

Title	Planning Applications
To:	Planning Control Committee
On:	25 May 2021
By:	Development Manager
Status:	For Publication

Executive Summary

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

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

This report has the following implications

Township Forum/ Ward: Identified in each case.

Policy: Identified in each case.

Resources: Not generally applicable.

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

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

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

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

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

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

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

Development Manager

Background Documents

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

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

01	Township Forum - Ward: Bury East - Redvales	App No. 65937
	Location: River Roch, adj Giggs Mill Bridge, off Redmere Drive, Bury, BL9 9GB	
	Proposal: Provision of a new bridge over the River Roch to allow the crossing of equestrian, pedestrian, cycle and light vehicular traffic (max. gross weight 3 tonnes) and a associated path to and from the bridge	
	Recommendation: Approve with Conditions	Site Visit: N
02	Township Forum - Ward: Ramsbottom + Tottington - Tottington	App No. 66423
	Location: 11 Brookthorpe Road, Bury, BL8 3AB	
	Proposal: Two/single storey rear extensions; Alterations to roof and windows	
	Recommendation: Approve with Conditions	Site Visit: N
03	Township Forum - Ward: Bury West - Elton	App No. 66389
	Location: Former site of Andrew Textile Industries Ltd, Walshaw Road, Bury, BL8 1LF	
	Proposal: Application for reserved matters approval (appearance, landscaping, layout and scale) for the erection of 97 dwellings and associated works including the demolition of existing buildings, the layout out of roads, parking, footways and landscaping	
	Recommendation: Minded to Approve	Site Visit: N

Ward: Bury East - Redvales

Item 01

Applicant: Bury MBC

Location: River Roch, adj Giggs Mill Bridge, off Redmere Drive, Bury, BL9 9GB

Proposal: Provision of a new bridge over the River Roch to allow the crossing of equestrian, pedestrian, cycle and light vehicular traffic (max. gross weight 3 tonnes) and a associated path to and from the bridge

Application Ref: 65937/Full

Target Date: 08/03/2021

Recommendation: Approve with Conditions

Description

The proposal is for a replacement bridge to be constructed over the River Roch east of Redmere Drive to provide for pedestrian, bridleway and cycle access and occasional access for limited access vehicular traffic. The bridge would link the Roch Valley Greenway either side of the river which has been severed since the existing privately owned bridge was closed to all traffic in April 2019 (closed to vehicular traffic in September 2010) as it was deemed to be inadequate following independent assessments.

Prior to closure, the existing bridge had been used by pedestrians, horses and cyclists and also provided a secondary access to Water Farm and anglers using the ponds to the east of the river.

The proposed bridge would be located approximately 35m to the north of the existing, along the same axis and with realigned access points to existing highways via ramps. The proposal would comprise the following:

- A single span steel truss bridge of 41.58m length and designed to carry 3 tonnes maximum gross weight (the bracing structure to be finished in moss green and the parapet and infills finished in light blue). The surface would be finished in a skid-resistant flexible resin screed topped with aggregate (in accordance with equestrian/cycle use design standards);
- Piled concrete abutments at each bank;
- Rebuild of existing stone masonry walls in matching stone and new concrete retaining/training walls faced in natural stone or of natural stone construction;
- New ramps onto the bridge at both ends (extended from existing routes);
- Temporary site compound and working area.

The proposed development would necessitate the felling of mature sycamore, scrub and tall ruderal habitat on the east side of the river and the temporary loss of around 1200 square metres of semi-mature plantation and bird nesting habitat (for the main site compound).

It is intended that the bridge would be utilised by pedestrians, cyclists and horse riders and for light and occasional use for vehicles accessing a limited number of sites on the east side of the river. Access to the bridge from Redmere Drive for recreational users would be via the Roch Valley Greenway route. In relation to vehicles, this would be dependent on what private rights are relevant.

The existing bridge is not within the control of the applicant (Bury Council) and the proposal

does not therefore include its removal.

Relevant Planning History

No relevant history

Publicity

The proposal has been advertised by site notice and direct neighbour notification. 16 representations have been received comprising 7 objections, 7 in support and 2 neutral.

Objections

Amenity

Impact on residential amenity of vehicular traffic using the proposed bridge. Car traffic has never used the existing bridge and it does not appear to be necessary or justified;

Any extra traffic flow on Redmere Drive will have a deep impact on homes and lives, due to air pollution and litter build up;

Detrimental impacts on recreational aspects which make the area popular with families. that the old bridge is going to be dismantled rather than left to rot.

Access and highway safety

The bridge should not be allowed to be used by vehicles as the area will become a rat run through an already busy estate for people wanting to reach facilities at Pilsworth. The bollards at the Pilsworth end have been removed and vehicular traffic often uses the bridleway on the east bank;

The approach road to the proposed ramp to the bridge from Redmere Drive is inadequate to cope with any increase in motor vehicle traffic. It presently service 5 parking spaces and a bin store. Increased usage by motor vehicles will present a danger to the safety of residents and other users;

There is not enough space at the bottom off Gigg Lane and Redmere Drive with the cars that are parked on the Corner of Redmere Drive;

The application states that it is for "...occasional access for vehicular traffic" but there is no detail about why such access is required or suggested. It was not previously allowed or required at the existing bridge. There is no indication what is considered to be occasional;

There is no detail about how access for motor vehicles will be controlled or monitored. With a limit of 3 tonnes weight allowed on the bridge, who in this time of stretched resources will police access?

No evidence presented to demonstrate that the surface is suitable for horses, cyclists or pedestrians;

Signage should be provided for the minority of inconsiderable cyclists to give way to pedestrians and litter bins, street lighting and CCTV should be provided;

Although not experts, we struggle to see how there would be sufficient space for a cyclist or horse to safely use the bridge at the same time as a motor vehicle.

Ecology

It will be detrimental to the ecology of the area especially for the wildlife;

The application relies upon an Ecological Survey which appears to have been based upon the assumption that the proposed bridge was to be purely a "footbridge", (see page 5 of the Survey report). If that is correct, then the application is flawed.

Policy issues

Allowing vehicles to use the proposed bridge would be contrary to NPPF:

- Paragraph 127 of the NPPF as this would not add to the overall quality of the area, be

visually attractive in the context, create a safe, inclusive and accessible place and increase anti-social behaviour and crime;

- Sections 8 (Promoting healthy and safe communities), 9 (Promoting sustainable transport) and 11 (Making effective use of land);

The proposal would be contrary to Bury UDP policies EN1/1, EN 1/7, EN 6/4, EN 7/3, HT 6/3/3, OL 5/2 and RT 3/3;

Other matters

The current bridge should be restored to be safe to be used for pedestrians, cyclists and equestrian and surely this would be more cost effective for Bury Council;

We note the absence of any evidence that there has been consideration of the viability of restoring the existing bridge to a safe and usable state;

There appears to be no information about what is to be done about the existing bridge subsequently. Is it to be demolished or simply left as a rotting eyesore?

There does not appear to have been any assessment of the impact on the area, including the access road from Redmere Drive of any increase in motorised traffic;

The proposal would be contrary to the Sustrans design principles;

The design process leading to the submission of the application may have been contrary to the Council's own Statement of Community Involvement.

Reducing the value of properties;

Support

The proposal would improve off-road riding for horse riders. Since the existing bridge closed, cutting off a bridleway route it has become increasingly dangerous to ride on roads;

The surfacing of the proposed development for use by horses is important as the rest of the bridleway from Pilsworth to the bridge is not suitable;

It is considered that cycling use for bridleways is appropriate as long as the surface of the bridleway is not made unsuitable for horse riders;

The new bridge plans and the access for recreational users would be beneficial. However, it would be appropriate that when the new bridge is opened the temporary access to the nearby fisheries from Roach Bank Road down bridleway BUR 67 is closed and returned to its former use by pedestrians, horses and cyclists only.

Statutory/Non-Statutory Consultations

Traffic Section: No objection, subject to conditions requiring agreement and implementation of a scheme of measures to prevent vehicular traffic using the Roch Valley Greenway and a Construction Traffic Management Plan (CTMP). This would be to prevent the potential for vehicular rat-running to Pilsworth.

Public Rights of Way Officer: No objection. The application is fully supported as it provides the only realistic option for re-opening a much need bridleway (Number 67 Bury) between Gigg Lane and Pilsworth.

Greater Manchester Ecology Unit: No objection, subject to conditions requiring submission and agreement of a restoration plan, a Construction Environmental Management Plan (Biodiversity) and an 'invasive non-native species protocol'.

Environment Agency: No objection, subject to conditions requiring the reinstatement of the riparian corridor and agreement of a method statement for removing or the long-term management/control of invasive non-native species. The EA also recommend that the existing bridge crossing is removed from the river channel, as this provides an opportunity for enhancing the River Roch waterbody.

Borough Engineer - Drainage Section: No comments received.

Environmental Health - Contaminated Land: No objection, subject to conditions relating to imported soil or soil forming materials and the treatment of unforeseen contamination.

United Utilities (Water and waste): No objection, subject to a condition relating to the treatment of surface water.

Pre-start Conditions

Applicant/Agent has agreed with pre-start conditions

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/7	Throughroutes and Gateways
EN5/1	New Development and Flood Risk
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/3	Water Pollution
OL5/2	Development in River Valleys
RT3/3	Access to the Countryside
RT3/4	Recreational Routes
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
HT6/3	Cycle Routes

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.

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The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

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

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

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

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

ANALYSIS

Principle of the development

The proposal is for a replacement bridge spanning the River Roch to provide an alternative recreational access to (re)link the Roch Valley Greenway on the east and west banks. Bury UDP policies HT6/1 and HT6/3 seek to provide direct and convenient routes for pedestrians and cyclists and specifically within the Roch Valley. Given that there was a link that became severed due to the unsuitability of the existing bridge structure, a replacement link that would reconnect the bridleway between Gigg Lane and Pilsworth is acceptable in principle. Thereafter, the assessment relates to the following matters.

Visual amenity

Policy EN1/1 states that development will not be permitted where proposals have a detrimental effect on the visual amenity both within, or viewed from the river valleys. Policy EN1/7 reinforces, requiring a high standard of design in relation to waterways, and specifically in relation to the River Roch.

It is noted that none of the representations raise concerns about the appearance of the proposed bridge and flanking ramps, but refer to the appearance of vehicles using the bridge. The proposed bridge structure would be of a robust single span steel truss finished in natural recessive colours and the existing masonry and new retaining walls would be in complementary stone, relatively. The site compound (for the construction materials/plant and welfare facilities) would be a temporary feature, are necessary in relation to all construction projects and the site would be remediated after the completion of the proposed development.

The proposed bridge would be of a type found at other locations and is considered to be of an appropriately high quality design and quality in the context and would be enhanced by soft landscaping. Vehicles potentially passing over the bridge are temporary and are not a part of the development being considered. Given the above, it is considered that the proposed development would not harm the visual amenity or the character and appearance of the river valley.

Access and highway safety

The objections largely relate to the potential use of the bridge by vehicles and in particular to gain access between Gigg and Pilsworth, resulting in conflict between pedestrians, cyclists and other legitimate users of the bridleway and highway safety issues. Equestrian users raise concerns about the suitability of the surfacing for the passage of horses.

The existing bridge was suitable for the passage of vehicles until surveys deemed it unfit for such in 2010. It gave access to the fishery and Water Farm and it was utilised for such. Presently, vehicles can access the fishery from Roach Bank Road along the bridleway (No. 67 Bury). However, it is intended to reintroduce bollards at the Roach Bank Road access (retaining access for maintenance vehicles) and there would not therefore be the potential for 'rat-running', only secondary access to the farm and fishery, and traffic would therefore be light and the inclusion of vehicle holding areas at each ramp would ensure that vehicle conflict with other users on the bridge span could be avoided.

Objections also refer to conflict with the parking and bin storage at the flats on the west side of the bridge. However, as noted, until 2010, vehicles could pass over the bridge from Redmere Drive. This was via the footway crossing at the north side of the flats to access the farm and fishery (and the flats and car parking arrangements were the same as the present). However, vehicles would enter the bridge via the Roch Valley Greenway at the immediate north of the access to the flats, and therefore any conflict would be avoided.

Objections refer to the Sustrans design principles, but these are not determinative to the assessment. The proposed surfacing of the ramps and bridge would be suitable for both cycle and equestrian use.

The Highway Officer nor the Public Rights of Way Officer object to the proposal, but this is on the basis that the ability to rat-run between Gigg and Pilsworth is prevented by the reintroduction of bollards along the bridleway on the east side of the river. This could be secured by condition.

Given the history of the river crossing and the satisfaction of the Highway Officer, it is not considered that the objections can be supported. The proposed development would re-introduce an acknowledged important recreational link for pedestrians, cyclists and horse riders, whilst allowing for private access to a limited number of sites on the east bank of the river.

Amenity

Objections refer to impacts on neighbouring residential amenity and the amenity of recreational users of the bridleway due to the use of the bridge by vehicular traffic. As stated, historically, the existing bridge was utilised by the limited level of vehicular traffic gaining access to the fishery and farm, which was prevented from 2010 due to its structural condition. The proposed new bridge would enable vehicular access to the same limited sites and such traffic would be light.

It is not therefore considered that there would be any unacceptable impacts on amenity.

Ecology/Biodiversity

Objections refer to potential impacts upon ecology and wildlife and that the supporting Ecology Survey did not consider use by vehicles.

The Greater Manchester Ecology Unit and the Environment Agency acknowledge that the supporting Ecological Survey and Assessment found that the site has some ecological value and potential to support protected species. On the understanding that the bridge has

been designed to enable the passage of vehicles, they have advised that the proposal is acceptable, subject to conditions to protect ecological interests, reinstatement of the riparian corridor (the river valley) and to manage invasive species that have been found at the site.

Ground conditions

Due to the industrial history of the site and surrounding land it would be appropriate to attach conditions relating to imported soil or soil forming materials and the treatment of unforeseen contamination.

Other matters

The applicant does not own the existing bridge and could not facilitate either its removal or renovation. However, the proposed bridge would deliver a better quality river crossing, suitable for all recreational users.

Perceived impact on property values are not a material planning consideration.

CONCLUSION

The proposed development would reconnect an important recreational route that has been severed for a number of years. It would provide an improved crossing for all recreational users and would allow for vehicular passage in a safe manner to a limited number of sites to the east of the river, whilst installing measures to prevent 'rat-running'. The development has been assessed as not having any unacceptable impacts upon visual amenity or the general amenity of neighbours and recreational users, highway safety and ecology. Nor would it be at risk of flooding or increase the risk of flooding elsewhere.

Given the above, the proposal would be compliant with the above stated UDP policies and the NPPF. Therefore, in accordance with the Section 38(6) of the Planning and Compulsory Purchase Act, the proposal merits approval.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings B0474/20/01P, B474/20/02P and 660-021-010 P3 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. The external finishing materials for the proposal hereby approved shall be as detailed within the approved application particulars.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/1 and OL5/2 of the Bury Unitary Development Plan.
4. No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.
- a) Risk assessment of potentially damaging construction activities.
 - b) Identification of "biodiversity protection zones".
 - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).
 - d) The location and timing of sensitive works to avoid harm to biodiversity features.
 - e) The times during construction when specialist ecologists need to be present on site to oversee works.
 - f) Responsible persons and lines of communication.
 - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
 - h) Use of protective fences, exclusion barriers and warning signs.
- The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.
Reason. To ensure a safe and satisfactory development of the site in relation to the protection of the River Roch from any pollutants and construction disturbance which may cause risk, pursuant to chapter 15 - Conserving and enhancing the natural environment of the National Planning Policy Framework.
5. Prior to the commencement of development a scheme for the provision and positive reinstatement of the riparian corridor alongside the River Roch waterbody and key ecological corridor shall be submitted to, and approved in writing by, the local planning authority. Thereafter, the development shall be carried out in accordance with the approved scheme. The scheme shall include:
- 1) details of riparian corridor landscape reinstatement plan including planting schedule; with ground-flora, shrub and tree species predominantly based on native species.
 - 2) details demonstrating how the river and fishery will be protected during new bridge construction.
 - 3) details of any proposed new fencing and lighting.
- Reason. To avoid damage to and to enhance the nature conservation value of the site pursuant to chapter 15 - Conserving and enhancing the natural environment of the National Planning Policy Framework.
6. Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed and Himalayan Balsam on site. The measures shall be carried out strictly in accordance with the approved scheme.
Reason. To avoid damage to the nature conservation value of the site pursuant to chapter 15 - Conserving and enhancing the natural environment of the National

Planning Policy Framework.

7. Any soil or soil forming materials brought to site for use in soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;
The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc) submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
8. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
9. The development hereby approved shall not be brought into use unless and until a scheme of measures to prevent vehicular traffic using the Roch Valley Greenway to travel between Redmere Drive, Gigg and Roch Bank Road, Pilsworth via the bridge hereby approved, has been submitted to and agreed in writing with the Local Planning Authority. The agreed scheme shall thereafter be implemented to an agreed implementation programme.
Reason. In the interests of highway safety and to prevent the route being utilised by general vehicular traffic to connect Gigg and Pilsworth, pursuant to policies HT6/1 and HT6/2 of the Bury UDP.
10. 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:
 1. Measures to either retain the route of Bridleway No. 67, Bury, on both approaches to the site and protect users during the construction period or proposals to temporarily close the route;
 2. The access route for construction traffic from the highway network and any temporary traffic management measures that may be required to facilitate access to the site from Gigg Lane/Grasmere Drive/Redmere Drive;
 3. Hours of operation and number of vehicle movements;
 4. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site (or on land within the applicant's control);
 5. Parking on site (or on land within the applicant's control) of operatives' and construction vehicles together with storage on site of construction materials;
 6. Measures to ensure that all mud and other loose materials are not carried on

the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

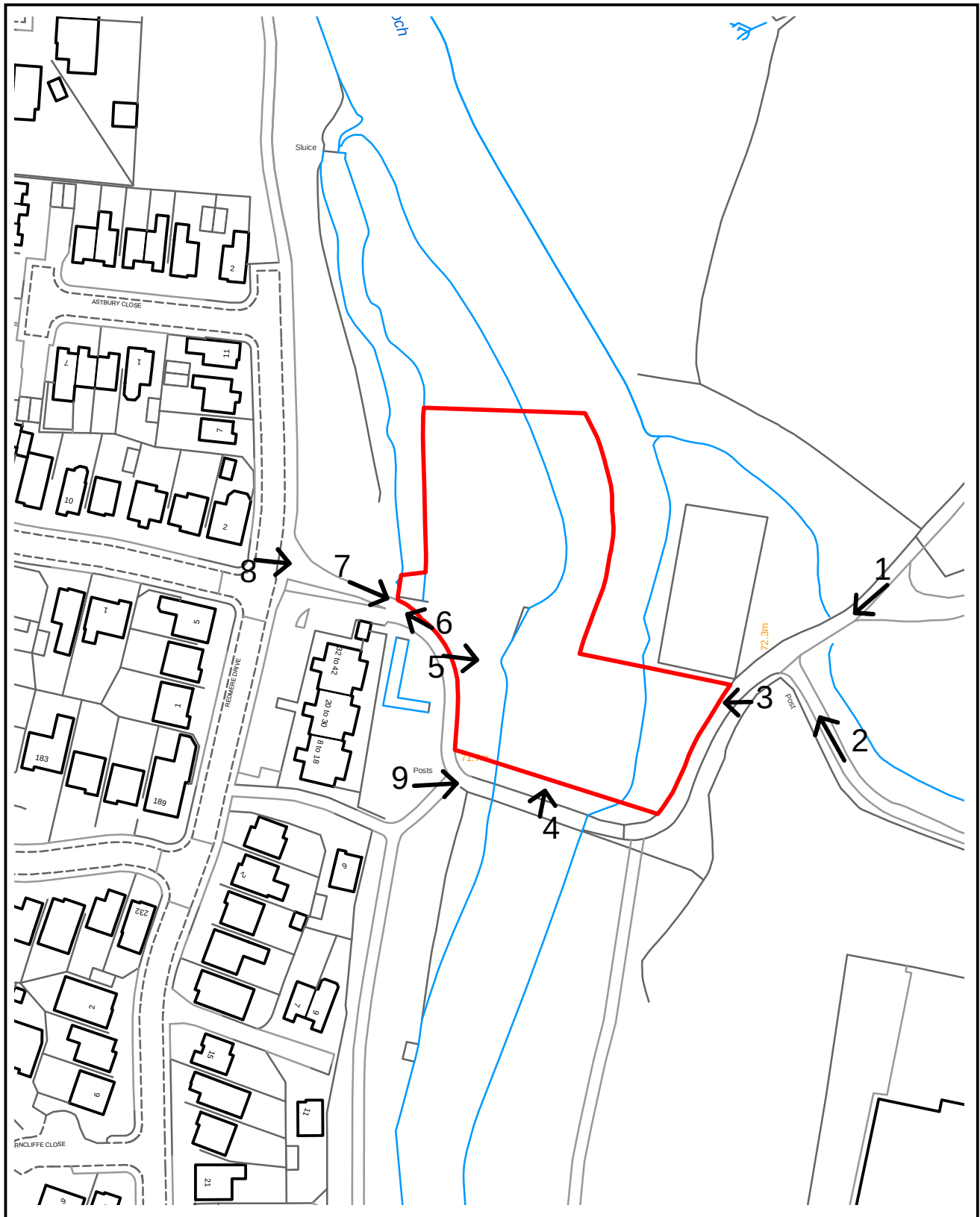
Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off-street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety, pursuant to Policy HT6/1 of the Bury Unitary Development Plan.

11. The bridge hereby approved shall have a minimum soffit height of 72.71 metres above ordnance datum.

Reason. To ensure that the development is not at risk of flooding or increase the risk of flooding elsewhere, pursuant to Section 14 - Meeting the challenge of climate change, flooding and coastal change of the National Planning Policy Framework.

For further information on the application please contact **Dean Clapworthy** on **0161 253 5396**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 65937

ADDRESS: River Roch, adj Giggs Mill Bridge,
off Redmere Drive, Bury

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

65937

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6

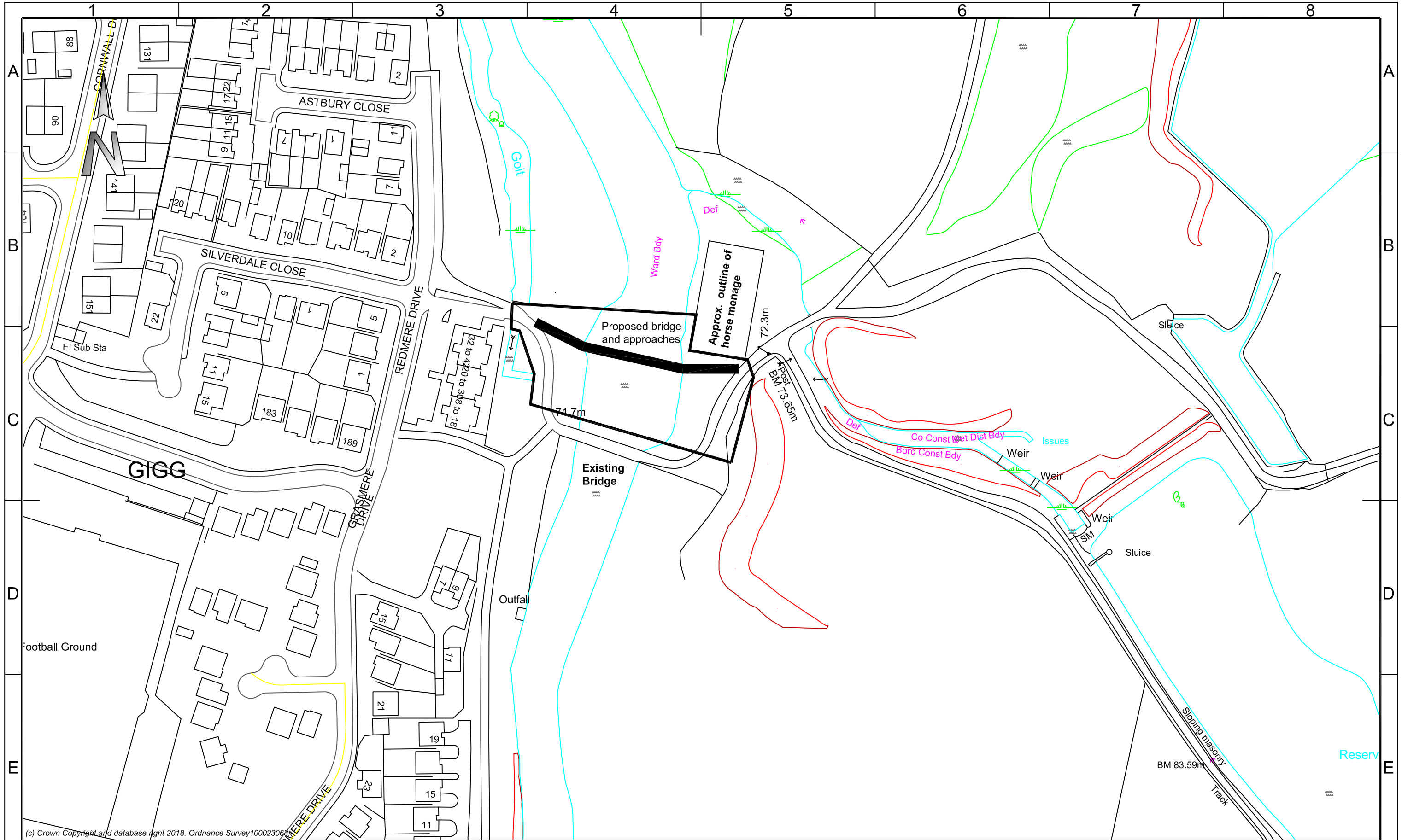


Photo 7



Photo 8





PHOTOGRAPHIC COPY LIABLE TO DISTORTION IN SCALE

Department of Operations

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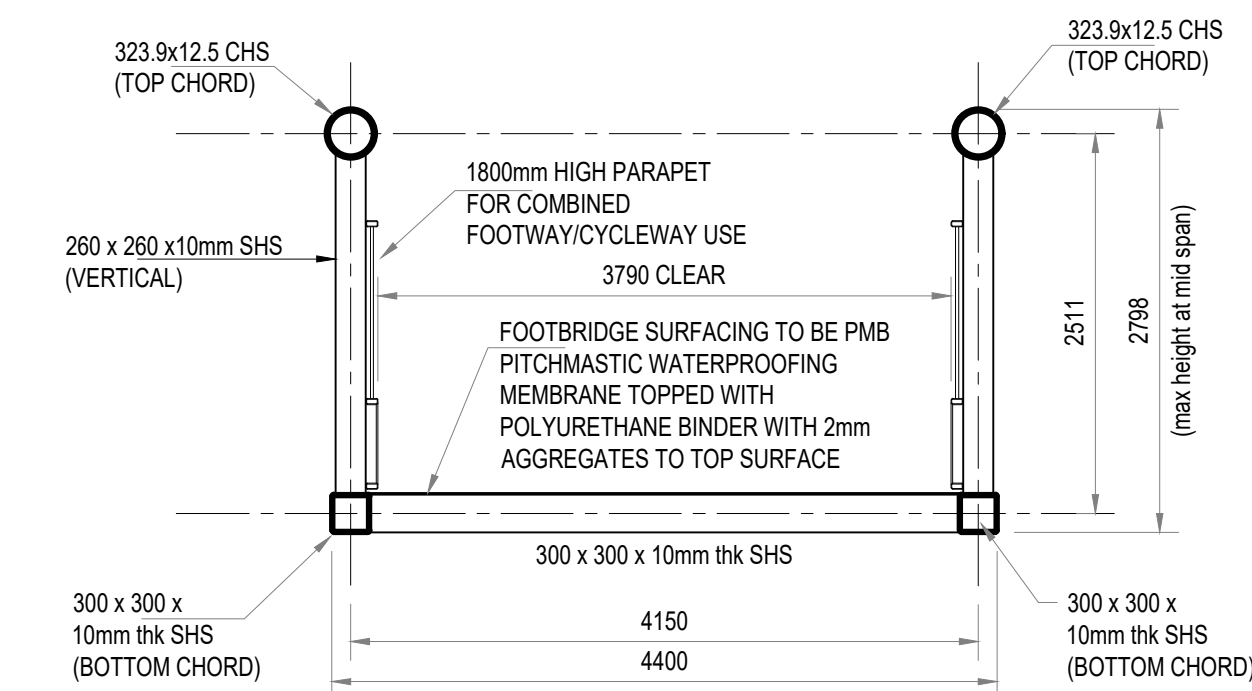
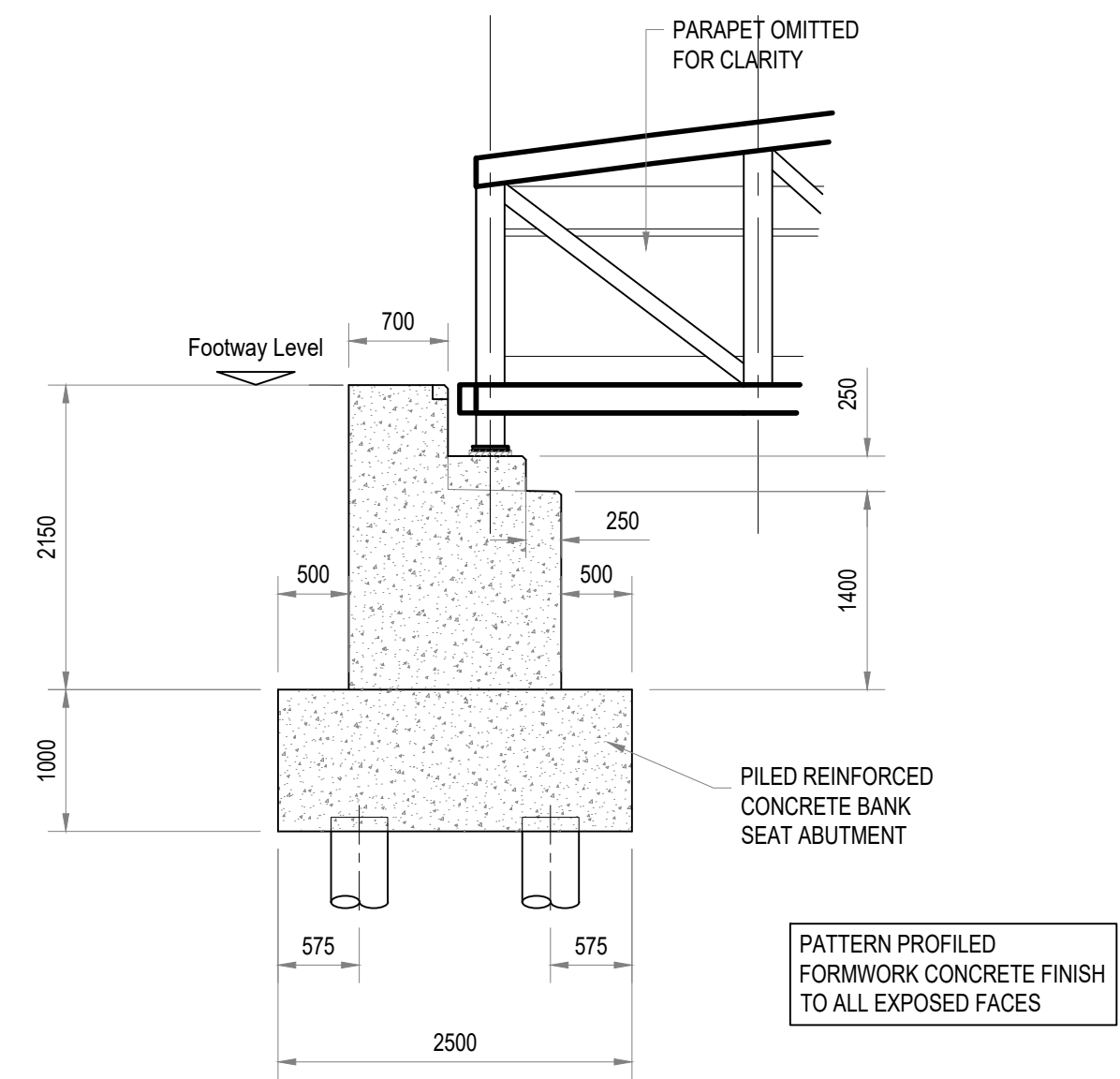
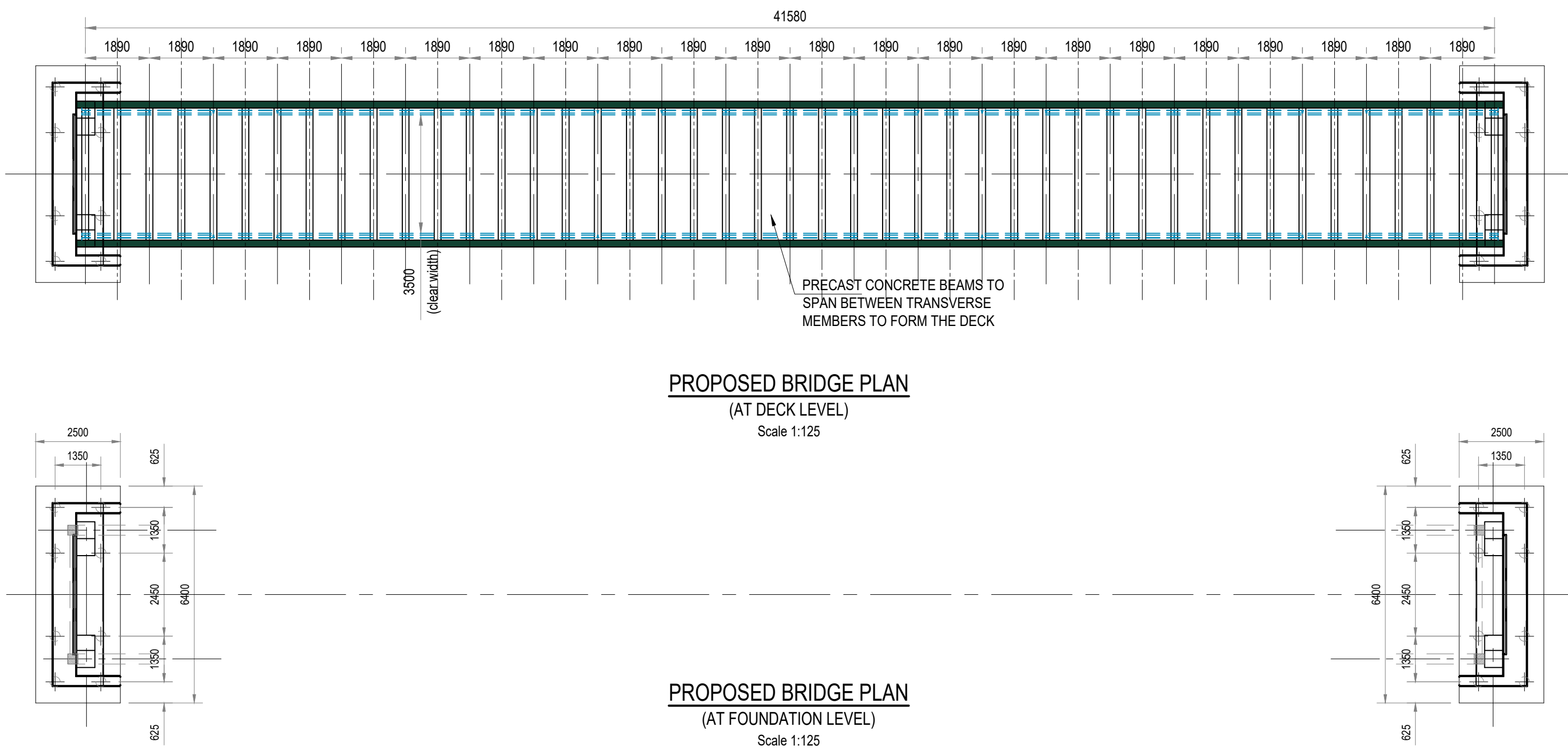
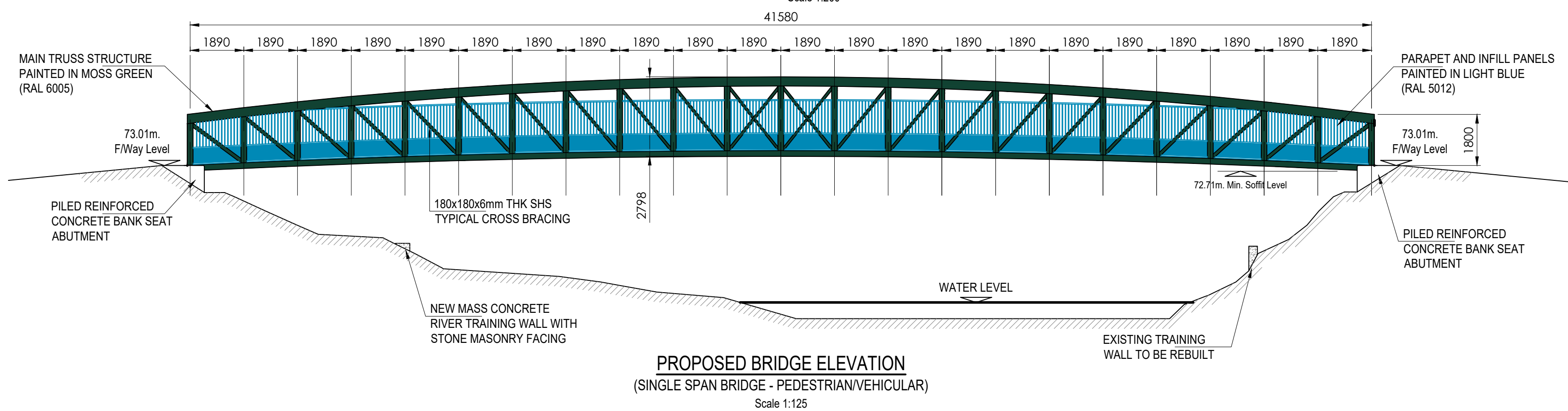
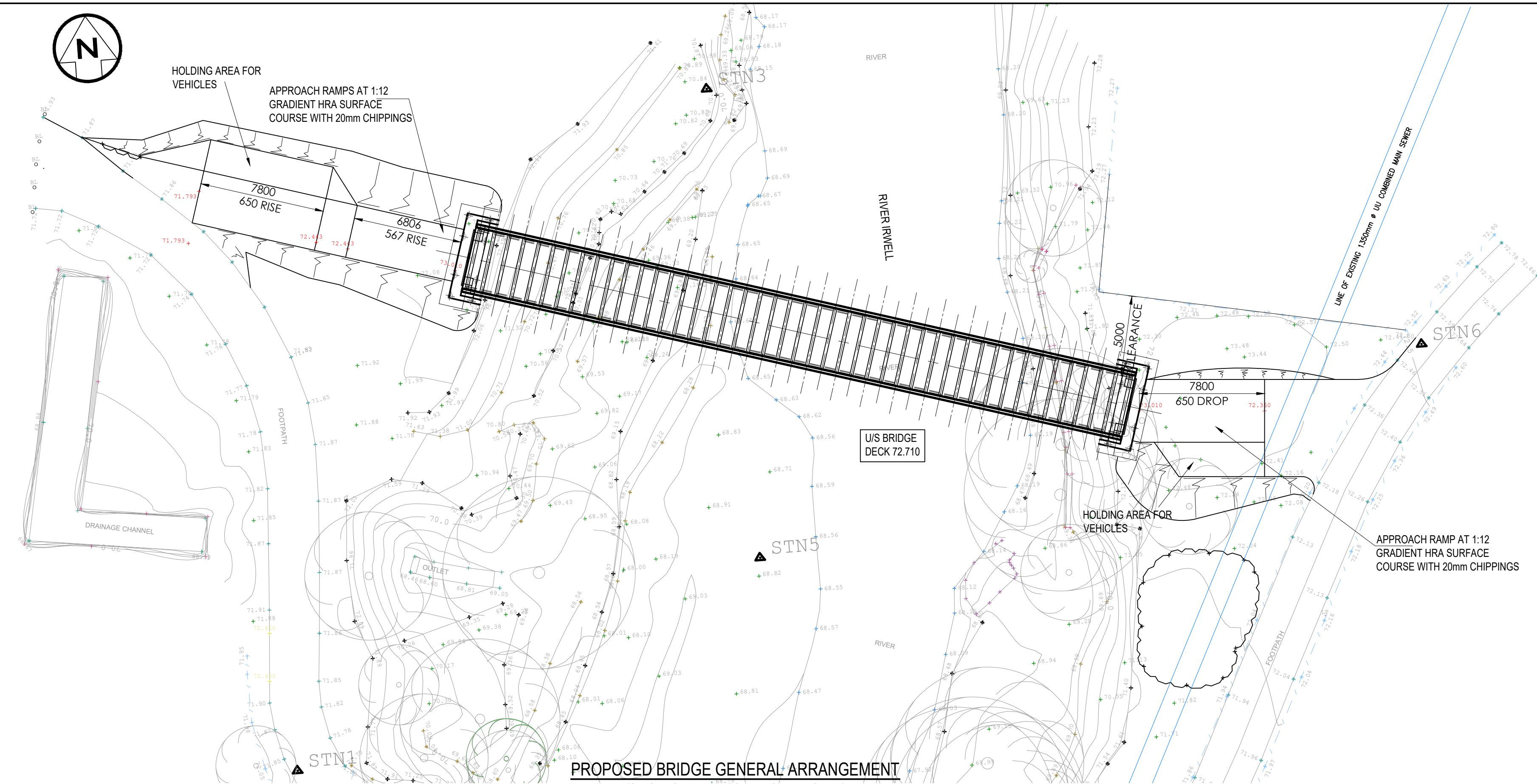


Project Title
Roch Valley Greenway Crossing
Location Plan

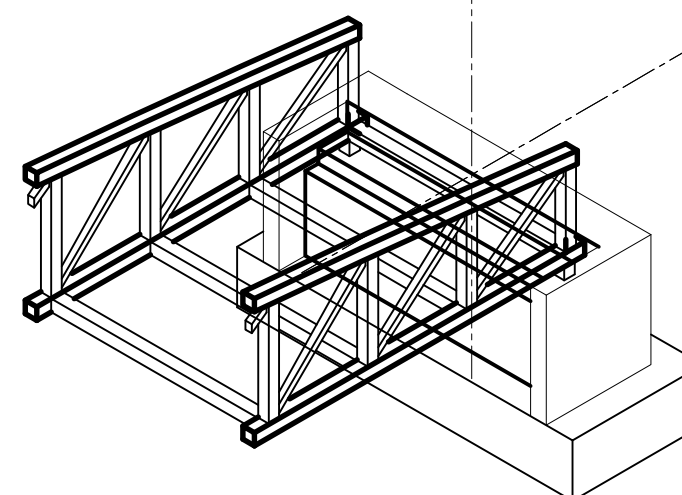
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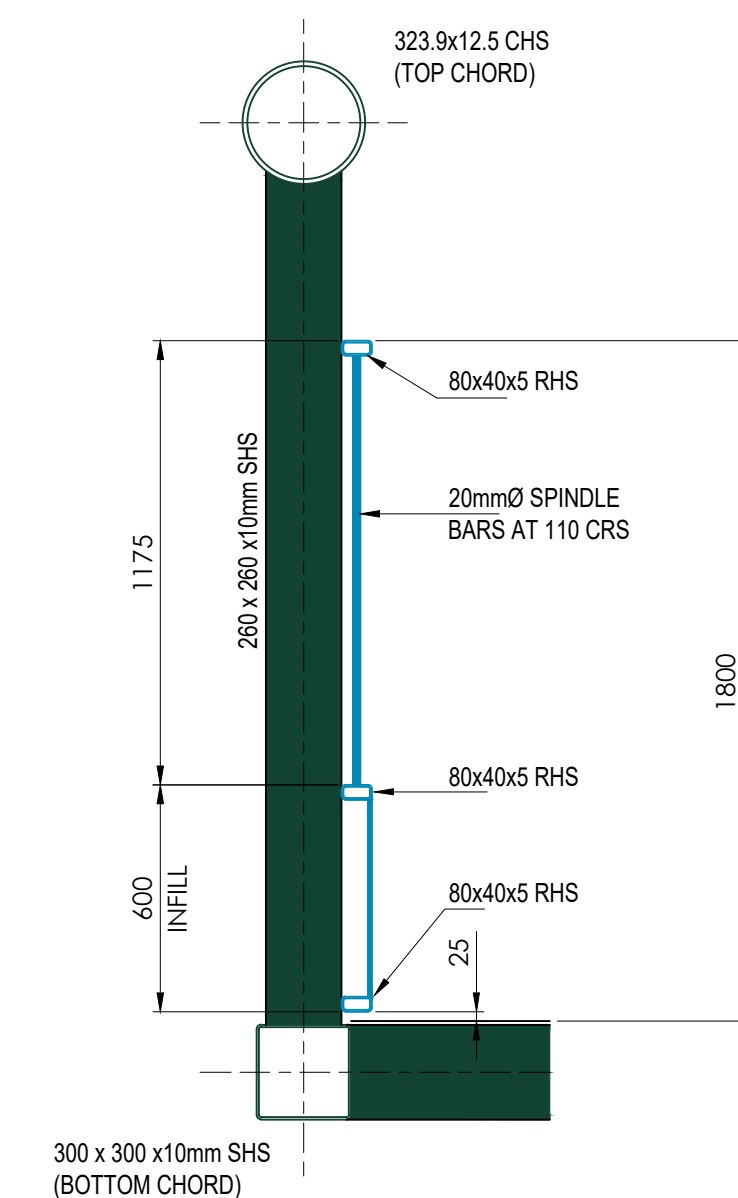
Drawing No. B0474/20/01P Revision



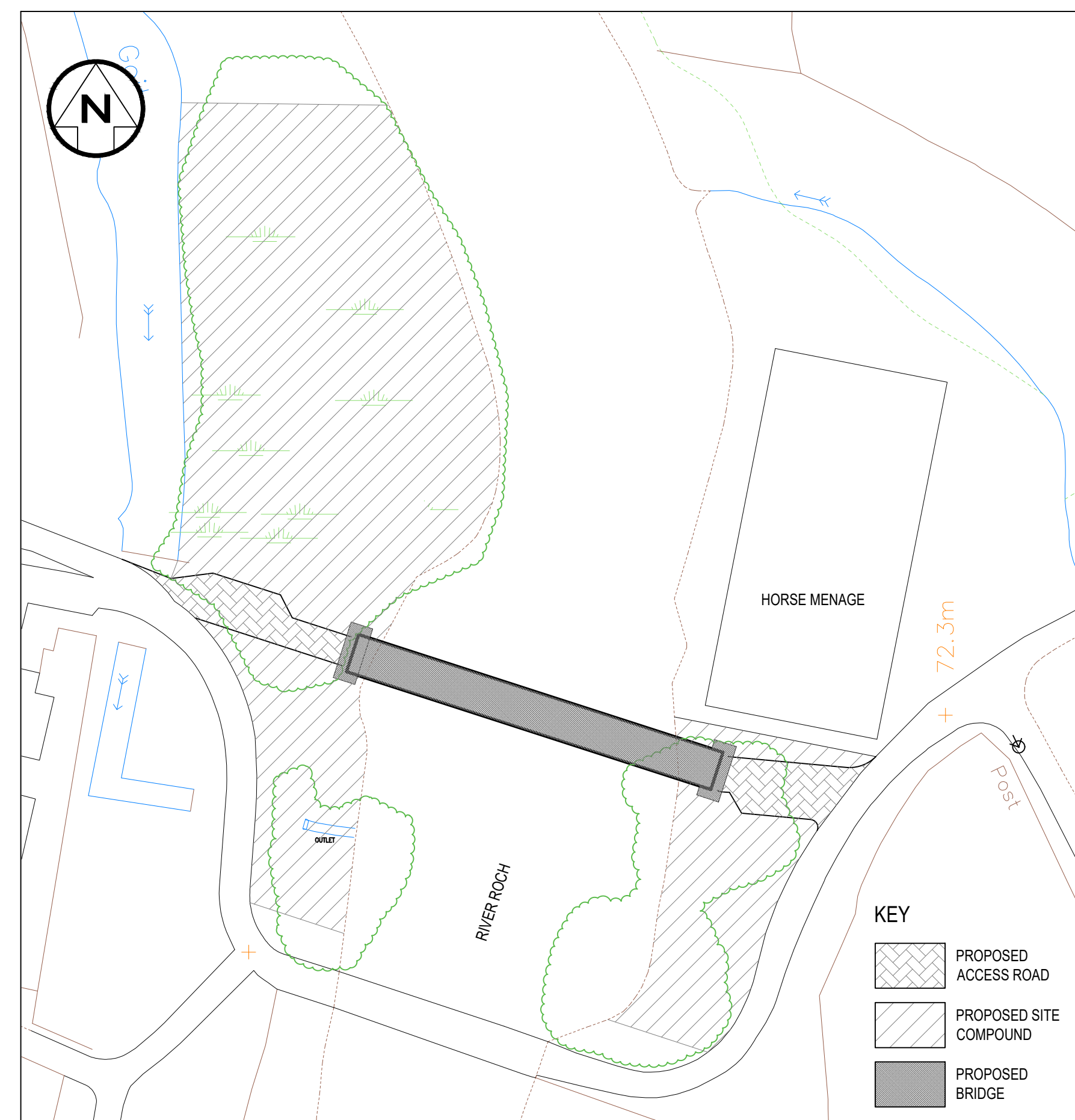
- NOTES:**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
 2. ALL LEVELS ARE IN METRES UNLESS STATED OTHERWISE.
 3. NO DIMENSIONS OR LEVELS SHALL BE SCALED FROM THIS DRAWING.
 4. THIS DRAWING IS BASED ON A TOPOGRAPHICAL SURVEY PROVIDED BY G.J.BROOKES LTD DATED APRIL 2019
 5. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE FEASIBILITY REPORT PREPARED BY WILDE CONSULTING ENGINEERS DATED JULY 2019



ABUTMENT ISOMETRIC DETAIL
(OF TYPICAL PILED BANK SEAT ABUTMENT)
Scale 1:125



PARAPET DETAIL
Scale 1:20



SITE COMPOUND PLAN
Scale 1:500

P3	SD	JW	DRF	21.04.20	SITE COMPOUND PLAN ADDED
P2	SD	JW	DRF	07.04.20	UPDATED TO SUIT CLIENTS COMMENTS
P1	SD	JW	DRF	03.04.20	PRELIMINARY ISSUE

REV	DRN	CHK	APP	DATE	DESCRIPTION

Wilde
Consulting Civil & Structural Engineers

ISO 9001
CERTIFIED

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Adcroft Street,
Stockport, Cheshire.
SK1 3HS
www.wildedcivil.co.uk
Tel : 0161-474-7479
Fax : 0161-474-7492

Client	BURY COUNCIL				
Project	ROCH VALLEY GREENWAY CROSSING				
Title	PROPOSED LAYOUT & GA SECTIONS & DETAILS				
Scale	AS SHOWN	Drawn	SD	Date	MAR 20
Drawn	SD	Chkd	JW	Approved	DRF
Drawing No.	660-021-010				Revision
Status	PRELIMINARY				Sheet Size
					A1

Ward: Ramsbottom + Tottington - Tottington

Item 02

Applicant: Mr Omair Akram

Location: 11 Brookthorpe Road, Bury, BL8 3AB

Proposal: Two/single storey rear extensions; Alterations to roof and windows

Application Ref: 66423/Full

Target Date: 23/03/2021

Recommendation: Approve with Conditions

Description

The application relates to a two storey detached house situated within a large garden on an unadopted residential cul-de-sac, off Walshaw Road to the south of Walshaw.

The access to the house is in the north west corner of the plot where gates open onto the driveway at the front of the house. The attached neighbour at No.5 has a single storey extension at the rear, projecting out approximately 4m along the shared side boundary. The neighbour at No.9 has previously been extended up to the side boundary with the site and has a landing window on the gable at first floor.

The proposed extensions are as follows:

The first floor, dormered section of the existing house would be extended to form a full first floor level with a new hipped roof over the house.

At the rear, on the east side, the existing conservatory would be demolished and a part two/part single storey extension constructed that would project out 6.2m to the line of the existing rear/east elevation. On the north side of the house, there would be a single /two storey extension.

Beyond the line of the existing rear/east elevation, there would be a new flat roof single storey extension and a two storey extension at the south-east corner of the house.

The extended house would be rendered with the roof tiled. The extension would facilitate larger dining and kitchen areas at ground floor and a new bedroom and en suite/ bathroom facilities.

Relevant Planning History

N/A

Publicity

Immediate neighbours notified by letters dated 27/01/2021(initial plans), 17/03/2021 and 31/03/2021 (revised plans).

Objections were received with regard to the initial plans from the following addresses: Nos.461, 463, 465 and 467 Walshaw Road and No.2 Brookthorpe Road

- Loss of privacy - the proposed two storey extension will overlook our property as it will be much closer due to the proposed increase in size. The addition and increase in numbers and size of windows than is currently in place both on ground and proposed first floor elevation will result in the loss of our privacy.

- The proposed extensions size is overwhelming and will result in loss of light.
- The removal of the double garage reduces the number of off-road parking spaces that will have an adverse impact on road safety. Cars will be forced to park on the narrow, private road increasing risk for motorists and pedestrians as there is no pavement.
- The proposed development will also change the character of the neighbourhood as the existing building has its own special charm. This will not be the case with the proposal as it stands.
- The proposed extensions will be much closer to our property and as a result we will incur an increase in noise.
- I object to the building application on the grounds of light. It will have a devastating effect on the South elevation of my property casting my house into shadow all year round.
- The proposed building will be 7.084 metres high and will be extremely close to the boundary of my land. I object to the roof design shown in the plan, it is flat and does not conform to the overall style of the existing house.
- I am concerned also what effect Construction traffic will have to the surface of the private road (Brookthorpe Rd) and what safeguards we have that the contractors will make good any damage to the road if such plans are passed to build the proposed extensions.
- The height of the extension will cause a loss of enjoyment of our garden as it will be left entirely and constantly shaded, and a loss of amenity to our home as it will significantly block daylight to the rear ground floor.
- The plans lack sensitivity to the appearance and character of the house and other existing properties in the area. The size of the house will be almost doubled, thus becoming out of scale and overdeveloped. Its new height will dominate and loom over other houses.
- Brookthorpe Road is a narrow, private road. Residents do not park on the road as it restricts access. The plans get rid of the existing garage and do not replace it, resulting in insufficient off road parking remaining for a house of this size.
- Brookthorpe Road is tree lined and open. The extension will have a significant visual impact on the area, blocking light and views and resulting in a loss of amenity for the neighbourhood.
- The owners must be required to pay for any damage caused to the private road.
- The double extension is exceedingly close (approx 50 cms according to plan scale) and the single extension approx 1 metre from the boundary of our garage and outbuilding at the closest points. The increased proximity and size would be out of scale and overbearing in relation to our existing houses, affecting our visual amenity and that of the immediate area.
- The proposed plan appears to include the partial/full removal of the outbuilding which is connected to our tandem garage. In addition to the close proximity of the extension, we are concerned about this will effect the integrity of our foundations.
- Insufficient parking due to garage removal.

One comment in support received from the occupier of 2 Holbeach Close.

- The proposed plans are not too significant compared to the existing. The height of the house is staying the same as the existing and not changing whatsoever.
- Looking at the satellite view on google maps there is ample space at the front of the property in the driveway for parking cars so there is no blockage of the private road.
- The double storey extension is getting built within the same perimeter of the existing building so I can't see that making a difference to the light.
- Privacy wise most of the windows on the east elevation are pre-existing on the current building.
- The existing house is very outdated and is definitely in need for some cosmetic love.

Following renotification of revised plans the occupiers of No.465 Walshaw Road:

- The revised plan will still cause significant loss of daylight to the rear ground floor of our home and shading to our garden as a result of the first storey addition to the East elevation.
- The window on the North elevation for the bathroom is shown as a standard half opening window with the bath directly below it. My children's bedrooms will look down into the proposed window and into the bath and therefore this window should be of restricted opening and the glazing obscured/frosted.
- The revised plans still do not pay regard to the individuality, proportions and character of the original 1930s building, to the detriment of the neighbourhood. In particular, architectural features such as the inset windows at the front to the property have been eliminated and replaced with bland, oversized panes of glass.
- This is still a speculative plan to overdevelop a unique property rendering it materially changed in its design and scale and devoid of its original character.

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

Statutory/Non-Statutory Consultations

None relevant.

Pre-start Conditions - None relevant.

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
H2/3	Extensions and Alterations
HT2/4	Car Parking and New Development

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.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

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

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

comments.

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

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

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

Visual amenity - The house sits within a large plot surrounded by other residential properties. The house is partly screened from the road by a substantial conifer hedge at the front. Although the proposed alterations and extensions are substantial and move away from the Arts and Crafts style of the original house, the house has already been substantially extended and in terms of scale, the proposed alterations would not be significantly out of keeping within what is a large residential plot. In terms of appearance, the extended house is surrounded by a mix of house styles and would not be particularly prominent from the road or longer range views from the public arena due to substantial mature boundary planting along the frontage with Brookthorpe Road to the west. Views from properties to the rear/east and side/south would be significantly screened by existing boundary planting. The extended house would be viewed from neighbours properties situated to the north although the views are across existing gardens with outbuildings in between at distances of around 20m.

Given the size and position of the extended house, in terms of visual amenity the proposal would be acceptable and complies with UDP Policy H2/3 Extensions and Alterations and associated guidance document SPD6 Alterations and Extensions.

Residential Amenity - In terms of residential amenity, the main impact on neighbours would be on the north side where the extensions are closest to the northern boundary with properties 463 to 467 Walshaw Road. The original plans indicated a full two storey element adjacent to the boundary. Following concerns raised that this element would appear rather overdominant in relation to the neighbours to the north, the plans were amended to move the first floor element away from the north side to the south-east corner of the house.

In terms of distances between properties, there would be approximately 20m between the rear elevation of No.465 Walshaw Road and the side of the extended house. In between, at the end of the garden of No.465 is a detached garage. There is a similar separation distance between the rear of No.463 and the two storey extension at the rear of the house, also with a garage in between. With the extended house directly to the south of the properties on Walshaw Road, the impact on the garden areas with regard to the sun's

aspect and overshadowing would not be so significant as to warrant refusal.

With regard to privacy and overlooking, there are no new habitable room windows that would be facing directly into neighbouring properties to the north. The new first floor window would be an obscure glazed bathroom window. The new windows at the rear would overlook the existing large garden area and would not cause any issues. A condition would ensure that the side bathroom window would remain obscure glazed.

Given the above, the proposal is considered to be acceptable and compliant with UDP Policy H2/3 Extensions and Alterations and supplementary guidance document SPD6.

Parking and access - The existing access would be retained and whilst the proposal involves the conversion of the existing integral garage, there is sufficient space to the front of the house to park at least two cars. This arrangement is considered acceptable and complies with UDP Policy H2/3 Extensions and Alterations with regard to access and parking.

Public Representations - The planning issues raised by the objectors have been addressed in the above report. Issues relating to the boundary and structure would be addressed by the Party Wall Act rather than planning regulations.

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 Existing 001, A1317(02)001/G and 002A and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to

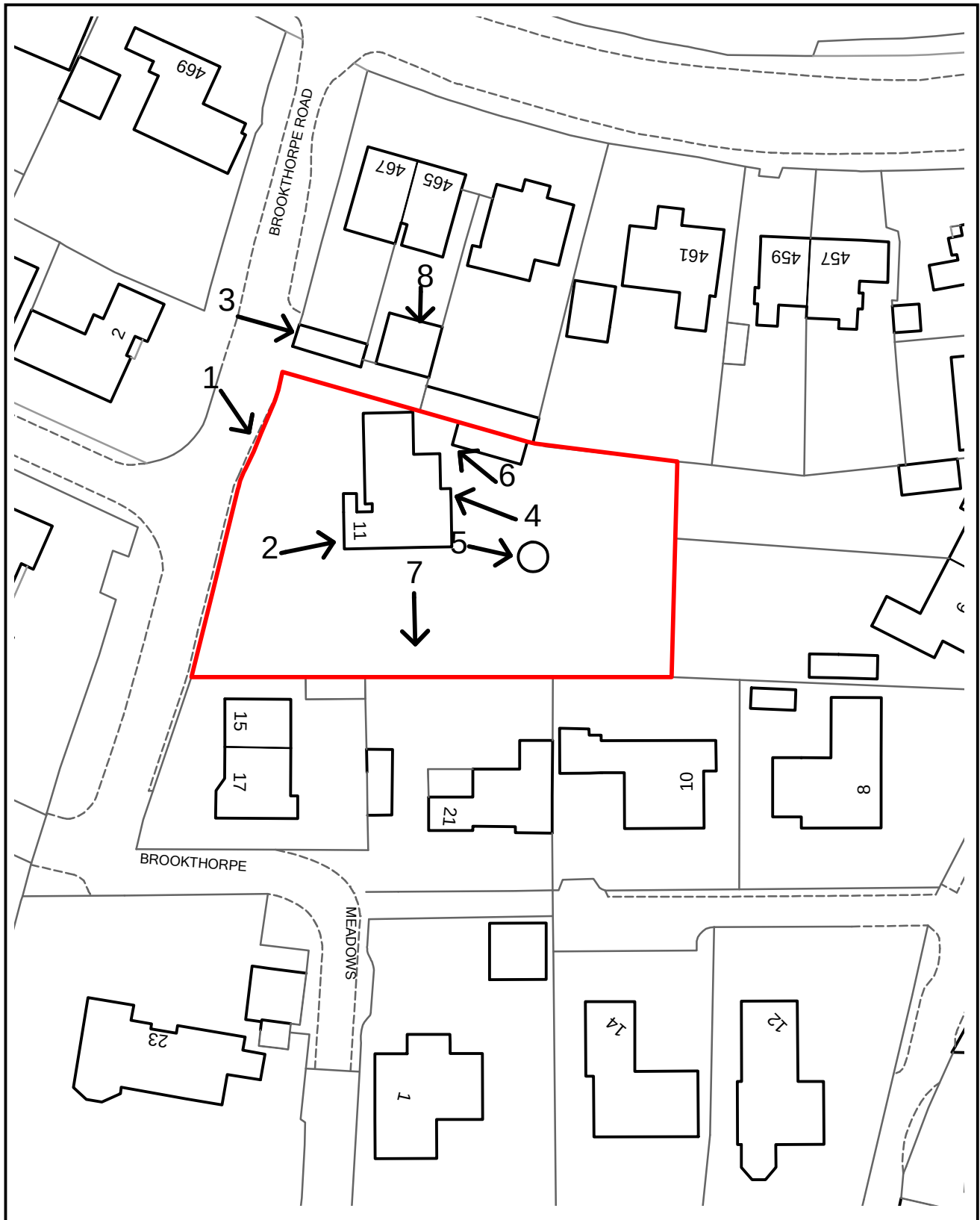
UDP Policy EN1/1 Visual Amenity.

4. Before the first occupation of the extension hereby permitted the first floor bathroom window on the north elevation shall be fitted with obscured glazing (min obscurity level 3) and non-opening below 1.7m (from floor level) and shall be permanently retained in that condition thereafter.

Reason. To protect the privacy of adjoining occupiers and to accord with Policy H2/3 - Extensions and Alterations of the Bury Unitary Development Plan and Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 66423

**ADDRESS: 11 Brookthorpe Road
Bury**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

66423

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7

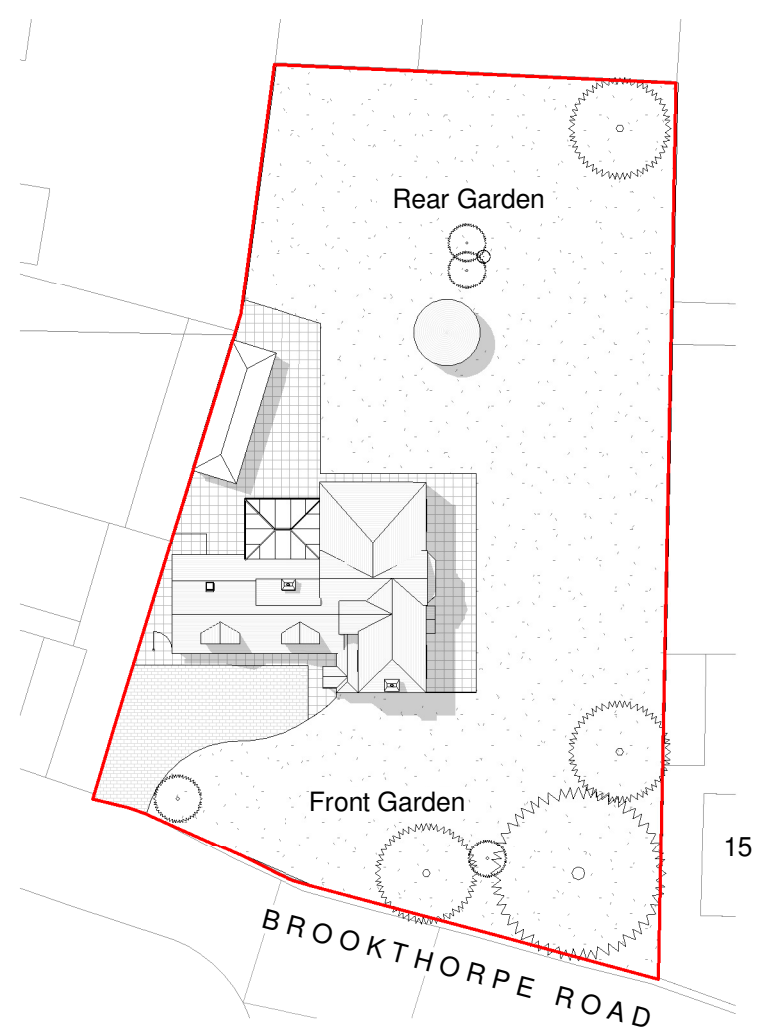


Photo 8

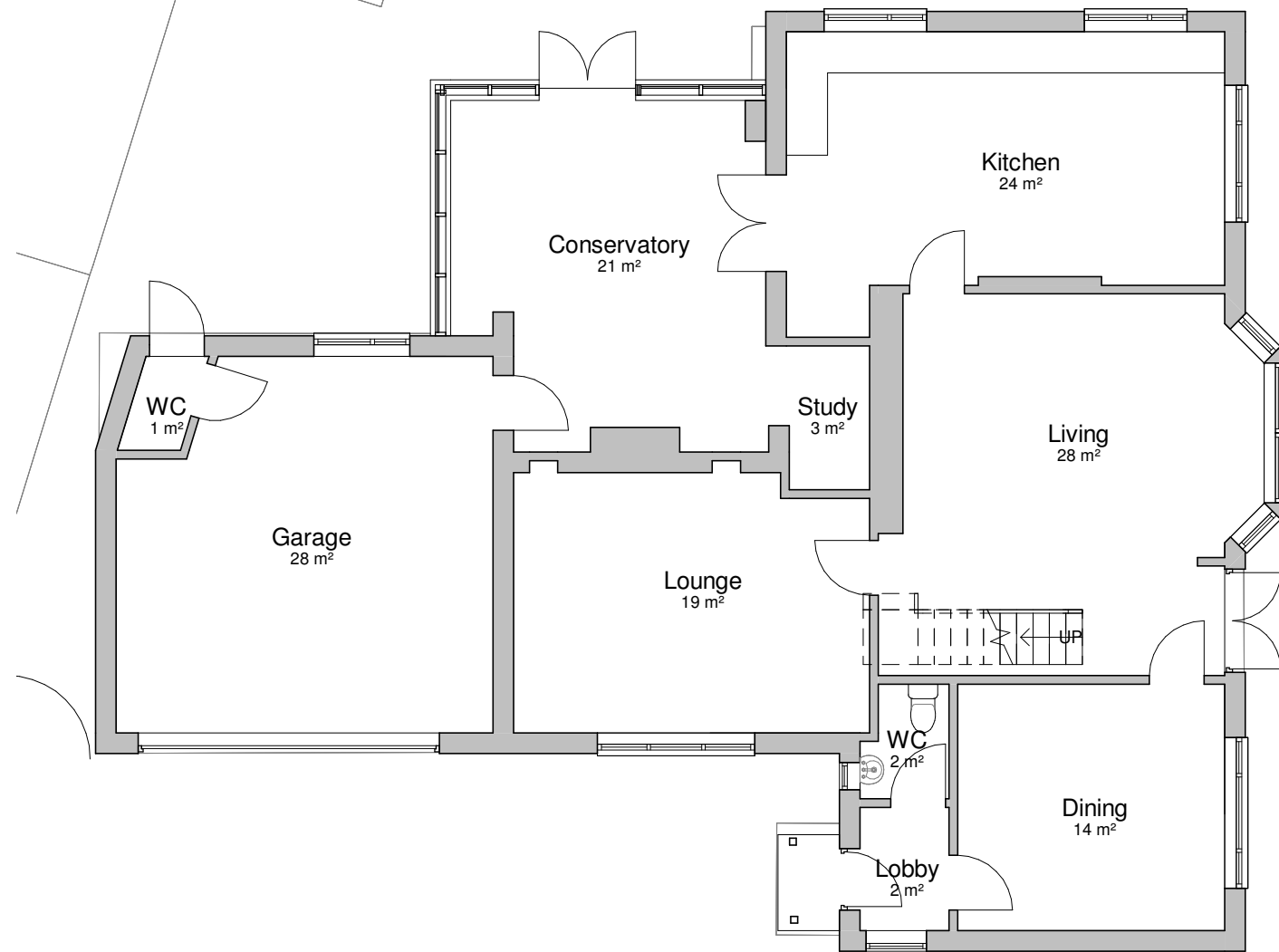




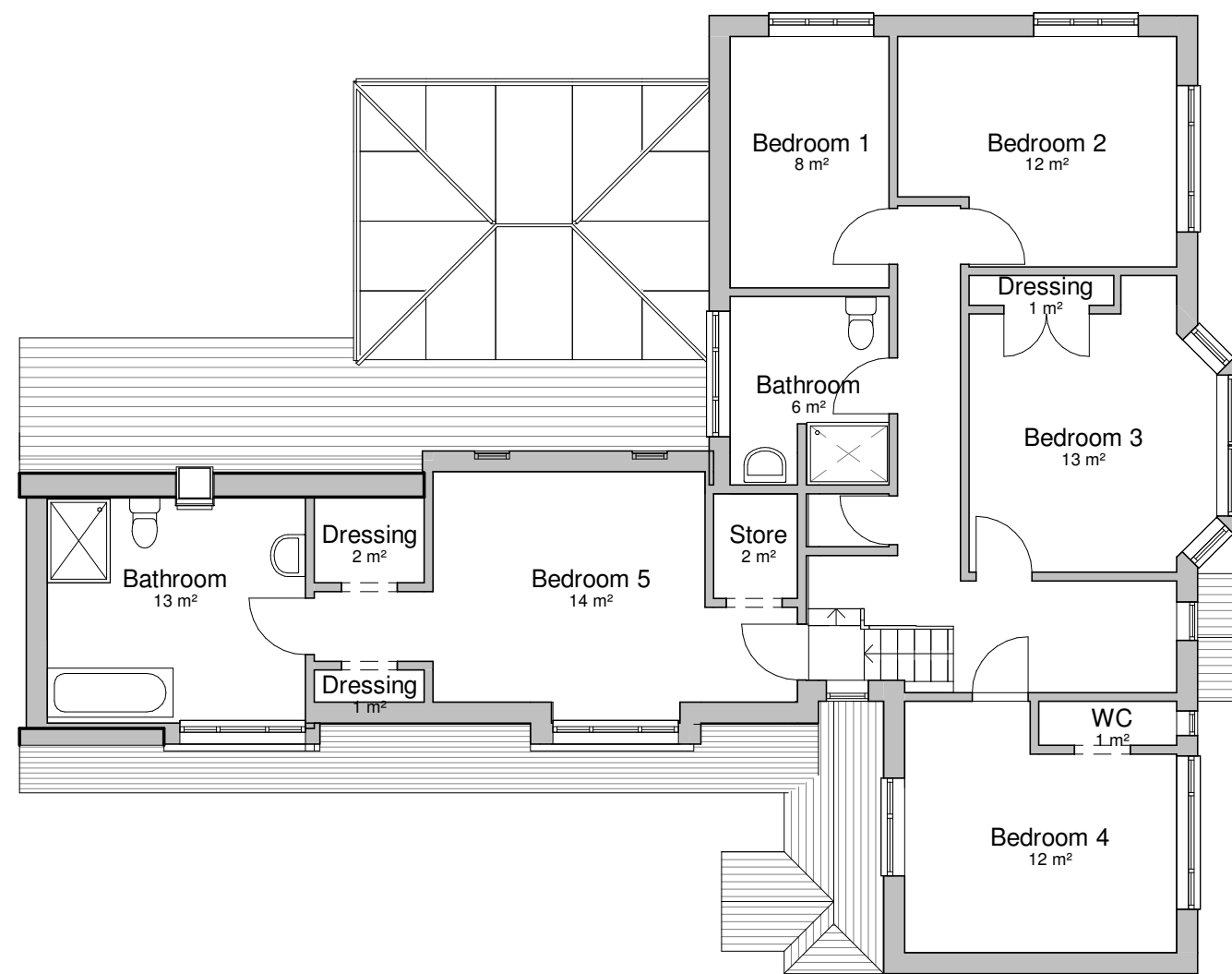
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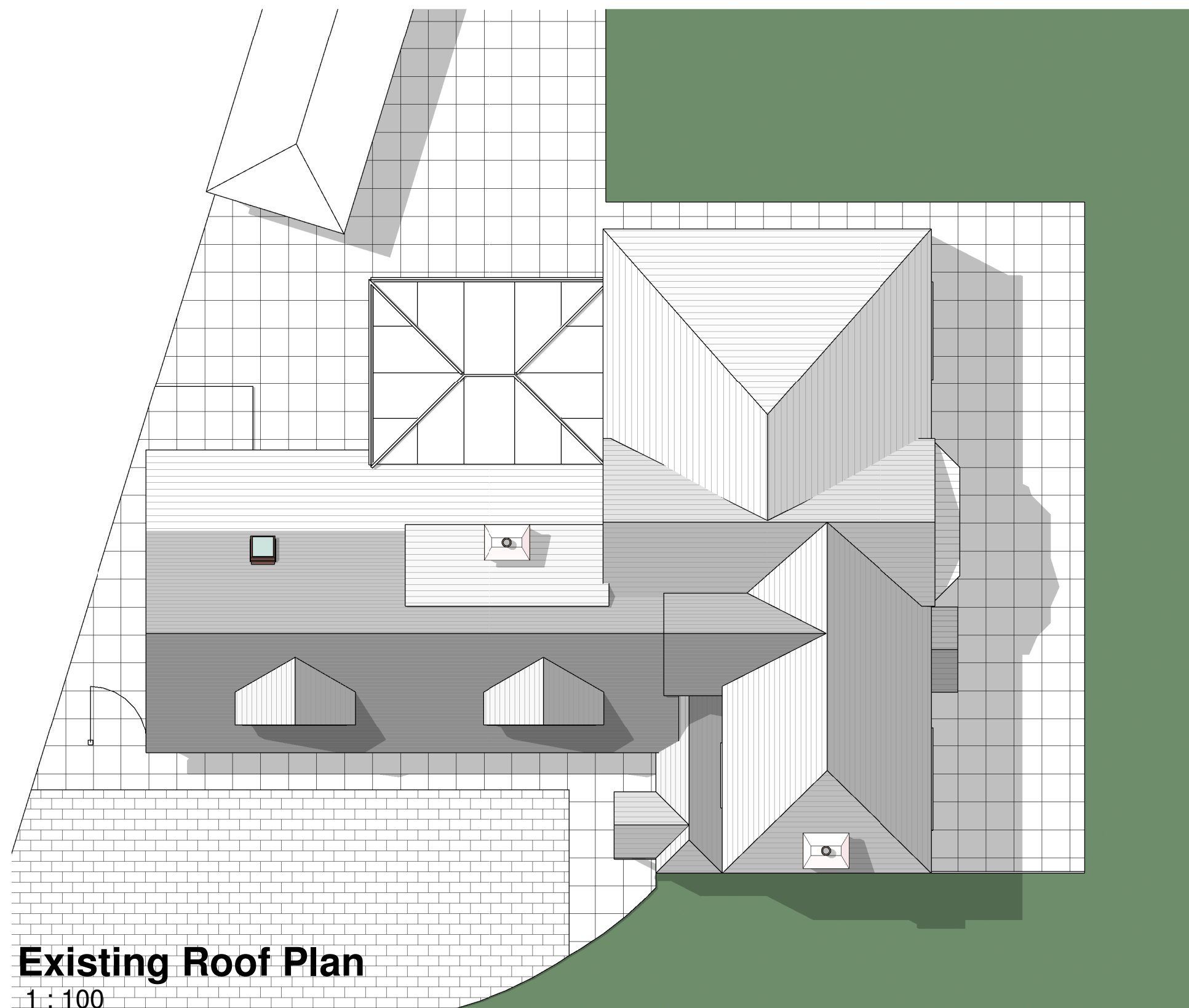
Existing Site Plan
1 : 500



Existing Ground Floor Plan
1 : 100



Existing First Floor Plan
1 : 100



Existing Roof Plan
1 : 100



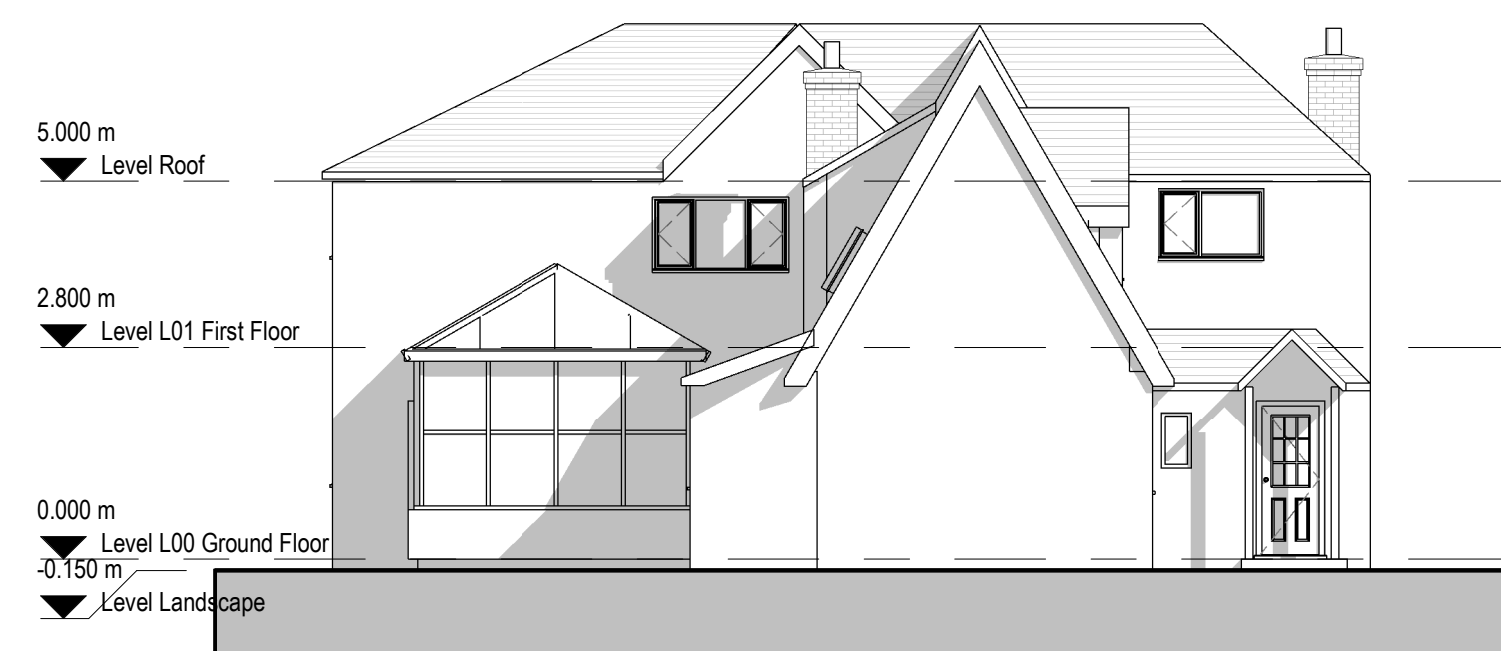
Existing West Elevation
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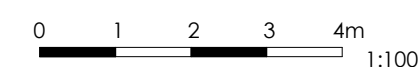
Existing South Elevation
1 : 100



Existing East Elevation
1 : 100



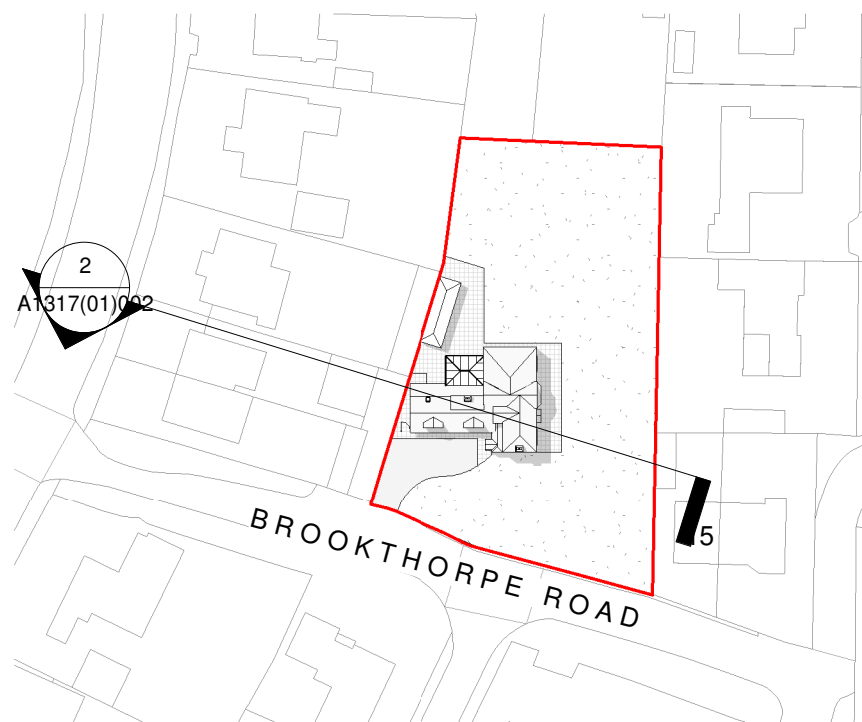
Existing North Elevation
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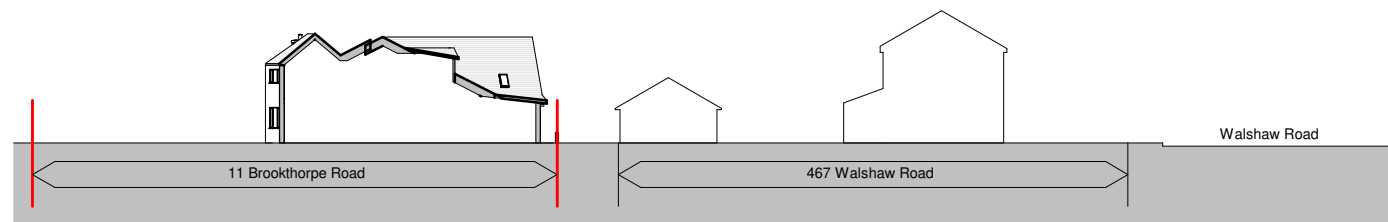
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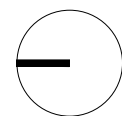


1 **Key Plan**
1 : 1000



2 **Existing Site Section**
1 : 500

0 10 20 30 40m 1:500



05/03/21 SA SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client

Omar Akram

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Architects & Designers

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Project Title

11 Brookthorpe Road, Walshaw,
Bury, BL8 3AB

Scale / North Point

As indicated

Drawing Title

Existing Site Section

Drawing Number

A1317(01)002

Drawing Status

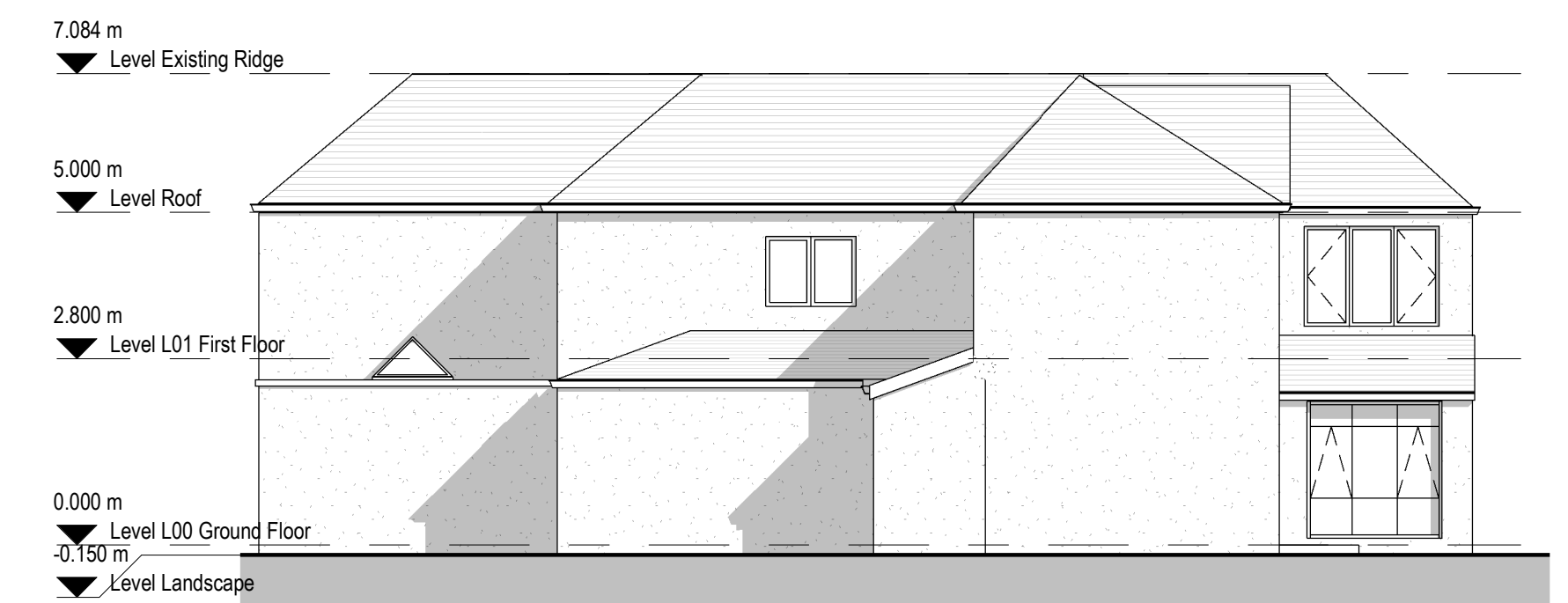
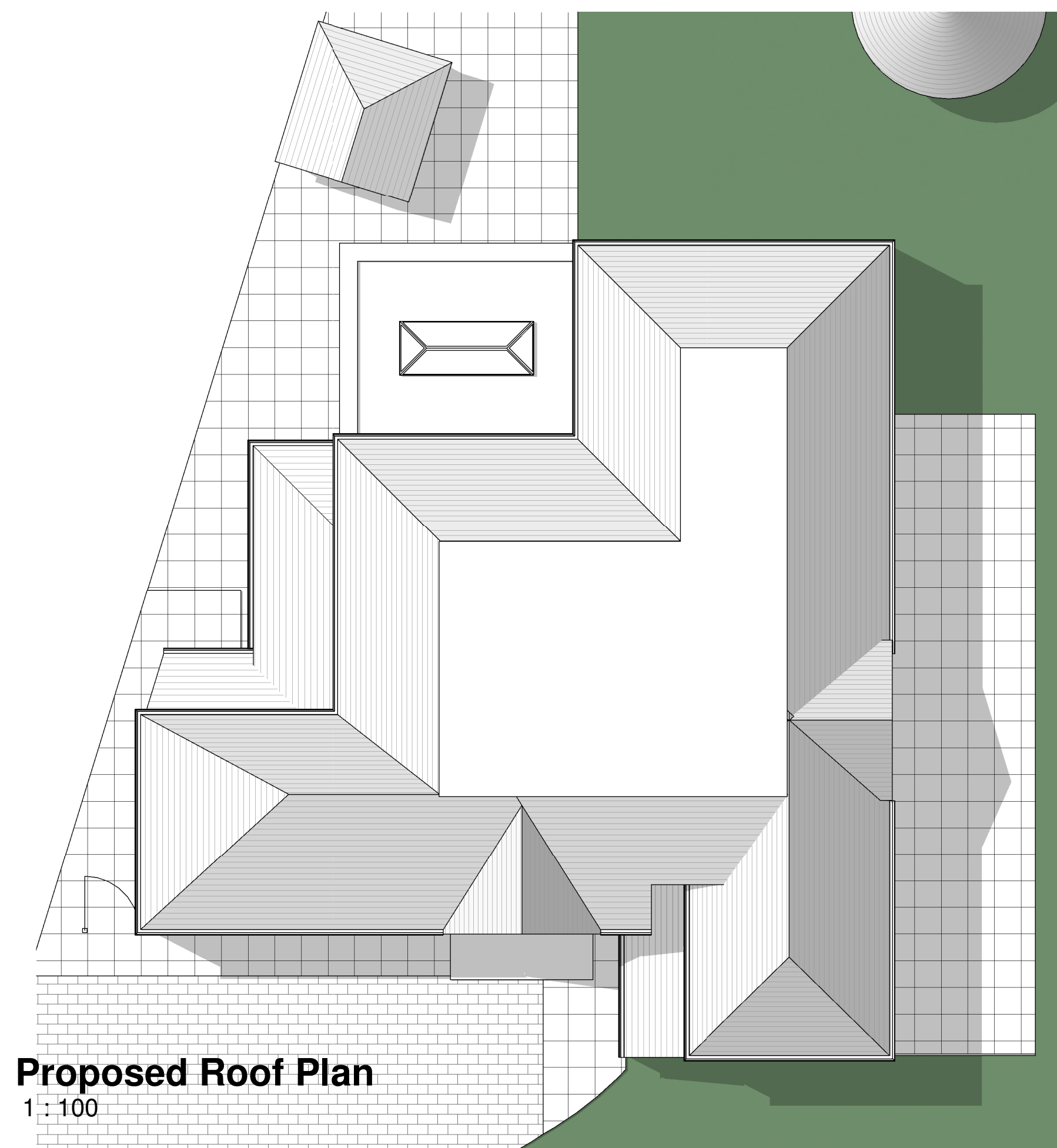
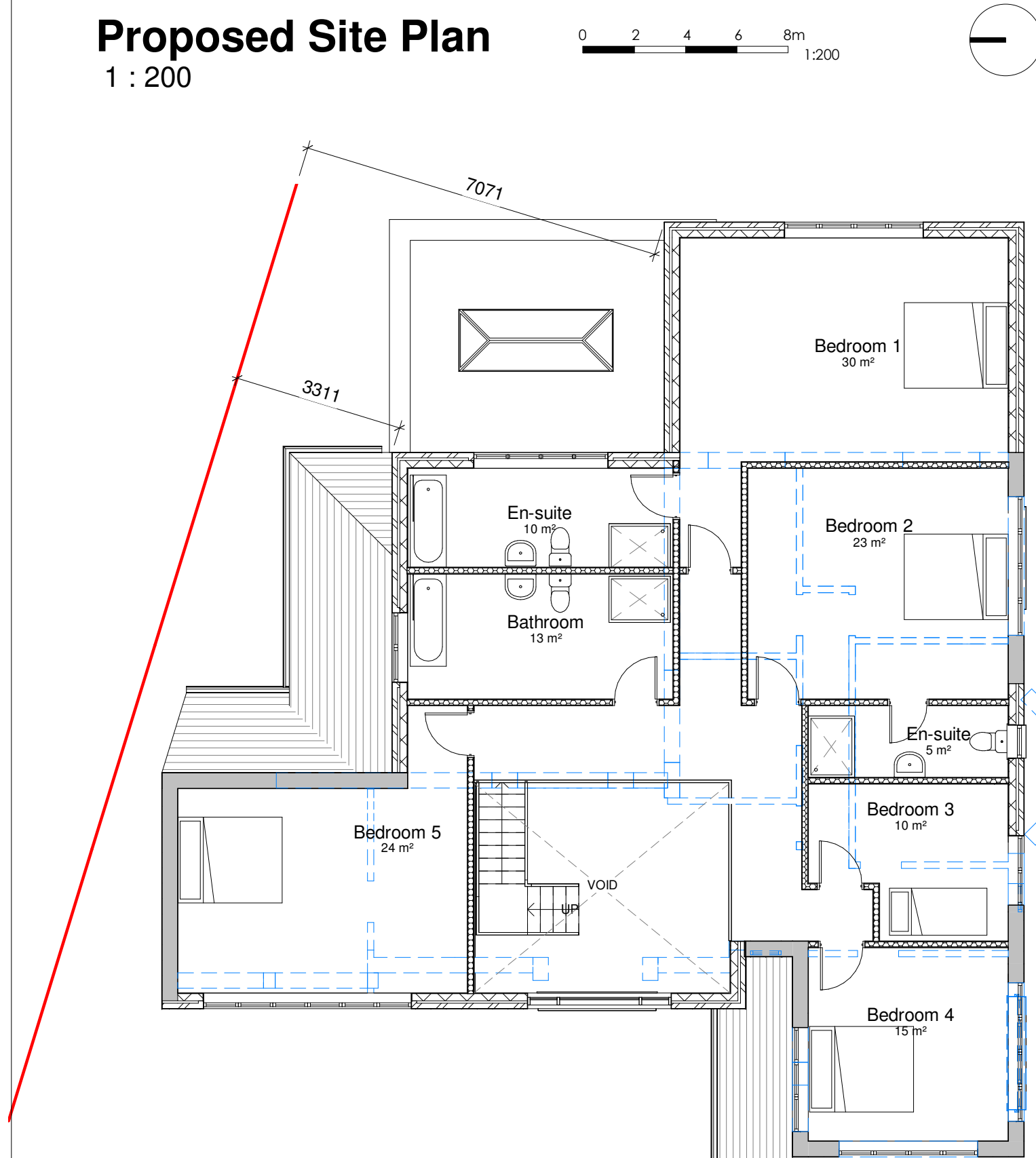
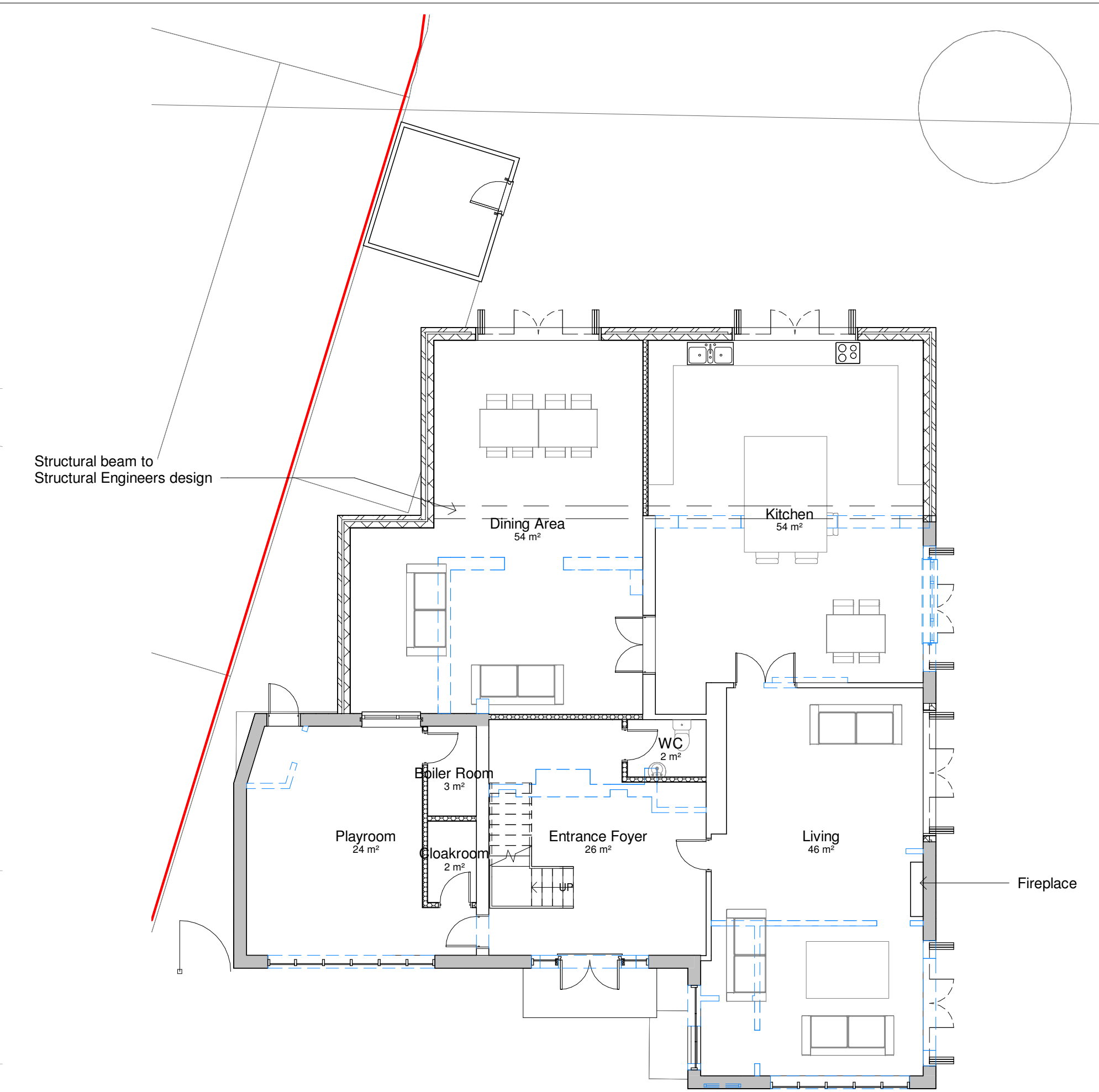
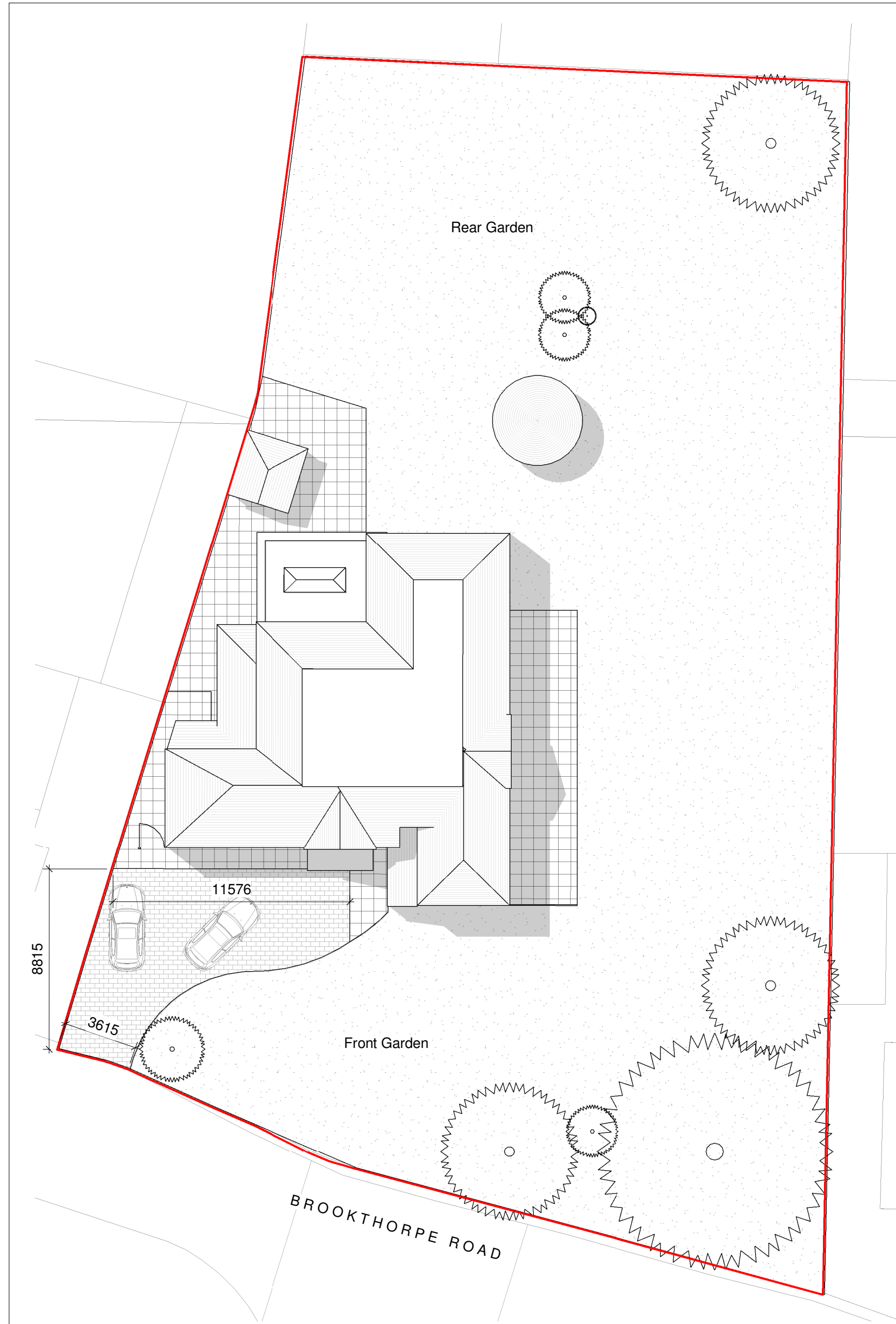
Preliminary

Revision

-

LEGEND

- Site Boundary
--- Fabric Removal



G	15/03/21	HG	SH	Amended plans	
F	15/03/21	HG	SH	Amended plans	
E	26/01/21	HG	SH	Amended plans	
D	14/01/21	HG	SH	Amended plans	
C	14/01/21	HG	SH	Amended plans	
B	13/01/21	HG	SH	Amended plans	
A	12/01/21	HG	SH	Amended plans	
-	06/01/21	HG	SH	Initial Issue	
No.	Date	Drawn	Chk.	App.	Revision or reason for issue

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Project Title
11 Brookthorpe Road, Walslow, Bury, BL8 3AB

Scale / North Point
As indicated

Drawing Title
Proposed Plans and Elevations

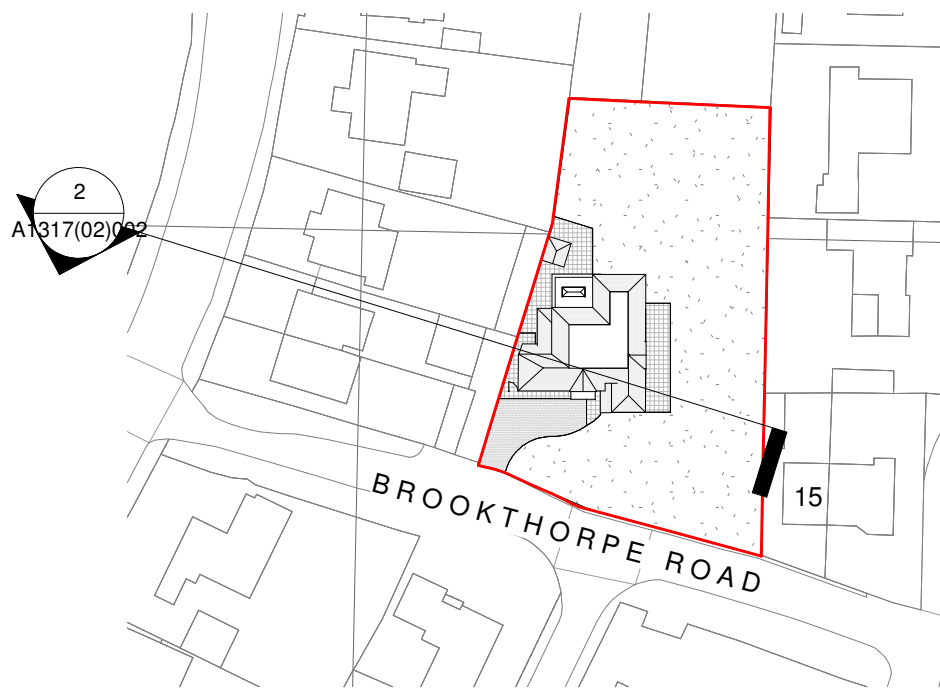
Drawing Number
A1317/02/001
Preliminary

Revision
G

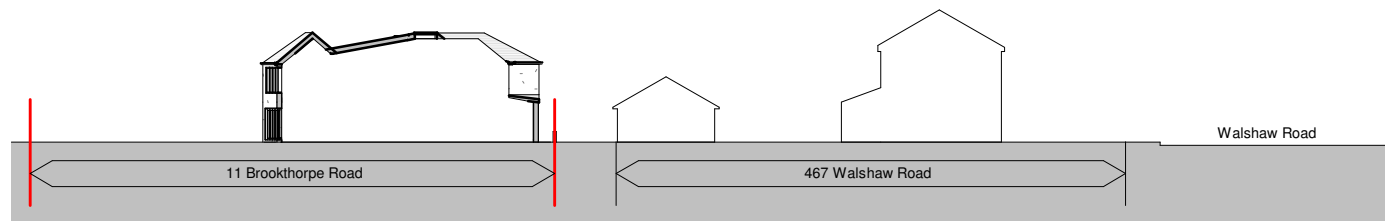
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1 Key plan
1 : 1000



2 Proposed Site Section
1 : 500

0 10 20 30 40m 1:500

A 15/03/21 SA SH Amended section
- 05/03/21 SA SH Initial Issue
No. Date Dwn Chk App Revision or reason for issue

Client

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Project Title

11 Brookthorpe Road, Walshaw,
Bury, BL8 3AB

Scale / North Point

As indicated

Drawing Title

Proposed Site Section

Drawing Number
A1317(02)002
Drawing Status
Preliminary
Revision
A

Ward: Bury West - Elton

Item 03

Applicant: Bellway Homes Ltd (Manchester Division)

Location: Former site of Andrew Textile Industries Ltd, Walshaw Road, Bury, BL8 1LF

Proposal: Application for reserved matters approval (appearance, landscaping, layout and scale) for the erection of 97 dwellings and associated works including the demolition of existing buildings, the layout out of roads, parking, footways and landscaping

Application Ref: 66389/

Target Date: 16/04/2021

Recommendation: Minded to Approve

Description

The application site measures 2.6 hectares and contains a large factory building of 8,000 square metres. The building is located on the eastern half of the site and was in use until 31 March 2019. The building is constructed from red brick and is single storey on the whole.

The western part of the site is allocated as employment land in the Bury UDP. It comprises an unmanaged habitat of grassland scrub mosaic, woodland and heath habitats. None of the trees in this area are subject to a Tree Preservation Order.

The whole site is accessed from Walshaw Road via 2 accesses, which leads to a car park. There is a bridleway along the southern boundary of the site.

There are residential properties to all boundaries with Leigh Lane forming the boundary to the south. On the opposite side of Walshaw Road, there are school playing fields to the northeast.

Outline consent (64128) was granted in July 2019 for demolition of the existing building and the erection of up to 108 dwellings. The means of access to the site would be included and all other matters (appearance, landscaping, layout and scale) would be dealt with at the reserved matters stage. Access to the site would be taken from Walshaw Road via a new access, which would be located centrally and in a similar position to the existing access.

An application (64720) to vary the condition relating to affordable housing was refused and the appeal was allowed in September 2020. As such, Vacant Building Credit (VBC) would apply to this development.

The proposed development seeks reserved matters consent for the erection of 97 dwellings, including details of the appearance, scale, landscaping and layout of the site.

There would be detached, semi-detached and terraced dwellings, which would be predominantly two storeys in height with some three storey and two storey dwellings with living accommodation in the roofspace. The proposed dwellings would be constructed from red brick with a grey roof tile. Following the removal of the trees on site, a landscaping plan has been submitted showing hedgerows and trees

The site would be landscaped with hedgerows and trees planted on the site.

The proposed development would be accessed from Walshaw Road and there would be a

pedestrian access to the Bridleway between Leigh Lane and Moreton Drive.

Relevant Planning History

36157 - Factory extension (Class B2) at Andrew Textile Industries, Walshaw Road, Bury. Approved with conditions - 21 March 2000.

36980 - Factory extension (Class B2) (Revised scheme) at Andrew Textile Industries, Walshaw Road, Bury. Approved with conditions - 18 October 2000

64128 - Outline application for demolition of all existing buildings and erection of up to 108 no. dwellings with new vehicle and pedestrian access, landscaping and associated works and details of access (matters of layout, scale, appearance and landscaping are reserved) at site of Andrew Textile Industries Ltd, Walshaw Road, Bury. Approved with conditions - 31 July 2019

64720 - Variation of condition no. 17 (affordable housing provision to include vacant building credit) of planning permission ref. 64128 at site of Andrew Textile Industries Ltd, Walshaw Road, Bury. Refused - 22 November 2019. Appeal allowed - 8 September 2020.

66366 - Site wide preparatory works, comprising the full demolition of the vacant industrial building and ancillary structures, and remediation and earthworks in connection with the future residential redevelopment of the site which has been granted outline planning permission at former site of Andrew Textile Industries, Walshaw Road, Bury. Approved with conditions - 30 March 2021.

66376 - Non-material amendment following grant of planning permission 64128 to the position of the currently approved site access at former site of Andrew Textile Industries, Walshaw Road, Bury. Approved - 2 February 2021.

02511/E - RM application for the erection of circa. 96 dwellings together with associated infrastructure - Enquiry completed 02/12/2020

Surrounding area

55312 - Residential development comprising of 111 dwellings, access and associated works at Former Elton Cop Dye Works, Walshaw Road, Bury. Approved with conditions - 26 February 2013.

58284 - Non material amendment following grant of planning permission 55312 for conversion of integral garages to living accommodation at Former Elton Cop Dye Works, Walshaw Road, Bury. Approved - 14 January 2015

58285 - Substitution of house types to plots 74, 75, 78, 90 and repositioning of plots 76, 77, 88 and 89 (retrospective) at Former Elton Cop Dye Works, Walshaw Road, Bury. Approved with conditions - 12 February 2015.

Publicity

The neighbouring properties were notified by means of a letter on 18 January and a press notice was published in the Bury Times on 21 January 2021. Site notices were posted on 21 January 2021.

8 letters have been received from the occupiers of 59 Elton Fold Chase, 5 Bourton Close, 2, 11, 13, 25 Cotswold Crescent, 21 Moreton Close, 242 Walshaw Road, which has raised the following issues:

- There is a steep embankment where my property abuts the development. Will a vertical

drop be create? I would object to this as it would be detrimental to the roof structure of the trees and hedging nearby.

- Will a boundary fence be constructed and where would the base be?
- Where will the fencing be erected? Will it be attached to the existing fencing or will a gap be left for maintenance?
- Any 3 storey houses should be located in the centre of the development and not on the perimeter, which would overlook the smaller bungalow type homes and give rise to privacy concerns.
- As stated in my objection in response to ref: 66366, we have dog kennels built right at our boundary, which is approximately 20ft higher than the proposed new build property. The trees are due to be removed, which would result in the collapse of our dog kennels endangering the lives of our dogs. The proposed fencing would not protect the land from collapse.
- Will double yellow lines be installed outside the houses on Walshaw Road? This would remove any parking for the residents of these properties. There are double yellow lines outside the houses on Walshaw Road.
- Are residents going to struggle for parking when the contractors are carrying out works?

The neighbouring properties were notified of revised plans on 29 April 2021.

2 letters have been received from the occupiers of 11 Cotswold Crescent and 5 Bourton Close, which have raised the following issues:

- There is a steep bank where my property abuts the site, which is possibly 4 metres in height. From the plans it appears that the boundary will come right up to my property with the intention to cut away the banking to create a vertical drop, rather than the slope that exists at present. This would be detrimental to the trees and hedging at the end of my garden.
- Where will the boundary fence be constructed? Will it be at the base of the banking? I would object to a fence at the top of the bank as this would interfere with my hedge and reduce the light accessible to the plants.
- Concerned about the proximity of the fences backing onto my property. My study is already noisy, which will get worse and concerned about structural disturbance to my property.
- My husband works shifts so has to sleep in the daytime and I work at home and building work will be 8am to late and Saturday mornings so our lives will drastically change for the worse and our once peaceful garden and lovely retreat will be a dusty and noisy place making it unpleasant to sit out.
- I know there is nothing we can do as this is full steam ahead (& previous comments ignored) but please be understanding in the development around our properties

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

Statutory/Non-Statutory Consultations

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

Drainage Section - No response.

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

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

Environmental Health - Pollution Control - No comments.

Public Rights of Way Officer - No objections.

Waste Management - No response.

Environment Agency - No objections, subject to the inclusion of conditions relating to

contaminated land and drainage.

United Utilities - No objections. Proposed drainage works (Dwg No. 01-01/01 Rev C) would be acceptable

The Coal Authority - No objections.

GM Ecology Unit - No objections, subject to the provision of a contribution to secure biodiversity net gain via the Section 106 agreement.

GM Archaeological Advisory Service - No response.

Transport for Greater Manchester - No response.

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

Unitary Development Plan and Policies

EC1/3	Land Suitable for Business (B1)
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN3/1	Impact of Development on Archaeological Sites
EN3/2	Development Affecting Archaeological Sites
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
RT2/2	Recreation Provision in New Housing Development
RT3/4	Recreational Routes
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD1	Open Space, Sport and Recreation Provision
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

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

Principle - Employment - The principle of the redevelopment of employment land was established with the grant of outline consent in July 2019. Therefore, the proposed development would not conflict with Policy EC2/2 of the Bury Unitary Development Plan and the NPPF.

Principle - Residential - The principle of residential development on the site was established with the grant of outline consent in July 2019. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

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

In April 2019, an application for outline consent was put in for the site for the demolition of the existing buildings, and the construction of up to 108 dwellings. The application was approved but the case for VBC was not accepted. As such, the conditions sought that the proposed development would provide 25% affordable housing.

The previous owners of the site submitted an application to vary condition 17 to allow the application of VBC and was refused in November 2019. An appeal was submitted and allowed in September 2020. As such, VBC must be applied to the proposed development at the reserved matters stage when assessing the affordable housing provision.

Legal Principles - The implementation of the WMS is found in paragraph 63 of the National Planning Policy Framework ('NPPF'). VBC was introduced to 'Support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount (28)."

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

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

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

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

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

Proposed development - At the time the outline application was submitted, there was 1 vacant building on site with a floorspace of 8,314 square metres and this figure was the determined floorspace during the appeal. The vacant building credit would be calculated as follows:

Existing floorspace to be demolished	8,314 sqm
Proposed residential floorspace	8,471 sqm
Increase in floorspace	157 sqm
Full policy requirement = 25% of 96 dwellings	24 dwellings
Increase in floorspace as a percentage of the total proposed residential floorspace	1.85%
24 dwellings x 1.85%	0.44 dwellings

The affordable housing requirement would be rounded to the nearest whole dwelling. i.e. if the requirement is 0.5, 1 dwelling would need to be provided. As the level of affordable housing is 0.44, no affordable housing would be provided as part of this scheme in accordance with VBC and the appeal decision.

Heritage - The application site partly coincides with the Historic Environment Record (HER) for Premier Mills, which was a mill dating from the 1900s. The proposed development site would impact upon a block of land that may contain remains of allotments and more certainly, the mid twentieth century buildings associated with Premier Mills. GM Archaeological Advisory Service confirmed during the outline application that none of the remains are of national or regional significance and on that basis, would recommend that no archaeological requirement is placed upon the proposed development.

Design and layout - The proposed development would be accessed from Walshaw Road as per the outline permission. The proposed development would be a mixture of detached, semi detached and terraced properties with 2, 3 and 4 bedrooms. The proposed dwellings would be a mix of two storey, 1 three storey and two storey properties with rooms in the roofspace. The three storey dwelling would be located at the head of the access road and would be a focal point. The proposed dwellings would be constructed from red brick with a tile roof, which would match the existing dwellings on Walshaw Road and Elton Fold Chase. The use of the proposed materials and the use of pike details, headers and cills, canopies and bay windows would add visual interest. As such, the proposed dwellings would not be a prominent feature within the streetscene. Therefore, the proposed development would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

The level of private amenity space for the proposed dwellings would be acceptable. There would be space within the rear or side gardens for bin storage, which would equate to 4 wheelie bins per property. The proposed boundary treatments would be a 1.8 metre high close boarded fence with plots 3, 7 and 95 would have a 1.8 metre high brick wall. At the front of plots 95 - 97 on Walshaw Road and along the boundary with the Bridleway, there would be a 0.9 metre high post and rail fence. The proposed boundary treatments would match the surrounding properties and would not be a prominent feature. Therefore, the proposed development would not be a prominent feature in the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

There is a difference in levels between the existing dwellings and the proposed site in the north west corner. There would be a difference of 1.4 metres and it is proposed to erect a retaining wall in the rear garden of plots 83 and 84 to address this issue. As such, there would not be a vertical drop. Clarification has been sought on the location of the boundary fence in this area and will be reported in the Supplementary Report. Therefore, the proposed development would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Impact upon residential amenity - SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case. The aspect standards states that there should be a minimum of 20 metres between directly facing habitable

windows and 13 metres between a habitable room window and a two storey blank wall.

The relationships between the proposed dwellings would comply with the aspect standards. The proposed development would comply with or exceed the relevant aspect standards (13 metres or 20 metres) between the proposed dwelling and the existing properties.

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

Trees - The outline application confirmed that the removal of trees would be required to facilitate the development, but the detailed layout was not known at that time. The report stated:

It should be noted that the proposed site plan is illustrative and more removals may be required once the detailed layout is known. However, the landscaping scheme has not been set and additional tree planting in gardens, areas of open space and along the road sides would be provided.

The tree survey submitted with the application identified 13 individual trees and 8 groups of trees on site. The proposed development would result in the removal of all trees, except 2 individual trees and a group of trees. The two individual trees would be located in the north west and south east corner of the site and the group of trees would be in the south western corner.

Since the application was submitted, the trees on site have been removed in error and the applicant has submitted an updated arboricultural report. Currently, there are 5 groups of trees, 3 are of good quality and 2 are of poor quality and 3 individual trees of good quality. 1 group of poor quality trees and 1 individual tree would be removed. The proposed landscaping plan shows that 72 trees would be planted across the site and the northern and hedgerows would be planted along the northern and southern boundaries. In addition 68 dwellings would have a hedgerow within their curtilage. Given the extent of the proposed planting, which is in addition to the biodiversity net gain detailed below, it is considered that the proposed development would not harm the character of the area. Therefore, the proposed development would be in accordance with Policies EN8 and EN8/2 of the Bury Unitary Development Plan.

Ecology - The ecological appraisal indicates that much of the site contains scrub/grassland mosaic, lowland heath and wet semi-natural broad leaved woodland habitats on the site and around 1.6 hectares of semi-natural habitats would be lost with off-site compensation proposed as mitigation for this loss as part of the concept of biodiversity net gain.

The biodiversity net gain concept is supported within the NPPF which states that Local Planning Authorities should apply the following principles to applications:

- if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;
- development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

As such, biodiversity net gain concept expects a development proposal to contribute by looking to avoid, mitigate or compensate for biodiversity harm that may occur as a result of the development. Biodiversity net gain will provide coherent ecological networks that are more resilient to current and future pressures.

DEFRA have published a calculation, which can be used to assess the ecological importance of the site.

The agent has undertaken this calculation and there would be a loss of 15.5 biodiversity units. In addition to the habitat losses, there would be an associated loss of habitat for nesting birds.

As part of the outline application, it was accepted that off-site compensation should be provided as the site is relative small and landlocked. As such, any on-site habitat retention or creation would be unlikely to be successful due to the small scale, the need for it to be of a very high value, the isolation from other semi-natural habitats and the likely human disturbance from residents. A site in the Kirklees Valley has been identified for improvement, which is in the ownership of Bury Council and the following works would be carried out:

- enhancement of the small remnant of existing heathland;
- enhancement of acid grassland;
- enhancement of broadleaved woodland;
- Retention of small areas of wet and acid grassland with no intervention and;
- creation of 2ha on heathland on land currently identified as young secondary woodland and poor quality acid grassland (1ha of each)

GM Ecology Unit are satisfied with the schedule of works proposed. A landscape and ecological management plan for the works has been submitted and the applicant has agreed to make a contribution of £79,000 (secure by a Section 106 agreement) for the works to be implemented.

The Biodiversity Impact Assessment & Landscape & Ecological Management Plan states that the habitat proposals would generate a surplus of 0.53 biodiversity units (which takes into account the losses associated with the development site), which equates to a 5.14% increase in biodiversity value as a result of the proposed development.

Therefore, the proposed development would result in biodiversity net gain and would be acceptable.

The remaining ecological issues (protected species, nesting birds and invasive species) were assessed and addressed by conditions on the outline consent.

Overall, the proposed development would not cause harm to protected species and would result in biodiversity net gain. As such, the proposal would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan and the NPPF.

Highways issues - The proposed development would be accessed from a single access point from Walshaw Road as approved on the outline consent. There would be appropriate levels of visibility and turning facilities provided. The Traffic Section has no objections in principle to the proposed development and further comments will be provided in the Supplementary Report. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Public right of way issues - There is a bridleway along the southern boundary of the site (143 BUR) which connects Leigh Lane to Moreton Drive. As required by the outline permission, the applicant has submitted a scheme to remove the vegetation and debris build up at the edges to the path and resurface this section. The Public Right of Way

Officer has no objections to the scheme proposed. Therefore, the proposed development would not cause harm to the bridleway and would be in accordance with Policy RT3/4 of the Bury Unitary Development Plan.

Parking - SPD11 states that the maximum parking standards for 3 and 4 bedroom properties are:

- 1.5 spaces per 2 bed dwelling
- 2 spaces per 3 bed dwelling
- 3 spaces per 4 bed dwelling

This equates to 219 spaces. The proposed development would provide 195 spaces and 37 garages, although garages do not count towards the parking standards.

The proposed development is located in close proximity to the bus stops on Walshaw Road. As such, the site is in a sustainable location and has good access to public transport. Taking this into account and the car parking spaces provided, it is considered that the level of car parking would be acceptable in this case. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

Planning obligations - The following planning obligations would be required:

- A contribution of £275,888.74 would be required towards recreation in accordance with Policy RT2/2 of the Bury Unitary Development Plan and SPD1.
- Biodiversity net gain

There is no requirement for affordable housing following the implementation of Vacant Building Credit as calculated in the report above.

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

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

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than the expiration of two years beginning with the date of this permission.
Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004
2. This decision relates to drawings numbered BHM153/LP01, BHM153/ES01, Existing topographical survey, BHM153 PL02 E, BHM153 SS01, BHMJO01, BHMJO02, BHMJO03, BHMSO01, BHMTA01, BHMJA01, BHMBX01, BHMCH01, BHMSA01, BHMFA01, BHMSC01, BHMGIO1, BHMCW01, BHMGA01, LDS479-01B, BHM153 EV01 C, BHM153 BT01 C, BHM153 WM01 C, BHM153

HS 01 C, BHM153 ML01 E, 3248-SP01, 3248-F01, 3248-F03, 3218-S278 SITE PLAN B, 3218-S278 LAND PLAN B, 3218-D001 C, 3218-D002 C, 3218-D003 C, 3218-D004, AP0524-803, AP0524-804 A, AP0524-804 A, Construction Traffic Management Plan, 6560 02-01/01 A, 6560 02-01/02 A, 6560 02-01/03 A, 6560 02-10/03 A, 6560 02-10/02 A, 6560 02-10/01 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. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.

4. The landscaping scheme hereby approved shall be implemented to the written satisfaction of the Local Planning Authority not later than 12 months from the date the building(s) is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted to the written satisfaction of the Local Planning Authority.

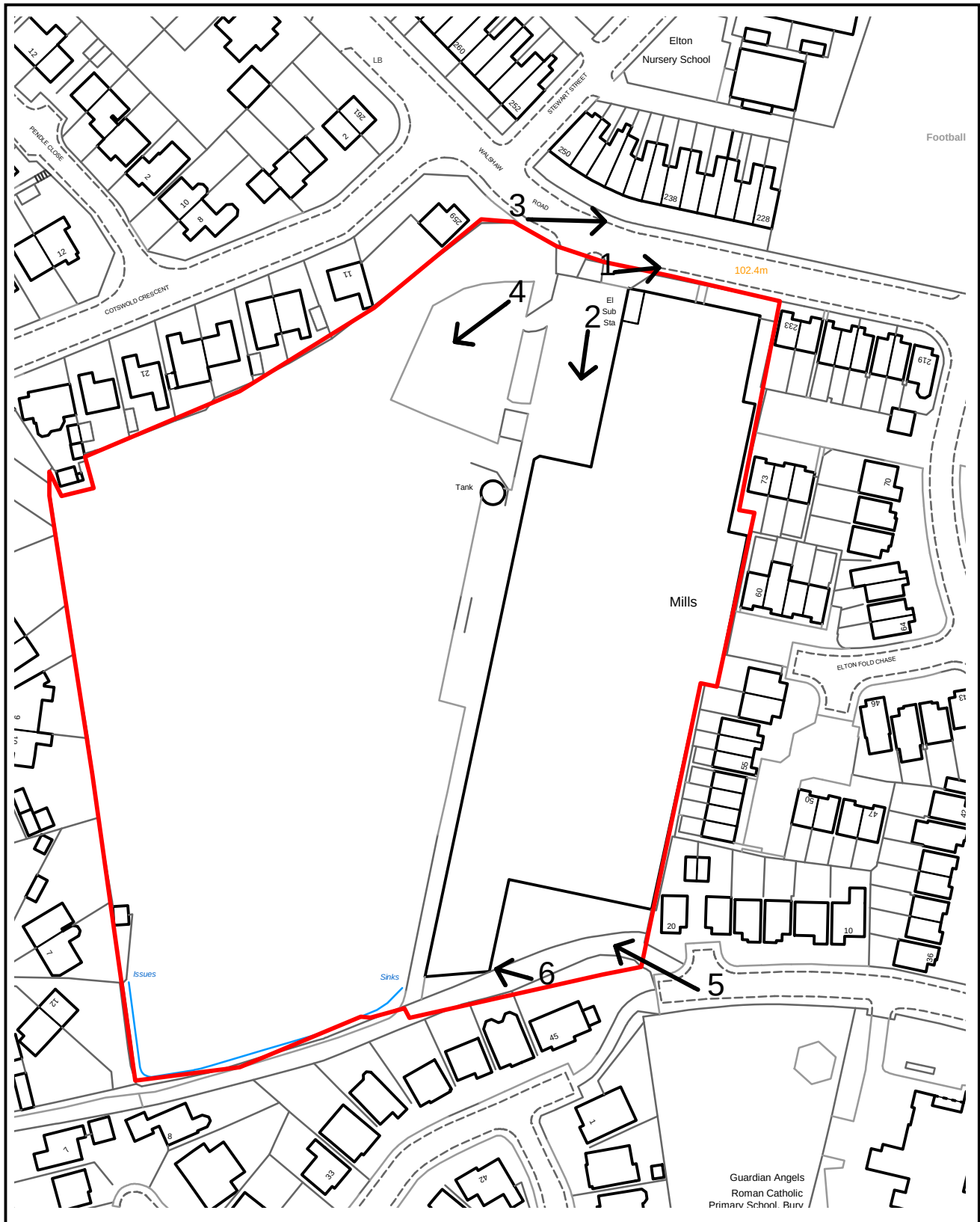
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan..

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

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

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 66389

**ADDRESS: Former site of Andrew Textile Industries Ltd
Walshaw Road**



Bury
COUNCIL

Planning, Environmental and Regulatory Services

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66389

Photo 1



Photo 2



Photo 3



Photo 4



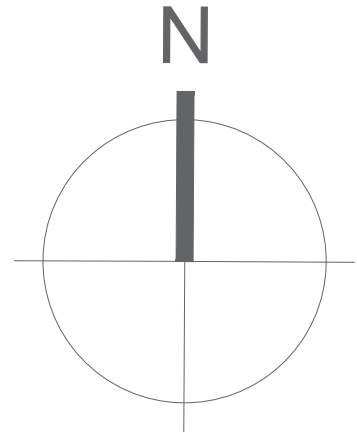
Photo 5



Photo 6



Disclaimer:
Do not scale from this drawing.
All contractors must visit the site and be responsible for taking and checking dimensions.
All construction information should be taken from signed dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.
This drawing is for planning purposes only. It is not intended to be used for construction purposes. Whilst all reasonable efforts are used to ensure drawings are accurate, Astle Planning and Design Ltd accept no responsibility or liability for any reliance placed on, or use made of, this plan by anyone for purposes other than those stated above.



Hard Surface Key

- Proposed Adoptable Carriageway - Black Bitmac
- Proposed Adoptable Footpath - Black Bitmac
- Proposed Private Drive - Black Bitmac
- Proposed Shared Driveway - Black Bitmac
- Private Pavements (450 x 450mm Buff river flags)

*Road & Pavements to Adoptable Standards. Refer to Engineers drawings for details

References

- Highways - Croft Access Ref:2313-F01 (*.pdf only)
- OS Plan - Licence no. 100022432
- Topographical Survey - S20-WLSHRD-01
- Red Edge Boundary - To be confirmed once EBA undertaken
- Footprints - Arisan blocks reference REV Q

General Notes

- This drawing needs to be read in conjunction with the following plans:
- Planning layout
 - Landscaping Layout

C	25.03.21	UPDATED TO LATEST PLANNING LAYOUT	CB	
B	08.01.21	UPDATED TO REVISION A OF PLANNING LAYOUT	RH	MP
A	16.10.20	1ST ISSUE	CB	AE
Rev.	Date	Description	By	Chk

Client

Bellway

Project

Walshaw Road Bury

Drawing Title

Hard Surfacing Plan

Drawn by	CB	Checked by	AE	Date	OCT 2020
Status	PRELIMINARY		Scale @ A1	1:500	
Job no.	BHM153	Dwg no.	HS01	Rev.	C

Astle Planning & Design Limited

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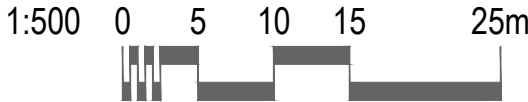
info@astlepd.co.uk
www.astlepd.co.uk

architecture
masterplanning
urban design

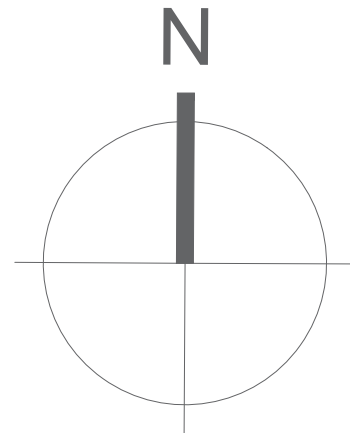
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WALSHAW ROAD - BURY

HARD SURFACING PLAN



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Boundary Treatments Key

- 1.8m High close boarded fence with gates as required
- 0.9m High post and Rail Fence
- 1.8m High brick walls and piers

References.

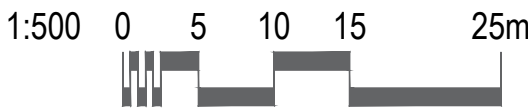
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- OS Plan - Licence no. 100022432
- Topographical Survey - S20-WLSHRD-01
- Red Edge Boundary - To be confirmed once EBa undertaken
- Footprints - Artisan blocks reference REV Q

General Notes

- This drawing needs to be read in conjunction with the following plans:
- Planning layout
 - Landscaping Layout

WALSHAW ROAD - BURY

BOUNDARY TREATMENT PLAN



C	25/03/21	UPDATED TO LATEST PLANNING LAYOUT	CB	
B	07/01/21	UPDATED TO REVISION A OF PLANNING LAYOUT	RH	MP
A	16/10/20	1ST ISSUE	CB	AE
Rev.	Date	Description	By	Chd

Client



Project

Walshaw Road
Bury

Drawing Title

Boundary Treatment Plan

Drawn by	CB	Checked by	AE	Date	OCT 2020
Status	PRELIMINARY			Scale @ A1	1:500
Job no.	BHM153	Dwg.no.	BT01	Rev.	C



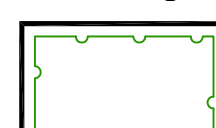
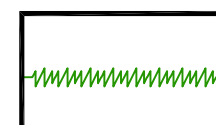
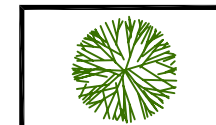
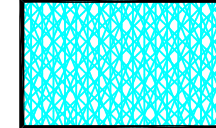
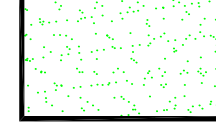
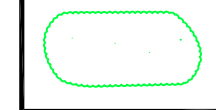
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Key

-  Proposed ornamental shrub planting, including 60mm depth no-fines bark mulch.
-  Proposed hedge planting, including 60mm depth no-fines bark mulch.
-  Proposed heavy standard tree planting including double stake and tie.
-  Proposed areas of 50mm depth gravel laid over weed suppressing membrane.
-  Proposed areas to be turfed with cultivated grade turf.
-  Existing Vegetation retained.

Planting Schedule

Trees

Nr	Text	Plant Name	Height	Girth	Root
2	ACE Q-E	Acer cam. 'Queen Elizabeth'	400-500cm	16-18cm	RB
7	CAR FRA	Carpinus 'Frans Fontaine'	400-500cm	16-18cm	RB
5	ILE DRA	Ilex Aquipernyi 'Dragon Lady'	350-400cm	18-20cm	C
14	PHO RED	Photinia Fraseri 'Red Robin'	350-400cm	18-20cm	C
39	PRU LAU	Prunus. Laurocerasus	350-400cm	18-20cm	C
5	PYR CHA	Pyrus calleryana 'Chanticleer'	350-400cm	16-18cm	RB

72

Hedges/Shrubs

Nr	Text	Plant Name	Height/Spread	Container
1868	Pru Ott	Prunus lau. 'Otto Luyken'	40-50cm	5L
331	Pru lus	Prunus lusitanica	80-90cm	10L

2199

General Notes

- The contractor shall ensure that all topsoil is cultivated in accordance with BS 3882. All rubbish, concrete, metal, glass, decayed vegetation, contaminated soil (soil containing subsoil, rubble, fuel, lubricants or other substances damaging to plants) and stones with largest dimension exceeding 25mm, shall be removed. Topsoil minimum depths to be 450mm for areas of shrub or tree planting and 150mm for areas of turf or grass seeding.
- Cultivate and plant into moist, friable soil, free from compaction and that is not waterlogged, frozen or snow-covered, unless with the express permission of the Landscape Architect.
- Any imported topsoil is to comply with BS 3882 and be free from all rubbish, concrete, metal, glass, decayed vegetation, contaminants (as described in 1.) and stones with largest dimension exceeding 25mm.
- All planting and turfing shall conform to BS 3838 & 4428 and shall be carried out in strict accordance with the specification. All sizes quoted are the minimums available. All plants to be supplied by nurseries listed by The Horticultural Trades Association Nursery Certification Scheme. No substitutions shall be acceptable without the prior written approval of the Landscape Architect.
- Standard trees to be planted in 650mm x 650mm x 400mm tree pits, and supported using 1No. 75mm dia stake, 1500mm long, per tree, driven 900mm into ground and secured with steel reinforced rubber belt S830 & 1No. Original Standard Pad (01) per tree. Heavy Standard trees (and larger) to be planted in 800mm x 800mm x 600-750mm tree pits, and supported using 2No. 75mm dia stakes, 1500mm long, per tree. Stakes to be driven 900mm into ground prior to placement of rootball. Timber cross-brace to be fitted to top of posts and tree to be secured with steel reinforced rubber belt SP15 & 2No. Chunky Pias (04), per tree. Tree ties and spacers available from J.Torns Ltd, Ashford, TN27 9XT or similar and approved products may be used.
- Container grown shrubs to be planted in a pit big enough to accommodate the plant without root damage, and shall in any case be a minimum of 300mm x 300mm x 300mm.
- Bareroot shrubs to be planted between mid-November and mid-March.
- All planting pits to be backfilled with mixture of excavated topsoil and 100g/m2 of a slow release 16, 10, 10 fertiliser. Water all plants thoroughly, immediately after planting, using a fine-noise or sprinkler. Lightly firm soil around plants without roots and rake lightly to a fine tilth, with no hollows.
- Areas to be turfed shall be cultivated and leveled as required, removing any debris or stone as described in 1. Add a pre-seeding fertiliser to manufacturers instructions. Use cultivated, weed-free amenity turf, laid with broken joints, well butted up. Work from planks to prevent damage and water sufficiently to prevent shrinkage.
- Areas to be seeded shall be cultivated and leveled as required, removing any debris or stone as described in 1. Sow seed only in March, April or September if possible, to manufacturers recommendations.
- All planting beds to be mulched using an approved no-fines bark mulch, to a depth of 50mm, ensuring top of the mulch layer is 15mm below adjacent pavements or other surfaces, to prevent spillage.

Rev B : Tree Survey P.1399.21.02-B added. AKL 07/04/21
Rev A : Updated in line with Layout BHM153-PL02-D retained vegetation added. AKL 07/04/21

LDS

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info@landscape-designsolutions.co.uk

Client

Bellway Homes

Project

Walshaw Road, Bury

Drawing title

Planting Plan

Scale

1:250 @ A0

Drawn by

AKL

Date

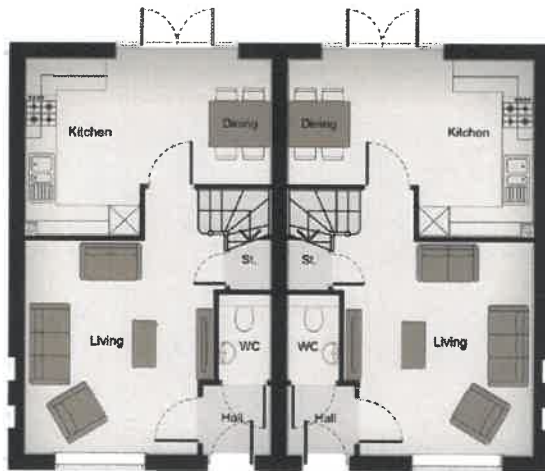
Jan 2020

Drawing No.

LDS479-01B



First Floor Plan

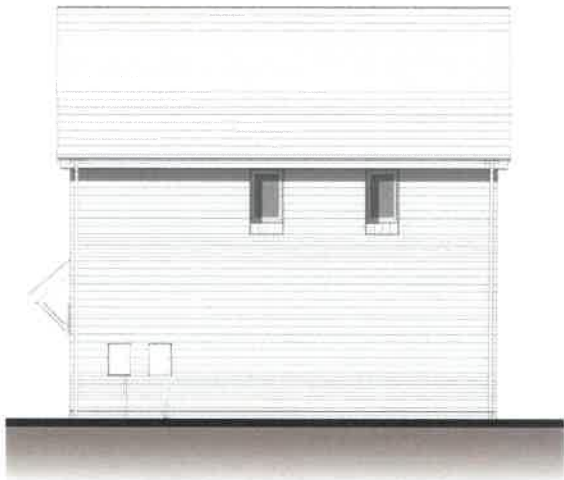


Ground Floor Plan

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DRAWING NO:
BHMTA01



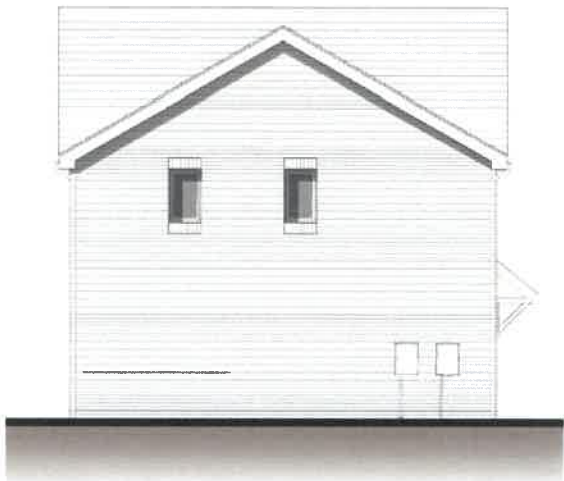
Front Elevation



Side Elevation



Rear Elevation

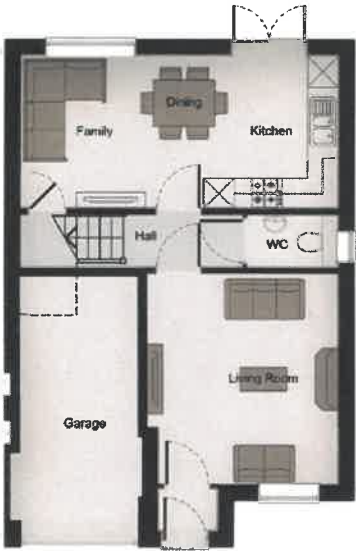


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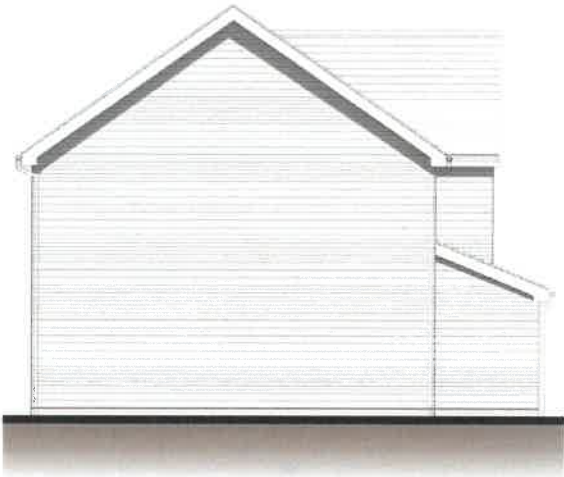
First Floor Plan



Ground Floor Plan



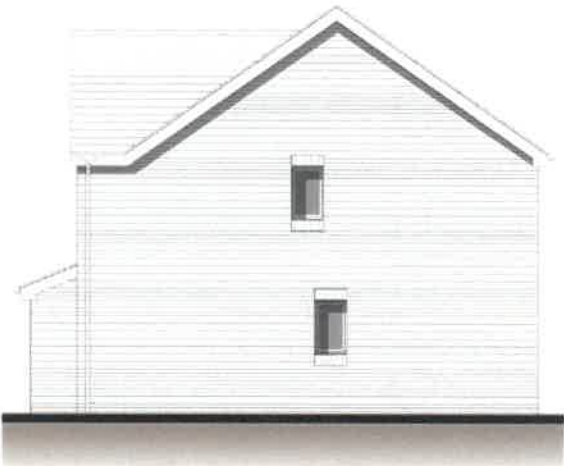
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

THE CHANDLER

SEMI-DETACHED / DETACHED 951 SQFT 2 STOREY



First Floor Plan



Ground Floor Plan

SCALE: 1:100@A3
DRAWING NO:
BHMCH01

THE CHANDLER

SEMI-DETACHED / DETACHED 951 SQFT 2 STOREY



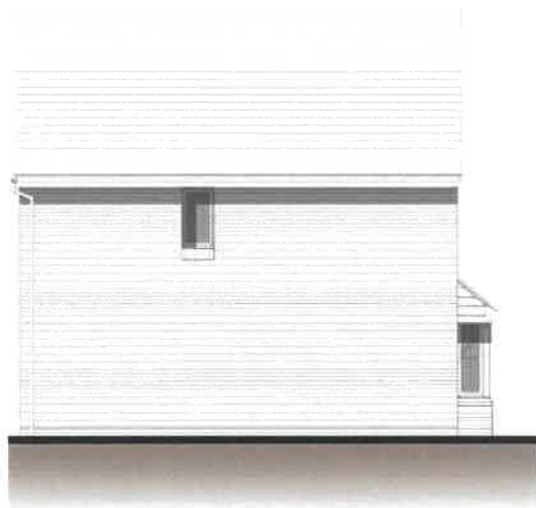
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

SCALE: 1:100@A3
DRAWING NO:
BHMCH01



First Floor Plan

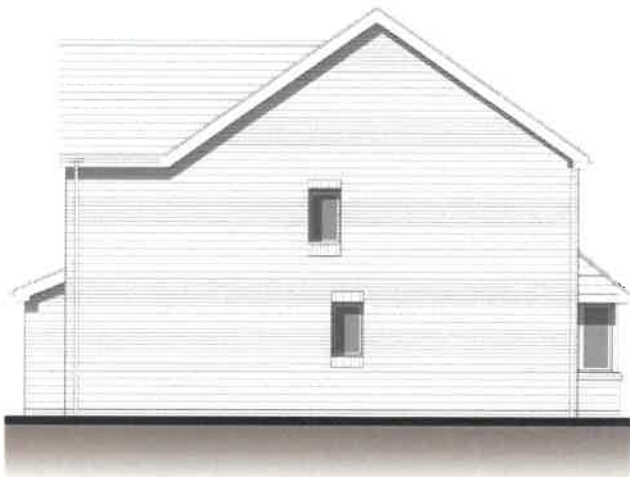


Ground Floor Plan

SCALE: 1:100@A3
DRAWING NO:
BHMSA01



Front Elevation



Side Elevation



Rear Elevation



Side Elevation

SCALE: 1:100@A3
DRAWING NO:
BHMSA01



First Floor Plan

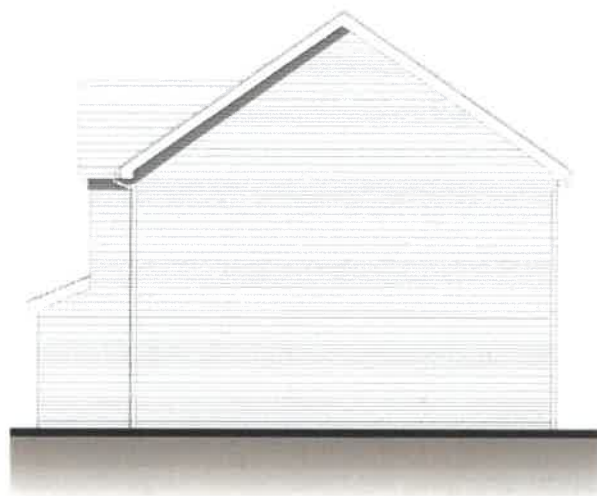


Ground Floor Plan

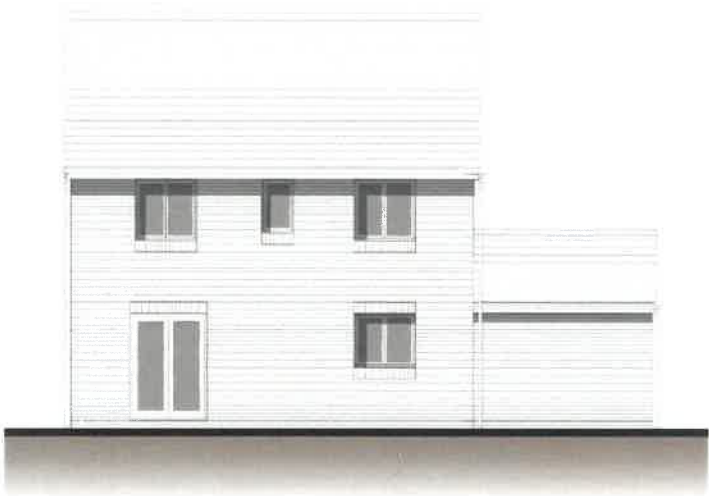
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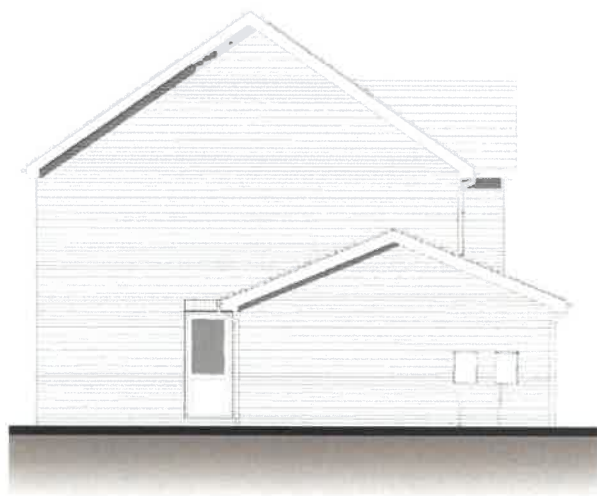
Front Elevation



Side Elevation



Rear Elevation

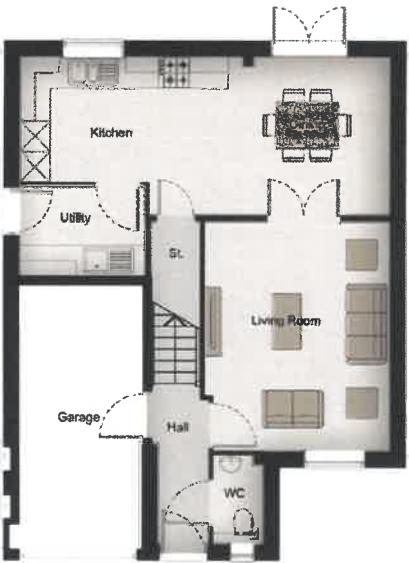


Side Elevation

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DRAWING NO:
BHMFA01



First Floor Plan

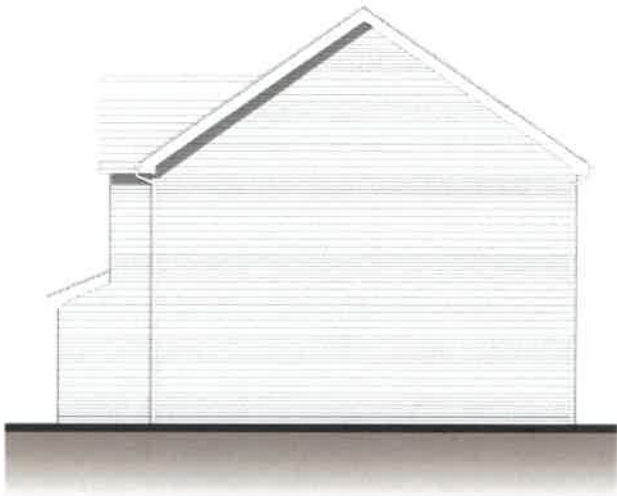


Ground Floor Plan

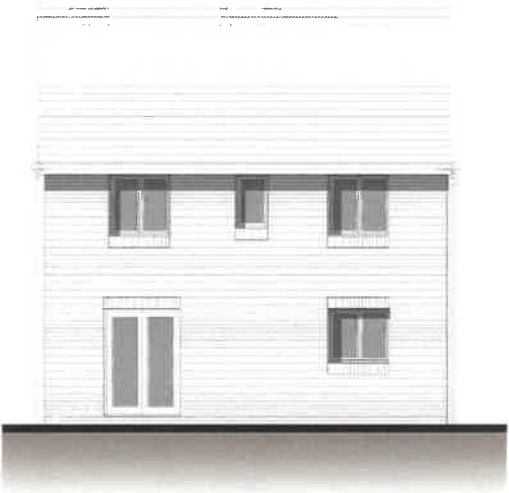
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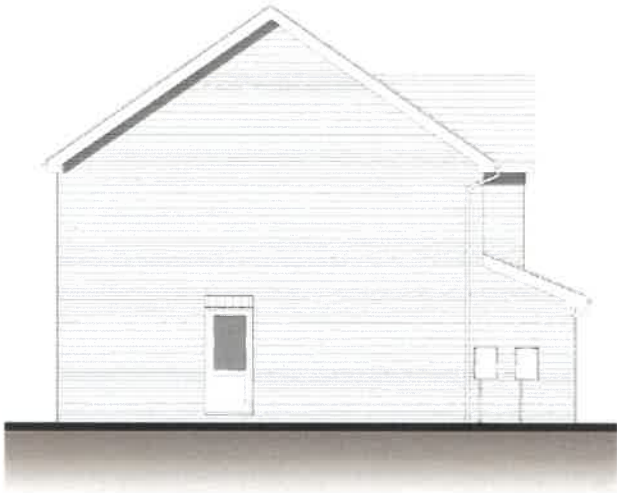
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

SCALE: 1:100@A3
DRAWING NO:
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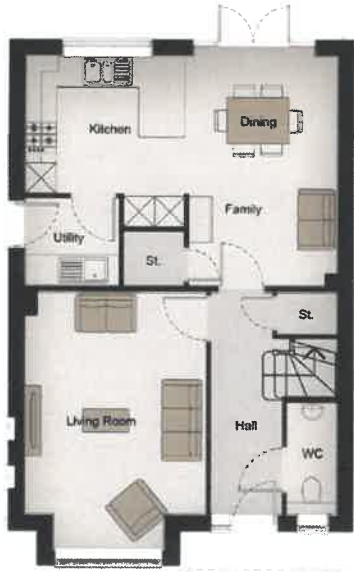
THE SCRIVENER

DETACHED 1214 SQFT 2 STOREY

Bellway



First Floor Plan

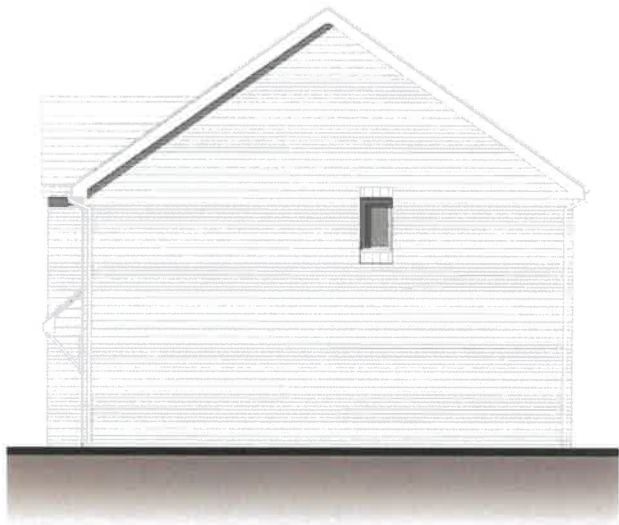


Ground Floor Plan

SCALE: 1:100@A3
DRAWING NO:
BHM SC 01



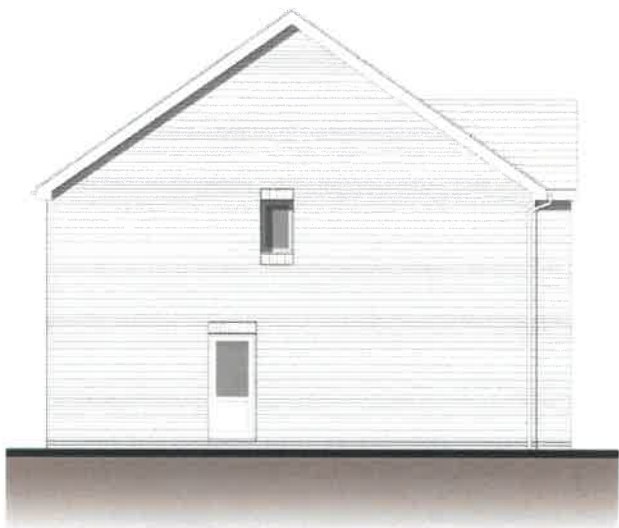
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

Bellway

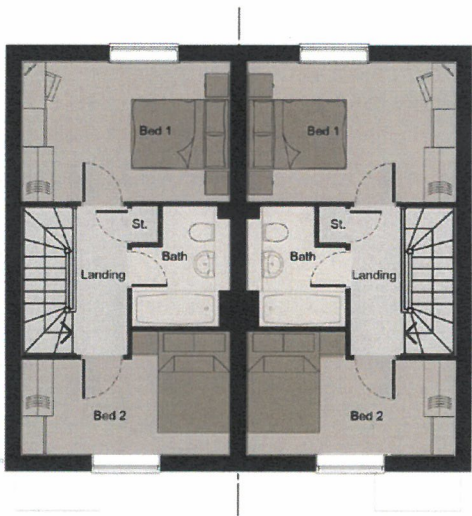
THE SCRIVENER

DETACHED 1214 SQFT 2 STOREY

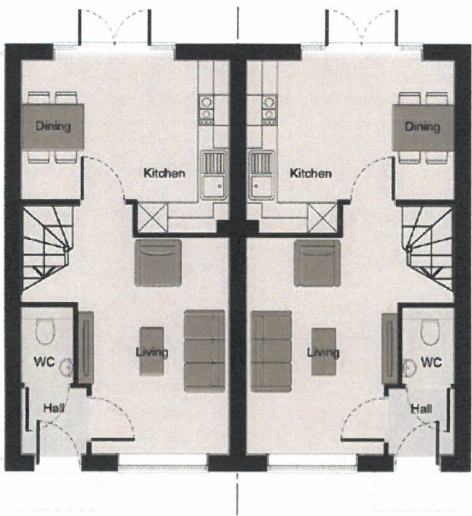
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DRAWING NO:
BHM SC 01

THE JOINER

SEMI-DETACHED / MEWS 680 SQFT 2 STOREY



First Floor Plan



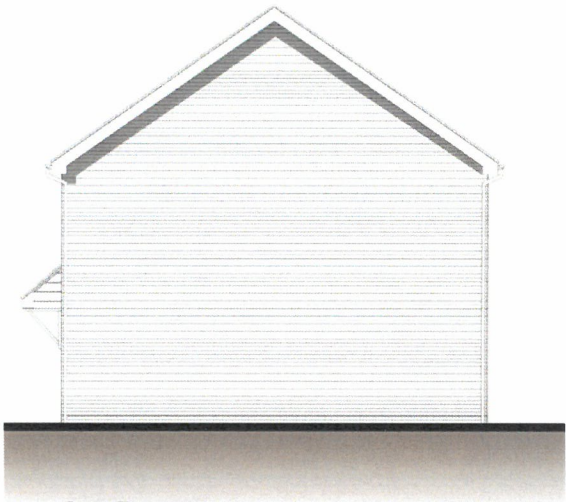
Ground Floor Plan

THE JOINER

SEMI-DETACHED / MEWS 680 SQFT



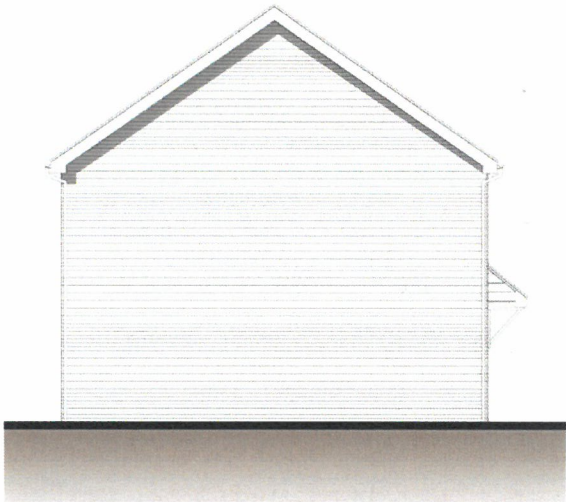
Front Elevation



Side Elevation



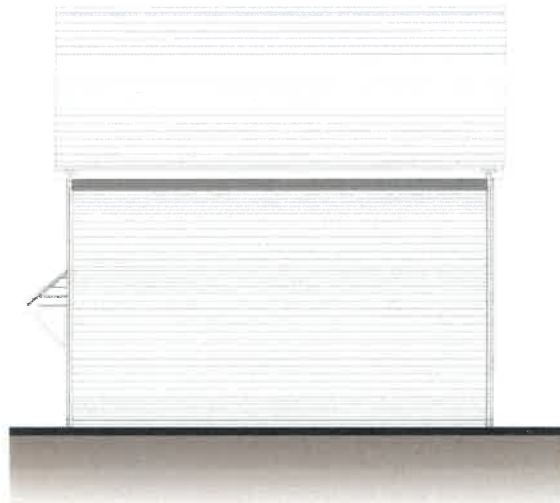
Rear Elevation



Side Elevation



Front Elevation



Side Elevation



Rear Elevation



Side Elevation



First Floor Plan



Ground Floor Plan



First Floor Plan

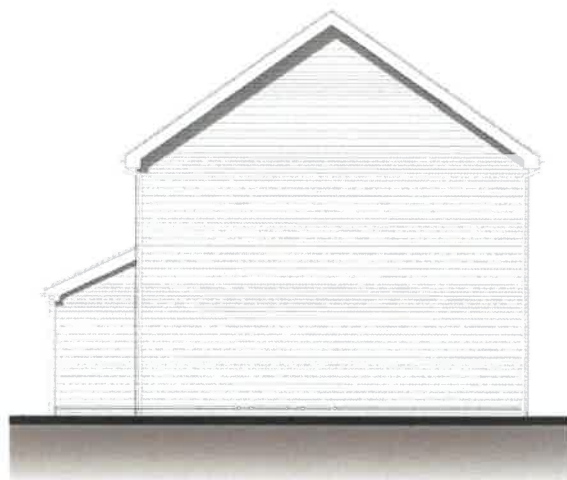


Ground Floor Plan

SCALE: 1:100@A3
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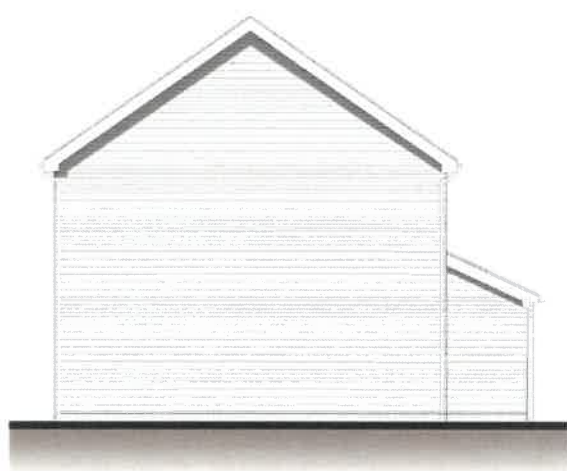
Front Elevation



Side Elevation



Rear Elevation



Side Elevation

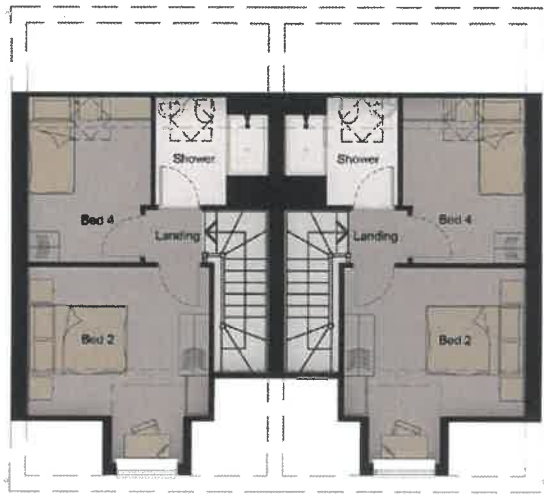
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THE CARTWRIGHT

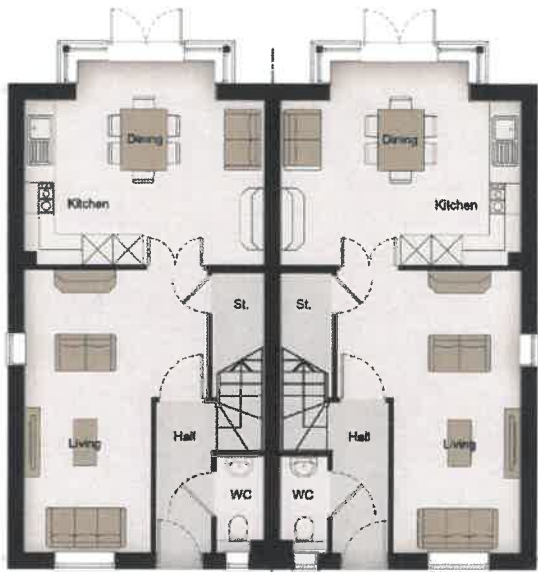
DETACHED 1223 SQFT 2.5 STOREY



First Floor Plan



Second Floor Plan



Ground Floor Plan

THE CARTWRIGHT

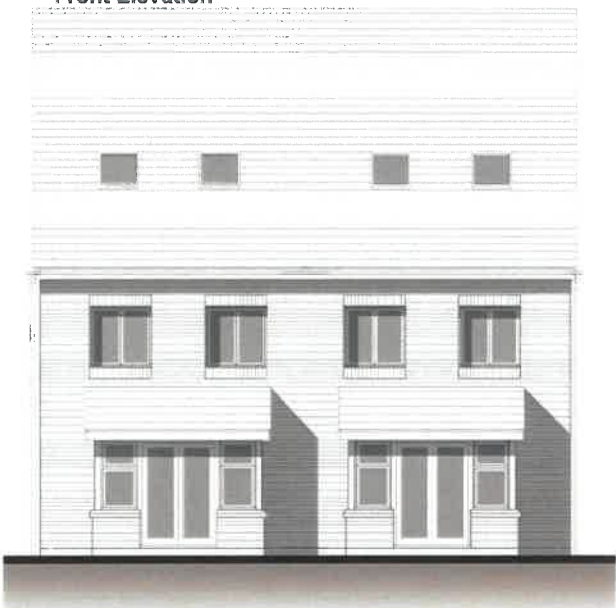
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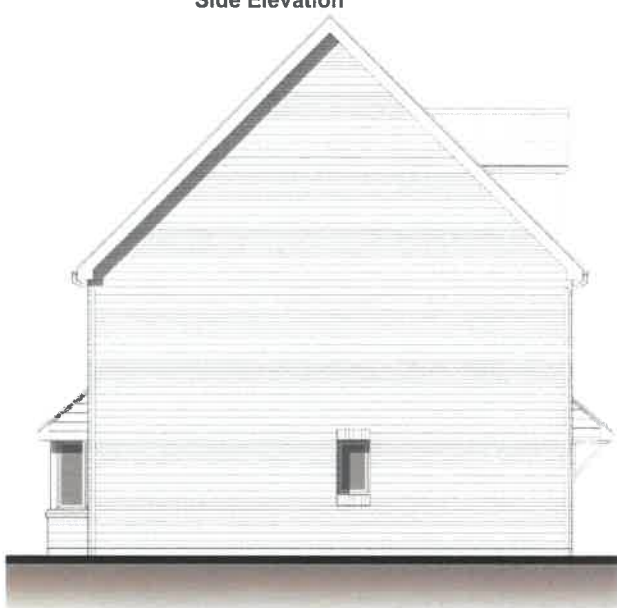
Front Elevation



Side Elevation



Rear Elevation



Side Elevation



First Floor Plan



Second Floor Plan



Ground Floor Plan



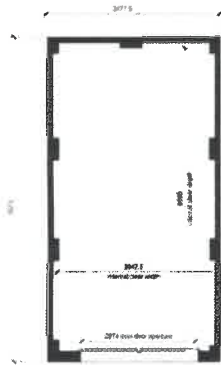
Front Elevation



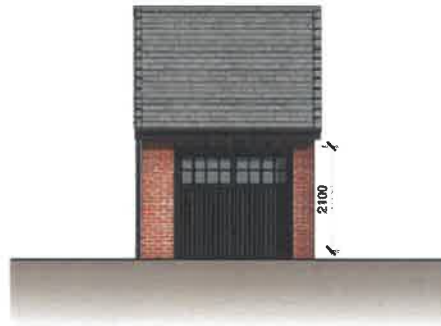
Side Elevation



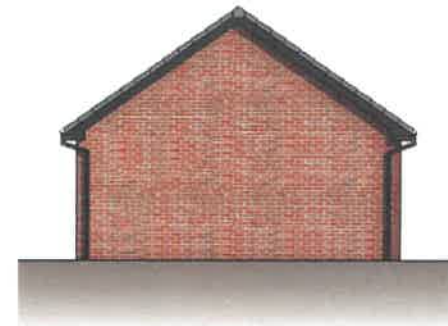
Rear Elevation



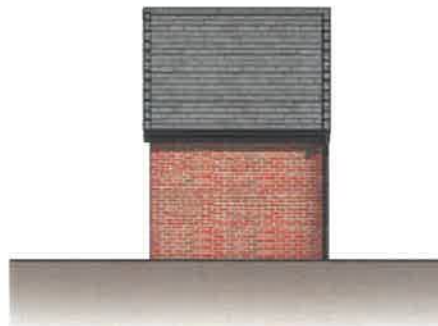
Ground Floor Plan



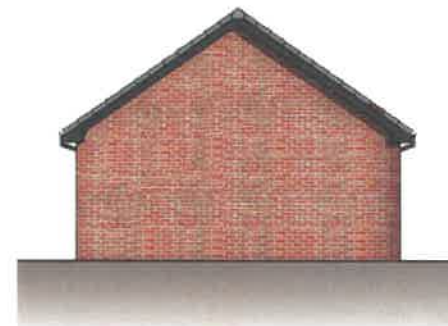
Front Elevation



Side Elevation



Rear Elevation



Side Elevation