Ward: Ramsbottom + Tottington - Tottington

Item 03

Applicant: Mr Dale Parry

Location: Pavetec Ltd, 8-10 Spring Vale Street, Tottington, Bury, BL8 3LR

Proposal: Removal of existing buildings and erection of 2 no. units for a mixed use comprising B1 office and B8 storage.

Application Ref: 64980/Full **Target Date:** 30/06/2020

Recommendation: Approve with Conditions

Description

The application relates to an existing commercial operation which currently serves as the headquarters for the business's off-site groundwork operations. It is located on an unmade and unadopted side street in Tottington Village and comprises a mix of residential and industrial/commercial units.

To the entrance of Spring Vale Street is a row of terrace houses, nos 1-7, with the remainder of the street in industrial and commercial uses including a fitness centre, upholstery business and car repair garage. Some of the units are not occupied and comprise derelict and fairly dilapidated buildings or storage garages. At the top end of Spring Vale Street is an allotment plot and No 12, which was formally a contract flooring company but now appears to be a residential dwelling.

To the north of the site, directly behind a 4.5m high retaining boundary wall are houses on Spring Vale Drive which are elevated above the site by over 3m.

The site itself comprises single storey portable cabin type buildings which are used as offices for the manager and administration staff and a storage unit which are all located to the rear of the site. There are also storage units and an older small brick built office adjacent to the main entrance gate. The remaining area is a yard, part of which is utilised for parking. The company carry out groundworks operations at different locations and the workforce use the site as the headquarters and a base for meetings, work instructions and for storage of equipment.

The application seeks to replace the modular buildings with 2 new industrial units. It is also proposed to re-configure the yard area to provide 12 parking spaces and a servicing area.

The units would be located at the rear of the site in front of the retaining boundary wall which separates the site from the houses on Spring Vale Drive. In front of the units would be the yard and parking which would be formed in two rows of 6 spaces down both sides. The access to the site would be modified to provide a footway along the frontage and a pedestrian footpath along the western boundary behind the parking spaces. A sliding gate and fence would form the boundary and secure the site at the front, and the 2m high fences to the east and western boundaries would be retained.

The units themselves would be a typical industrial type design, with facing brickwork at the lower part and the upper part of the build comprising dark metal cladding with a roller shutter fitted to the front of each unit.

The units would be 5.9m high and together would be 19.5m wide spanning the majority of the width of the site. Unit 1 would have the larger footprint, extending in length 14m with

Unit 2 projecting 11m. The ground floor would be used as the storage area and as a lock up for equipment and a part of the upper floor would have a mezzanine level for office accommodation.

The applicant has clarified the use of the units stating that Unit 1 would be used as the main company headquarters for staff and as a storage depot for smaller machinery which is currently stored in the existing portable lock ups. Unit 2 would be used solely as a secure lock up facility for larger machinery and diggers which is currently having to be kept at other remote sites and storage areas and at additional cost to the applicant.

Hours of use of the site are proposed as Monday to Friday 8am to 5.30pm and Saturdays 8am to 1pm.

Relevant Planning History
01452/E - Proposed change of use from plant hire business to light commercial vehicle repairs. - Enquiry completed 23/12/2013

Publicity
Letters sent on 5/5/20 to 25 properties at Nos 1,2, 2A,3,5,6,7,9,11,11A,12,13 Spring Vale Street, Spring Vale Upholstery, Diggers and M Clarke skip hire, F Dewer and Son Spring Vale Street, 2-10 (evens) Spring Vale Drive, 1 Spring Close, 86,88,90-92 Market Street.

Site notice posted 7/5/20.

Three letters of objection received from Nos 2, 4,6 Spring Vale Drive which raise the following issues:

- The proposed planning application will be completely inappropriate for the area as it is in the middle of residential dwellings. The current operation is not appropriate as it is in a residential area and further development of this industrial area would be of further detriment to the quality of life and wellbeing of our family and our neighbours.
- Our living rooms and bedrooms are at the rear of the property and we already have issues with the noise from the operation adjacent (Diggers construction equipment) which is even further away. This disturbs our daily life as the volume of noise created with gates being opened, equipment being moved, and high volume of voices used every day without regard for the residents is like living on a building site.
- All complaints ever put forward to the council's environment department have been futile and never resulted in any long term modifying of their behaviour or compliance with council guidelines issued (volume of noise and opening times are persistently flouted). We have since given up pursuing our complaints to the environmental department as the level of time taken and the stress and frustration built up only seems to make a bad situation worse
- The plans bring the Pavetec units even closer and higher up towards to our house. This will severely affect our privacy and our wellbeing as it already has over a good number of years with this and previous businesses operating so close to our house.
- We have previously involved our local Councillor who agreed with our complaint and supported our actions fully.
- Whilst we appreciate the land is designated as employment land is would be more appropriate to have residential properties on this land.
- We are not against any type of business operating and it is unfortunate for us and for them that they have been allowed, by the council, to operate loud businesses in a residential area in a small village.
- Increase in noise and disruption will cause even more stress and upset to residents.
- Suffer from health issues and the dust will exacerbate the problem.
- Inclusion of offices at first floor will increase numbers of employees and exacerbate the existing parking difficulties, traffic noise and disruption.
- Do not believe that encouraging the growth of business rather than residential properties is conducive to the wider community or warranted.

Those who have objected 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 response received.
Environmental Health - Contaminated Land - No objection subject to conditions
Environmental Health - Pollution Control - Concerns initially raised regarding noise from the site and units. Conditions recommended to address concerns.
Environmental Health - Commercial Section - No response received.
Waste Management - No response received.
Planning Policy - No objection
United Utilities (Water and waste) - No objection subject to the submission of a drainage scheme
The Coal Authority - No objection
Greater Manchester Ecology Unit - No objection subject to conditions

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

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EC4/1	Small Businesses
EC6	New Business, Industrial and Commercial Development
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD11	Parking Standards in Bury

Issues and Analysis

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

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

EC6/1 - Assessing New Business, Industrial and Commercial development states that new development is expected to be of a high standard of design and appearance and to take account of the surrounding environment, amenity and the safety of employees, visitors and occupiers. Factors considered include -

- scale, size, density, layout, height and materials;
- access and parking provision;
- landscaping and boundary treatment;
- effect on neighbouring properties;
- safety

UDP Policy EN7/2 - Noise Pollution - In seeking to limit noise pollution, development will not be permitted which could lead to unacceptable noise nuisance to nearby occupiers and/or

amenity users or development close to a permanent source of noise.

The application states the site is to be used for a B1 use. Class B1 uses can cover a number of uses, from offices, research and development and industrial processes. B1 uses are those which are considered to be appropriate uses which can be carried out in any residential area without detriment to the amenity of that area by reasons including noise, vibration, smell, fumes, smoke and dust.

Whilst it is proposed to erect larger and more permanent industrial sized units on the site, the site currently operates as the headquarters for the business and is used for office and storage purposes. The applicant has confirmed there would be no change to the existing working practices or operations as exists and that the larger units are required to enable the safe and secure storage of the equipment used in association with their groundworks business, which is currently having to be stored at other locations and at additional costs to the business.

The applicant is agreeable to a condition which would limit the use of the site for storage and office purposes only and for no other purposes. Apart from the short row of terrace houses to the entrance of the street, the majority of Spring Vale Street comprises characteristically industrial and commercial uses and buildings and the proposed use of the site would add no additional operations or processes which would alter the current status.

It is therefore considered that with appropriate conditions, the development of the site would be acceptable for a B1 office storage facility and would comply with UDP Policies EC4/1 and EC6/1.

Layout - It is proposed to remove all the existing buildings and locate the 2 new units towards the rear of the site and the northern boundary. The units would cover a floor area of approximately 253 sqm, one third of the total site area.

The northern boundary line slightly curves round the rear of the site and Unit 1 would be set forward of the boundary by between 3.5m and 5m with the smaller Unit 2 between 1.5m and 3.5m away. The 4.5m high boundary wall behind the units would be retained, providing significant screening of the buildings. A gap of 1.5m either side of the units would enable access around the buildings and a pedestrian access formed off Spring Vale Street through a new gate would direct pedestrians along a segregated route into the site which would improve the safety for pedestrian access.

The remainder of the site would comprise the yard and parking, where it is proposed to form 12 parking spaces in total, located down the two sides. This would leave the central area of the site for servicing and delivery purposes enabling equipment to be loaded and unloaded from the front of the units and via the roller shutter doors which would be located on the front elevation.

There would be a central access into the site through a sliding gate with a 2.4m high fence either side to secure the area when not in use. The existing 2m high fence to the side boundaries would be retained.

Bins would be located at the back of the units and accessed via a single door opening on the rear elevations of the buildings.

The proposed layout and provision of 2 no. units would also enclose noise and move any exisiting activity away from nearby neighbours and particularly the houses on Spring Vale Street at the rear, thereby bringing a benefit to the site than currently exists.

It is therefore considered that the proposed development could be reasonably accommodated within the site and by formally organising the parking provision and providing a dedicated pedestrian access, the space within the site would be better and more safely utilised than the existing arrangements.

As such, the proposed layout of the site is considered acceptable and would comply with UDP Policies EC4/1 and EC6/1.

Scale, design and appearance - The proposed units would be 5.9m high and rectangular in form, covering a total floor area of approximately 253 sqm. Unit 1 would be the larger unit, 136 sqm and unit 2 smaller at 117 sqm. On the front elevation, both would have identical pedestrian entrance doors and a large roller shutter door, with windows at the first floor level to the offices. The only other opening would be a single access door on the rear elevation.

Externally, the units would appear typically commercial in design, with the lower part of the building comprising of brickwork and the upper facade a dark grey metal cladding and matching dark grey roof. This form of build is commonly found within commercial and industrial type settings and which would typify this part of Spring Vale Street, the adjacent site to the east being a prime example. This site has a very similar building, both in height, scale, massing and appearance to that proposed and this too is set at the rear of the site in front of the northern boundary.

A 2.4m sliding gate is proposed to the site frontage together with a boundary fence, and details of this would be sought by a condition. The other boundary treatment to the side would be retained as existing.

Given the location of the site within an industrial and commercial setting and the existing similar buildings in the vicinity, it is considered that the scale, design and appearance of the proposed units would be acceptable and would comply with UDP Policies EC4/1, EC6/1 and EN1/2.

Residential amenity - The houses closest to the site are those located to the north on Spring Vale Drive Nos 2,4 and 6, who's rear gardens back on to the boundary of the site. These houses are elevated above the site by over 3m and are bounded at the rear by 2m high fences.

Visual impact

The proposed units would be 5.9m high and positioned towards the back of the site and the northern boundary. The boundary at the rear is slightly angled in this part of the site, and at the furthest point, Unit 1 would be 5m away and at the closest, the corner of Unit 2 would be 1.5m away from the boundary.

The rear of the site is formed by a 4.5m high retaining wall which is set on a ground level approximately 0.5m above the ground level of the majority of the site and yard and the proposed buildings. Beyond the retaining wall is a narrow piece of waste land or 'no man's land' and beyond this are the 2m high boundary fences to the gardens of No 2, 4 and 6. The houses are elevated above the site by over 3m.

The proposed building would be 0.9m higher than the retaining wall but would not project any higher than the rear garden fences. Given the heights of the intervening fences and the difference in levels between the two sites, with the houses elevated by one storey, the proposed buildings would not be visible from the gardens or the ground floor of the houses and the outlook from the first floor would be over the roof of the building. The proposed buildings would also be approximately 11m to 14m away from the rear elevations of the residential properties and as such, views of the development would not be apparent.

There would be no windows on the rear elevation of the units which would cause any issues of overlooking or impacts on privacy to these properties. The only opening on the rear elevation would be a doorway which would be used to access to access the rear of the building and the bin store area.

It is therefore considered that given the levels difference and the elevated position of the

houses, the intervening boundary fences and retaining walls, the separation distances to the properties, and that there would be no window openings to the rear elevation of the new units, it is considered that the proposed buildings would not have a significant or detrimental impact on the visual amenity of Nos 2,4 and 6 Spring Vale Street and there would be no issues of overlooking or impacts on privacy.

As such, the proposed development is considered to be acceptable and comply with UDP policies EC4/1, EC6/1 and EN1/2.

Noise impact - A Noise Survey has been carried out to assess the potential increase in noise levels and the findings have been submitted as part of the application.

The Report concludes that the predicted noise emissions due to noise breakout of the units is predicated to cause a 'Significant Adverse Impact, depending on the context' with the rating noise level above 14.0 dB above background sound level. This is classed as SOAEL (Significant Observed Adverse Effect Level) when assessed in accordance with the NPSE Noise Policy Statement for England March 2010) and NPPF.

Mitigation measures have been recommended in the report, to control working hours of 8am to 5pm Monday to Friday, for all doors and roller shutters to remain closed during operational hours and to provide sound insulation to the units.

The report states that should these mitigation measures be implemented, the rating sound level from the site would be 40.0 dB, indicating a 'Negligible Adverse Impact, depending on the context' when assessed in accordance with BS4142:2014.

The Pollution Control Section have been consulted on the application and had raised concerns regarding the levels of noise the use of the units for a B1 use could generate.

The site is the headquarters and offices for a company which carry's out groundwork operations on building sites. The application states that the site will continue to function as the headquarters and would not be used for any industrial processes apart from deliveries for the storage of equipment's used in the business operations. Whilst the loading or unloading of equipment may involve using forklift trucks and trips by large vehicles and vans to the site, these would be carried out during 'normal working ' hours only and would be typical and characteristic of sites located within industrial and commercial settings such as this site.

In terms of hours of operation, it is considered reasonable to control the hours of operations on the site, to times where it would be expected that businesses would be carrying out daily practices and where occupiers of nearby residencies would be performing daily duties and normal day to day tasks. In this case, it is considered reasonable that the site be operational Monday to Friday 8.00am to 5.30pm and Saturdays 9am to 2pm (no Sunday or Bank Holiday working) to enable the operator to open up the site ready for the day's business and lock up and secure the site in an evening.

These hours are considered reasonable for this site and use in this location, particularly as there is an historic and existing operation already functioning on the site. A condition to limit deliveries between 9am to 5pm would ensure activity within the site would be restricted, to which the applicant has agreed.

The applicant has also agreed to a condition which would restrict the use of the site for office and storage purposes only, and no other uses within Class B1.

The Pollution Control Section have also recommended that a condition be included that noise from the development and buildings, as measured in accordance with British standard 4142 shall not exceed 3db. It is indicated in the submitted Noise Survey that this would be achievable following mitigation measures which includes soundproofing the units. A condition that a soundproofing scheme be submitted for approval would therefore be

included.

The proposed plans show that there would be roller shutter doors on the front elevation of the units. Whilst the Pollution Section have recommended that the doors remain shut at all times, not only would this be difficult to control and enforce in practice, but would not be reasonable to expect or even enable the site to function at all, as deliveries and storing of equipment would necessitate the roller shutters to be open to carry out such functions, and door openings needed to facilitate access for staff.

As the site would be used for office and storage only, and given the conditions to control hours of operation, deliveries and soundproofing of the units, it is considered that adequate and sufficient noise mitigation measures would be in place to not significantly or adversely cause noise nuisance to the residents on Spring Vale Drive.

The units would also be a minimum of 11m from the houses, orientated with openings facing internally and towards the yard area and Spring Vale Street only. Together with the retaining wall and boundary fences and the difference in levels between the two sites, it is considered that the relationship of the units to the residential properties would be sufficiently separated and remote so as not to cause any noise issues.

As such, it is considered that with conditions to control working hours and operation practices and the incorporation of soundproofing measures to the units, the proposed development would be acceptable and would not result in adverse and significant harm to the amenity of nearby residential properties.

As such, it is considered the proposed development would comply with UDP Policies EC4/1, EC6/1, EN1/2 and EN7/2.

Access and parking - SPD11 - Parking Standards in Bury advises that for a B1 office use, 1 parking space per 35 qm of floor space should be provided, with 1 per 100 sqm for storage uses. The site would provide a total of 12 spaces, including 2 disabled spaces, which would be more than adequate to satisfy the parking requirements for this use in this location and provide parking for both employees and visitors, and all within the site boundary.

The access into the site would be improved by the formation of a pedestrian footway along the frontage and segregating the vehicle and pedestrian access into the site would improve highway safety on this part of the road.

There would also be an adequate turning area within the site which would enable larger vehicles to enter and exit safely onto Spring Vale Street.

The Highways Section have raised no objection to the proposed parking and access arrangements subject to conditions and as such it is considered the proposed development would comply with UDP Policies EC4/1, EC6/1, HT2/4 and HT6/2.

United Utilities - No objection subject to a condition for the submission of a sustainable drainage strategy for the site.

Ecology

Summary

No significant ecological issues were identified by the developer's ecological consultant. Issues relating to bats and nesting birds can be resolved via condition.

Bats

The buildings to be demolished were assessed by an experienced bat consultant as having negligible bat roosting potential but there was residual risk associated with the adjacent retaining wall and ivy. These risks are avoidable and or very low and can be mitigated via condition.

Nesting Birds
There is bird nesting potential associated with the ivy on the adjacent wall and part of the building. This is also covered in the bat report, and therefore an extra condition is not necessarily required but could be conditioned separately to restrict the removal of ivy unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.

Coal Authority - Confirm that part of the site falls within the defined Development High Risk Area.

The Coal Authority records indicate that the south western corner of the site (existing access road only) lies in an area of probable shallow coal workings.

Accordingly, the part of the site where the development is proposed (Drawing 1) lies outside of the defined High Risk Area, confirmed by Section 3.5 of the Phase 1 Geo-Environmental Investigation, dated April 2020 that accompanies this planning application. Therefore, the Coal Authority do not consider that a Coal Mining Risk Assessment is necessary to support this proposal and do not object to this planning application.

Although the development proposed is outside of the defined Development High Risk Area as the site lies within an area where coal mining activity has taken place it is requested that an Informative Note on any planning permission granted to direct the applicant to contact the Coal Authority should coal mining features be encountered during the development.

Air quality - The site is not located within an Air Quality Management Area. Due to the scale of the development it is considered unlikely that the development would create an increase in traffic of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

However, Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. The Government report, 'UK Plan for Tackling Roadside NO2', published in July 2017, identified Bury Council as an area having one or more roads with concentrations of NO2 above statutory limits, according to more recent modelling results. Bury is therefore required to address these exceedances and we are currently engaging with Government on our 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, this Section recommends a condition to be placed on any planning permission granted that the applicant shall provide one fast capability Electric Vehicle (EV) EV charging point for every 1000m2 of commercial floorspace.

Response to objectors -
- The site has a historic and established commercial use within an established industrial setting of Spring Vale Street.
- The issues raised with regards to impact on residential amenity from noise, disturbance, overlooking, privacy, traffic and parking have been covered in the above report.

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

The 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 numbered - Plans and elevations (Existing) dwg 1; Proposed plans and elevations dwg 2A; proposed plans and elevation - site layout detail dwg 2B; Proposed section through the site dwg 3; Existing elevations dwg 4; Proposed front elevations and site (with gates closed) dwg 5 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. Prior to occupation the applicant shall provide one fast capability Electric Vehicle (EV) EV charging point for every 1000m2 of commercial floorspace.
   Reason. In accordance with 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.

6. The development hereby approved shall be carried out in accordance with Section 7 - Recommendations of the submitted Bat Survey report (preliminary day-time survey) by Angela Graham Bat Consultancy service, report dated 25/2/20.
   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 ivy removal 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 to the Local Planning Authority for approval that no active bird nests present.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. 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.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.
Details of proposed maintenance arrangements should also be provided. The development hereby permitted shall be carried out only in accordance with the approved details 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.

9. The development and buildings hereby approved shall be used solely as a storage facility for groundwork equipment and ancillary office purposes only and shall be occupied and the use carried out by the applicant only.
Reason. To limit the impact arising from comings and goings and activities that may occur from a B8 uses and to protect the residential amenity of residents living on Spring vale street pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, EN7/2 - Noise Pollution and HT6/2 - Pedestrian/Vehicular Conflict.

10. No development shall commence unless and until a scheme to soundproof the buildings hereby approved has been submitted to and approved by the Local planning Authority. The approved soundproofing only shall thereafter be implemented and prior to the first use and occupation of the development hereby approved.
Reason. To safeguard the amenities of the occupiers of the nearby residential properties pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and EN7/2 - Noise Pollution.

11. There shall be no deliveries to or from the site and no loading or unloading of vehicles on site before 9am and after 5pm Monday to Friday and before 9am and after 1pm Saturdays.
Reason. In the interests of residential amenity pursuant to Bury Unitary

Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and EN7/2 - Noise Pollution.

12. The development and uses hereby approved shall be only be in use and accommodated between the following hours:
Monday to Friday - 8.00am to 5.30pm
Saturdays - 9am to 2pm.
There shall be no Sunday or Bank Holiday working.
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

13. Prior to the erection of the boundary treatment (fence and gate) to the frontage of Spring Vale Street, details of the proposed boundary treatment shall be submitted to and approved by the Local Planning Authority. Only the approved boundary treatment shall bused in the development hereby approved, and thereafter maintained.
Reason. In the interests of visual amenity and highway safety pursuant to Bury Unitary development Plan Policies EC4/1 - Small Businesses, EC6/1 - Assessing New Business, industrial and commercial development, EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

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

- Hours of operation and number of vehicle movements;
- 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;
- If proposed, site hoarding/gate positions, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adjacent highway;
- 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. 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.

15. The pedestrian and vehicular access improvements indicated on the approved plans shall be implemented to the satisfaction of the Local Planning Authority before the development is brought into use.
Reason. To ensure good highway design in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC4/1 - Small Businesses,

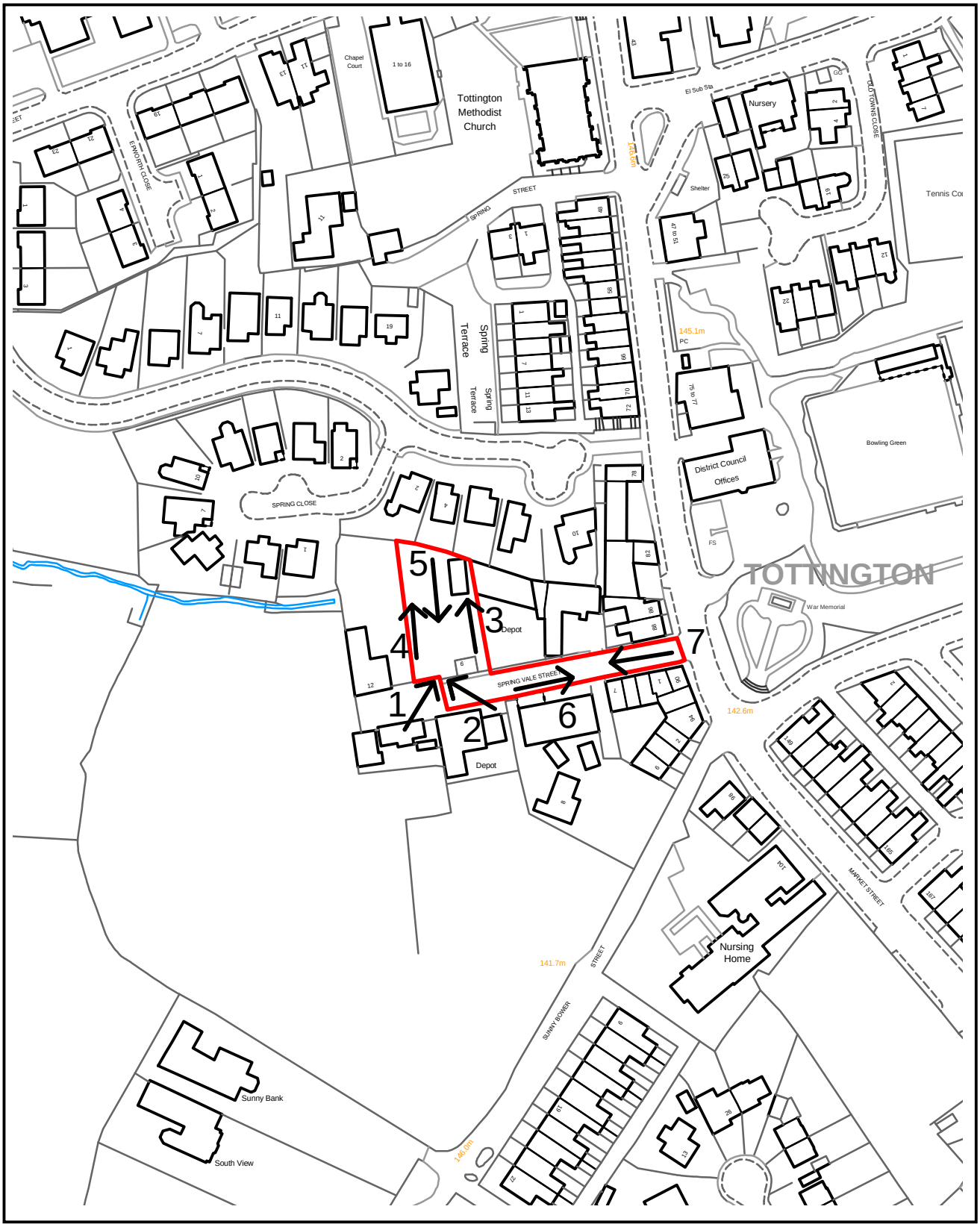
EC6/1 - Assessing New Business, Industrial and Commercial Development and HT6/2 - Pedestrian/Vehicular Conflict.

16. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being first brought into use and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies EC6/1 - Assessing new Business, Industrial and Commercial Development, and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

17. The bin storage arrangements indicated on the approved plans shall be made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure adequate off-highway bin storage facilities are provided within the curtilage of the site in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1 - assessing new Business, Industrial and Commercial Development and EN1/2 - Townscape and Built Design.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64980

ADDRESS: Pavetec, 8-10 Spring Vale Street, Tottington

Planning, Environmental and Regulatory Services

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64980

Photo 1

Photo 2

64980

Photo 3

Photo 4

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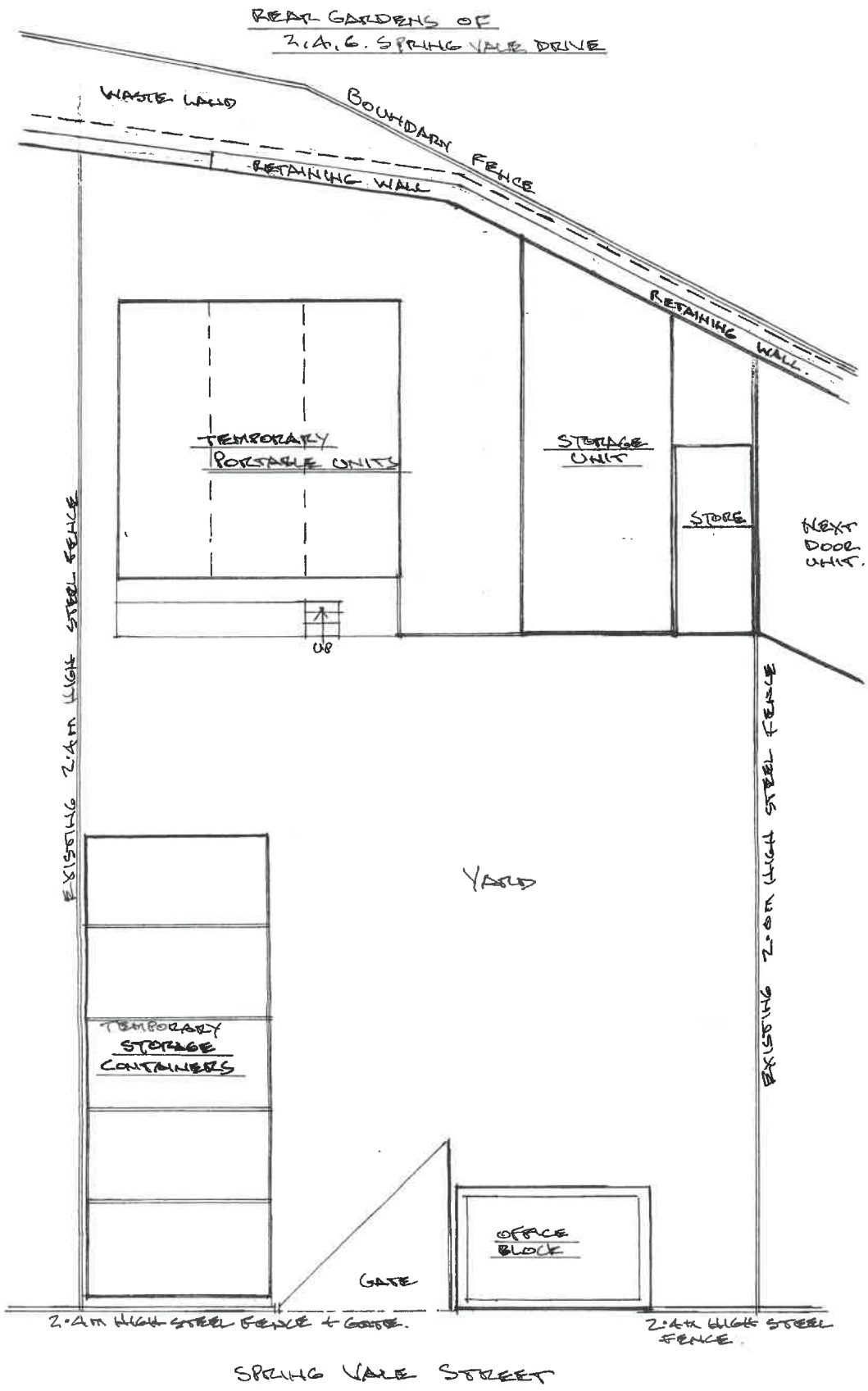
Photo 5

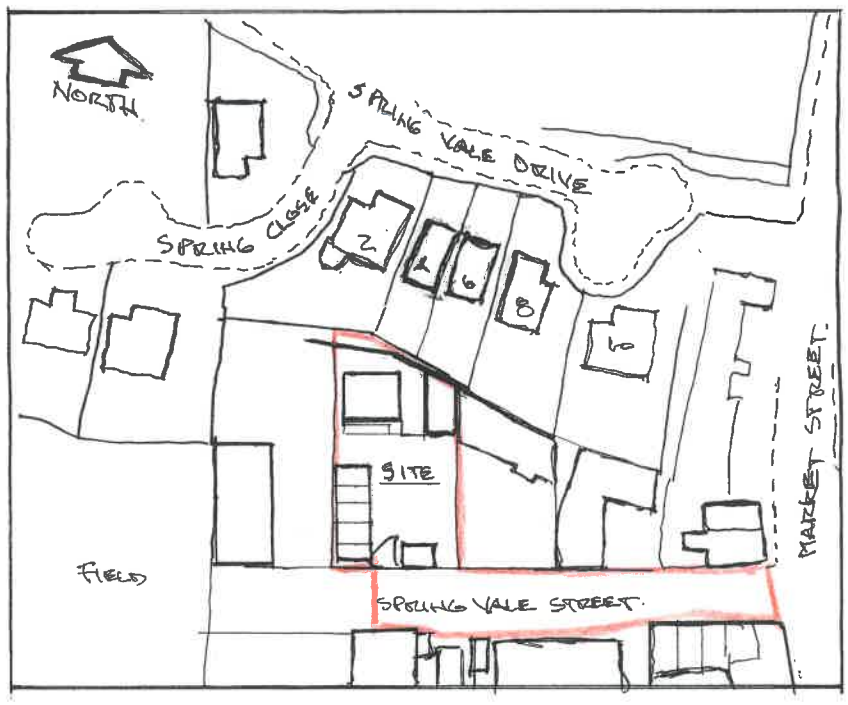
Photo 6

64980

Photo 7



SITE PLAN. 1:200



LOCATION PLAN 1:1250

Architectural & Building Services

NEIL BUTTERWORTH

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Job Title PROPOSED NEW INDUSTRIAL UNITS. WITH OFFICES,
AT SPRING VALE ST. TOTTINGTON, BURY

Drawing Title PLANS & ELEVATIONS (EXISTING)

Scale	Date	Drawn by	Drawing No.
1:100	JULY 19	N.B.	1

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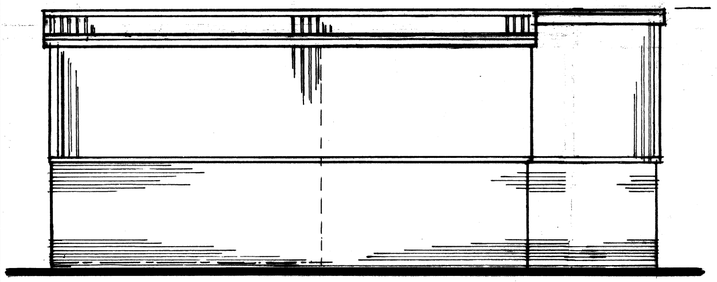
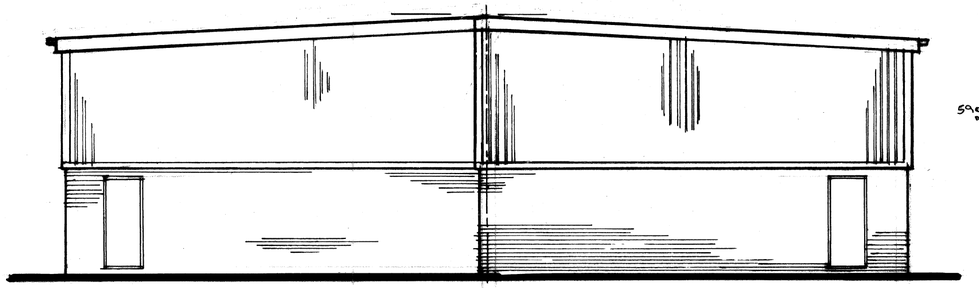
Planning

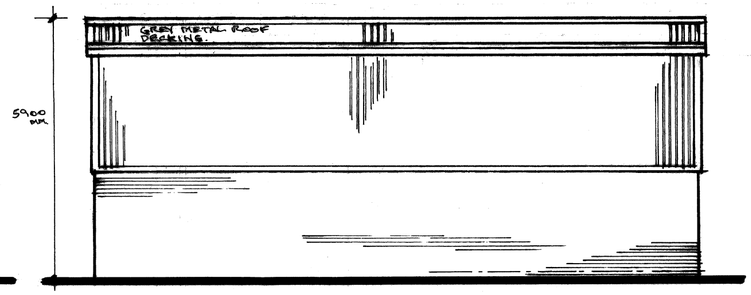
2



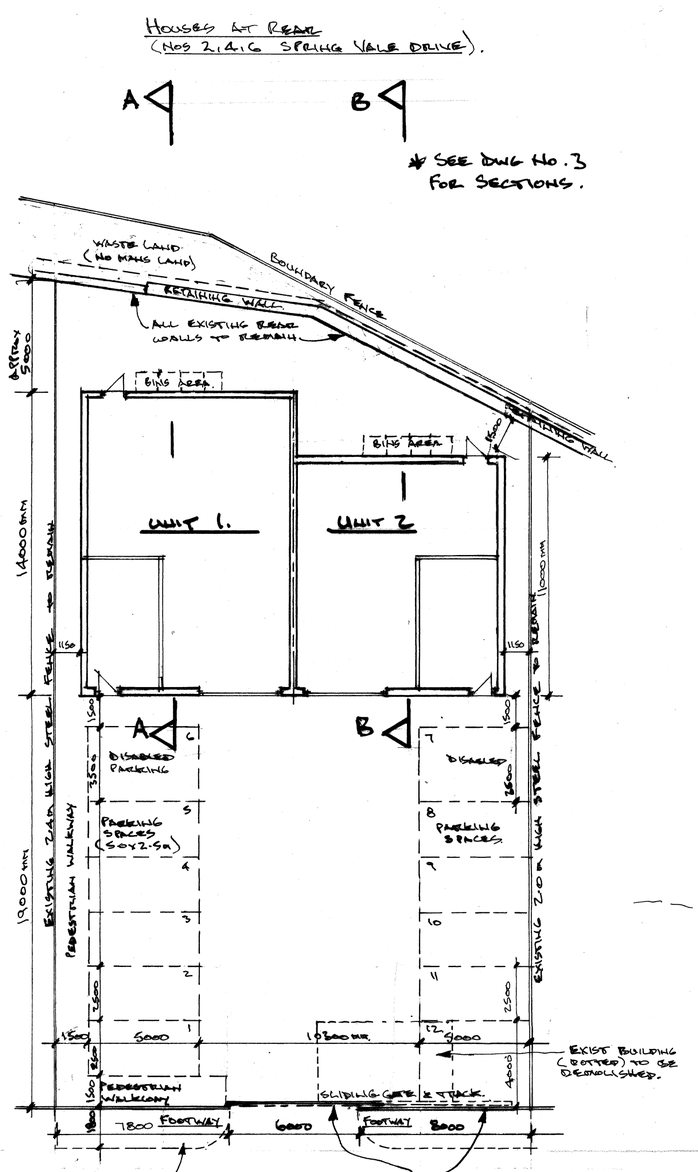
R.H. SIDE ELEVATION. 1:100



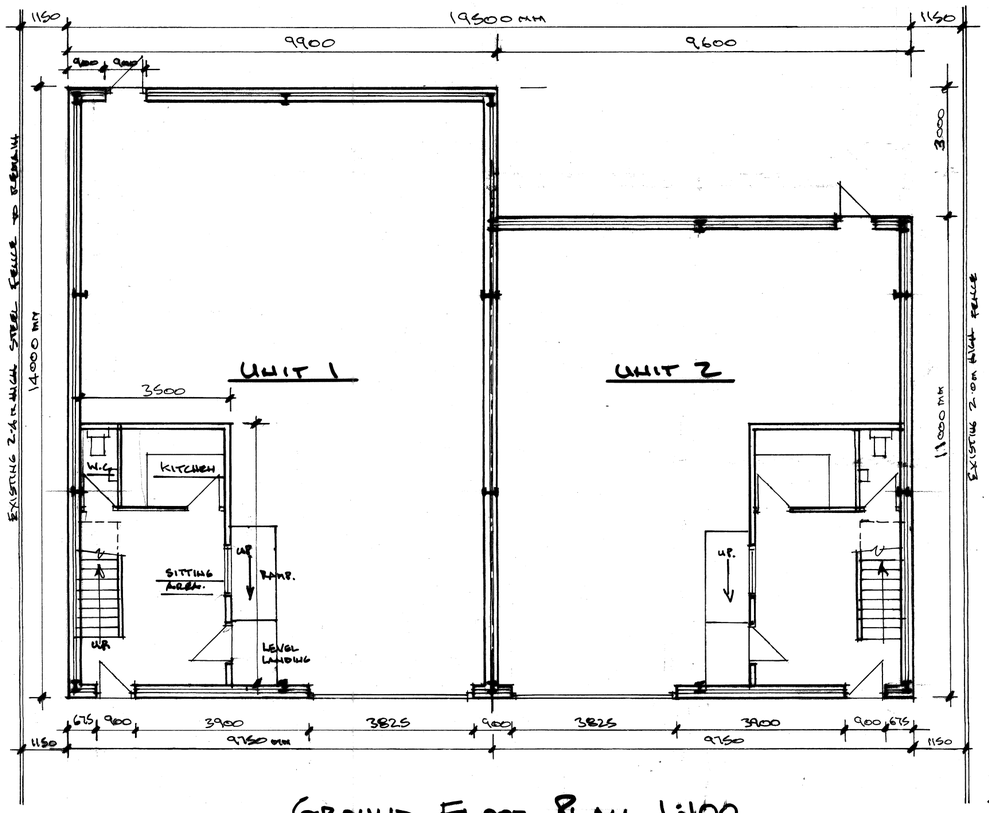
REAR ELEVATION



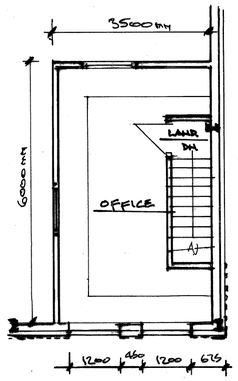
L.H. SIDE ELEVATION



SITE PLAN 1:200.

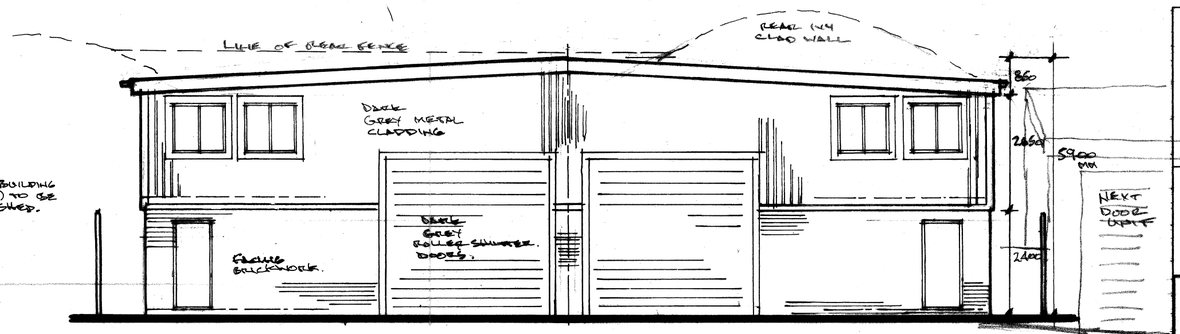


GROUND FLOOR PLAN 1:100.



FIRST FLOOR PLAN (UNIT 2)
(UNIT 1 IDENTICAL BUT HANDED)

REV. A - NEW EXTERNAL FOOTWAY ADDED TO SITE PLAN. 14.5.20 NB.



FRONT ELEVATION 1:100.

Architectural & Building Services

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Job Title PROPOSED NEW INDUSTRIAL UNITS, WITH FIRST FLOOR OFFICES, AT SPRING VALE ST., TOTTINGTON, BURY,

Drawing Title PROPOSED PLANS & ELEVATIONS

Scale	Date	Drawn by	Drawing No.
1:100	OCT. 19	N.B.	2 'A'

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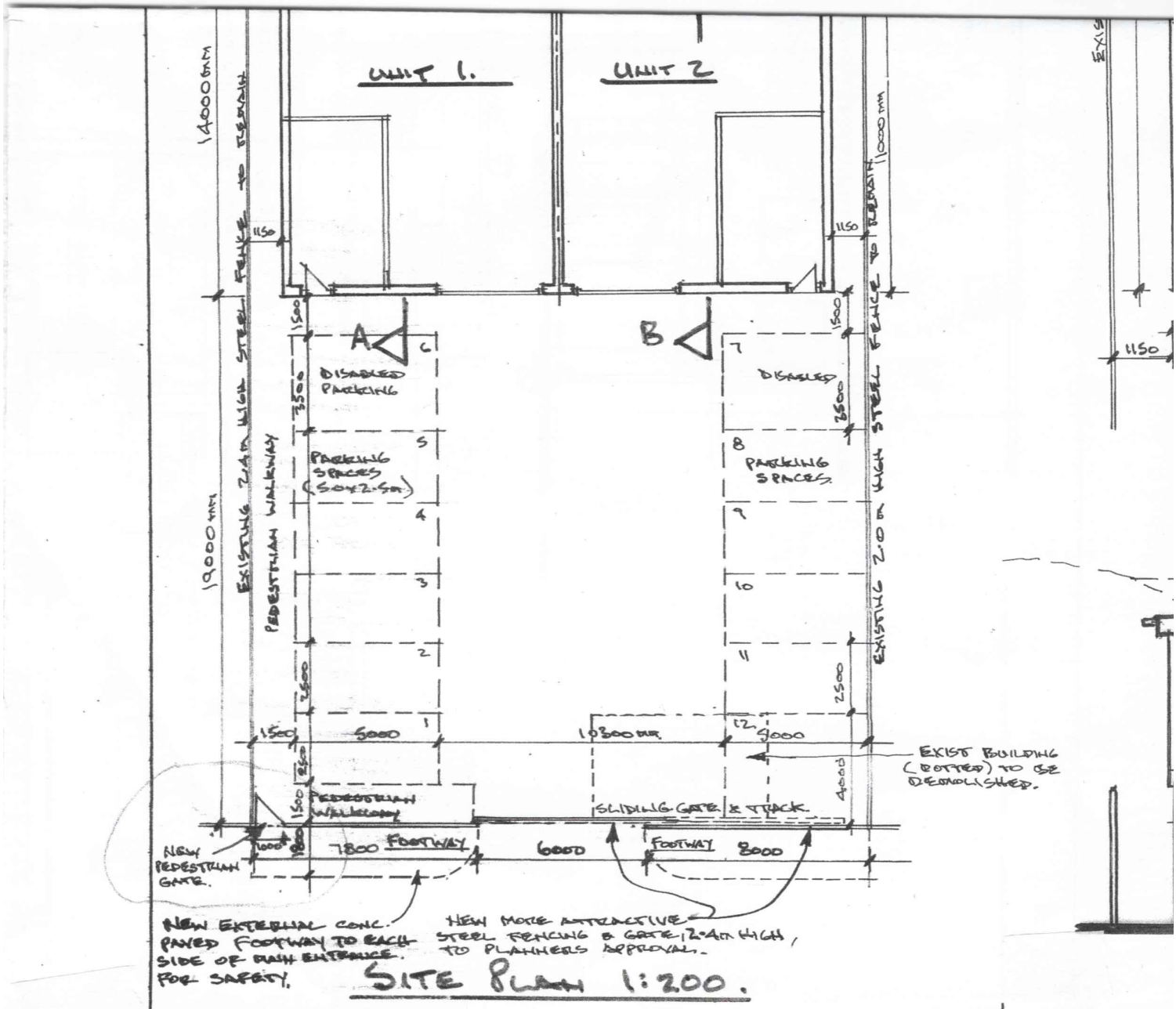
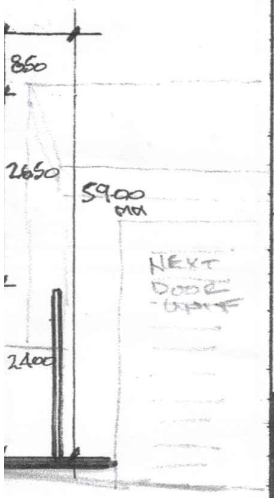


SITE PLAN 1:200.

REV. A - NEW EXTERNAL FOOTWAY ADDED TO SITE PLAN. 14.5.20 NB

REV. B - NEW PEDESTRIAN ACCESS GATE ADDED AT FRONT, TO SITE PLAN 22.5.20 NB
'CIRCLED'



Architectural & Building Services

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PART OF DRAWING 2B

F.A.O. JENNIE TOWNSEND.

Job Title PROPOSED NEW INDUSTRIAL UNITS, WITH FIRST FLOOR OFFICES, AT SPRING VALE ST., TOTTINGTON, BURY,

Drawing Title PROPOSED PLANS & ELEVATIONS

Scale	Date	Drawn by	Drawing No.
1:100	OCT. 19	N.B.	2 'B'

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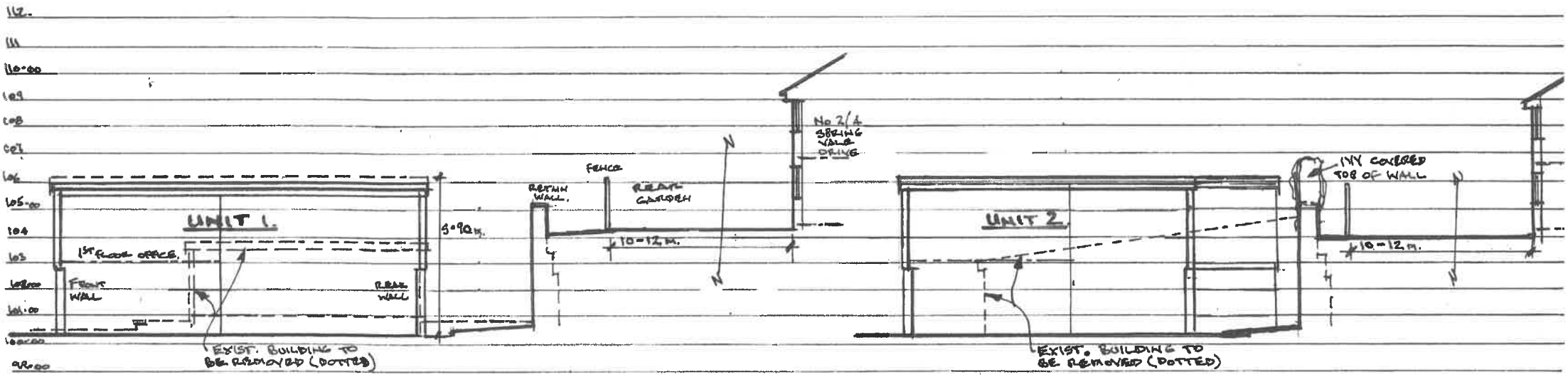


SECTION A-A. THRO' SITE 1:200

SECTION B-B.

SECTIONS THRO' SITE 1:200

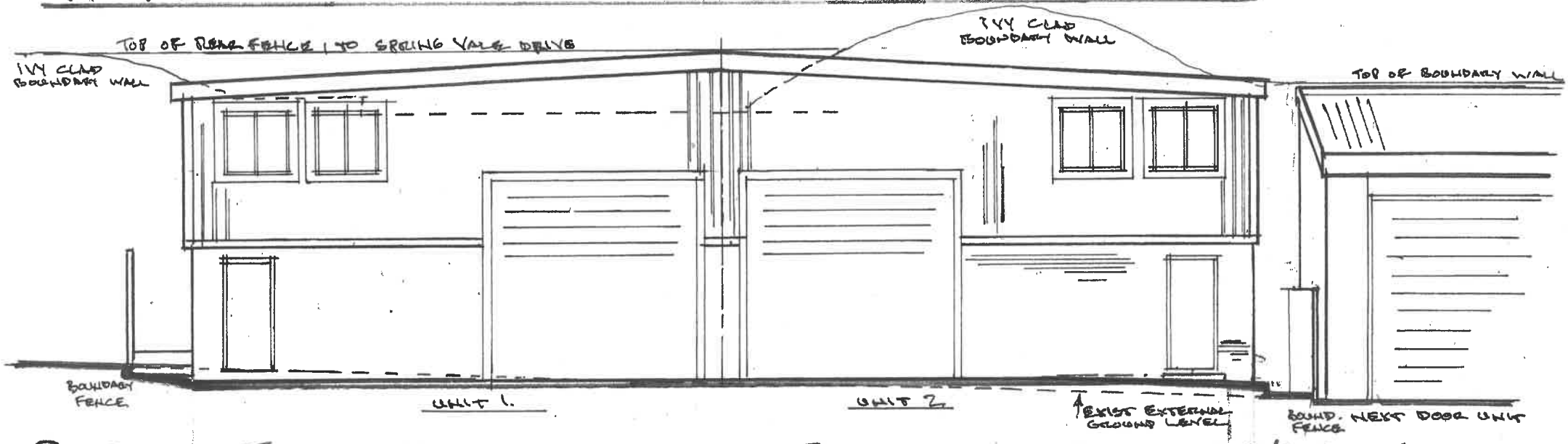
PROPOSED NEW INDUSTRIAL UNITS, WITH OFFICES,
AT SPRING VALE ST., TOTTINGTON, BURY

DATE: NOV. 19.

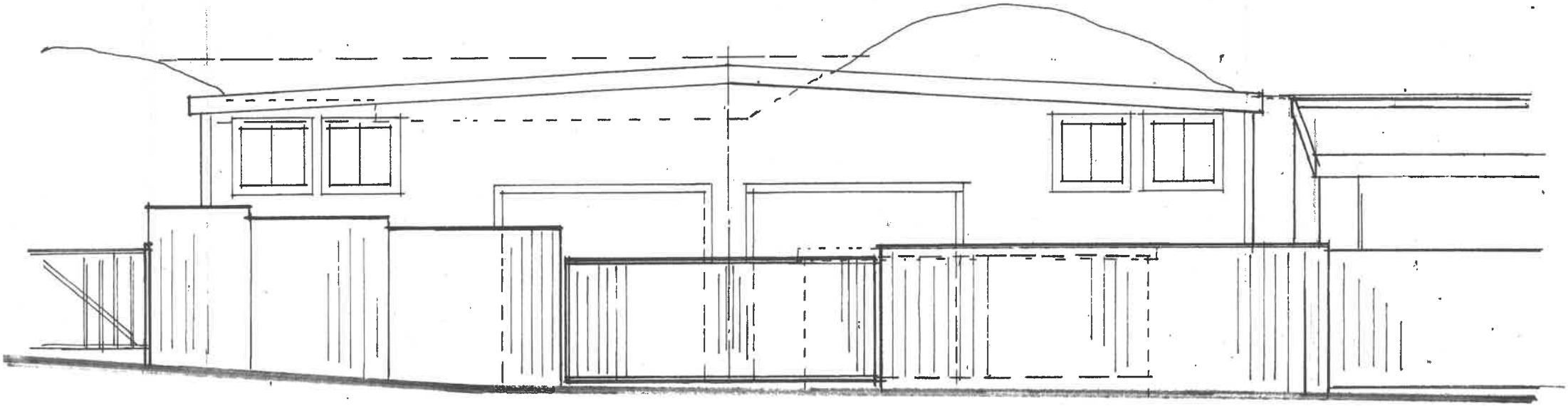
No. DWG. No 3.

PLANNING

PROPOSED STREET SCENE ELEVATIONS - SPRING VALE ST.



PROPOSED FRONT ELEVATIONS OF MAIN BUILDINGS, TO REAR OF YARDS 1:100



PROPOSED FRONT ELEVATION ON SPRING VALE ST, WHEN GATES CLOSED

FEB 20 DWG. No 5

PLANNING