

**Ward:** Ramsbottom + Tottington - Tottington

**Item** 03

**Applicant:** Mrs & Mr Enaboifo

**Location:** Land at side of 201 Bury Road, Tottington, Bury, BL8 3EU

**Proposal:** Erection of 1 no. dormer bungalow with associated car parking, hardstanding and landscaping

**Application Ref:** 66968/Full

**Target Date:** 25/06/2021

**Recommendation:** Approve with Conditions

### **Description**

The application relates land to the side of No. 201 Bury Road. The site is currently utilised as garden for No. 201. The site is bounded by residential properties to all sides. Public Right of Way footpath 52TOT runs along the eastern boundary of the site.

Planning permission is sought for the construction of a single detached dwelling to the side of No. 201 Bury Road. The proposed dwelling would be a 3 no. bed dormer style bungalow with associated car parking to the front.

### **Relevant Planning History**

02025/E - Erection of 1 no. 4 bed 2 storey dwelling at side of existing property - Enquiry completed 22/09/2017

43824 - Retention of stone wall at front - Approve with Conditions 21/04/2005

66157 - Erection of 1 no. dormer bungalow with associated car parking, hardstanding and landscaping - Withdrawn by Applicant 28/01/2021

### **Publicity**

Letters sent to 26 neighbouring properties.

Site Notice - 28/05/2021. Replaced 14/06/2021.

Press Notice - 27/05/2021

3 objections received from No. 203 Bury Road, No. 9 Knowl View and No. 3 Sunnywood Lane in relation to:

- Loss of light to kitchen and garden of No. 203
- Loss of privacy
- This site is a bottle neck for traffic due to the number of parked vehicles and bus stop opposite making access to behind my house tricky at the best of times, during the build process it will make access to the side lane where need to drive to park my vehicle behind my house impossible.
- During the extension of the dormer a few years ago it made access and parking impossible.
- This is an area where schools children walk to high school and cross busy road. The build process will impair on this access and safety to cross.
- The build will also cause surface water issues as previous.
- Another property will over populate and infringe on the look.
- In 2015 substantial building work at 3 Sunnywood Lane was undertaken. This resulted in damage to our fencing by diggers installing a steep drive then surplus tarmac was deposited on Sunnywood lane at the side of our property preventing drainage and rain water to flow away naturally. We had to install drains to our side path as it was

- regularly under water when it rained heavily.
- The previous owner to 3 Sunnywood lane deposited hardcore to the lane near our garden raising the height of the lane considerably to what it was when we moved in 20 years ago.
- Our experience of contacting the council to help us in these matters was met with "it is nothing to do with us as the lane is unadopted". We are worried this scenario could be repeated if this new build is allowed.
- Due to my son's disability, we require twenty four hour access and egress on Sunnywood Lane.
- There are bollards at the front of the existing property preventing vehicles parking. Also the construction workers themselves will need somewhere to park and parking is at a premium on Bury Rd.

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

**Traffic Section/Public Rights of Way** - recommendation for conditions that include a Construction Traffic Management Plan and implementation of parking, access and bin storage arrangements.

**Drainage Section** - no response

**Environmental Health - Contaminated Land** - recommendation for conditions relating to contaminated land

**Waste Management** - no response

**United Utilities (Water and waste)** - recommendation for SUDs condition to be included

**Greater Manchester Ecology Unit** - recommendation for landscaping condition

**Pre-start Conditions** - Agreed by Agent

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

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/6	Garden and Backland Development
EN1/2	Townscape and Built Design
EN8/2	Woodland and Tree Planting
HT6/2	Pedestrian/Vehicular Conflict
HT2/4	Car Parking and New Development
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 (Residential)**

The National Planning Policy Framework should be treated as a significant material planning consideration and it emphasises the need for local planning authorities to boost the

supply of housing to meet local housing targets in both the short and long term. The Framework maintains the emphasis on identifying a rolling five year supply of deliverable housing land.

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

The National Planning Policy Framework also sets out the Housing Delivery Test, which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) of the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government show that Bury has a housing delivery test result of less than 75%, and therefore this needs to be treated as a material factor when determining applications for residential development.

The proposed development is located within the urban area and there are residential dwellings surrounding the site. As such, the proposed development would not conflict with the surrounding land uses. Appropriate infrastructure would be available and an area of residential amenity space would be retained for the existing dwelling and as such, the proposed development would be acceptable in principle. Therefore, the proposed development would be in accordance with Policy H1/2 and H2/6 of the Bury Unitary Development Plan and the NPPF.

### **Design and Layout**

Policy H2/1- The Form of New Residential Development requires all new residential development to make a positive contribution to the form and quality of the surrounding area. Policy H2/2 - The Layout of New Residential Development seeks to ensure that new residential development will be acceptable in terms of layout in order to provide a good quality residential environment. Policy H2/6 - Garden and Backland Development states that the Council will not permit the loss of private gardens for infill development unless such proposals can be shown not to adversely affect the character and amenity of the area. In addition to this, Policy EN1/2 - Townscape and Built Design seeks to ensure that any proposals would not have an adverse impact on the particular character and townscape of an area.

The NPPF makes it clear that creating high quality buildings and places is fundamental. This is further supported by the National Design Guide. The National Design Guide, published by the Ministry of Housing, Communities and Local Government in 2019 states that well designed new development is influenced by " an appreciation and understanding of vernacular.....including existing built form, landscape and local architectural precedents."

The immediate street scene is depicted by a mixture of semi detached, detached and terraced dwellings of various ages, styles and scales. The proposed dwelling would maintain the ridge height of the existing bungalows within the row and would replicate the dormer features that are already present within the street scene and No. 199 Bury Road and No. 1 Sunnywood Lane. The proposed dormers are considered to be of an appropriate scale and would not dominate the roofslopes to the front and rear of the propose dwelling.

The proposed dwelling would replicate the density and form of properties within this row replicating the areas of parking to the front and residential gardens to the rear. Residential

amenity space, and parking would be retained for both the existing and proposed dwelling and the existing accesses to the site would be utilised and as such the proposal is not considered to be over development of the site.

Overall, it is considered that the proposal would not have a detrimental impact on the quality of the residential environment and as such would comply with UDP Policy H2/1, H2/2 and the NPPF.

### **Residential Amenity**

There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties in relation to householder extensions and as such, would be a reasonable guide in this case.

The proposed dwelling would be single storey in nature, with additional living accommodation provided within the roof space via dormers which are set back off the principal, and side elevations.

The proposed dwelling would be located to the north west of the dwelling at No. 203. This dwelling has existing single storey, and two storey extensions to the rear as well as an area of residential amenity space. It is unclear when the extensions would have been constructed however it is likely that they would have been in situ when the premises was granted a change of use from off licence/general store to single residential dwelling and as such the existing rear windows within the extended elements are considered to be "original" windows in terms of SPD 6.

The proposed dwelling would project more than 3 metres beyond the rear of No. 203 however it would not impact on a 45 degree line as taken from the nearest rear ground floor window (within the single storey extension) and as such would comply with SPD 6. The proposal would be located to the north west of the residential amenity space of this property and would be separated from this property by a footpath. Considering the path of the sun and the separation between the site and No. 203 it is considered that unlikely that the location of a dwelling in this position would be so unduly overbearing in to warrant refusal of the scheme.

SPD 6 requires a minimum distance of 7 metres between first floor habitable room windows and directly facing boundaries. The windows for bedroom 3 and 2 are shown on the proposed site plan as being located 7 metres from the rear boundary complying with aspect standards. In addition these windows would have an onward view of the parking, and open front garden of No. 1 Sunnywood Lane. The proposed rear windows would be screened by the existing rear boundary face which is shown to be retained on the proposed site plan. The proposal would therefore comply with aspects standards set out within SPD 6.

The proposed side first floor windows, and ground floor windows would relate to non-habitable rooms (WC, hall, stairs) or would be secondary windows to habitable rooms (dining) and as such aspects not applied.

The proposed first floor front, and ground floor front windows would be separated from the directly facing properties by the parking area and a highway and as such no undue loss of privacy to these properties is foreseen.

### **Permitted Development**

Due to the nature of the site, with limited residential amenity space to the rear close proximity to the neighbouring dwelling and the need to protect the amenity of the existing neighbouring properties permitted development rights should be removed to ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

### **Ecology and Landscaping**

GMEU have been consulted as part of the application process and concluded that there are unlikely to be any significant ecological issues associated with this development. Issues relating to nesting birds and biodiversity enhancements can be dealt with via condition and or informative.

Section 170 of the NPPF 2019 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of a small area of garden a low value habitat. A landscaping scheme has therefore been conditioned to include native planting and the provision of bat bricks/tubes within the new development and bat and bird boxes.

### **Highways and Parking**

The Traffic Section have been consulted as part of the application process. The process seeks to use the existing accesses to the site with parking provision for both units provided to the front of the application site. Tracking has also been provided to show that vehicles and enter, turn and exist the site in forward gear. No objections have been raised to this arrangement by the Traffic Section subject to conditions relating to implementation of the details provided.

SPD 11 requires a maximum of 2 parking spaces for 3 bed properties in high access areas. 2 parking spaces can be provided for each of the units complying with SPD 11.

### **Response to Neighbours**

The impact of the proposal in terms of residential amenity, visual amenity and traffic have been addressed within the main body of the report.

As the proposal is more substantial than a householder extension, a construction traffic management plan has also been secured via condition and is required to be submitted prior to the commencement of development.

A SUDs condition has been attached to ensure a suitable drainage scheme is submitted for the development prior to commencement.

### **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 21.03 01, 21.03 02, 21.03 03, 21.03 04, 21.03 15 Rev A, 21.03 06 Rev A, sss-9548 Revision A - Topographical Survey, sss-9548 Revision A - Existing Elevations and 1744/SP/02 Rev A and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.

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

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

- Photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of any statutory undertakers connections to the new dwelling;
- Access point(s) for construction traffic from the adopted highway;
- Proposed site hoardings (if proposed);
- Measures to protect users of Public Footpath No. 52, Tottington (Sunnywood Lane) during construction of the proposed timber fence and retaining structure;
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
- Parking on site (or on land under the applicant's control) of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

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

5. The development hereby approved shall not be first occupied unless and until the shared access and bin storage arrangements indicated on approved plan reference 21.03 Revision A, incorporating the retention of the existing access points and dropped crossings that serve the site and new driveway surface material compatible with SUDS drainage to prevent the discharge of surface water onto the adopted highway, have been implemented in full.

Reason. To ensure good highway design and maintain the integrity of the adopted

highway in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

6. The turning facilities indicated on approved plan references 21.03 Revision A & 1744/SP/02 Revision A shall be provided before the development hereby approved is first occupied and shall subsequently be maintained free of obstruction at all times.  
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
7. The car parking for the new and existing dwellings indicated on approved plan references 21.03 Revision A & 1744/SP/02 Revision A shall be made available for use prior to the dwelling hereby approved being first occupied and thereafter maintained available for use at all times.  
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
8. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.  
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
9. No development shall commence unless and until:-
  - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
  - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
  - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
10. Following the provisions of Condition 9 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each

stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

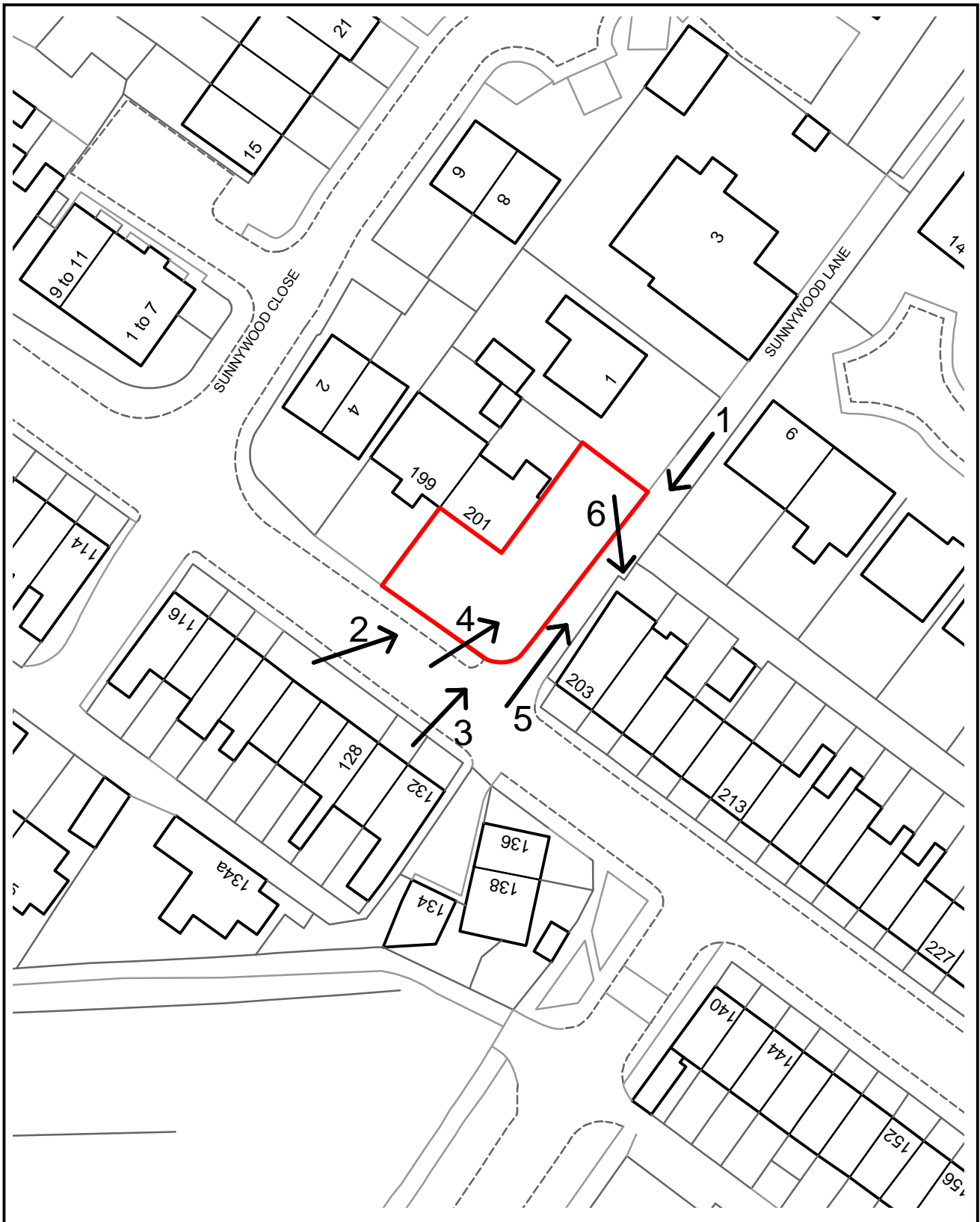
Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

11. A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting and the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season;; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
12. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.  
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.
12. Prior to occupation the applicant shall provide electric vehicle (EV) charging points for each residential unit. EV chargepoints shall be chosen for the Electric Vehicle Homecharge Scheme approved chargepoint model list.  
Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant Chapter 9 - Promoting sustainable transport of the National Planning Policy Framework.

For further information on the application please contact **Helen Pressley** on **0161 253 5277**



# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 66968**

**ADDRESS:** Land at side of 201 Bury Road  
Tottington

**Planning, Environmental and Regulatory Services**

**(C) Crown Copyright and database right (2015). Ordnance Survey 100023063.**



**Bury**  
COUNCIL

66968

Photo 1



Photo 2



66968

Photo 3



Photo 4





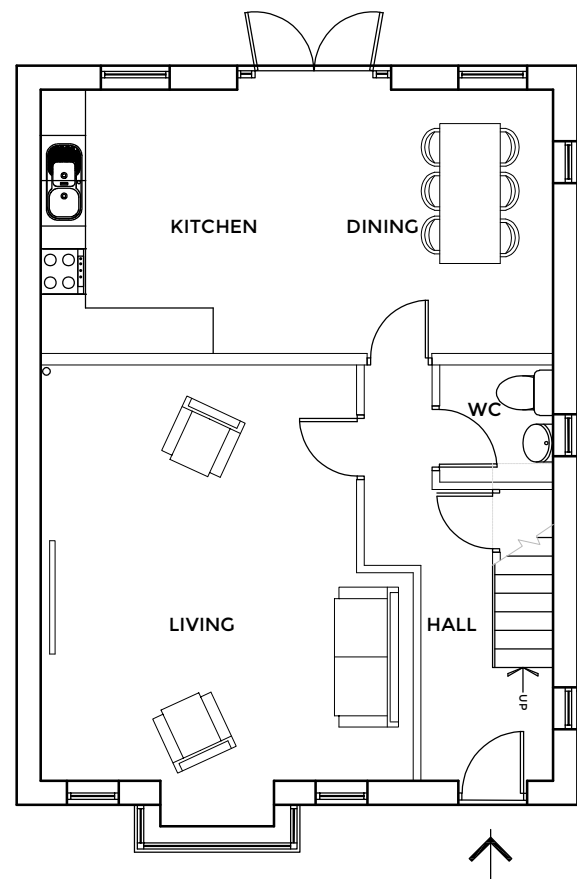
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Photo 5

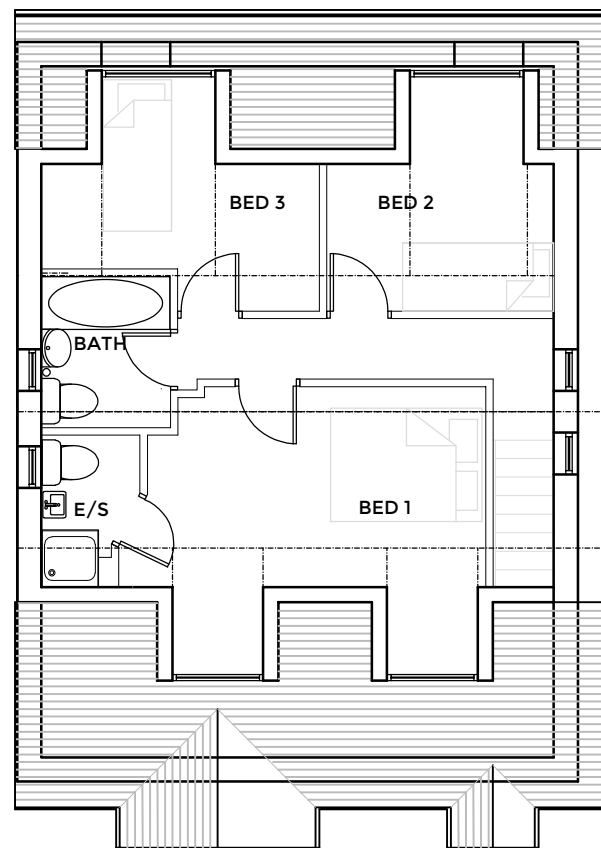


Photo 6

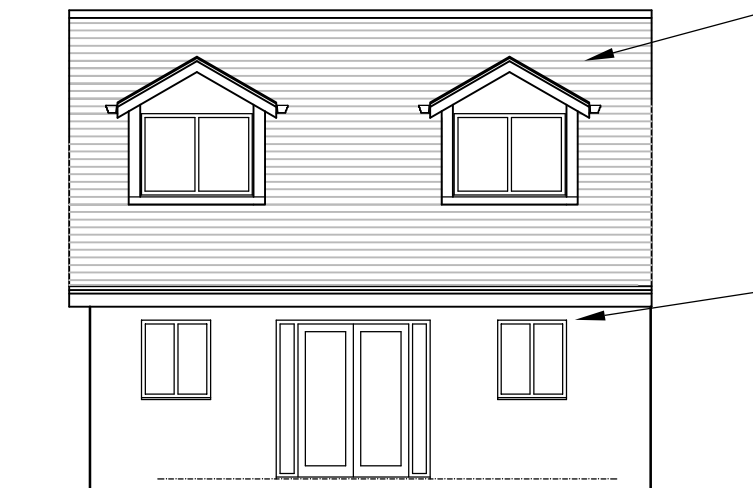




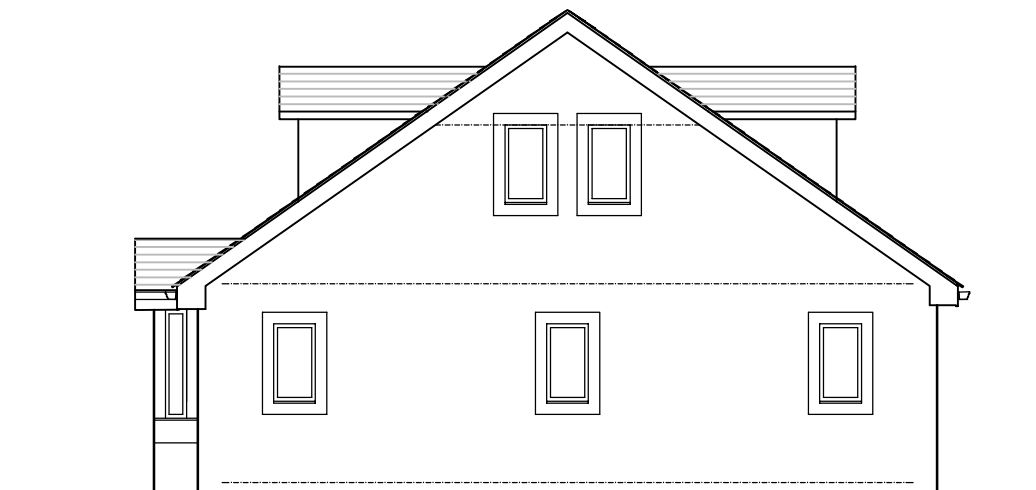
PROPOSED GROUND FLOOR PLAN.



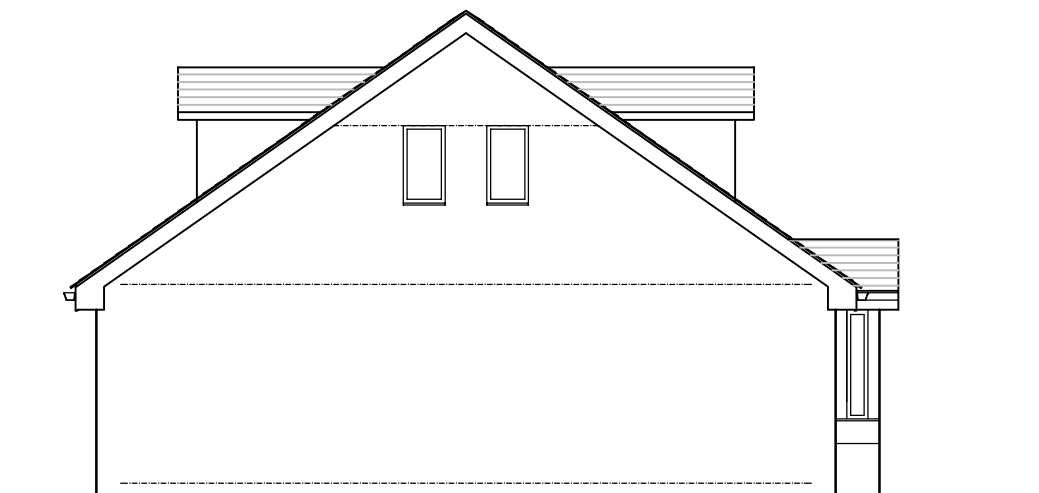
PROPOSED FIRST FLOOR PLAN.



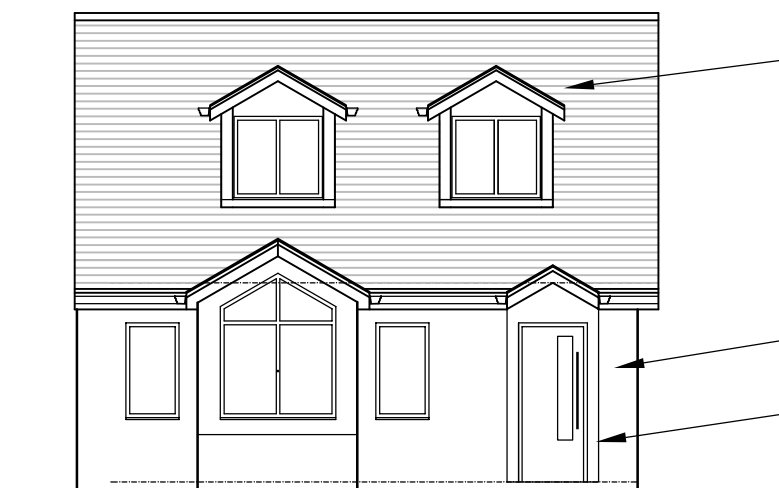
PROPOSED REAR ELEVATION.



PROPOSED SIDE ELEVATION.



PROPOSED SIDE (BLANK GABLE) ELEVATION.



PROPOSED FRONT ELEVATION.

Plain concrete tile or artificial slate roof covering.

Brick faced elevations.

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## NOTES / KEY:

Gross internal floor area  
= 103m2 approx.


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client  
**MRS KAREN & MR ANTHONY ENABOIFO**

project  
**PROPOSED DWELLING AT 201 BURY RD, BURY, BL8 3EU**

status **Planning**

drawing  
**PROPOSED 3 BED BUNGALOW PLANS+ELEVATIONS.**

drawn by **DD.** date **MAR 21**

scale **1:100@A3**

dwg no **21.03** **03.** rev **.**

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201 BURY RD. BURY BL8 3EU.



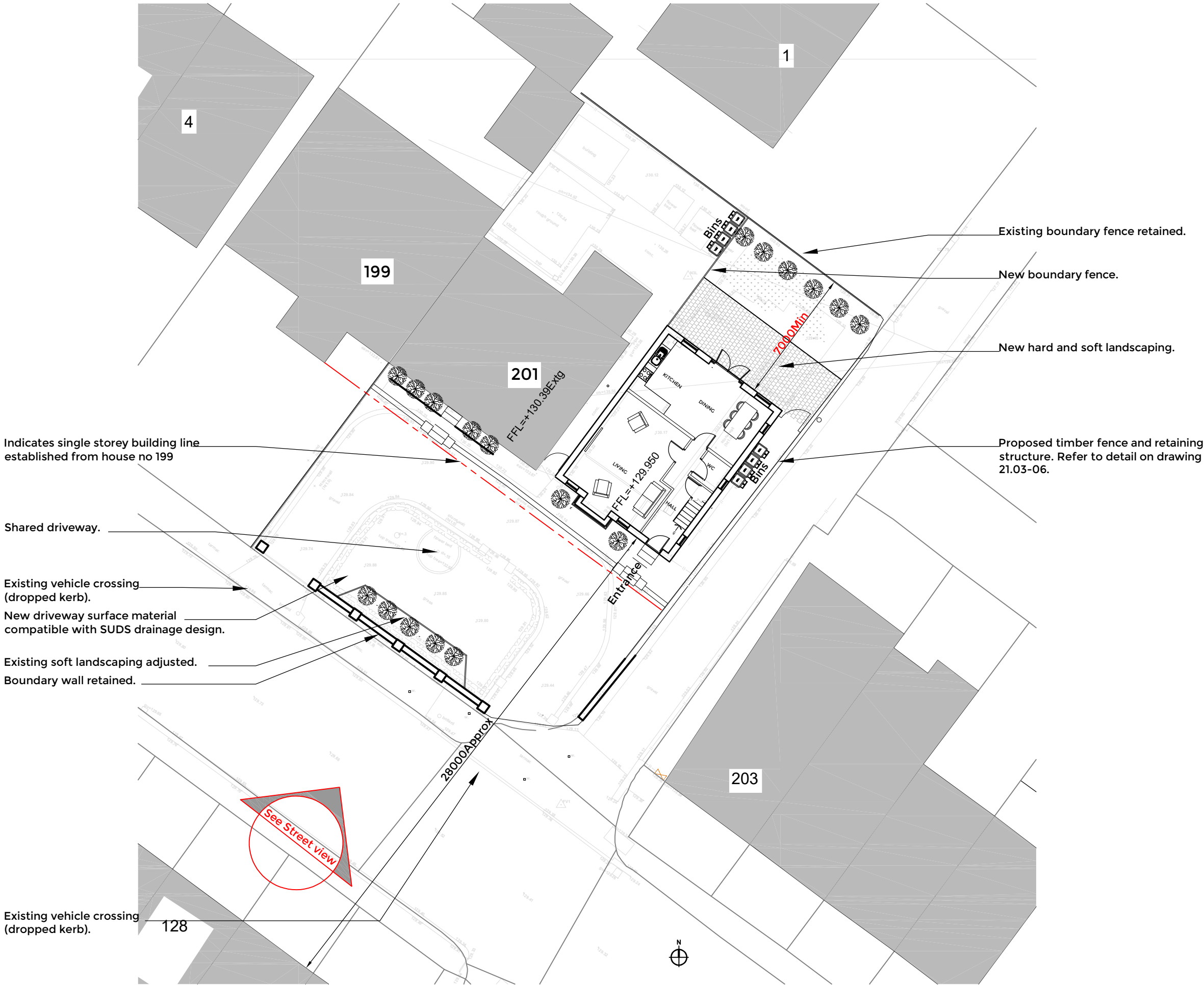
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NOTES / KEY:

Levels in metres.  
Levels relate to the topographical survey .  
FFL = Finished floor level.

Note:  
SUDS drainage scheme  
to be agreed.

Refer to Ashley Helme drawing  
1744/SP/02a for vehicle tracking.  
Indicating estate car entry and exit in  
forward gear. Shared driveway



201 BURY RD. BURY BL8 3EU.

A	Amended to shared driveway	DD	240621



Architectural  
Designer

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client  
MRS KAREN & MR ANTHONY  
ENABOIFO

project  
PROPOSED DWELLING AT  
201 BURY RD, BURY,  
BL8 3EU

status Planning

drawing  
PROPOSED 3 BED BUNGALOW  
PROP SITE PLAN & STREET VIEW

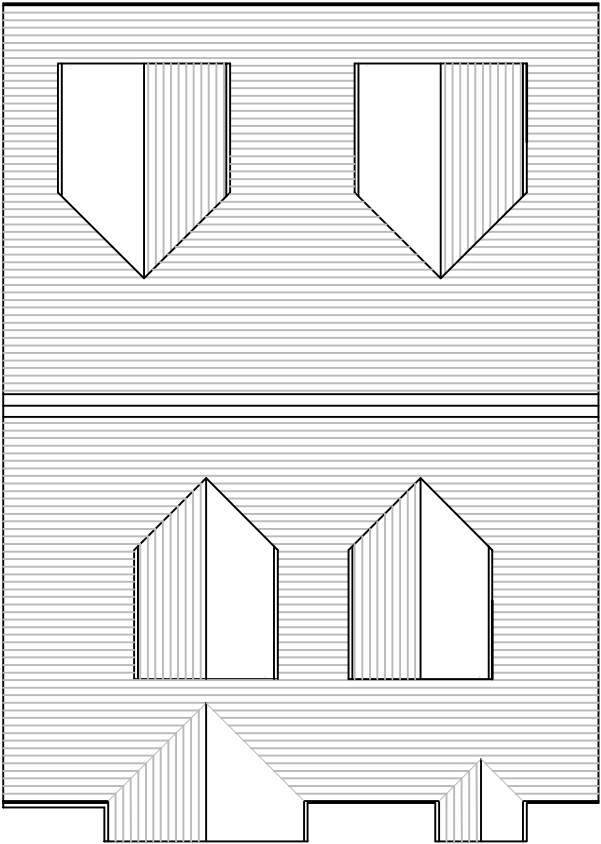
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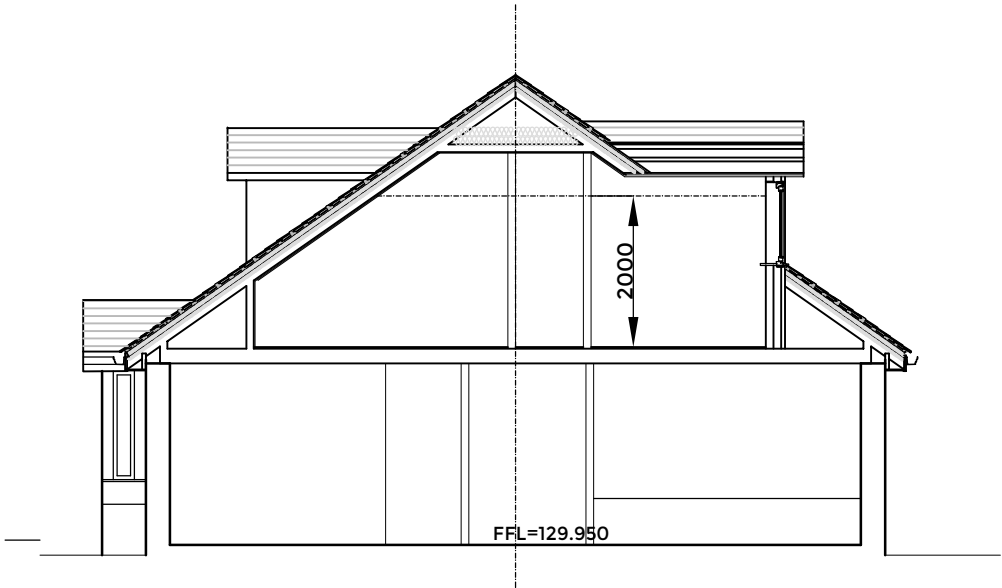


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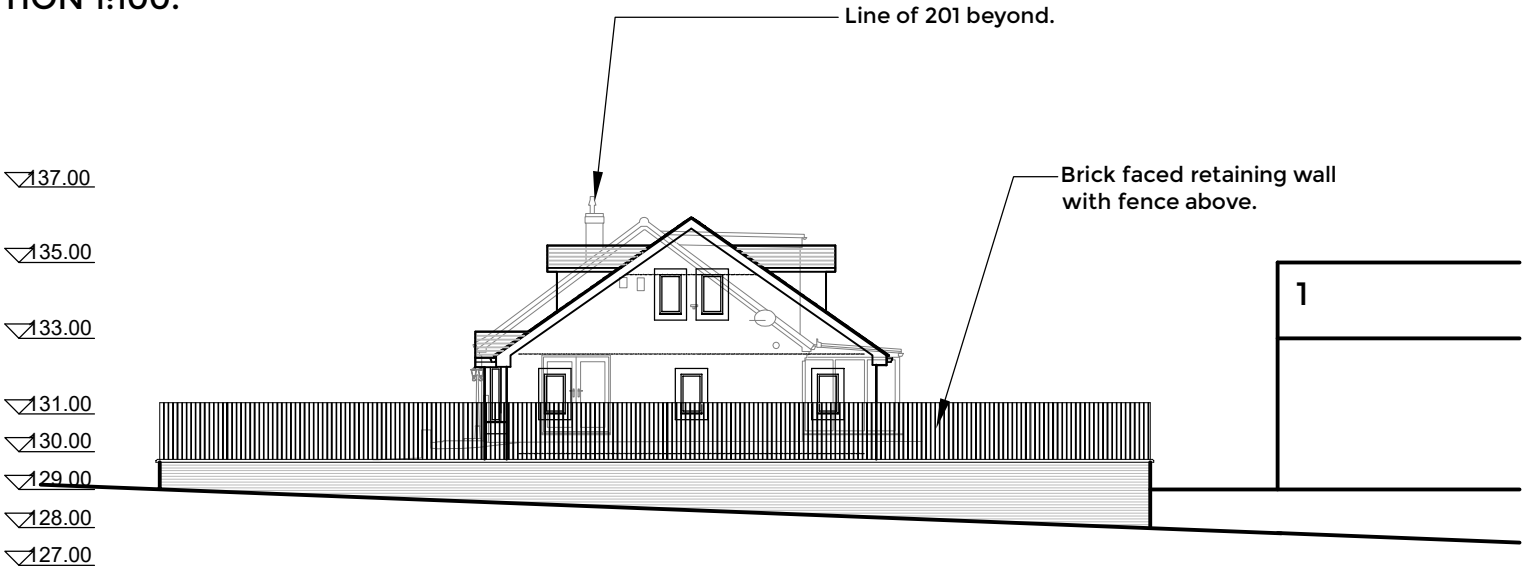
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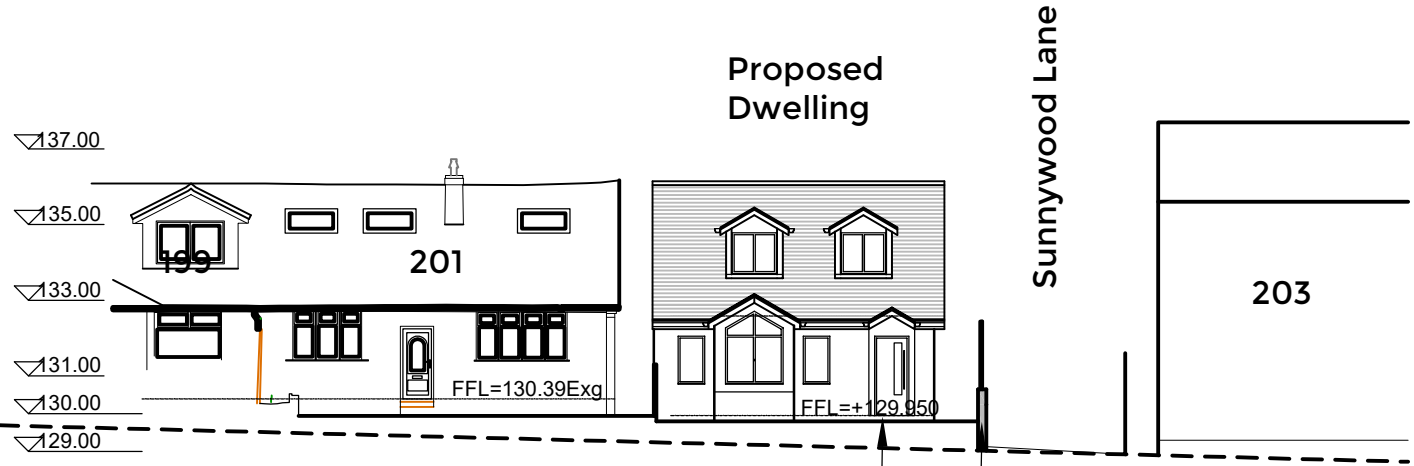
PROPOSED ROOF PLAN 1:100



PROPOSED GA SECTION 1:100.



PROPOSED SIDE ELEVATION FROM SUNNYWOOD LANE 1:200




PROPOSED FRONT ELEVATION/SECTION THROUGH SITE FROM BURY RD 1:200

Proposed brick faced retaining structure with 1500mm timber fence above. Refer typical detail.

Proposed ground finished floor level.

201 BURY RD. BURY BL83EU.



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client	MRS KAREN & MR ANTHONY ENABOIFO		
project	PROPOSED DWELLING AT 201 BURY RD, BURY, BL83EU		
status	Planning		
drawing	PROPOSED 3 BED BUNGALOW ROOF PLAN+SECTIONS		
drawn by	DD.	date	MAR 21
scale	1:100@A3		
dwg no	21.03	04.	rev .

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