

**Ward:** Bury East

Item 03

**Applicant:** The Car People

**Location:** 55 Rochdale Road, Bury, BL9 0QZ

**Proposal:** Extension to form workshop (Class B2)

**Application Ref:** 66058/Full

**Target Date:** 15/02/2021

**Recommendation:** Approve with Conditions

### **Description**

The site is circa 2 ha in area and relates to an existing car sales showroom and ancillary servicing and workshop business on the site of a former bus depot, which was granted approval for a change of use and built development under planning reference 63872 in 2019.

The existing bus depot building has been utilised as the main car showroom and sales area and an extension to the west elevation has been added. The approved plan showed parking to the north and east for staff and customers and a row of parking spaces, including disabled parking along the southern boundary of the site to Back Fletcher Street.

The southern area of the site has not been formally laid out or demarcated for parking in accordance with the approved scheme and the surfacing remains unfinished. A motor cycle and cycle parking area was to be provided next to the south elevation of the building but appears not to have been implemented.

Adjacent to Back Fletcher Street and along the southern boundary of the site a landscaping scheme and planting was to be provided but this has also not been implemented.

There are two access points into the site, one off Derby Way for customers and the primary access off Rochdale Road which is used for deliveries. There is also an access off York Street which is only to be used by staff of the site.

The site is located just east of Bury Town Centre with Moorgate Business Park to the north. To the immediate south of the site is a row of terraced dwellings on Fletcher Street who are set circa 1m lower and whose rear elevations directly face the site.

An application for an extension to form a workshop ancillary to the main car showroom use was submitted in June 2020 (planning reference 64637). Prior to the determination of the application and a grant of consent, works started on site to erect the extension and the portal frame of the building was completed.

The portal frame of the building which has been erected unlawfully is located directly adjacent to the southern boundary with Back Fletcher Street. It extends circa 26m along this boundary with an eaves height of 5.88m and a ridge height of 7.5m.

Following the investigation by the LPA's Enforcement Officer, a stop notice was served and works ceased. The planning application was subsequently refused for a number of reasons including detrimental impact on residential amenity by virtue of the scale, massing, position and height of the extension, loss of parking facilities and highway safety.

The applicant was advised that works should not continue on site until a further application had been submitted to the LPA with the reasons for refusal to be overcome in the new scheme.

This application therefore seeks to regularise the erection of the extension but with amendments to address the scheme which was previously refused.

The workshop extension would be located in the southern area of the site directly adjacent and connecting to the existing main showroom. The workshop would be used for car body repairs and the re-spraying of cars.

This application now proposes an extension which would be increased in length but reduced in width and ridge height. The proposed extension would extend along the southern boundary by a total of 44m and which would cover a floor area of 760 sqm. The width of the extension would be reduced and set back from the southern boundary of the site by 8.6m. It would be separated from the rear elevations of the houses on Fletcher Street by 21.4m. The eaves height would be reduced to 4.71m and retain the ridge height of approx 7.5m.

The extension would have a steel frame with the elevations clad in grey insulated composite panels. There would be a loading bay door opening and an access door on the west elevation with a doorway on the east elevation.

A car preparation area to provide 28 spaces to store the cars prior to works being carried out within the workshop would be located along the southern boundary. It is also proposed to incorporate landscaping between the car preparation area and the southern boundary with 5 standard trees and ornamental shrubs.

The footprint of the building would be located on the parking area on the original grant of consent for the redevelopment of the site and this parking would be re-provided to the north and west of the main building.

### **Relevant Planning History**

56253 - Outline - Demolition of existing bus depot and erection of foodstore of 10499 m2, 500 parking spaces(Class A1), petrol filling station, associated car parking and servicing facilities - Refused 18/09/2013

57971 - Outline - Demolition of existing bus depot and erection of foodstore of 10499 m2, 500 parking spaces(Class A1), petrol filling station, associated car parking and servicing facilities (resubmission)

- Withdrawn - Invalid 20/10/2014

63872 - Change of use of former bus depot to car sales, ancillary vehicle servicing; new vehicular access from Derby Way; external alterations to the building, Security lodge and erection of flood lighting and CCTV cameras. - Approve with Conditions 15/11/2019

64637 - Extension to form workshop (Class B2) - Refused 24/8/20

18/0416 - Change of use from former bus depot to car showroom and alterations to existing buildings - 27/02/2019

20/0056 - Breach of pre-commencement conditions of planning permission 63872 - 10/09/2020

### **Publicity**

Letters sent on 22/12/20 to 37 properties on Derby Way, Moorgate Retail Park, York Street, Rochdale Road, Yarwood Street, Fletcher Street, Goodall Street.  
Site notice posted 15/1/21.

Four letters of objection received from Nos 11, 19, 21, 23 Fletcher Street with the following issues -

- In the new application for the workshop the size of the building has been slightly reduced. However the building will still be huge. It will still block light coming into my kitchen and will also impact the light in the bedroom. The building will be approx. 68 ft from the back of my house, it is approx.. 42 ft from the back of my house to the

boundary fence, the palisade fence. This means the building will be reduced approx. 26ft and in this space they propose landscaping and a car prep area.

- The height of the building is not reduced very much either and they propose to extend the length, to make up for the loss in width, which will effect more houses. The building will be in dark grey metal, this will be a huge metal industrial building covering most of the back of Fletcher St. All we will see will be a huge dark structure blocking light and skyline.
- Car prep area - As the building will have 4 paint booths, car prep areas are usually where cars are sanded and primed ready for spraying. Will this be happening here? If not will this area be for customers car parking which will cause more pollution with car fumes, not only customers cars but the associated trades that will be delivering there. Plus the noise from constant cars arriving and leaving. The car prep area is the length of the building and more, this will accommodate a lot of cars. Bury is part of the Manchester Clean Air Plans and as residents we shouldn't be expected to put up with more pollution.
- Landscaping - There is also an area for landscaping. The original landscaping was removed by the Car Group. The landscaping was on a slight slope which came down to level of back Fletcher St. This area was filled in with soil and rubble to the height of the old car park. This means the level of the ground is now 2 - 3 ft above the level of back Fletcher St. The palisade fence, open fence, had some blue plastic sheeting and some boards put against it then the ground was filled in. Soil/rubble is now coming through the fence into back Fletcher St in some parts. Rats now look like they are digging holes into this soil/rubble, we don't want a rat problem as well. The plans do not show that the level of the ground will be taken back to the original level.
- Noise - Although the applicants had a noise survey done, this survey was carried out over the weekend outside, and in the existing workshop, which is considerably smaller than the intended one, during the week. I'm not sure how this can accurately predict noise level once a huge workshop is established.
- Residents - Although we live in a part industrial area surely we as residents are entitled to some quality of life, amenity and outlook, the size of this building and associated noise will impact that. All we will see outside, as well as inside, is a high black industrial building and the associated noise that it will bring. This is the only outside space we have to relax in and it does our wellbeing good.
- Can see nothing from my house but the massive monstrosity.
- The building will make the neighbours prisoners in our own home
- Seriously affect the value of our houses
- Affect our mental well being
- This structure was put up without permission and 6 months later is still standing - the company have no regard for the affect on the surrounding residents

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

### **Statutory/Non-Statutory Consultations**

**Traffic Section** - No objection

**Borough Engineer - Drainage Section** - No response received.

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

**Environmental Health - Commercial Section** - No response received

**Environmental Health - Pollution Control** - No objection subject to condition

**Waste Management** - No response received

**Planning Policy Manager** - No comments to make

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

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

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

Area      Rochdale Road/Lord Street/York Street  
BY10  
NPPF      National Planning Policy Framework  
EN1/2      Townscape and Built Design

EN1/5	Crime Prevention
EN1/7	Throughroutes and Gateways
EN4/2	Energy Efficiency
EN4	Energy Conservation
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/3	Water Pollution
EN7/2	Noise Pollution
EC6/1	New Business, Industrial and Commercial
S4/4	Car Showrooms, Car Sales Areas and Petrol Filling Stns
HT2/4	Car Parking and New Development
HT4	New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD11	Parking Standards in Bury
SPD16	Design and Layout of New Development 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 S4/4 - Car Showrooms, Car Sales Areas and Petrol Filling Areas should be located within or adjoining established shopping areas, near classified roads or within other industrial and commercial areas. Regards is given to the potential disruption to traffic, provision of adequate, well laid out car parking and display facilities together with safe and convenient arrangements for access, circulation and egress, road safety and pedestrian safety and amenity of nearby residencies.

EC6/1 - Assessing New Business, Industrial and Commercial development expects development to be of a high standard of design and appearance and take account of the surrounding environment, amenity and safety of employees, visitors and adjacent occupiers. Factors considered include scale, size and height of buildings, access and parking provision, landscaping and boundary treatment, effect on neighbouring properties and health of safety considerations.

The principle of the use of the site for a commercial redevelopment as a car sales and ancillary servicing workshop was considered under application ref 63872 as acceptable. Whilst the proposal to erect an extension as an ancillary workshop for the site would not conflict with the current use of the site, the proposed development needs to be considered and assessed under policies EC6/1 and S4/4 in terms of scale, layout, impacts on residential and visual amenity and highways issues, which are discussed below.

**Layout and scale** - The proposed extension would be located between the southern elevation of the existing building and the southern boundary. It would cover a footprint of 760 sqm and be 44m in length on the existing hardstanding area. Whilst the extension would be extended in length by 16m comparative to the previous scheme, it would be reduced in width and would now be set back from the southern boundary of the site by 8.6m and 21.42m from the rear elevations of the houses on Fletcher Street.

The siting of the extension would result in the loss of parking in this area which was approved as part of the consent granted for the original change of use of the site. The proposed plan shows there would be replacement parking to the north and west of the main

building, including 5 EV charging points and 7 disabled spaces, resulting in a net gain for the site.

The scheme proposes to locate a car preparation area between the proposed extension and the southern boundary to provide 28 spaces for cars to be stored prior to them being treated in the workshop. This area would be layout out in a tandem arrangement. This area would be used as car storage only and not as a typical car park. It would be managed and organised by the applicant according to which cars were to be worked on.

The landscaping and screen planting which should have been provided along the southern boundary of the site has not been implemented. This application seeks to correct this and proposes a landscaping scheme of 5 regular standard trees (minimum height 3m at first planting) and ornamental shrubs.

An area just inside the gated site access from the Rochdale Road access point would provide a turning area to facilitate the delivery of vehicles with a pedestrian footpath route.

It is therefore considered that the proposed layout addresses the reasons for refusal in terms of layout in the previous application, in so far that it would be moved away from the boundary to Back Fletcher Street, provide replacement parking, a safe pedestrian route to the site, area for the delivery of vehicles and the provision of a more robust landscaping scheme along the southern boundary which would be secured by condition.

As such, the proposed development is considered acceptable and would comply with UDP Policies EC6/1, EN1/2 and S4/4.

#### **Residential amenity -**

Relationship of the building to Fletcher Street - The nearest residential properties are the row of terraced houses on Fletcher Street to the south of the site which are separated by Back Fletcher Street. The rear elevations of these houses face the site and are set approximately 1m lower. There is an existing palisade fence which runs along the southern boundary of the site.

It is now proposed to move the building back from the southern boundary by 8.6m and reduce the eaves height from 5.88m to 4.71m (total of 1.1m) which would reduce the pitch of the roof. It is also proposed to extend the building further along the boundary by an additional 18m from what is currently 'on the ground' (26m) to the proposed length of 44m. This increase in length would affect more residents than the previous scheme and where at the moment, the structure is sited opposite Nos 13-25 Fletcher Street, it is now proposed to extend the build along the boundary opposite Nos 5-11.

There are no set standards or approved statutory guidance for assessing separation distances and relationships between commercial development and residential properties. Commercial developments are assessed on their own merits and on a site by site basis.

In considering the revised siting, height and scale, the residents of Fletcher Street would still have a view of the building from their properties, particularly where the upper part of the building's elevation and the roof slope would be visible.

However, by setting the building away from the boundary by 8.6m, the proposed building would now be separated from the houses by 21.4m, having a much improved relationship to the houses on Fletcher Street, which would reduce the overall dominant and oppressive feeling which would be experienced by the residents.

The ground level of the site is higher than the ground level of the houses by approximately 1m. This application proposes an eaves height of 4.7m (a reduction of 1.1m from the current built form). The eaves height of the proposed building would be lower than the houses by 1.4m and the ridge height of the building 1.4m higher than the eaves of the houses. This would reduce the massing and scale of the build when viewed by the



affected properties and with the set back from the boundary this would also lessen the impact the impact of the building on these residents which would add to the sense of relief and space.

The total height of the build at 7.5m would be similar to that of a standard 2 storey residential property.

The building would be located due north of the residential properties and given the rotation of the sun, light to the rear of the properties would not be significantly affected.

The application proposes to introduce a strip of landscaping along the southern boundary of the site, comprising of 5 standard trees (Alder and Birch), in-between which would be shrubs which would soften the appearance of the commercial site and screen parts of the building's elevation.

A car preparation area to store cars prior to their treatment in the workshop would be located between the landscaping on southern boundary of the site and the proposed workshop. This area was used for customer parking. Whilst there may be more activity in this area as cars are manoeuvred in and out of the spaces to be taken into the workshop, it is considered that the use of this area comparative to a customer car park would not increase significantly to cause undue harm to the amenity of nearby residents.

It is therefore considered that the proposed development would be acceptable and would comply with EC6/1, S4/4 and EN1/2.

Noise - The application is accompanied by a Noise Impact Assessment which has been undertaken to identify the key sources of noise which would be associated with the use of the proposed extension, for car spraying and body repair works.

The Assessment concluded that within the context of the site surroundings and the proximity of the residential properties, as the predicted rated level of noise would only marginally exceed accepted levels of noise for this type of use in this locality, the operations within the body shop are considered sufficiently low enough to comply with 'No Observed Effect Level' and no noise mitigation measures would be required.

The Pollution Control Section have been consulted and they are broadly satisfied with the assessment that the activities and noise associated with the new workshop would not cause significant noise nuisance to those living nearby. However, the noise assessment relies on the doors of the workshop remaining closed in order to maintain the sound insulation performance of the building to reduce impacts at the closest residential receptors.

To enable this, a ventilation system would be required to the workshop. The Pollution Control Section would therefore expect the noise report to take account of the ventilation system which is likely to have tonal and possible intermittent characteristics. Actual noise from the development would need to be assessed to include the cumulative noise from the workshop and the ventilation system. However, the Noise Report states there are no specific details of the ventilation system and therefore the corrections for tonality, intermittency and impulsivity cannot be measured.

The Pollution Control Section have therefore recommended a condition that using the existing data from the noise assessment, a further noise survey should be carried out to determine the impact of the proposed ventilation system and the details shall be submitted to the Local Planning Authority. The ventilation system should not increase the existing ambient noise levels at the nearest noise sensitive receptor.

The information would be required prior to the first use and occupation of the workshop.

With regards to the current hours of the existing car showroom, the site can operate between the hours of 8am to 9pm Monday to Saturday and 10am to 5pm Sundays and

Bank Holidays. The proposed use would involve machinery and equipment for the carrying out of car spraying and body repairs as well as the movement of cars in and out of the preparation area. It is therefore considered reasonable that the time of the operation of the workshop be limited to the hours of 8.30am to 6pm Monday to Friday, 9am to 4pm Saturdays and no working on Sundays and Bank Holidays

The site formally operated as a bus depot and there would have been a certain amount of day to day activity, noise and disturbance from frequent comings and goings of buses and vehicles both early morning and later in the evening.

In conclusion, it is considered that with the amendments to move the building away from the boundary to the houses on Fletcher Street and appropriate conditions for further noise assessments, control of the hours of use, and provision of a landscaping scheme, the proposed development would not have a significantly detrimental impact on residential amenity and would comply with UDP Policy EC6/1, EN1/2, EN7/2 and S4/4.

**Design and appearance** - The building would be for commercial purposes and of a standard workshop appearance which is typical for this type and character of development. The elevations and roof would be fully clad in insulated vertical profile wall panels in anthracite grey (mid-dark colour) which is commonly found within similar business and industrial areas in the Borough. The appearance of the building would also be improved with the set back from the boundary and the reduction in the height.

The site is located in an area of mixed uses of commercial, industrial, retail and residential where a mix of design and materials are prevalent and as such, the proposed design solution and materials are considered to be acceptable. The development would also be softened when viewed from Fletcher Street by the landscaping along the southern boundary.

It is therefore considered that on balance, with the amendments made to the height, with the re-positioning of the building and together with the landscape screening, the proposed development would be acceptable and comply with EC6/1 and S4/4.

**Highways** - In terms of parking, access and deliveries, the layout of the existing site would be re-configured to facilitate the siting of the proposed workshop.

For parking, the spaces which were located to the south of the showroom building on the footprint of the proposed extension would be re-located to the west and north of the main showroom building next to the existing parking areas which would include 7 disabled spaces and 5 EV charge points. There would be a net gain overall of 9 spaces for the site and as such the parking provision on site is considered to be acceptable.

All deliveries currently take place from the access into the site off Rochdale Road and this access would continue to serve both the car showroom, vehicle display area and proposed workshop. The proposed site plan shows a tracked delivery path into the site next to the entrance gates where cars would be delivered and unloaded and where there would be room to manoeuvre the vehicle such that it would exit the site in a forward gear out onto Rochdale Road. Deliveries would be from 8.30am to 6pm Monday to Friday and 9am to 4pm Saturdays which is considered to be reasonable and acceptable in this location.

The Highway Section have raised no objection to the proposed layout and are satisfied that subject to conditions there would not be a detrimental impact on Highway Safety.

The proposed development would therefore comply with Policies EN6/1, S4/4, HT2/4 and HT6/2.

### **Response to objectors**

- The works to the cars would take place and be contained within the proposed workshop and not in the car preparation area. The car preparation area would be used to store

cars only. As such it is considered there would not be significant or detrimental impact on air quality or increase in air pollution.

- Reduction to the value of house properties is not a material planning consideration.
- All other issues raised by the objectors 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 - Existing - Plans and elevations 101C; Proposed parking - Swept path for a car transporter 203H received 2/3/21; Proposed site plan 200M; Proposed parking (Landscaping plan) 205A; Proposed - plans 201I; Proposed elevations 202K; Revised Noise Assessment ref 20.178.1.R3 dated 8 March 2021 by Professional Consult; Revised Delivery Management Plan rev A 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. The EV showed on the approved layout plan shall be implemented and made available for use within two months of the date of the permission. The EV charge points shall thereafter be maintained and available for use.  
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 use and development hereby permitted shall not be used outside the following times:  
8.30am to 6pm Monday to Friday and 9am to 4pm Saturdays and there shall be no use of the development hereby approved on Sundays and Bank Holidays  
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies EC6/1 - Assessing New Business, Industrial and Commercial development, EN1/2 - Townscape and Built Design and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the Bury Unitary Development Plan.
7. Following the first use/occupation of the development hereby approved, the landscaping plan and scheme hereby approved shall be implemented within the first available tree planting season. All tree and shrub planting which form the approved landscaping plan shall be planted in the ground to the appropriate British Standard, BS4428:1989 Code of Practice for General Landscape Operations. For the avoidance of doubt, there shall be no potted container planting. 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 EC6/1 - Assessing New Business, Industrial and Commercial 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.
8. Notwithstanding the timings of the deliveries stated in the Delivery Management Plan Rev A, the development hereby approved shall be carried out in accordance with the servicing arrangements and measures detailed in the approved 'Delivery Management Plan Rev A - 01/03/21', confirming the proposed routing strategy, measures to route car transporter deliveries to the designated site access at Rochdale Road, and, specifically (for the avoidance of doubt):
  - Customer access and parking via Derby Way;
  - Staff access via York Street;
  - Delivery of vehicles by articulated vehicle via Rochdale Road;
  - Refuse vehicle access via Rochdale Road;
  - No commercial vehicular deliveries via York Street;
  - Deliveries not to be undertaken before 8.30am or after 6pm Monday to Friday and 9am to 4pm on Saturdays. There shall be no deliveries Sunday or Bank Holidays.

The 'Plan' and measures approved shall be implemented before the development is brought into use.

Reason. To ensure that adequate consideration is given to vehicle access and delivery management arrangements and service vehicle routing to/from the site, in the interests of highway safety pursuant to Policies EC6/1 - Assessing New Business, Industrial and Commercial development, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT6/2 - Pedestrian/Vehicular

Conflict and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the Bury Unitary Development Plan.

9. The turning facilities indicated on the approved plans and in the supporting information shall be provided before the development hereby approved is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.  
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT6/2 - Pedestrian/Vehicular Conflict and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the Bury Unitary Development Plan.
10. The disabled persons, customer, staff & display vehicle parking indicated on the approved plans shall be surfaced, demarcated and made available for the intended respective uses prior to the use hereby approved commencing and thereafter maintained available for the intended respective uses 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, EN1/2 - Townscape and Built Design, HT2/4 - Car Parking and New Development, HT6/2 - Pedestrian/Vehicular Conflict and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the Bury Unitary Development Plan.
11. The development hereby approved shall be carried out in accordance with a surface water drainage scheme which shall 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 provision of potential SuDS options for surface water drainage. The drainage scheme shall be implemented prior to first use of the development hereby approved and thereafter maintained.  
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.
12. The car preparation parking area hereby approved shall be used for the storage of cars only and for no other purposes.  
Reason. To protect the residential amenity of the adjacent occupiers on Fletcher 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 HT2/4 - Car Parking and New Development and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations
13. Prior to the first occupation and use of the development hereby approved, a further noise survey using the existing noise assessment shall be carried out to determine the potential impact of the proposed ventilation system and the details and results submitted to the Local Planning Authority.  
Following the submission of the results, where mitigation is required to ensure the proposed ventilation system shall not increase the existing ambient noise levels at the nearest noise sensitive receptor, a scheme shall be submitted to and approved by the Local Planning Authority. The approved scheme shall thereafter be implemented prior to the first occupation or use of the development hereby approved and thereafter be maintained whilst it serves the use.  
Reason. To protect the amenity of the occupants of the nearby residential properties pursuant to Policies EC6/1 - Assessing New Business, Industrial and Commercial development, EN1/2 - Townscape and Built Design, EN7/2 - Noise Pollution and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the

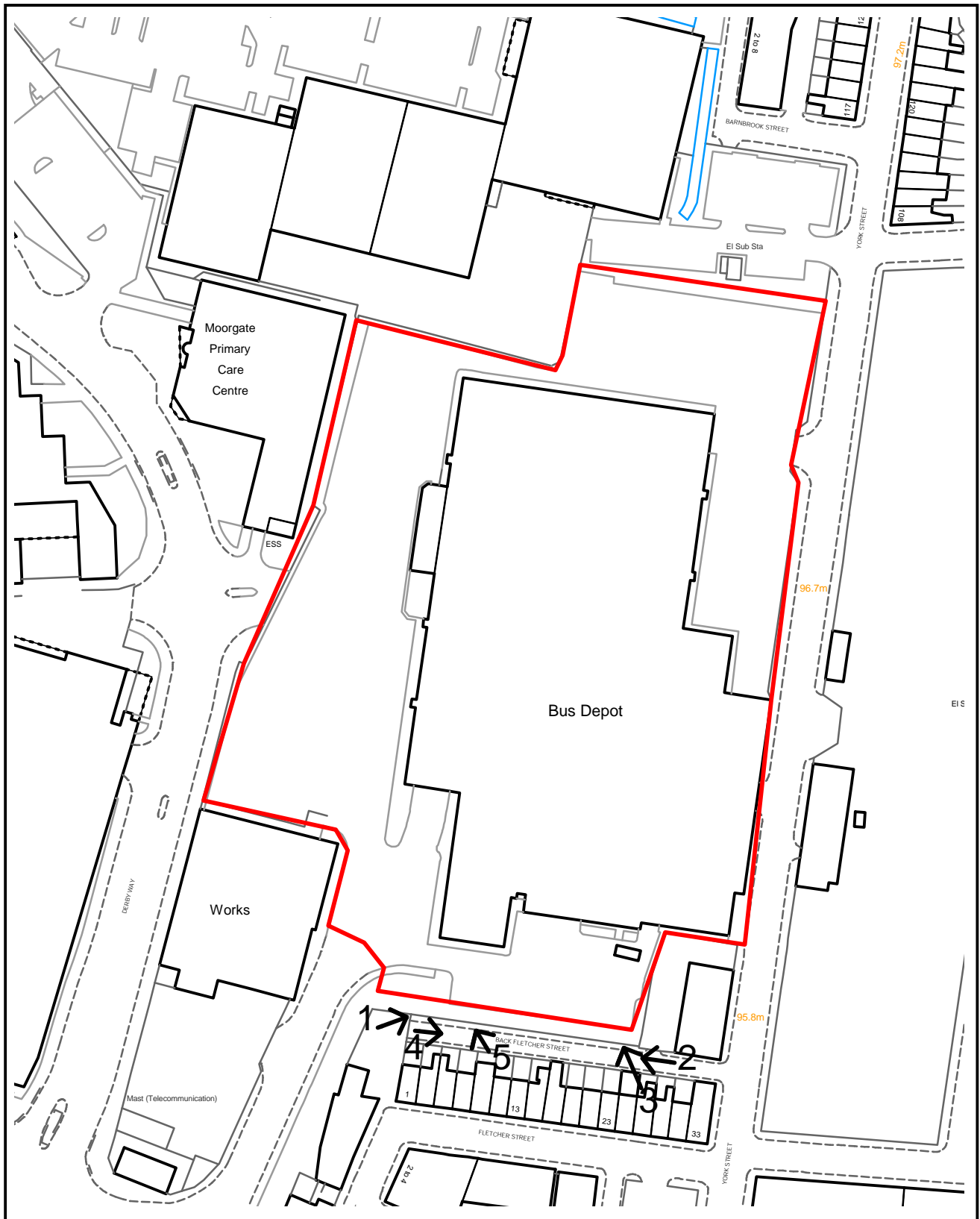
Bury Unitary Development Plan.

14. Other than for the transfer of cars in and out of the workshop, the service doors on the west elevation shall remain closed at all times.

Reason. In the interests of residential development pursuant to Policies EC6/1 - Assessing New Business, Industrial and Commercial development, EN1/2 - Townscape and Built Design, EN7/2 - Noise Pollution and S4/4 - Car Showrooms, Car Sales and Petrol Filling Stations of the Bury Unitary Development Plan.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 66058

ADDRESS: Omnibus Depot, 55 Rochdale Road  
Bury

Planning, Environmental and Regulatory Services

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**Bury**  
COUNCIL



66058

Photo 1



Photo 2





Photo 3



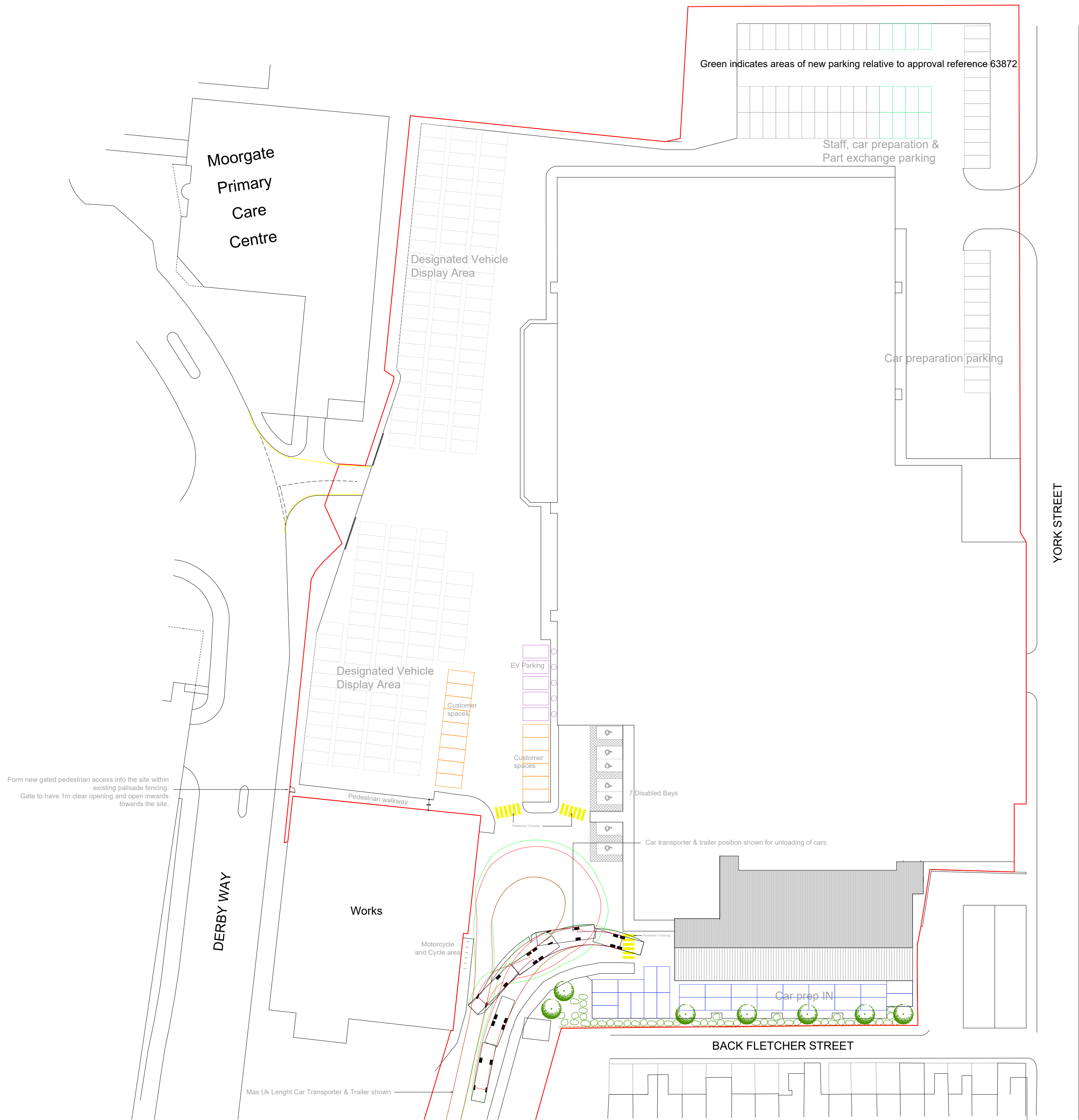
Photo 4





Photo 5

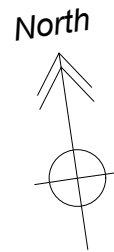




PARKING		DISABLED PARKING	
71	Number of previously approved car parking spaces as shown on approved application Ref 63872	10	Number of previously approved car parking spaces as shown on approved application Ref 63872
15	Number of existing car parking spaces lost due to extension	5	Number of existing car parking spaces lost due to extension
26	Number of additional spaces proposed	2	Number of additional spaces proposed
81	Total Number of spaces proposed	7	Total Number of spaces proposed

Key

- Electrical Vehicle Parking
- Customer Spaces
- Car Prep - Car parking area
- Customer Access - Pedestrian crossing



Site Plan 1:200

NOTES

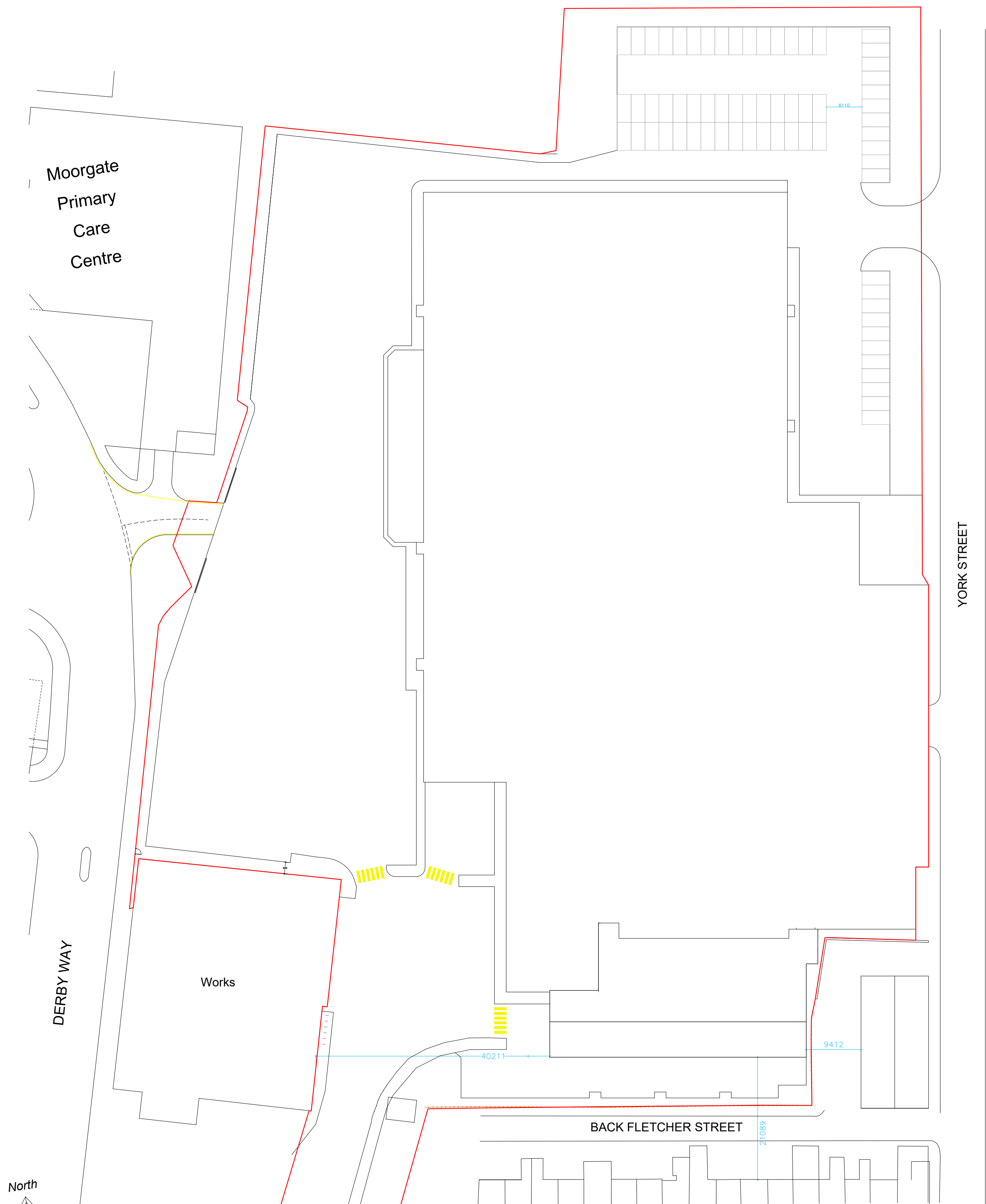
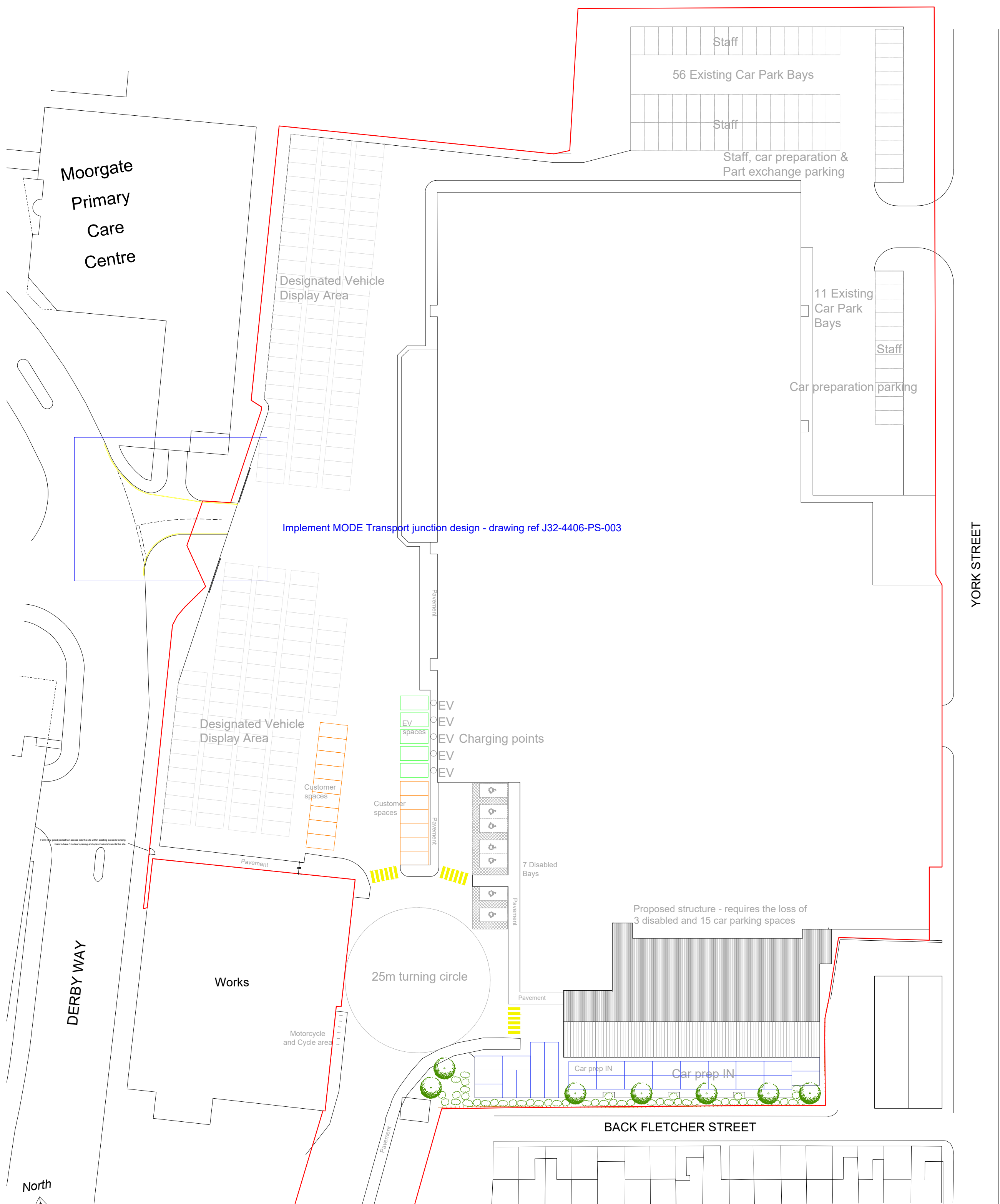
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- Exceed 500 person days

Drawing Title:		A1	SCALE	DATE	JOB NO	DRG NO
Proposed Parking - Swept path for car transporter deliveries			N/A	DEC 20	963	203H
Site Address:		11 Woodvale Crescent, Bingley West Yorkshire, BD16 4AJ Tel - 01274 317002 e.mail : michael@madp.co.uk web: madp.co.uk				
The Car Group, 55 Rochdale Road, Bury, BL9 0QZ						





Site Plan 1:500

Block Plan 1:500

Key	
	Electrical Vehicle Parking
	Customer Spaces
	Car Prep Area
	Customer Access Route

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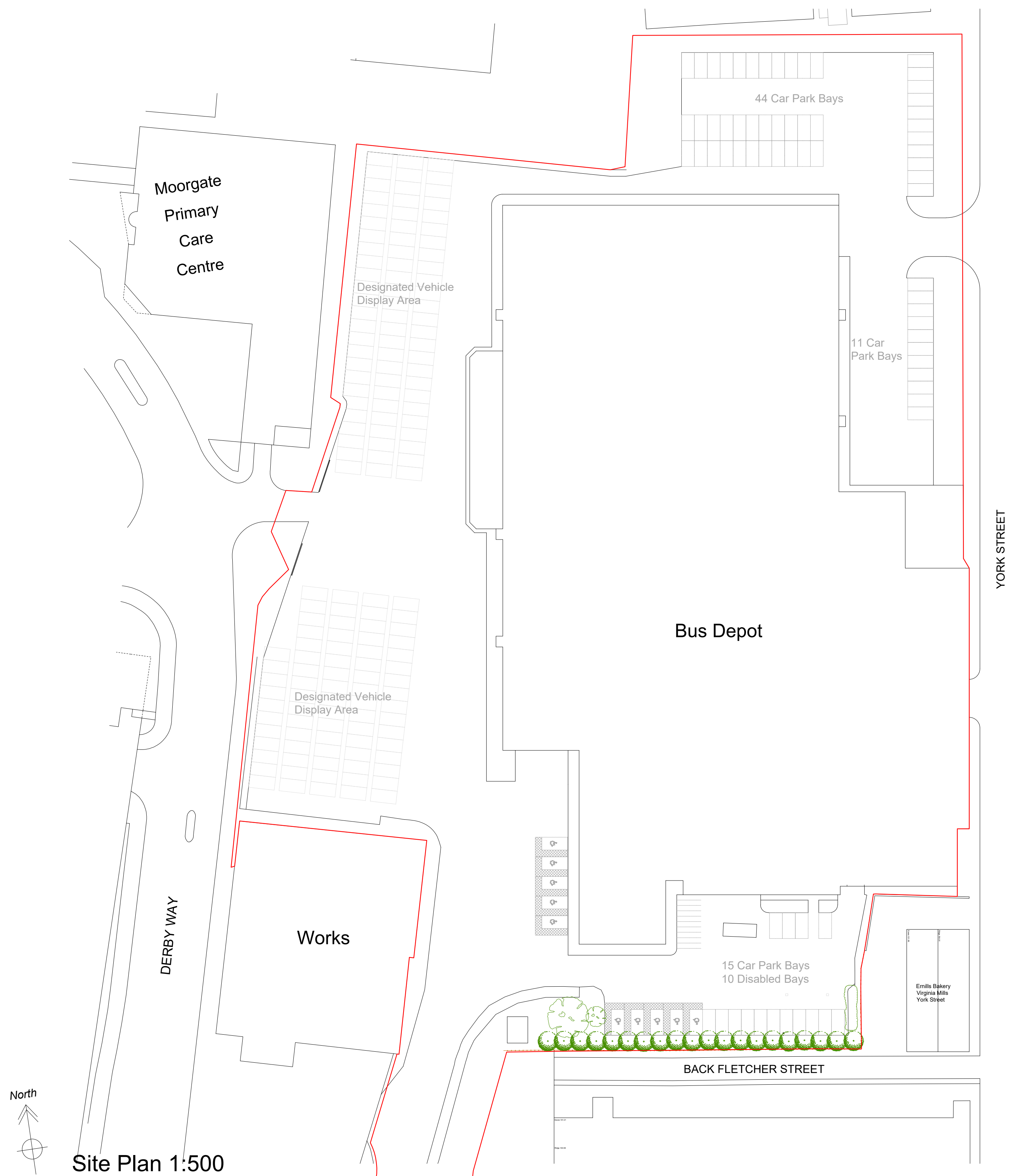
Domestic and commercial projects are notifiable to the HSE under CDM 2015 if the construction work on site is scheduled to:

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- b) Exceed 500 person days

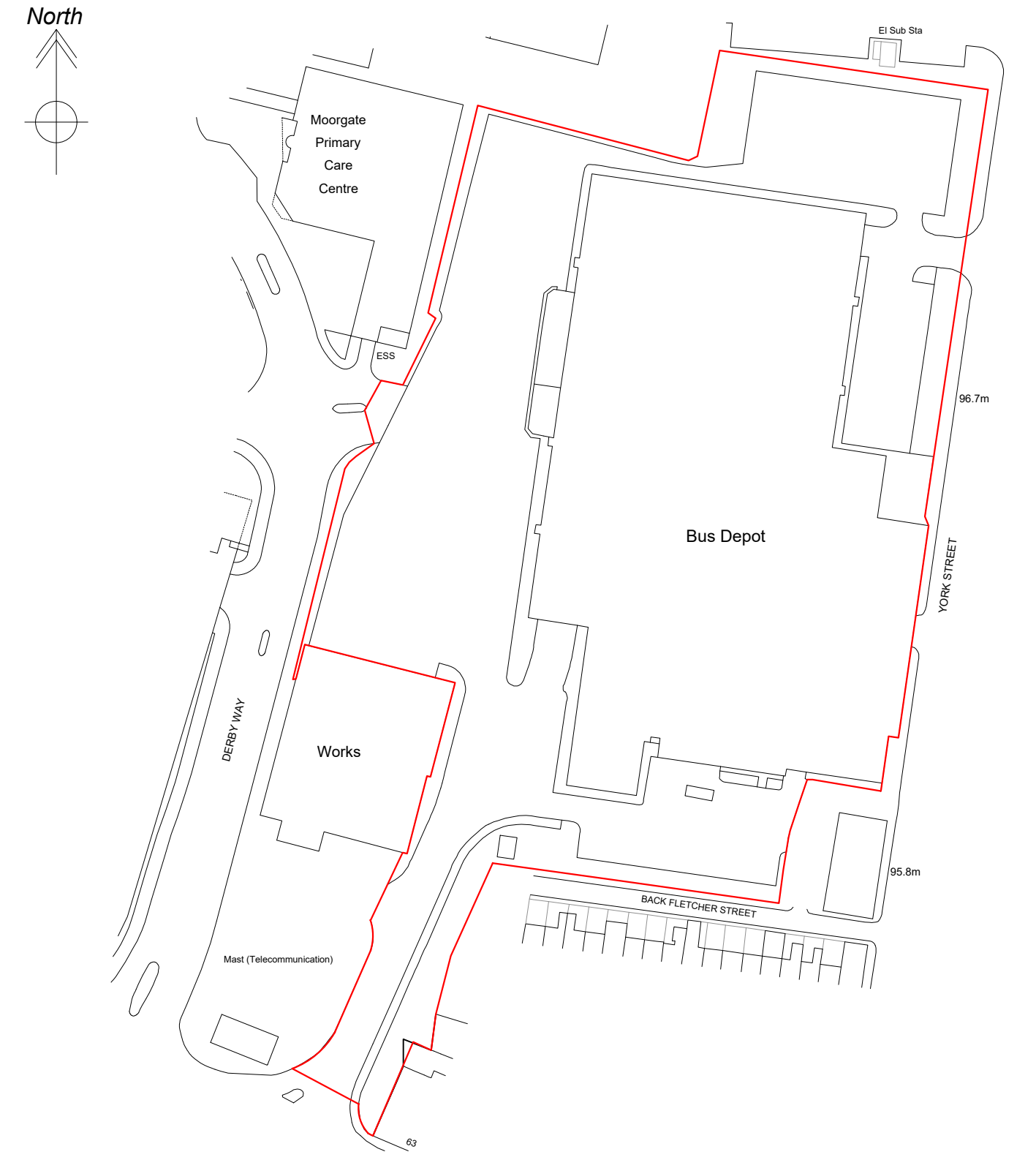
Drawing Title:	
Proposed Site Plan	
Site Address:	
The Car Group, 55 Rochdale Road, Bury, BL9 0QZ	
A1	SCALE N/a
DATE DEC 20	JOB NO 963
DRG NO 200M	
11 Woodvale Crescent, Bingley West Yorkshire, BD16 4AJ Tel : 01274 317002 e.mail : michael@madp.co.uk web: madp.co.uk	







Site Plan 1:500



Location Plan 1:1250

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Drawing Title:		A1	SCALE	DATE	JOB NO	DRG NO
Existing - Plans and Elevation			N/a	OCT 20	963	101C
Site Address:		11 Woodvale Crescent, Bingley West Yorkshire, BD16 4AJ Tel - 01274 317002 e.mail : michael@madp.co.uk web: madp.co.uk				
The Car Group, 55 Rochdale Road, Bury BL9 0QZ						



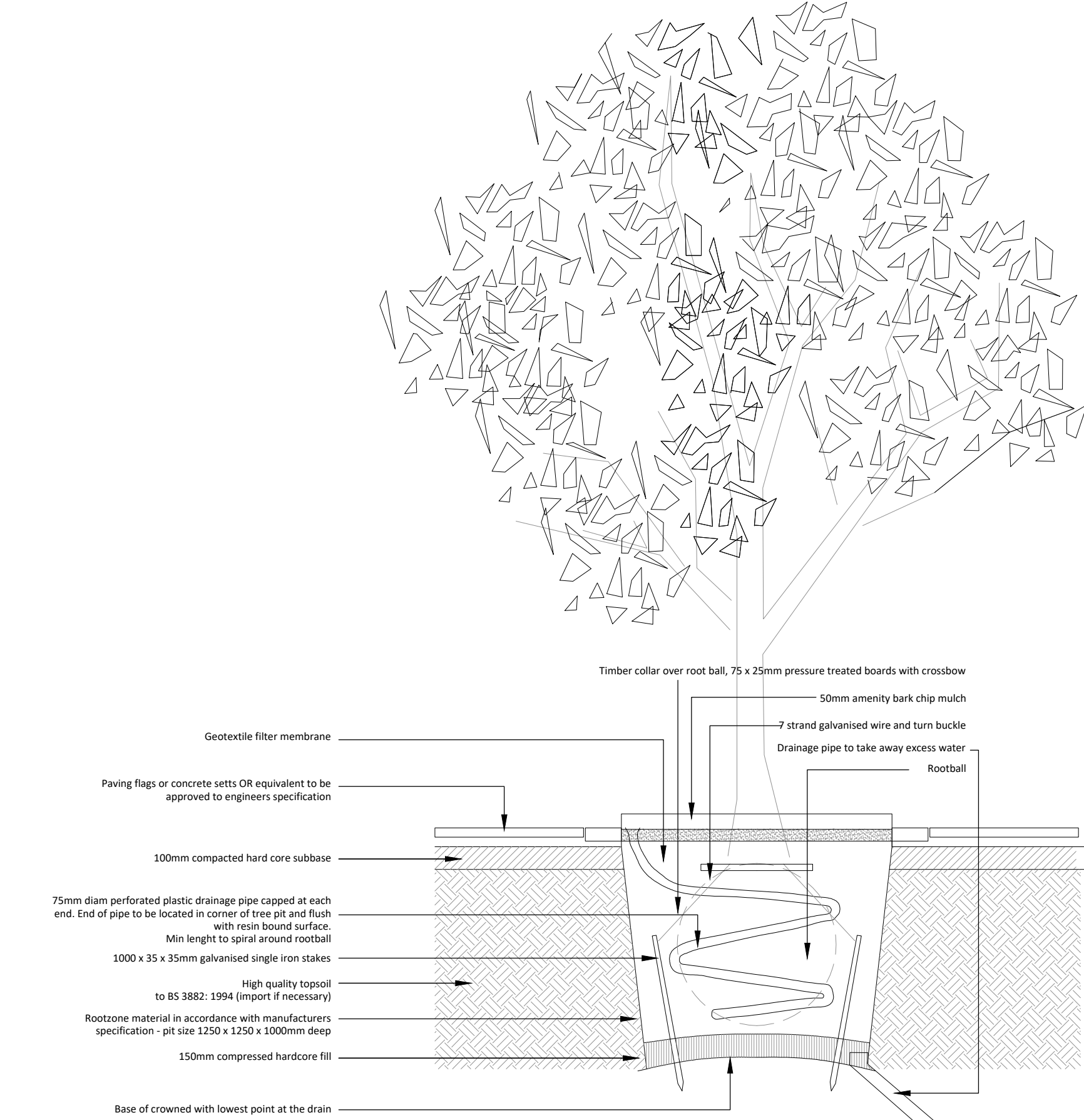


Planting Schedule									
Name	Abb	Height	Root	Container	Habit	Breaks		Density	Quantity
Shrub Mix A									
Cotoneaster horizontalis	Ch	30-40	C	3L	Bushy	3		5/m2	nr
Cytisus x praecox 'Allgold'	CxpA	30-40	C	3L	Bushy	5		5/m2	nr
Euonymus fortunei 'Emerald & Gold'	EFG	20-30D	C	3L	Bushy	7		5/m2	nr
Lavandula angustifolia 'Hidcote'	LaH	20-30	C	3L	Bushy	5		5/m2	nr
Juniper horizontalis 'Wiltonii'	JhW	30-40D	C	3L	Branched	/		5/m2	nr
Prunus laurocerasus 'Otto Luyken'	PIOL	40-60	C	3L	Bushy	5		6/m2	nr
Santolina chaenactydis	Sc	20-30	C	3L	Bushy	7		5/m2	nr
Viburnum davidii	Vd	20-30	C	3L	Bushy	3		5/m2	nr

Shrub Mix B									
Berberis julianae	Bj	30-40	C	3L	Bushy	3		4/m2	nr
Berberis thunbergii 'Rose Glow'	BtRG	30-40	C	3L	Branched	4		4/m2	nr
Escallonia 'Donard Star'	EDS	40-60	C	3L	Bushy	4		4/m2	nr
Hypericum hidcote	Hh	/	C	4L	Bush (budded)	Qual A		4/m2	nr
Mahonia aquifolium 'Apollo'	MaA	30-40	C	3L	Branched	6		4/m2	nr
Photinia x fraseri 'Red Robin'	PIRR								nr
Spiraea nipponica 'Snowmound'	SnS	30-40D	C	3L	Bushy	5		4/m2	nr

Shrub Mix C									
Amelanchier lamarckii	Aj	60-80	C	3L	Branched	3		3/m2	nr
Berberis darwinii	Bd	30-40	C	3L	Bushy	4		3/m2	nr
Cornus sanguinea	Cs	40-60	C	3L	Branched	4		3/m2	nr
Crateagus monogyna	Cm	60-80	C	3L	1+1 or 1/1	3		3/m2	nr
Pachysandra terminalis	Pt	15-20D	C	3L	Several shoots	9		5/m2	nr
Rosa canina	Rc	/	C	3L	Branched	5		3/m2	nr
Viburnum opulus	Vo	40-60	C	3L	Branched	4		3/m2	nr

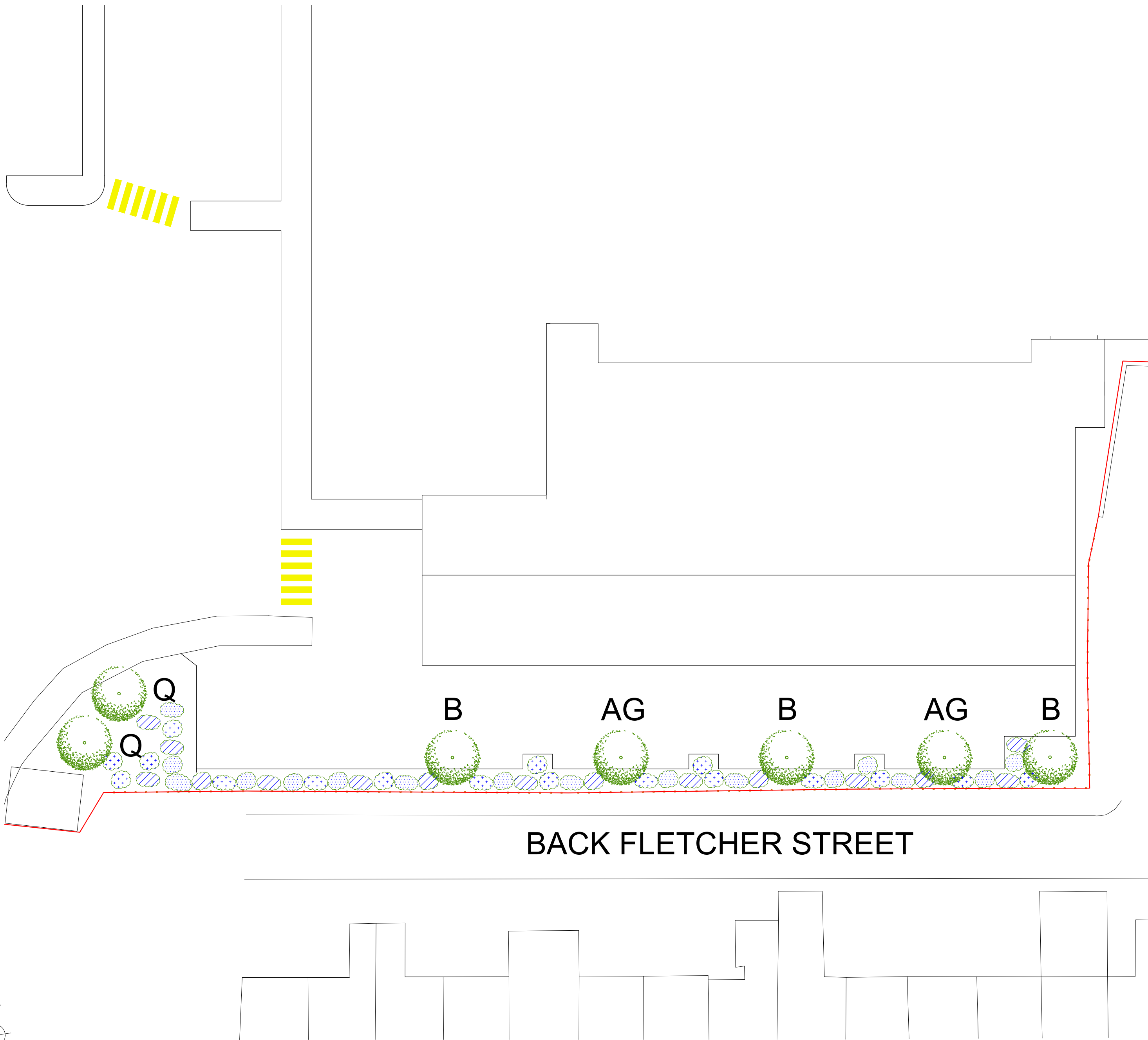
Name	Abb	Form	Age	Girth	Heigh (cm)	Clear stem	Root	Breaks	Density	Quantity
Trees										
Quercus (Oak Tree)	Q	Standard	2x	08 - 10	min 300	min 200	Rb	/	Item	nr
Betula (Birch)	B	Standard	2x	08 - 10	min 300	min 200	Rb	/	Item	nr
A. glutinosa (Alder)	Ag	Standard	2x	08 - 10	min 300	min 200	Rb	/	Item	nr



Tree Pit Section 1:30



Site Plan 1:200



LANDSCAPE SPECIFICATION

NOTE: All soft landscape works to be carried out in accordance with BS4428:1989.

TOPSOIL

To be supplied and spread by the main contractor to the approval of the Landscape contractor, in accordance with BS 3882:2007. To be a natural sandy loam, of medium texture, with a pH between 5.5 and 7.8, not more than slightly stony and free of pernicious weeds. Subsoil to be well broken up prior to top-soiling to relieve compaction. Topsoil depths should be: Areas for Ornamental Shrub Planting: minimum 450mm

Soil shall not be worked when wet/in wet weather

CULTIVATION

Weeds to be prevented from seeding or becoming established by applying a suitable herbicide and allowing the correct time to elapse, as directed by the manufacturer. Compacted soil to be broken up to a depth of 100mm, with any stones, grass tufts or rubbish larger than 50mm in any direction to be removed, leaving a regular and even surface. Suitable slow release fertiliser to be supplied and spread @ 50g/m2 to all planted areas.

SOIL AMELIORANT

Peat free compost to be spread over ornamental shrub beds @ minimum 50mm depth prior to cultivation.

TREES

All trees within shrub beds to be planted in separate pits in accordance with tree planting details. Trees to be backfilled with topsoil : tree planting compost 1:6 by volume. All plant material to comply with BS 3093 Part 1 :1992, be obtained from a nursery certified by the HTA and transported to site in accordance with the HTA Plant Handling Guide: 1996. All trees to be planted to the original root collar and all trees not secured with an underground guying system should be single staked at an angle of 45degrees to perpendicular, secured with tie and spacer at a height not exceeding 1/3 of the tree height.

SHRUB PLANTING

All shrubs to be positioned as shown on the drawing and to the density and specification listed in the plant schedule. Planting holes to be 150mm wider than the root spread, have the base ground thoroughly broken up before planting and backfilled with compost. MIXES: To be arranged in groups of 3, 5 & 7 with no two groups of the same species touching.

NURSERY STOCK




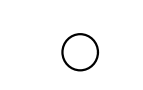



All plant material to comply with relevant part of BS3936. Container grown plants shall have been growing in containers for at least one growing season, shall not be pot bound or weedy and shall be thoroughly watered several hours before planting. Bare root plants shall be bagged upon lifting and only removed from the bag immediately before planting. All plant stock sizes to be as specified in the accompanying schedule of planting.

MULCH

75mm depth of 8-35mm ornamental bark mulch to be supplied and spread to all planting areas. Finished mulch level to be installed and maintained at 25mm below any adjacent kerbs or paving surfaces.

MAINTENANCE

The contractor shall be solely responsible for ensuring the continual healthy growth of the plants ( 12 months) and shall report to the employer any additional operations considered necessary to ensure the satisfactory maintenance and establishment of soft landscape areas. All planting areas to be maintained to a high standard for 12 months after practical completion, to ensure the landscape scheme is successful, and discourage decline of the area. The site is to be visited at minimum once per month. Any defects or plant losses occurring in the first 12 months to be replaced at the contractors expense. All planting beds to be re-firmed and kept weed free through hand weeding and application of approved herbicide where appropriate. The specified thickness of mulch is to be maintained. The condition of all trees is to be regularly checked, with ties and stakes adjusted or replaced as necessary. Shrubs to be pruned at appropriate times of year to promote healthy growth and desirable ornamental features. All arisings to be removed.

-  Proposed Tree  
Refer to schedule for species and specification
-  Existing Tree Removed
-  Existing Tree Retained & protected during construction
-  Proposed specimen shrubs
-  Proposed ornamental shrub mix A
-  Proposed ornamental shrub mix B
-  Proposed ornamental shrub mix C

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b) Exceed 500 person days

Drawing Title:

Proposed Parking

Site Address:

The Car Group,  
55 Rochdale Road,  
Bury,  
BL9 0QZ

A1

SCALE

N/a

DATE

DEC 20

JOB NO

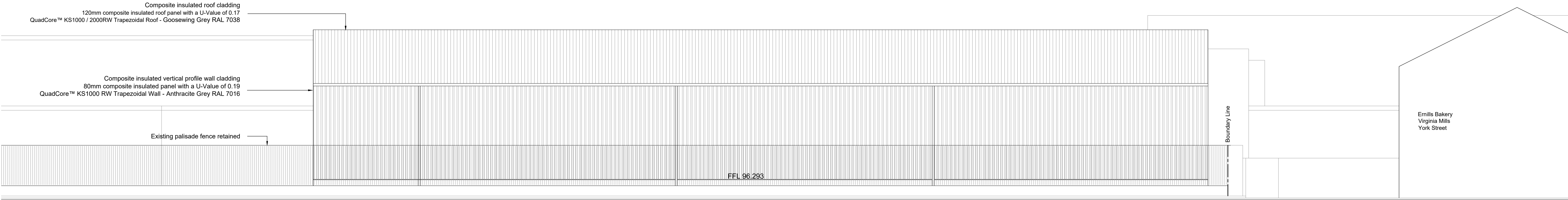
963

ORG NO

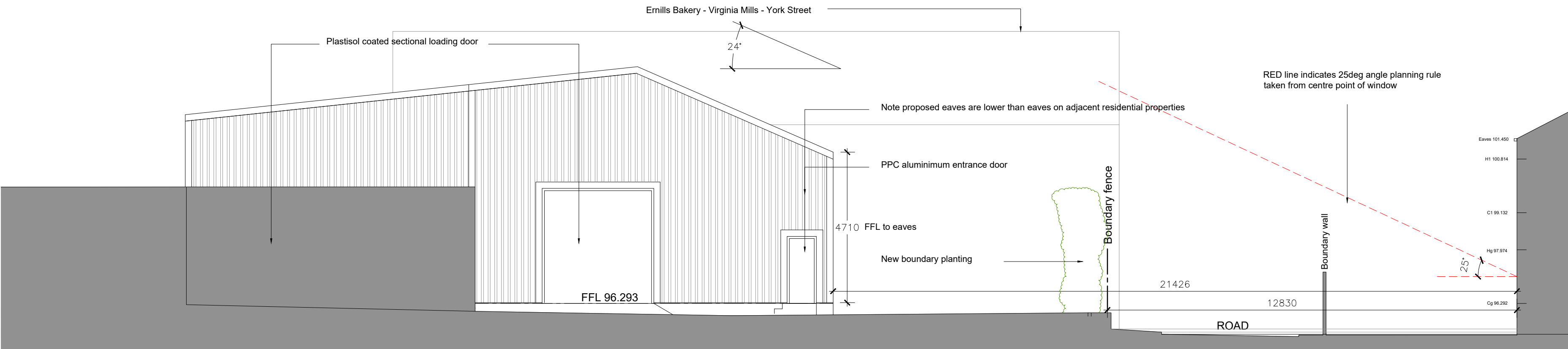
205A

11 Woodvale Crescent, Bingley  
West Yorkshire, BD16 4AJ  
Tel : 01274 317002  
e.mail : michael@madp.co.uk  
web: madp.co.uk

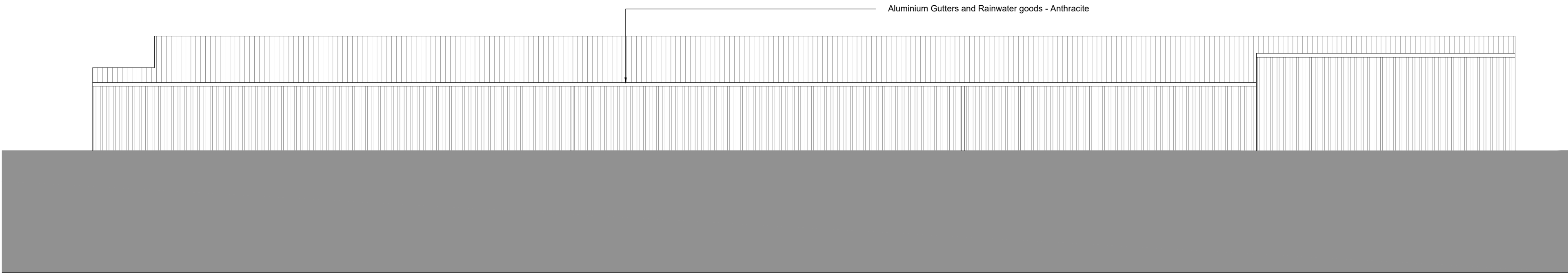




South Elevation 1:100



West Elevation 1:100



North Elevation 1:100

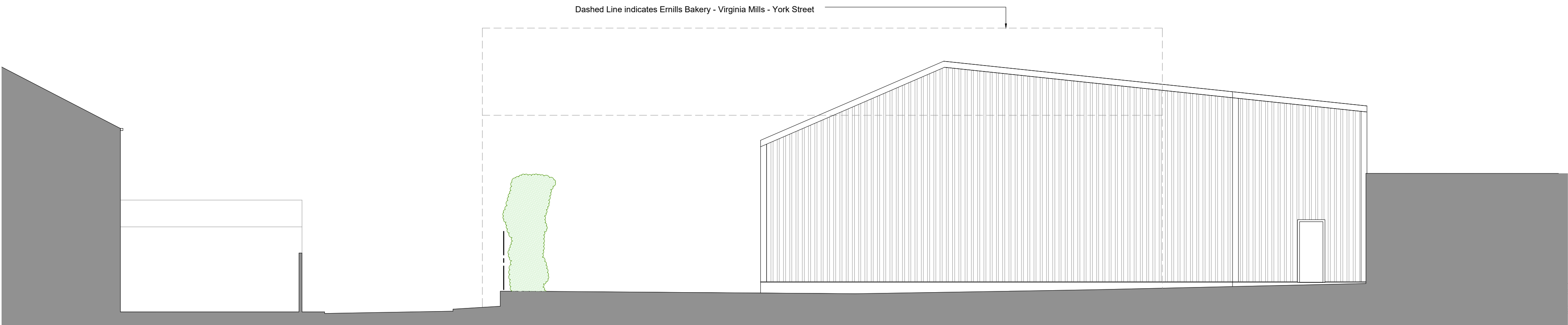
MATERIALS

WALLS:-  
Composite insulated vertical  
profile wall cladding, Anthracite  
Grey RAL 7016

ROOF:-  
Composite insulated roof  
cladding, Goosewing Grey RAL  
7016

RWG'S:-  
Aluminium

DOORS :-  
Access Doors - PPC aluminium  
access door  
Loading bay door - Plastisol  
coated sectional loading doors



East Elevation 1:100

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Drawing Title:

Proposed - Elevations

Site Address:

The Car People,  
55 Rochdale Road,  
Bury,  
BL9 0QZ

A1

SCALE

1:100

DATE

DEC 20

JOB NO

963

DRG NO

202K

11 Woodvale Crescent, Bingley  
West Yorkshire, BD16 4AJ  
Tel - 01274 317002  
e.mail - michael@madp.co.uk  
web: madp.co.uk

