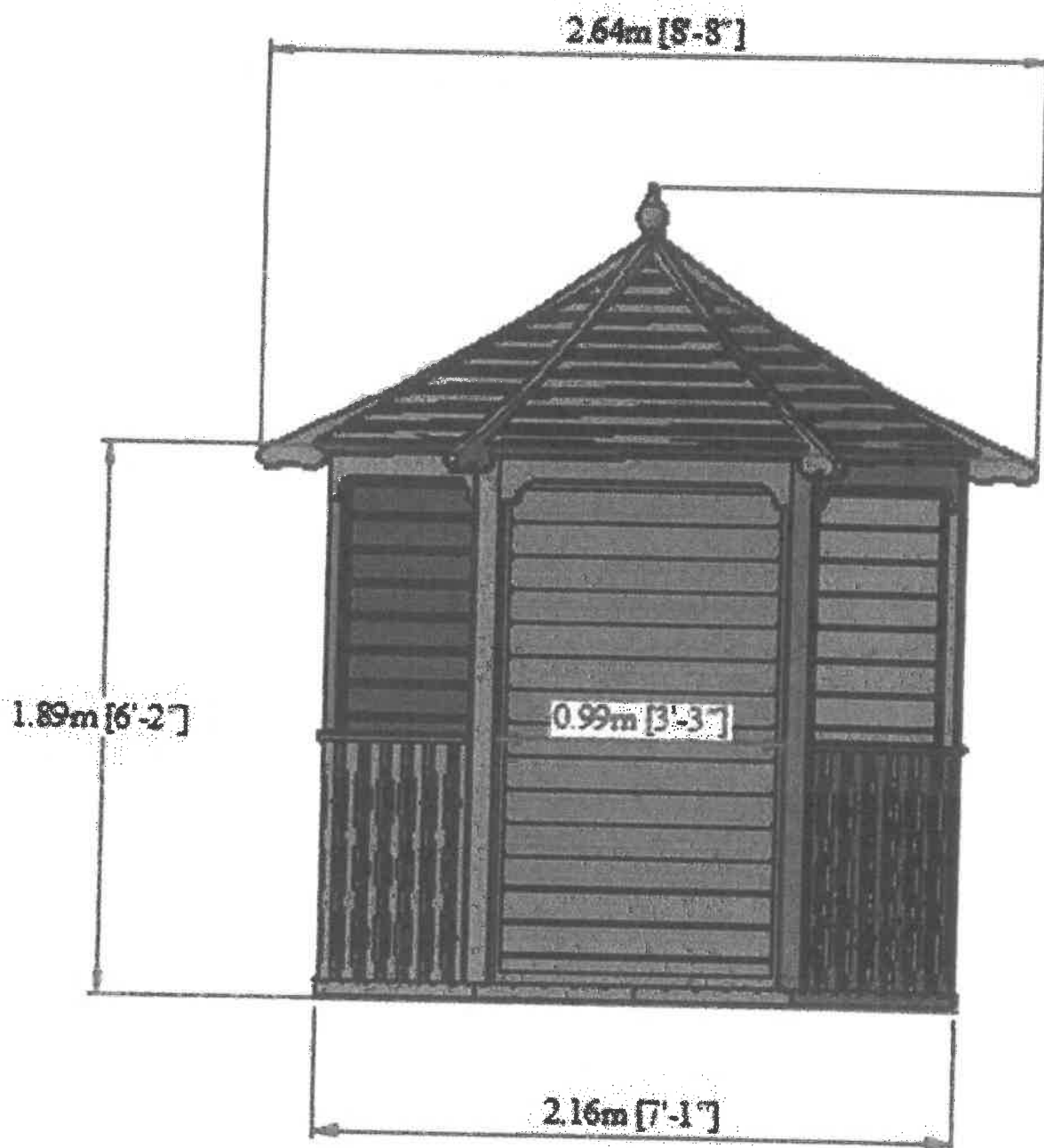
2 RUSHMERE CONSERVATORY 4.4M

750MM Bt to 8 WESTCOMBE DRIVE



HEIGHT OF GARDEN ARBOUR INCLUDING FINIAL 2.78M APPROX
HEIGHT OF CONSERVATORY EAVES 1.9M APPROX
EAVES HEIGHT OF GARDEN ARBOUR 1.9M (HEIGHT OF SHRUBS TO BOUNDARY FENCE 2M+)

PROPOSED SETTING OUT + ELEVATION DRAWING
FOR GARDEN ARBOUR
SCALE 1:50 DWG-6



This Building is handmade so there may be a slight variation in the sizes shown

DWG-9

Front Elevation DIMS OF Garden Arbour

PROPOSED SITE PLAN - DWG 10



SCALE 1:250

- B = 2 Storey Extensions
- A = Single Storey Extensions
- PS = 2.4x6.8 Parking Space
- S = SHED

G = Proposed Garden Building

SHRUBS/PLANTING

DRIVEWAY

WESTCOMBE DRIVE