

Title	Planning Applications
To:	Planning Control Committee
On:	05 October 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:** Whitefield + Unsworth - Pilkington Park **App No.** 66802

Location: 68 Ringley Road, Whitefield, Manchester, M45 7LN

Proposal: Extension and conversion of existing dwelling to create 5 apartments (4 additional dwellings)

Recommendation: Approve with Conditions

Site Visit: N

Ward: Whitefield + Unsworth - Pilkington Park

Item 01

Applicant: Mr Rose

Location: 68 Ringley Road, Whitefield, Manchester, M45 7LN

Proposal: Extension and conversion of existing dwelling to create 5 apartments (4 additional dwellings)

Application Ref: 66802/Full

Target Date: 03/08/2021

Recommendation: Approve with Conditions

Description

The site relates to a rectangular shaped plot currently occupied by a residential detached dwelling which is located on a main road and an established area of residential development, characterised by a mix of house types. There is open land beyond the rear boundary to the north west which is designated as Green Belt land and to the north there are houses on Stand Close.

At 0.2 hectares plot is sizeable for a single dwelling. The dwelling has an 'L' shaped footprint and due to the sloping gradient of the site has a split level arrangement with the ground floor at the same level as the road and the basement at the lower level which is used for parking and storage. There is a large rear garden which extends circa 28m from the rear elevation of the property and which slopes away from the house. Boundary treatments to the sides and rear comprise of timber fencing or brick wall and there is a dwarf wall which runs along the frontage.

There is a single access located to the right handside of the plot which leads to a driveway at the side and parking within the lower basement of the dwelling. There is also a hardstanding area to the front of the dwelling which is also be used for parking.

The site appears to be vacant and has become overgrown and unkempt and the dwelling requiring upgrade and modernisation.

The application seeks to convert and extend the property to create 5 apartments, with associated access, parking, amenity space and landscaping.

The proposed extensions would comprise a rear extension and 2 additional floors of accommodation, to provide 2 apartments at the ground floor (2 x 2 bed), 2 apartments at first floor level (1 x 2 bed, 1 x 3 bed) and a 3 bed penthouse at 2nd floor. The 2nd floor would have a smaller footprint area as it would be set in from the rest of the build. At the rear, outdoor balconies would serve each apartment. The basement would be utilised to provide storage and 2 parking spaces for the penthouse. There would be an internal lift to serve all floor levels.

Externally, a total of 9 parking spaces would be provided. There would be 7 parking spaces (including one disabled space) and an enclosed bin store along the frontage and 2 spaces allocated for visitors adjacent to the boundary with No 66 Ringley Road. Cycle parking would be located to the eastern side of the access.

The access to the site would remain as existing but with works to form a wider opening.

The existing garden area would be re-landscaped to provide patio areas, a 'canal' water feature and mix of planting and trees along the boundaries of the site surrounding the central garden area.

The development proposes a contemporary and modern approach to the design, 'cube - like' in form with emphasis on horizontal elevations, simple building lines and a flat roof. A full height glazed feature would form the main entrance on the front with relatively symmetrically positioned windows along the rest of the facade, the remainder of the build comprising a limestone rainscreen cladding, with a dark grey matt cladded canopy at ground floor and cedar timber cladding at the 2nd floor.

At the rear, the same design and form would be replicated with larger expanses of glazing formed in the rear elevation.

Relevant Planning History

01918/E - Pre - app enquiry for proposed demolition of existing dwelling and erection of 13 no. apartments with associated parking and landscaping. - Enquiry completed 11/04/2017
18/0167 - Untidy land and derelict property - 03/07/2018
20/0153 - Untidy land and property - 01/10/2020

Publicity

Letters sent on 20/9/21 to adjacent properties on Ringley Road, Stand Close and Stand Golf Club.

8 letters of objection received from Nos 66, 85, 87, 89, 93, 74, 72 Ringley Road, 7 Stand Close which raise the following issues:

- We would like to draw your attention to DA 16117 Design and Access Statement 3.2.1. In particular this paragraph - The penthouse apartment on the top floor will be set in from front, sides and rear of building, to reduce impact to the surrounding properties. It would appear that after looking at the plans, this is not the case on the left hand side.
- As our garden is significantly lower than the planned site, this would look like a high rise block from our garden level. This is not acceptable.
- We have concerns a. Will the build follow plans. b. Will it be completed in line with the proposed plan. c. Are these apartments for sale or let. We were promised amazing things for the existing property, as you can see from your site visits, it is now worse than Radcliffe tip!
- Ringley Road is already a dangerous road, having the bad corner and Old Hall Road joining within 200 yds. When cars are parked, visibility is greatly reduced, resulting in many near misses. We have previously suggested the need for double yellow lines, from the bad bend to beyond the building site.
- It is not clear to us from the proposed plan that the windows on the left side of the property, are intended to be clear or opaque. We would strongly object to windows over looking our property.
- Proposed parking arrangements look like a commercial parking lot - an eyesore for residents nearby
- Boundary wall should be a re-construction of the original - not a wooden fence
- Increase in traffic at the busy intersection
- Congestion
- Appearance totally out of character
- Balconies would overlook several homes and neighbours
- No visitor parking and therefore cause problems on the highway
- Electric gates cause problems with tradesman entering the site and cause traffic build up
- Concerned about the management of the apartments
- Not in keeping with Victorian and post war dwellings within the immediate surrounding area on Ringley Road
- No use of eco-friendly materials
- Supporting sewerage system required
- Height of build would impact on light
- No provision for construction vehicles on site
- Safety risk of pedestrians and road users during construction

- Contamination of the highway from build materials
- Cladding materials - fire safety concerns
- More than doubles the height and is grisly overpowering
- Block sunlight
- Object to large trees on the adjoining walls
- the current owner has let the property fall into a state of disrepair by allowing the garden to become overgrown, removing all the trees and leaving the bins to overflow and attract rats, a proposal such as this is unacceptable.

Revisions received to amend the proposed site layout and changes to the design and materials of the proposed apartment building.

Amended letters sent to neighbours on 20th September 2021.

Objection received from No 64, 72 Ringley Road:

- Your original proposal regarding scale, paragraph 3.2.1 states penthouse will be set in from front, sides and rear of building, to reduce impact on surrounding buildings.
- We object to the revised aesthetics on left hand side facing our property, as this leaves us with a solid grey mass, which we find unacceptable.
- We still have issues with lack of visitor parking.
- Do not need more apartments, need houses and ideally affordable houses for families.
- There is space to put houses on the land available.
- The flats would tower above our houses and take away the only blue sky we have
- Had problems with rats and during construction we would no doubt have more problems with vermin disrupted by the construction site noise, dust and additional traffic problems.

Revised plans received to dedicate two surface parking spaces for visitors.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Environmental Health - Contaminated Land - No objection subject to conditions

Waste Management - No objection

Greater Manchester Ecology Unit - No objection subject to conditions and informatives

Coal Authority - No objection.

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

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/4	Conversions
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant

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

Policies

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

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

UDP Policy H2/4 - Conversions has consideration with regards to effect on neighbouring properties, general character of the area, amenity of occupiers, effect on the streetscene and car parking and servicing requirements.

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

Principle - As an existing residential plot, the site has an established residential use within an area characterised by a mix of housing types including examples of other apartment development. The site is located within a sustainable urban area and there is existing infrastructure in place to facilitate the development.

The development would therefore not conflict with the local environment in terms of character and surrounding land uses. The proposed development would also contribute to the provision of additional housing stock in the Borough.

As such, the proposed development is therefore considered to be acceptable in principle and comply with the principles of the NPPF and UDP Policies H1/2, H2/1, H2/2 and H2/4.

Layout - It is proposed to utilise the existing footprint of the dwelling and add a rear extension to infill and 'square' off the 'L' shaped rear to form a true rectangular footprint.

In front of the building would be a surfaced driveway and parking for 7 cars in a linear format behind a wall and railing boundary. Adjacent to the parking and site access would be an enclosed bin store. The existing access into the site would be widened and improved to facilitate 2 cars to exit/enter at one time. Two parking spaces allocated for visitors and a cycle store would be provided along the boundary with No 66 and the driveway would extend along the eastern side of the site which leads to the lower basement level and parking spaces for 2 cars for the penthouse.

At the rear, the 28m long garden would be re-designed and landscaped to form the communal garden area, which would feature soft and hard landscaping, patio areas and a water feature. Plants and trees would be formed around the lawn and help screen parts of the site from views to create a private amenity space for occupiers.

In terms of the building and accommodation itself, 2 apartments would be located at the ground and first floor with the penthouse at the second level.

Access into the building would be from the front glazed entrance which would lead to the ground floor and the stairs and lift to the upper levels. Balconies to the rear of the first and second floor would provide a degree of private amenity space separate to the communal garden area.

The existing dwelling sits within a generous sized plot and the increase to the footprint of the existing building would be relatively minimal in comparison, enabling the built development to sit comfortably within the site to provide generous amounts of amenity space, circulation and associated requirements of car and cycle parking without resulting in the over development of the site.

It is therefore considered that the proposed layout would provide a sustainable and viable residential accommodation whilst ensuring that associated parking and amenities could be readily and generously accommodated without compromise to both future occupiers or existing residents living nearby.

As such, it is considered that the proposed development would comply with UDP Policies H2/1, H2/2 and H2/4.

Scale, design and appearance - The existing dwelling, whilst 2 storey, has a split level arrangement and from the street where presently the dwelling appears as a bungalow house type. The area and Ringley Road itself is characterised by 2 and 3 storey dwellings and buildings and the existing dwelling is somewhat uncommon to the area.

It is proposed to add 2 additional floors to the existing dwelling and extend at the rear to create a regular rectangular footprint.

In terms of its relationship within the streetscene, the proposed building would be circa 2m lower than No 72 Ringley Road to the west and circa 1m higher than No 66 to the east. Given that these properties reflect the general form in the area, the proposal would generally reflect the heights, rhythm and pattern of development and as such the proposed form and scale would not appear dominant within the streetscene. The building also sits centrally within the plot and there is ample circulation and 'breathing space' around the building which would allow for the existing dwelling to be extended, as proposed, without resulting in an oppressive and overbearing form.

Adopting a modern and contemporary design approach, defined by clean sharp lines in a 'cubic' form, there would be a penthouse on the upper floor would be set in from the front and sides and therefore appearing as a subservient addition which would provide some relief to the massing.

Fenestration patterns would be fairly simplistic and symmetrical proposing a regular formation of window openings and a full height glazing to mark the front entrance.

Aside from the glazing, the palette of materials has been simplified from the original scheme and thus would be uncomplicated with the remaining elevation comprising a natural limestone cladding with a contrasting dark grey cladding to the ground floor canopy. The penthouse would have a contrasting material of timber cladding to add an element of interest.

At the rear, the same design and pattern would be continued, albeit there would be more glazed openings with the addition of the balconies enclosed by a balustrade to benefit from the views over the garden

The surrounding area is characterised by a mix of house types and design, from traditional red brick builds to the more modern housing stock including the recently built contemporary dwellings, including one at No 81.

The NPPF makes it clear that creating high quality buildings and places is fundamental and that good design is a key aspect of sustainable development, creating better places in which to work. This is supported by the National Design Guide which states that well designed development is influenced by an appreciation and understanding of the vernacular, including existing built form and local architectural precedents.

It is considered the proposed design would offer an appropriate quality residential scheme which in terms of the height, scale and massing would not be at odds with the character of the immediate area. Whilst a more 'unique' approach to new build, there are similar examples in the area of modern development and it is considered that on this particular plot and location, the proposed development would be acceptable.

As such, the proposal would comply with H2/1, H2/2, H2/4 and EN1/2 and the principles of the NPPF.

Impact on the surrounding area -

Whilst there is no specific guidance on aspect standards for new residential development, the Council's SPD 6 contains supplementary guidance for assessing relationships to adjacent properties. It is generally advised that minimum distances of 13m should be maintained between a principal window to a ground floor habitable room and a two storey blank wall; 6.5m between a habitable room and single storey blank wall; and a minimum distance of 7m between first floor habitable windows and a directly facing boundary with a neighbouring property. Where there is a difference in levels or additional storeys, additional separation of generally 3m would be sought.

To No 66 Ringley Road, there would be a distance of approximately 8m from the side elevation of the new development. There are no windows on the side of No 66 which would be overlooked and the 2 windows in the side elevation of the new building would either be to a non habitable room or secondary windows of slimline slotted design. As such aspect standards would be acceptable.

No 66 is set to the east of the site and there would be some overshadowing to the garden of this property in the early and mid afternoon. However, as the build would only be 1m higher than No 66 and as the 2nd floor would be set in from the side wall of the main build and approximately 11m away from the shared boundary, it is considered that loss of sunlight would not be significant or result in an overbearing relationship to No 66.

To No 72 Ringley Road, there would be a distance of 19.2m between the side elevations of the properties. Similarly, windows proposed in the side elevation of the new apartments would either be non habitable or secondary slimline types, the main and principal windows being located to the front and rear. As such, aspect standards would be acceptable. No 72 is located to the west of the site and there would be some overshadowing of the garden. However, this would only be at the early part of the day and for a relatively short period of time. The proposed build would also be 2m lower than No 72 and it is therefore considered not to over-dominate the neighbour.

At the rear, No 7 Stand Close is located next to the north east boundary. The front of No 7 has an oblique relationship to the site and views from the rear elevation of the new apartment block would not be direct ones or directly overlook habitable room windows or private amenity space of No 7. As such, aspect standards and the relationship to this property are considered to be acceptable.

A garden length of 28m would be retained and as such the distance to the rear boundary would satisfy and exceed policy guidance.

Turning to the height and scale of the proposed building, the development proposes to add 2 additional floors. The proposed build would be approximately 2m lower than No 72 and 1m higher than No 66 and with separation between the built form and these 2 properties, it is considered that in terms of scale and massing, there would not be an overbearing

relationship to the neighbours.

The development proposes to create balcony space for the 1st floor and penthouse apartments which would extend the full length of the rear elevation of the building. These would be enclosed by a solid 1.8m high side wall which would restrict views out from the balcony and also contain noise and activity from the balcony.

In terms of the site layout, the existing access would be utilised but widened and improved to facilitate 2 car movements in and out of the site and as such visibility from cars leaving the site would be acceptable and not affect access to No 66.

It is therefore considered that the proposed development would not cause a significant or detrimental harm to the amenity of the adjacent occupiers and as such would be in compliance with H2/1, H2/2 and H2/4 and SPD6.

Highways issues

Access - The existing access located to the right hand side of the frontage would be utilised and widened to improve visibility and sightlines on egress and as such this would be a betterment compared to the existing arrangements. The bin store would be located next to the entrance adjacent to the parking spaces and its location for collection purposes would be the same arrangement as the other properties on this road.

Parking - In terms of parking, the development proposes to provide a total of 11 spaces. There would be 9 spaces provided at the surface level, including 1 disabled space and 2 visitor spaces and 2 spaces be located in the basement dedicated to the penthouse occupiers.

The Highway Section have confirmed acceptability of this level of parking for an apartment development within a high access area and the proposed parking arrangements would be workable and allow for manoeuvrability within the site to enable exit in a forward gear with conflict with pedestrian access to the apartments or safety impacts on the highway.

As Bury has been defined as an area required to significantly improve air quality and in line with good practice, a condition would be included that provision for one EV chargepoint be provided for each residential unit.

In terms of traffic generation, like most residencies, trips would be staggered and given the relatively small scale of the development for 5 apartments it is considered traffic generation would not be significant to cause highway safety issues and impact on traffic flows.

The Highway Section have raised no objection to the proposed access arrangements, parking provision or the layout of the site, and as such the proposed development is considered to be acceptable and would comply with policies H2/1, H2/2, H2/4, HT2/4, HT6/2 and SPD11.

Ecology

Summary

There are no significant ecological issues. Issues relating to bats, nesting birds and biodiversity enhancement measures can be resolved via condition and or informative.

Bats

The site was surveyed for bats in 2017 with an update including one emergence survey in 2021 by a consultant known to the Unit. No evidence of any bat roost has been found during either of the two assessments and three emergence surveys carried out. GMEU have no reason to doubt the findings of the report. The development is also now primarily a conversion therefore impacts on potential roost features are reduced. As individual bats can on occasion turn up in unexpected locations, GMEU recommend an informative is applied to any permission to remind the applicant of their responsibilities under the 2019 Regulations.

Nesting Birds

Trees and shrubs will be lost as a result of the development. Potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition to restrict the timing of remove of vegetation.

Contributing to and Enhancing the Natural Environment

Section 170 of the NPPF 2019 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The habitat and species impacts are low, mitigation through replacement planting to the rear and provision of bird boxes on the retained building can be achieved on site. The details can be conditioned.

Coal

The application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

A Coal report has been submitted with the application and the Coal Authority have been consulted.

The Coal Authority considers that the content and conclusions of the Phase 1 Site Investigation Report May 2021 are sufficient for the purposes of the planning system and meets the requirements of NPPF in demonstrating (based on the professional opinion of TerraConsult Ltd) that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development. However, further more detailed considerations of ground conditions and/or foundation design may be required as part of any subsequent building regulations application.

Response to objectors

- A Construction Traffic Management Plan would be required by condition
- For a building of this height, fire safety precautions would be a matter for Building Regulations.
- Vermin is an issue which can be investigated by the Environmental Health department.
- Issues relating to scale, massing, impact on residential amenity, design, traffic, parking have been considered above.
- The LPA has to determine applications on the merits of a submitted scheme. In view of the discussion above and in light of planning policies, the proposal for an apartment development on this site is considered acceptable.

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 Site - location and block plan DA16117.6.001; Existing and proposed footprint DA16117.6.406; Proposed GA plans DA16117.6.003 rev 4; Proposed elevations DA16117.6.004 rev 4; Streetscene elevations DA16117.6.403 rev 1; Proposed materials DA16117.6.303 rev 3; Demolition plan DA16117.6.405; Planting and lighting plan Rev D; Proposed masterplan (site plan) Rev I; Proposed access arrangements 1763/01 rev A; Bat Survey report may 2021 by Verity Webster Site Tree Appraisal 23rd April 2021 RTS/23042021 rev 002 and the development shall not be carried out except in accordance with the drawings hereby approved.

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

3. No development shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

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

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

5. Prior to occupation the applicant shall provide 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. In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

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

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

7. No development shall commence unless and until a landscaping scheme has been submitted to, and approved by the Local Planning Authority. 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.
8. No development shall commence unless and until details and samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved by the Local Planning Authority. Only the approved materials shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design, H2/1 - The Form of New Residential Development and H2/4 - Conversions.
9. No development shall commence unless and until details of the bin store enclosure including materials shall be submitted to and approved by the Local Planning Authority. The approved details only shall be used in the development hereby approved and shall be made available for use prior to the first occupation of the development and thereafter maintained.
Reason. In the interests of residential and visual amenity pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and EN1/2 - Townscape and Built Design
10. The implementation of the drainage scheme for the development hereby approved 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. The drainage scheme shall be implemented prior to the first occupation of the development hereby approved and thereafter maintained.
Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
11. Foul and surface water shall be drained on separate systems.
Reason. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
12. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, none of the flats hereby approved shall be used for any other purpose other than a Class C3 use (including any other purpose in Class C3 of the Schedule of the Town and Country Planning (Use Classes) Order 1987 as amended) without the submission and approval of a relevant planning application.

Reason. In the interests of residential amenity, to safeguard the character of the area and to secure the appropriate scale and intensification of use of the development for the site pursuant to policies H2/1 - The Form of New Residential Development, H2/2 - The Layout of New Residential Development and H2/4 - Conversions.

13. 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:
- 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;
 - Access point for construction traffic from the adopted highway and all associated temporary works to facilitate vehicular access to the site;
 - Proposed site hoardings (if proposed) clear of the visibility splays indicated on approved site plan reference MASTER PLAN Revision I;
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
 - Parking on site (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 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 purpose other than the parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied.

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, 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.

14. The development hereby approved shall not be first occupied unless and until the access improvements, replacement boundary treatment and bin storage arrangements indicated on approved plan reference MASTER PLAN Revision I, incorporating the construction of a new site access tying in to the adjacent footway crossing, reconstruction of the footway abutting the site required as a result of the works at the interface with the adopted highway/replacement of the boundary wall, provision of tactile paving, demarcation of the limits of the adopted highway, replacement/relocation of the street lighting column that may be affected by the proposed access position, boundary wall/railing foundations that do not encroach under the adjacent adopted highway and new car park areas of hardstanding in a

porous/permeable material and/or measures to prevent the discharge of surface water onto the adopted highway, have been implemented in full to a specification to be agreed with the Highway Authority.

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 H2/2 - The Layout of New Residential Development, H2/4 - Conversions, HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

15. The visibility splays at the back edge of the footway and at the junction of the site access with Ringley Road indicated on approved plan reference MASTER PLAN Revision I shall be implemented before the development is brought into use and subsequently maintained free of obstruction above the height of 0.6m

Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.

16. The turning facilities indicated on approved plan reference MASTER PLAN Revision I shall be provided before the development hereby approved is first occupied and shall subsequently be maintained free of obstruction at all times.

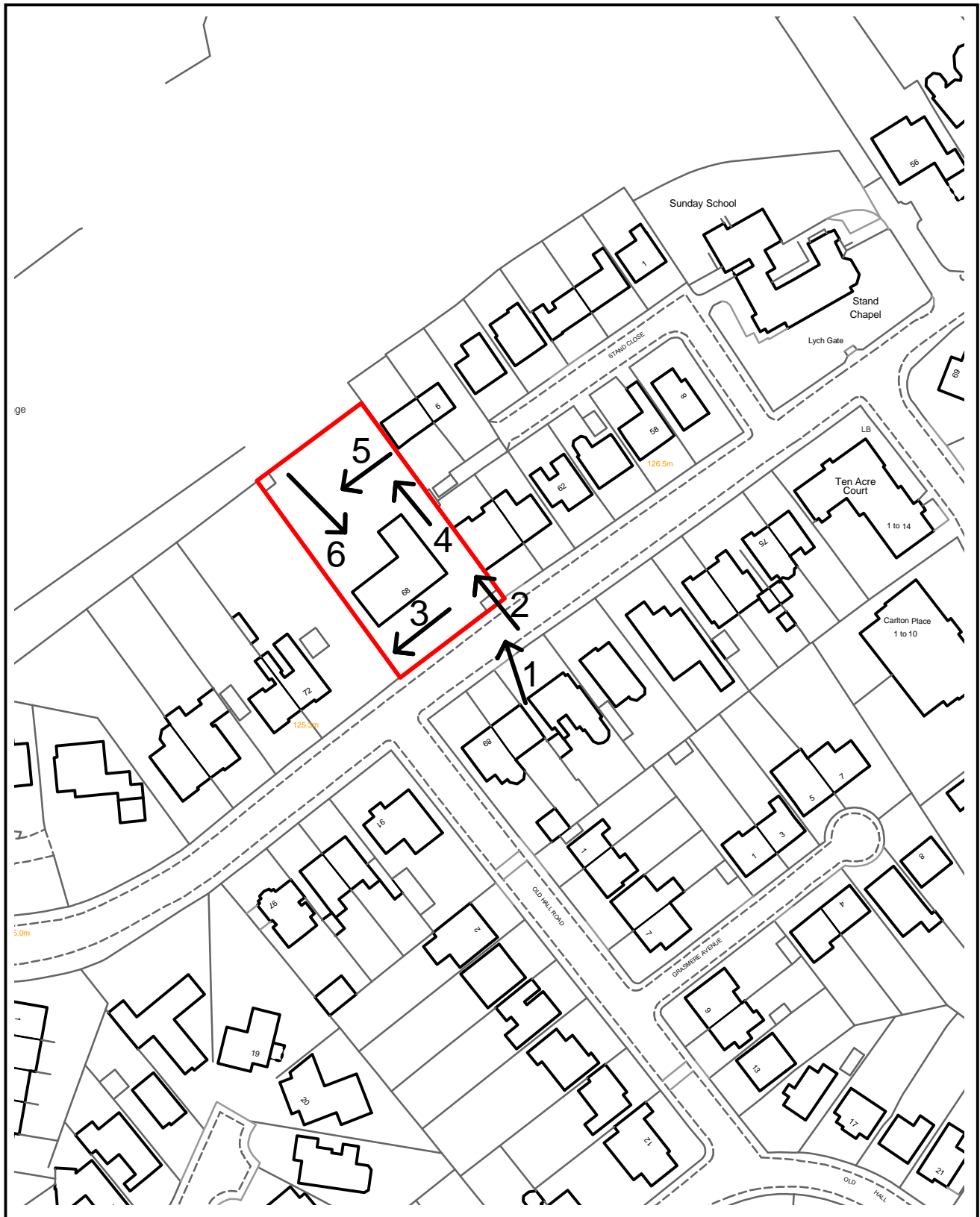
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict

17. The cycle and allocated car parking indicated on approved plan reference MASTER PLAN Revision I shall be made available prior to the development 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.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 66802

**ADDRESS: 68 Ringley Road
Whitefield**

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

66802

Photo 1



Photo 2



66802

Photo 3



Photo 4



66802

Photo 5



Photo 6





1. Site - Block Plan - Overlay
1 : 500

REV		DESCRIPTION	BY	DATE
PROJECT		SCALE @ A3	DATE	DRAWN BY
68 Ringley Road		1 : 500	17 JUNE 2021	PY
CLIENT		STATUS		
Mr Alex Rind		PLANNING		
TITLE		PROJECT NO.	DRAWING NO.	REV.
Existing and Proposed Footprint		DA16117.6.	406.	
NOTES		THIS DRAWING MUST NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. DRAWING TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND SETTING OUT SHALL BE CHECKED AND CONFIRMED ON SITE. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH CURRENT STATUTORY LEGISLATION, RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES (UNLESS OTHERWISE STATED).		
DA DEBTAL ARCHITECTURE		www.debtal.co.uk		

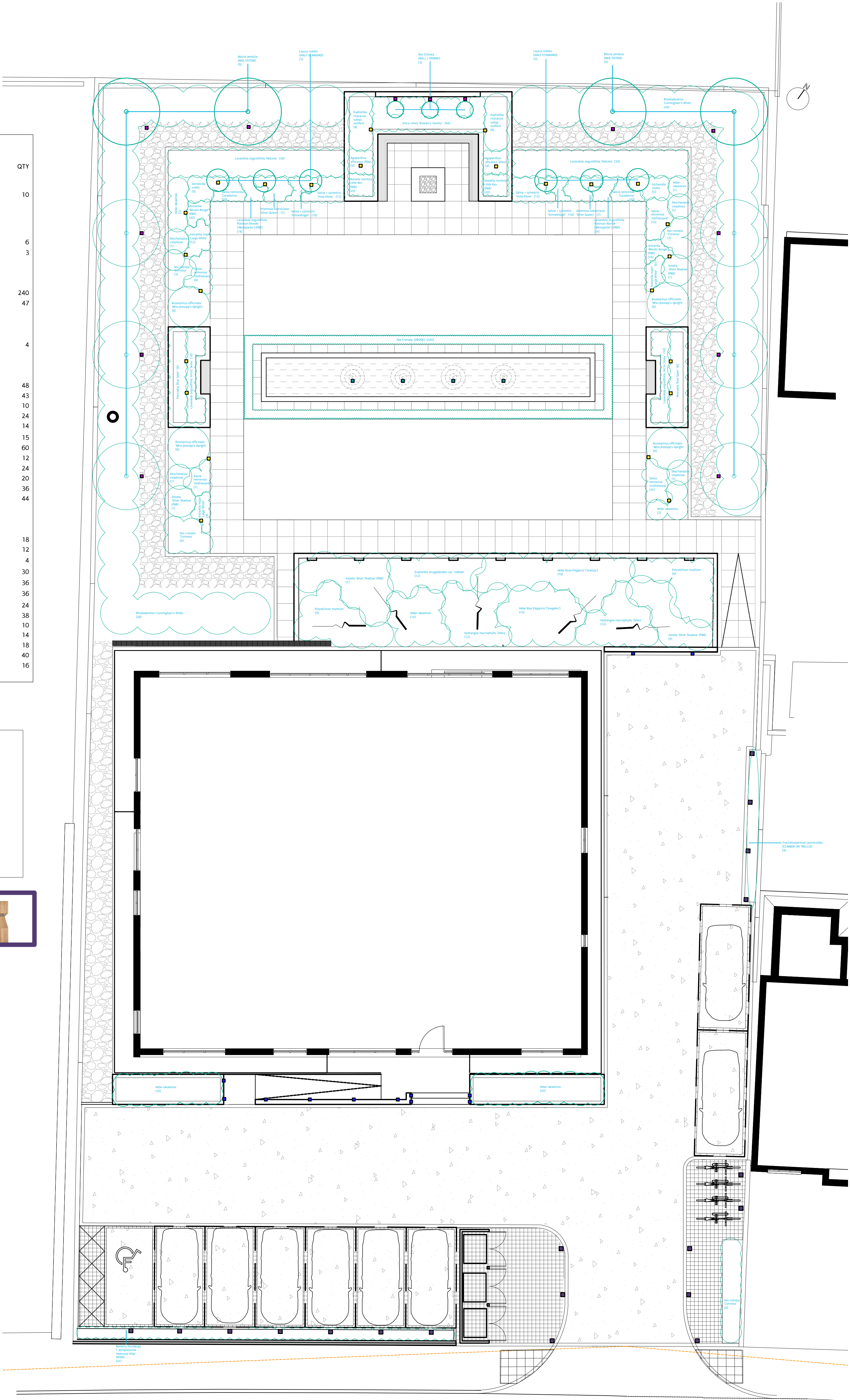
PLANT SCHEDULE

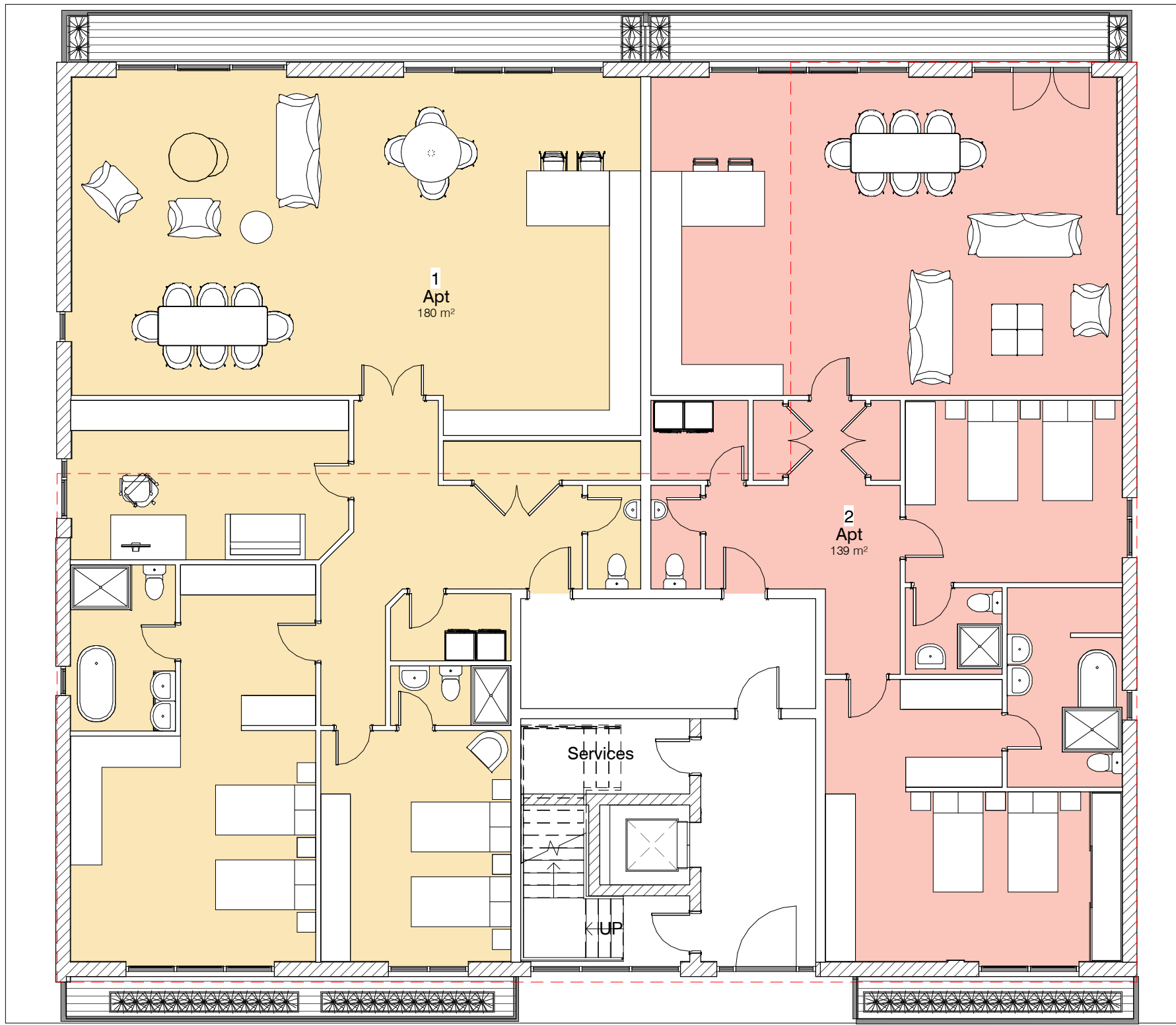
PLANT NAME	TYPE	SIZE	QTY
TREES			
Betula pendula (MULTISTEM)	P/G OR R/B	2.5 - 3M HEIGHT 45 LTR OR R/B	10
TOPIARY			
Laurus nobilis (HALF STANDARD)	P/G	70 TO 80 CM 30 LTR	6
Ilex Crenata (BALL / SPHERE)	P/G	70 CM 45 LTR	3
HEDGE			
Ilex Crenata	P/G	4 PER MTR 1.5 LTR	240
Berberis thunbergii f. atropurpurea 'Helmond Pillar'	P/G	2 PER MTR 2 LTR	47
CLIMBERS (SUPPORTED BY TRELLIS)			
Trachelospermum jasminoides	P/G	4 LTR	4
SHRUBS			
Rhododendron Cunningham's White	P/G	15 LTR	48
Hebe rakaiensis	P/G	5 LTR	43
Hebe Blue Elegance ('lowgeko')	P/G	5 LTR	10
Hydrangea macrophylla 'Zebra'	P/G	5 LTR	24
Astelia 'Silver Shadow' (PBR)	P/G	5 LTR	14
Hebe Rose Elegance ('lowtop')	P/G	5 LTR	15
Lavandula angustifolia 'Hidcote'	P/G	2 LTR	60
Perovskia 'Blue Spire'	P/G	5 LTR	12
Rosmarinus officinalis 'Miss Jessopp's Upright'	P/G	2 LTR	24
Ilex crenata 'Convexa'	P/G	5 LTR	20
Lavandula angustifolia 'Arctic Snow'	P/G	2 LTR	36
Vinca minor 'Bowles's Variety'	P/G	2 LTR	44
PERENNIALS / FERNS (EVERGREEN) / GRASSES			
Polystichum munitum	P/G	2 LTR	18
Euphorbia amygdaloides var. robbiae	P/G	2 LTR	12
Deschampsia cespitosa	P/G	2 LTR	4
Astrantia major 'Large White'	P/G	2 LTR	30
Salvia nemorosa 'Ostfriesland'	P/G	2 LTR	36
Astrantia 'Moulin Rouge' (PBR)	P/G	2 LTR	36
Salvia « sylvestris 'Viola Klose'	P/G	2 LTR	24
Salvia « sylvestris 'Schneehügel'	P/G	2 LTR	38
Alchemilla mollis	P/G	2 LTR	10
Artemisia ludoviciana 'Silver Queen'	P/G	2 LTR	14
Agapanthus africanus 'Albus'	P/G	2 LTR	18
Dianella revoluta Little Rev ('Dr5000') (PBR)	P/G	2 LTR	40
Euphorbia characias subsp. wulfenii	P/G	2 LTR	16

LIGHTING

N.B. ALL CONNECTED BY ARMoured CABLE / USE BEST ROUTE FOR CABLE / ALL LIGHTS WARM WHITE 3000K

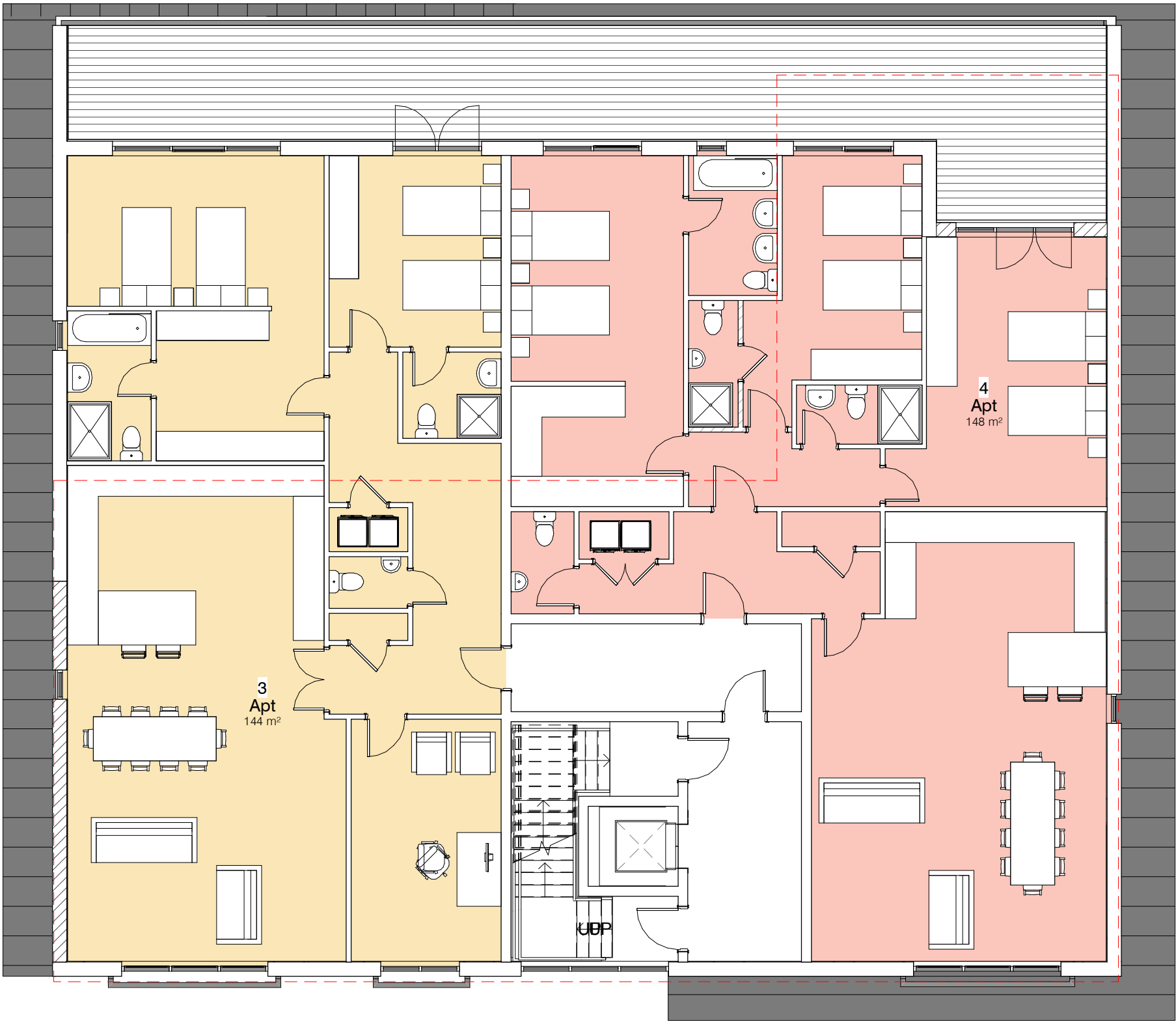
- LED Twin Bar Spike Light (9.2 WATT / STAINLESS STEEL / IP65) (13 - BACK)
- LED Spike KLlight (5.7 WATT / STAINLESS STEEL / IP65) (24 - BACK)
- LED Underwater Spotlight (3 WATT / BLACK / IP68) (4 - BACK)
- LED IN-Wall Step Light (3 WATT/ Stainless Steel / IP67) (12 - FRONT)
- LED Bollard Light (2 WATT / Iroko Post & Stainless Steel / IP65) (20 - FRONT)





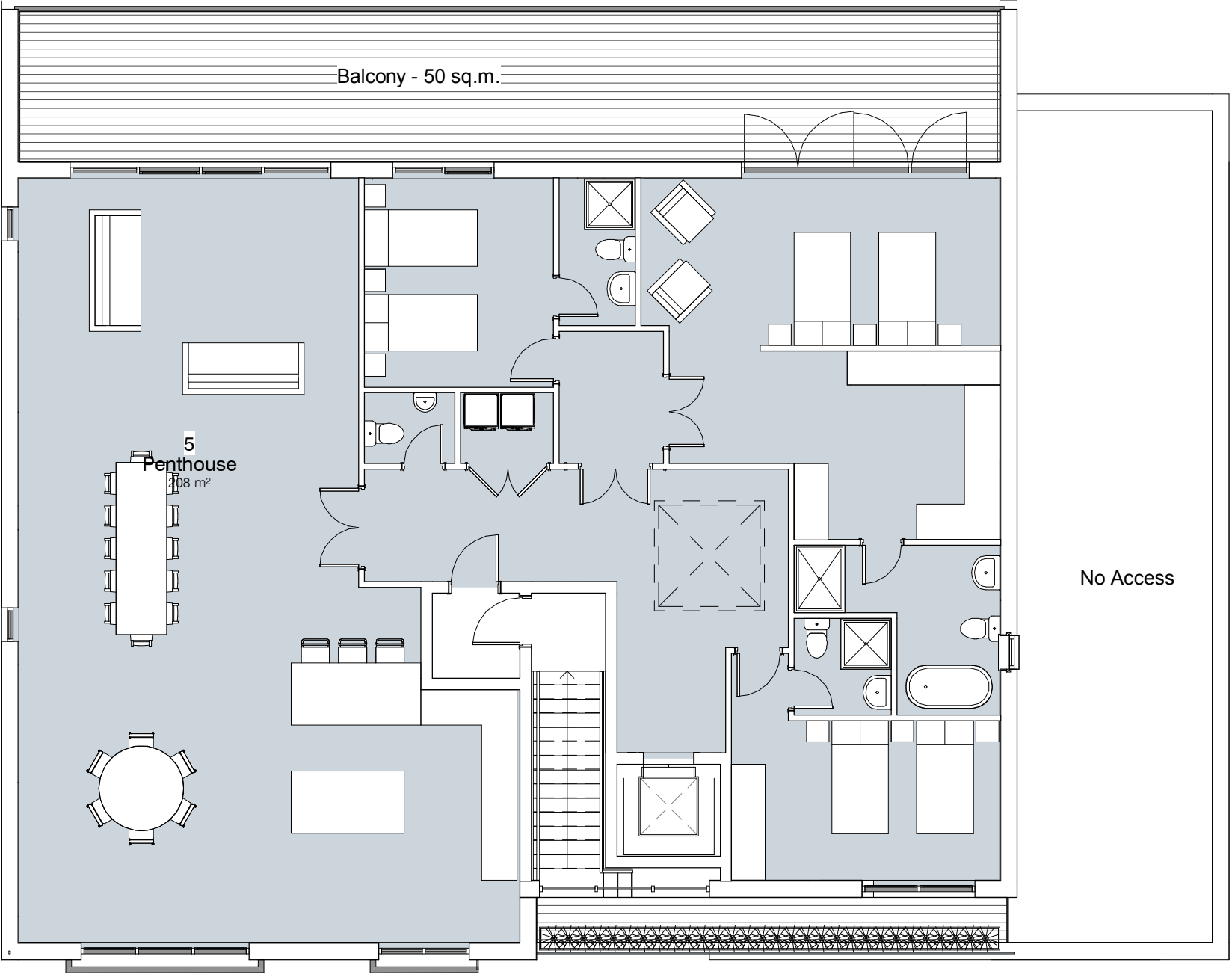
1. Level 0 - GA Proposed

1 : 100



2. Level 1 - GA Proposed

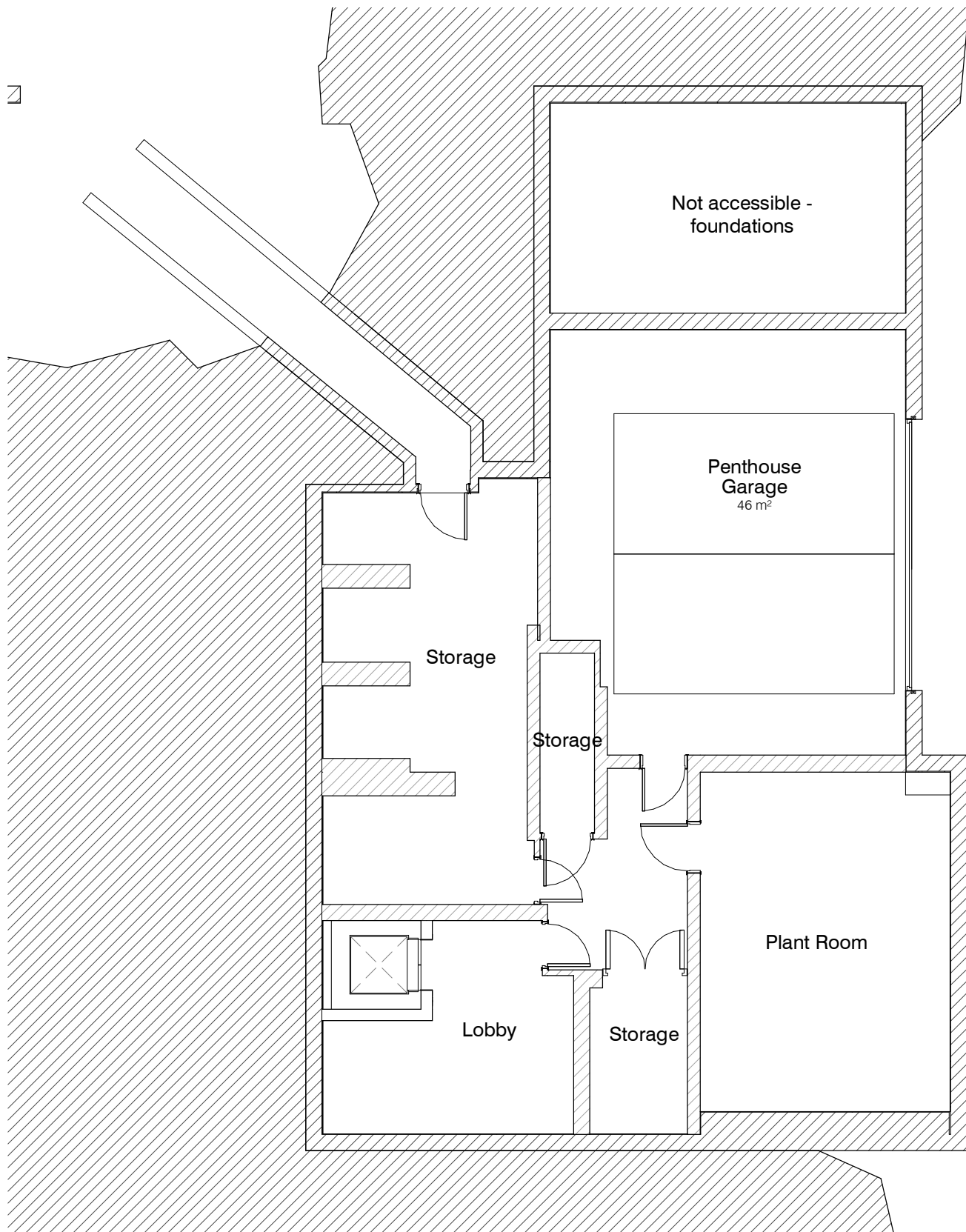
1 : 100



3. Level 2 - GA Proposed

1 : 100

Note Block - Elevations - GA

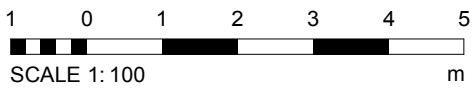


4. Level B1 - GA Proposed

1 : 100

Schedule - Room - Proposed			
Level	Number	Name	Area
LEVEL 0	1	Apt	180 m²
LEVEL 0	2	Apt	139 m²
LEVEL 1	3	Apt	144 m²
LEVEL 1	4	Apt	148 m²
LEVEL 2	5	Penthouse	208 m²
			820 m²

Outline of existing footprint



PROJECT	SCALE @ A1	DATE	DRAWN BY
68 Ringley Road	1 : 100	12 APR 2021	PY
CLIENT	STATUS	PROJECT NO.	DRAWING NO.
Mr Alex Rind	PLANNING	DA16117.6.	003.
TITLE	PROJECT NO.	DRAWING NO.	REV.
Proposed GA Plans	DA16117.6.	003.	4
NOTES			
ALL DRAWINGS MUST NOT BE REPRODUCED WITHOUT WRITTEN CONSENT. ALL DRAWINGS ARE UNLESS OTHERWISE STATED, BE CONSIDERED AND COMPLETED IN THE ACCORDANCE WITH THE CURRENT STATUTORY LEGISLATION, RELEVANT CODES OF PRACTICE AND BEST PRACTICES. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETERS UNLESS OTHERWISE STATED.			



1. Front - Proposed
1 : 100



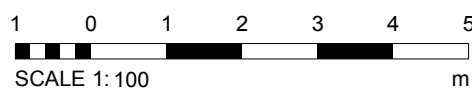
2. Left Side - Proposed
1 : 100



3. Rear - Proposed
1 : 100



4. Right Side - Proposed
1 : 100



PROJECT	68 Ringley Road	SCALE @ A1	1 : 100	DATE	12 APR 2021	DRAWN BY	PY
CLIENT	Mr Alex Rind	STATUS	PLANNING	PROJECT NO.	DA16117.6. 004.	REV.	4
TITLE	Proposed Elevations	NOTES	ALL DRAWINGS AND MATERIALS SHALL BE CHECKED AND CONFIRMED BY THE ARCHITECT AND APPROVED BY THE CLIENT. ALL DRAWINGS SHALL BE IN ACCORDANCE WITH CURRENT STATUTORY LEGISLATION, RELEVANT CODES OF PRACTICE AND PREVIOUS AGREEMENTS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES UNLESS OTHERWISE STATED.				



2. Street Elevation - Existing
1 : 100



1. Street Elevation - Proposed
1 : 100

1		Design	PY 08/09/21	
REV	DESCRIPTION	DATE	BY	DATE
PROJECT	68 Ringley Road	1 : 100	25 MAY 2021	PY
CLIENT	Mr Alex Rind	STATUS	PLANNING	
TITLE	Street Scene Elevations	PROJECT NO.	DA16117.6. 403.	REV. 1
DEBTAL ARCHITECTURE www.debtal.co.uk		NOTES		
		DISCLAIMER: ALL RIGHTS RESERVED. THIS DRAWING MUST NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. DRAWING TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND MATERIALS TO BE USED FOR CONSTRUCTION AND CONFORMANCE WITH THE APPROPRIATE STANDARDS TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND MATERIALS TO BE USED FOR CONSTRUCTION AND CONFORMANCE WITH THE APPROPRIATE STANDARDS TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND MATERIALS TO BE USED FOR CONSTRUCTION AND CONFORMANCE WITH THE APPROPRIATE STANDARDS TO BE USED FOR THE STATUS INDICATED ONLY.		