

Ward: North Manor

Item 02

Applicant: Anwyl Homes Lancashire and BDW Trading Ltd trading as Barratt Homes

Location: Bevis Green Works, Mill Road, Walmersley, Bury, BL9 6RE

Proposal: Full application to substitute the approved layout and house types on the southern parcel of application ref: 63533, to provide 98 no. dwellings

Application Ref: 68069/Full

Target Date: 12/05/2022

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a Deed of Variation to the original Section 106 agreement for loss of employment land in accordance with Policy EC2/2 and SPD14, recreation provision in accordance with Policy RT2/2 of the adopted Unitary Development Plan and SPD1 and for affordable dwellings in accordance with Policy H4/1 of the UDP and SPD5. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

Description

The application relates to part of a site, previously known as Bevis Green and which was formally occupied by Tetrosyl, a chemical manufacturer. The site lies approximately 1.5km north of Bury Town Centre between Walmersley Old Road and the M66 motorway. The whole site comprises 10.44ha in area and was an allocated Employment Generating Area (EGA) under Policy EC2/1.

The site is located close to established residential development to the south and west, a lodge to the east and Green Belt to the north.

Tetrosyl have since relocated to another site in Bury and a planning permission was granted for the redevelopment of the Bevis Green site for a residential development for 268 no. dwellings in February 2020 (ref 63533).

The permission comprised a mix of 3 and 4 bed dwellings accessed from Walmersley Old Road with 3 apartment blocks located to the south of the site accessed off Mill Lane.

Planning obligations for on-site recreation provision to the north of the site, 33 no Affordable Housing Units and a financial contribution of £156,000 to off-set the loss of the employment land were secured through a S106 legal agreement.

The site is currently being built out by Barratt Homes and whilst seeking to undertake remediation, culvert and site preparation works across the entire application site under the original permission, they have since agreed to sell the southern part of the site to Anwyl Homes to deliver housing in this part of the site.

This planning application relates to the southern part of the site only (approx 3 hectares), and would involve the substitution of house types and changes to the layout which were previously approved under planning reference 63533.

As a result of the changes, there would be a reduction of 24no. units across the southern part of the site resulting in an overall reduction of the number of units across the wider site from 268 no units to 244 no units comparative to the previously approved scheme.

The same accesses to the site (off Walmersley Old Road to serve the dwellings and off Mill Lane to serve the apartments) and same internal road layout as previously approved would be incorporated.

The proposed amendments to the layout would be due to the different house types which are now proposed and how they would be arranged within the site area.

There would be two apartment blocks and 13 different house types, the majority comprising 3 and 4 beds, with one no. 2 bed unit. The dwellings would be 2 and 2.5 storey high and finished in brick elevations with part render and grey slate roof tiles.

The apartment blocks would be located in the southern part of the site, as approved previously, 3 storeys high and similarly finished in brick and render with grey roof tiles.

It is also proposed to provide 3 temporary show homes incorporating a sales centre and a small car park on the corner of Walmersley Old Road and the new access road (located on plots 1-4), which would revert to 4 dwellings proposed as part of the redevelopment of the site.

The area to the north of the wider site which is in the Green Belt would continue to provide on-site recreation space.

The applicant has stated that the benefit of bringing the site forward with two housebuilders would also assist in diversifying the housing stock in the area and allow for a quicker delivery of the dwellings.

Relevant Planning History

63533 - Residential development comprising 268 no. dwellings (Class C3) with associated access, car parking, landscaping and open space - Approved 6/2/2020

53762 - Outline residential development at Bevis Green (275 dwellings) with associated access, car parking, landscaping, and recreational open space shown illustratively at Bevis Green Works (Tetrosyl), Mill Road, Bury. Approved with conditions - 30 January 2012.

Publicity

Letters sent on 25/2/22.

Site notices posted 18/3/22

Press advert 3/3/22

Two objections received -

- Understand that just under half the proposed development will be undertaken by Anwyl Homes rather than Barratt Homes. I hope that the fact that we have been notified of the amendment may give us chance to voice objections to the development and for some further changes to be made.
- I do still object to the number of proposed homes.
- 260 additional properties in this area is ridiculous, based on the existing road system and water/power/drainage etc.
- Note that the revised plans still only allow for one road access to the main site, which will cause terrible congestion to the new estate itself not to mention the extra traffic which will be forced to use Walmersley Old Road. 260 houses could mean upwards of 350-400 cars. The revised plan for the 99 homes to be built by Anwyl could be revised further, reducing the number of houses and increasing the green space around each home. The proposed gardens are small, and the properties so close together that there is no communal green space. The 'undeveloped' part of the site is obviously earmarked for further housing in the future, so this can be ignored.
- The extra properties will put an enormous strain on the already over stretched drainage and water supplies. It would seem that the existing 'lake' is due to be filled in - where is the water supposed to go then? The whole point of the lake is to slow down the flow of water from the hills etc - if this is not allowed to happen, then serious flooding further down the water course is pretty much certain.
- No consideration appears to be made to the extra school places which will be required - the new site is obviously aimed at families, so there will be several hundred extra school

places required.

- As usual, the plans have been passed without due consideration to the impact they will have on the local area, residents, environment and services. I have no objection to development itself and am fully aware of the need for new and affordable housing. However, I object to building for the sake of it - squashing as much as possible into a small space to ensure as much profit as possible.
- Bury Council used to pride itself on its environmental projects and was proud to be 'green'. Allowing this number of houses to be built in such a small space proves that profit is more important than the environment.
- Concerned that there appears to be no overall plan and impact assessment for house building in Walmersley. There are 268 houses currently being built by Barrett's, 99 houses on this application and 43 houses on the so called church field, all within a very small area, maybe a quarter of a mile square.
- The plans on this application appear to show that the traffic off this site will also come out on Walmersley Old Road as the Barrett's site. If that's the case why haven't the residents who live on Lancaster Drive and Palatine Drive been consulted as we will have to tolerate the additional traffic on roads that are not built to accommodate and withstand being a 'rat run' to the M66. To my knowledge there is no future traffic management system in place. What school will primary school children go too, doctors, dentists etc?

1 support recorded - no comments made

Those who have made representations have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions relating to submission of details of highway and access works, pedestrian connections and facilities and construction traffic management plan.

Borough Engineer - Drainage Section - No response received.

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

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

Environmental Health - Pollution Control - No response received.

Public Rights of Way Officer - No response received.

Greater Manchester Police - designforsecurity - No objection subject to the incorporation of the physical security recommendations set out in the previous approved scheme

United Utilities (Water and waste) - No objections subject to conditions relating to foul and surface water drainage. .

Greater Manchester Fire Service - No objection.

Greater Manchester Ecology Unit - No objection subject to conditions relating to bats, badgers, nesting birds, invasive species, infilling of the mill lodge and ecological net gain. .

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

Unitary Development Plan and Policies

EC2/1	Employment Generating Areas
EN1/2	Townscape and Built Design
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
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN2	Conservation and Listed Buildings

EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7/1	Atmospheric Pollution
EN8	Woodland and Trees
OL1/5	Mineral Extraction and Other Development in the Green Belt
RT2/2	Recreation Provision in New Housing Development
RT3/3	Access to the Countryside
HT2/4	Car Parking and New Development
HT2/10	Development Affecting Trunk Roads
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
HT6/2	Pedestrian/Vehicular Conflict
HT6/3	Cycle Routes
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD11	Parking Standards in Bury
SPD12	Travel Plans in Bury
SPD14	Employment Land and Premises
SPD16	Design and Layout of New Development 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 - The principle of a residential development has been established through the grant of the full planning permission ref 63533 for the redevelopment of the site for residential purposes.

The current proposal would align with the parameters and principles of the previously approved scheme and the scale and density of development would continue to make optimal and efficient use of the available land to meet the identified housing need in compliance with the principles of the NPPF and which would include Affordable Housing.

There have been no changes or amendments to national or local planning policy which would affect the principle of a residential development for the proposed 98 no. dwellings on the application site.

The proposed development would therefore comply with the principles of the NPPF and UDP Policy H1/2.

Technical issues

Technical issues relating to traffic, emergency access, contaminated land, drainage, flood risk, trees and noise were assessed in the previous application and demonstrated that the development would not result in any adverse impacts and the development proposals were considered acceptable subject to conditions and informatives.

The proposed substitute layout has been redesigned in accordance with the conclusions and proposed mitigation measures of the various technical reports which were submitted for

the approved application

The proposed development on the southern part of the site would be no materially different to the previously approved scheme in terms of these technical issues.

It is therefore considered consistent and reasonable to include all relevant conditions for the proposed development and as such the proposed development would be compliant with policy principles.

The following issues are therefore considered key to this application.

Layout and design - The layout and arrangement of the proposed dwellings would broadly follow the design principles of the previously approved scheme. Dwellings located along Walmersley Old Road would be front facing to engage with the existing streetscape and maintain an active frontage. Within the site the proposed dwellings would be built around internal roads in cul de sac type formations, and the apartments would be located to the south of the site accessed from Mill Lane which would replicate the general pattern of the previous scheme.

The development would offer a mix of properties delivering 2, 3 and 4 bed dwellings within the site comprising terraced, semi-detached, larger detached houses and two 3 storey apartment blocks which would accommodate a total of 12 no. units.

The dwellings would be constructed of red and multi brick exteriors with grey roof tiles with part render to some properties which would be in keeping with the surrounding area.

Private amenity space and areas within each curtilage for bin storage facilities would be provided with parking allocated to each dwelling on a front or side driveway and a communal car park would serve the proposed apartments located to the south of the site.

Along the frontage of the site to Walmersley Old Road and Mill Road there would be a 1.2m high railings with hedging and planting to soften the development frontage and the approach to the site and 1.8m high fencing would separate the dwellings and rear gardens. The proposed boundary treatment would be appropriate to the locality and a residential development.

It is therefore considered that the design and layout of the proposed development would be in keeping and appropriate to the character of the surrounding area and consistent with the development principles of the previously approved scheme.

Therefore the proposed development would comply with policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Temporary sales building - The application proposes to site a sales office, show homes and small car park on the footprint of plots 1 to 4 located on the corner of Walmersley Old Road and the new access road.

This would be a temporary arrangement until the majority of the houses have been built out whereon the facility would be decommissioned and the plots would revert to the new residential dwellings.

This is considered an acceptable approach and a condition for the removal of the car park and reinstatement of the plots to residential dwellings would be included.

Impact upon residential amenity - SPD6 provides guidance on aspects between residential properties and new development and states that there should be 13m between a habitable room window and a two storey blank wall. For each additional storey or difference of 2.5 metres in height, a further 3 metres should be added to the aspect standard.

The proposed development would comply with the relevant aspect standards in SPD6 to all the existing properties. Within the site the majority of the proposed dwellings would broadly

comply with the relevant aspect standards and the buyers of the proposed dwellings would be aware of the relationship when purchasing the properties.

Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties and would comply with Policies H2/1, H2/2 and SPD6.

Highways issues -

Traffic and access - A Transport Assessment (TA) was submitted for the previous application reference 63533.

All highway and access issues for the scale and character of a residential development on the site were assessed and subject to conditions, the development was considered acceptable.

There would be no material changes as a result of the proposed development, indeed the proposed development would see a reduction in the total number of units across the whole site by 24 no. dwellings, which in turn would reduce the traffic and vehicular movement to and from the site.

The proposed development would therefore be acceptable in principle for the scale of development in highway terms.

There would be adequate visibility splays for the proposed accesses from Walmersley Old Road and Mill Road and appropriate turning facilities would be provided within the site. Mill Road is a Byway Open To All Traffic (BOAT) and the length of Mill Road where it serves the proposed dwellings would be surfaced. The length after the proposed dwellings would remain as existing to allow access for the farm equipment and milk tankers to the nearby farms, who currently use this route.

Subject to conditions, the proposed development is considered to be acceptable and would comply with policies EN1/2, H2/1, H2/2 and HT6/2 of the Bury Unitary Development Plan.

Parking - There would be a minimum of 2 parking spaces for each dwelling with provision for 3 spaces for some of the larger properties. There would also be single garages provided for 10 dwellings.

There would be 24 spaces allocated for the 12 apartments in a car park to the rear of the apartment blocks which would comply with policy guidance.

The level of parking would be proportionate to that which was previously approved and considered acceptable and therefore considered similarly acceptable for the proposed development.

As such, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

The Traffic Section have no objections to the proposed development and as such would comply with H2/1, H2/2, EN1/2, HT2/4 and HT6/2.

Ecology

An ecological assessment was submitted with the previous planning application, which identified a number of ecological issues including bats, invasive species, nesting birds and the loss of priority habitats. These issues were resolved during the application process or were considered acceptable to subject to condition.

Greater Manchester Ecology Unit (GMEU) have been consulted on the application and have no objection to the revised site layout for the southern area of the site. The site has already been cleared and the new layout is not materially different from an ecological perspective to the agreed layout and therefore GMEU have no objections.

GMEU have recommended the relevant conditions relating to ecological issues and enhancements be transferred to a new consent for this site.

Planning obligations -

Affordable Housing - A vacant building credit was agreed during the determination of the previous application (Ref: 63533).

The concept of vacant building credit is that where there is redevelopment of a vacant building then a proportionate discount should be made to the affordable housing requirement (paragraph 64 of the NPPF). This discount should be based on the existing gross floor space of the vacant building comparable to the proposed gross floorspace of the dwellings. This resulted in an overall requirement of 33 Affordable Housing Units across the site for the previous scheme.

For this application, an updated Vacant Building Credit calculation has been undertaken across the wider site and based on the gross floorspace of the dwellings now proposed, the resultant affordable housing contribution would be 30 no. units over the wider site.

The affordable units would be distributed throughout the site with 18 no units of the Barratt site and 12 no. units on the Anwyl site and which would include a mix of 2,3 and 4 bed units.

The proposed Affordable Housing Provision would be policy compliant and would provide an even spread of property types throughout the whole development.

It is therefore considered that the proposals would be acceptable and would comply with the principles of the NPPF, UDP Policy H4/1 and SPD5.

Recreation Provision - The previously approved on-site recreation provision on the Green Belt land to the north of the housing development in accordance with UDP Policy RT2/2 and SPD 1 would continue to be provided.

Loss of employment land - To make a financial contribution of £156,000.00 to off-set the loss of the employment land that was formerly occupied by the offices/research and development side of the business.

The first instalment of £78,000 has been paid with the 2nd and final instalment due on occupation of 50% of the dwellings.

The planning obligations would be secured by a legal agreement and a Deed of Variation to the original S106 Agreement.

Response to objectors -

- To clarify, this planning application proposes 98 no dwellings to the southern parcel of the wider site, 24 no dwellings less than previously approved for this part of the site. This would result in a total of 244 no dwellings comparative to the previously approved 268 no dwellings across the whole site.
- Bury Unitary Development Plan does not contain policies which require a contribution towards the provision of school and GP places as decisions have to be made in accordance with the development plan in place. This was addressed in the previously approved scheme.
- Drainage would be dealt with by conditions 7, 8, 32-25.
- Each application is assessed on its own merits in terms of principle of a housing development.
- A traffic monitoring scheme triggered at the occupation of 200 dwellings over the whole site would be required under the provisions of the S106 Agreement.
- Issues relating to access, traffic, drainage, flood risk, ecology have been covered in the above report and addressed in the previously approved scheme.

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: Minded to Approve

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 -

LNP1040 - Location plan LP01; LNP1040 - Streetscene plan SS01 rev A; LNP1040 - Development Planning Layout DL01 rev H; LNP1040 - Development Planning Layout - coloured DL01c rev H; LNP1040 - Materials and hard surfacing layout MH01 rev F; LNP1040 - Refuse Strategy Layout RF01 rev E; LNP1040 - Proposed Sales Area Layout Signage SA-01 rev B; Landscape masterplan c-2034-01 revision D; LNP1040 - Preliminary Levels Plan PLP01 rev D; Revised proposed boundary treatment booklet April 2022 (v2); Revised house type booklet LNP1040 - HT01 V6 Sept 2022; Revised Affordable Housing type booklet LNP1040 - HT(A)01 V2 Sept 2022
Technical reports approved by planning consent ref 63533.

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. Notwithstanding the information shown on approved plan LNP-1040 MH01 rev F – Materials and Hardsurfacing layout, prior to the commencement of development (excluding site clearance, demolition, or works relating to site investigation, remediation or ground works) 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. 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 EN1/2 - Townscape and Built Design and H2/1 - The Form of New Residential Development.

4. No development (excluding site clearance or works relating to site investigation) 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.

This condition can be satisfied in phases.

5. Following the provisions of Condition 4 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.

This condition can be satisfied in phases.

6. Prior to occupation the applicant shall provide one electric vehicle (EV) charging point (minimum 7kW*) per unit (dwelling with dedicated parking) or a minimum 20% EV chargepoints (minimum 7kW*) (for unallocated parking).

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced by BS EN 61851-1:2019 on 5 July 2022).

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.

7. No development shall commence (excluding site clearance, demolition, or works relating to site investigation, remediation or ground works) unless and until details of a sustainable surface water drainage scheme and a foul water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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.

8. No construction shall commence until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.
Reason. In the interest of public health and to ensure protection of the public water supply pursuant to the principles of the NPPF.
9. The development hereby approved shall be carried out in accordance with the Archaeological Written Scheme of Investigation (WSI) by Orion dated February 2020 and submitted in relation to condition 9 of planning approval 63533.
Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of the historic asset remains for and to make this evidence of our past publicly accessible.
10. The development hereby approved shall be carried out in accordance with the recommendations of the Noise Impact Assessment, dated November 2018.
Reason. To protect the amenity of the occupiers of the dwellings pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.
11. The development hereby approved shall be carried out in accordance with the Landscape Masterplan c-2034-01 revision C and the details approved for planning permission ref 63533 and implemented not later than 12 months from the date the development 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..
12. 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.
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.
13. The development hereby approved shall be carried out in accordance with the revised Management Proposals for Invasive Species submitted in relation to condition 15 of planning permission 63533. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. To ensure the safe and satisfactory development of the site in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy

Framework Section 11 - Conserving and enhancing the natural environment.

14. The development hereby approved shall be carried out in accordance with the Reasonable Avoidance Measures Method Statement for Amphibians submitted in relation to condition 17 of planning permission 63533.
Only the approved method statement shall be adhered to and implemented in full prior to works commencing.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
15. The development shall be carried out in accordance with the details contained in the Report by ERAP, reference 2018-202d Sections 6.1 to 6.5.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
16. Prior to development commencing (excluding site clearance, demolition, or works relating to site investigation, remediation or ground works) a lighting plan for the street lighting shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:
 - Identify areas/features on site that are potentially sensitive to lighting for bats;
 - show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on bats is negligible;All external lighting shall be installed in accordance with the approved details and specifications and locations set out in the strategy.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
17. In relation to the use hereby approved, the measures set out in the Travel Plan to promote more sustainable travel to and from the site by residents of the dwellings and reduce the reliance on private vehicle use, shall be implemented in full and thereafter maintained.
Reason. In order to encourage sustainable travel pursuant to NPPF (Section 9) and UDP Policy HT4 New Development.
18. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the dwelling hereby approved commencing and thereafter maintained 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.
19. No development (excluding site clearance or works relating to site investigation) 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:
 - Access route for vehicles from the highway network;
 - Access points to the site for each phase of the development, including any temporary works required to facilitate vehicular access;
 - Hours of operation and number of vehicle movements;
 - Proposed site hoarding/gate positions clear of appropriate visibility splays onto the adjacent adopted highways/Public Rights of Way;

- A scheme of appropriate warning/speed limit signage in the vicinity of the construction site accesses;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

The approved plan shall be adhered to throughout the demolition/construction 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 mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

20. Notwithstanding the details indicated on approved plans, no development (excluding site clearance or works relating to site investigation) shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to, and approved in writing by the Local Planning Authority:

- A review of existing pedestrian facilities at the Walmersley Road/ Walmersley Old Road/Springside Road signalised junction to explore the potential for providing a subsequent scheme of improvements to improve facilities for users across all arms of the junction, to a scope and specification to be agreed;
- In connection with the above, a review of existing signal timings to explore the potential for providing a full pedestrian stage to improve crossing conditions for pedestrians;
- Alteration of the existing site access onto, and works abutting, Walmersley Old Road, incorporating the widening and reconstruction/provision of footways minimum of 2.0m in width including all accommodation works required at tying in points, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of, and statutory undertakers connections to, the proposed development;
- Formation of the secondary emergency access onto Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, to serve the residential development, to a specification and length to be agreed, incorporating removable and fixed bollards (number and positions to be agreed) at all interfaces with the proposed estate road and the Public Right of Way and all associated highway and highway drainage remedial works;
- Reconstruction of and modifications to the existing alignment of the unadopted section of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury to scope, specification and in materials to be agreed, in order to upgrade the route as indicated, incorporating the widening and reconstruction/provision of 2.0m minimum wide footways where indicated, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, works to form a junction with Lumn Street, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works

required as a result of the construction of, and statutory undertakers connections to, the proposed development;

- Proposed scheme of works of a scope and specification to be agreed at the interface with the retained section of Byway Open to All Traffic (BOAT) No. 20, Bury leading to Mather Road, to the east of the driveway serving Plot 267;
- Proposed scheme of works to improve the surface and line of Public Footpath No. 13, Bury, that crosses the site and provide a route not less than 4.0m in width in accordance with the previously approved diversion order;
- Formation of all pedestrian connections indicated onto the existing adopted highway and Public Rights of Way abutting the site;
- Proposals for the introduction of waiting restrictions to scope to be agreed at the at the junctions of the proposed site access and Mill Road with Walmersley Old Road, including all necessary road markings and signage;
- Provision of a street lighting assessment for (and, where necessary, a scheme of improvements) the proposed residential development and sections of Walmersley Old Road and of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, abutting the site;
- Foundation details for all boundary walls/fences abutting the existing/future adopted highway;
- White lining scheme for the proposed junctions onto the existing adopted highway;
- An Approval In Principle for the any retaining structures located adjacent to the adopted highway, incorporating full structural, construction and drainage details, calculations and a detailed construction method statement.

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

21. Notwithstanding the details indicated on approved plans, in the event that it is intended for the proposed estate roads and/or improved section of Mill Road to be put forward for adoption, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to, and approved in writing by the Local Planning Authority:
- Proposed internal road layout to a specification and materials to be agreed and to current adoption standards, incorporating 2.0m minimum width footways throughout the development;
 - Revised turning head position relative to the easterly limits of adoption on Mill Road;
 - In the event that retaining structures are required adjacent to the future adopted highway, an 'Approval In Principle' for the proposed structure(s), incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
 - A scheme of 20mph traffic calming measures on the proposed internal roads and white lining scheme to a scope and specification to be agreed including details of proposed materials, road markings and signage as required;
 - Undertaking of a review of/safety audit for the need to provide vehicle containment measures to the east of the estate road abutting the proposed open watercourse

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

22. The visibility splays, pedestrian visibility splays at the back edge of the footway and forward visibility envelopes on approved plans 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 Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

23. A minimum hardstanding of 5.5m measured between the highway boundary and any proposed garage doors shall be provided and thereafter maintained.

Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

24. Where dwellings are constructed without a garage a minimum hardstanding length of 5.0m in order to accommodate a vehicle clear of the adopted highway shall be provided within the curtilage of each dwelling and thereafter maintained.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

25. In the event that the estate roads are not adopted, details of the proposed arrangements for future management and maintenance of the proposed estate roads within the development shall be submitted to and approved by the Local Planning Authority prior to first occupation. The estate roads shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway pursuant to Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

26. The development hereby approved shall be carried out in accordance with the Highway Dilapidation Survey dated 13th Feb 2020 by Barratt and associated documents submitted in relation to condition 30 of planning permission 63533). The footways and carriageways shall be repaired to the condition in the approved dilapidation survey following the completion of the development.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
Policy EN1/2 - Townscape and Built Design

27. No development shall commence unless and until a scheme to minimise dust and odour emissions has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all dust and odour control measures and the methods to monitor emissions of dust arising from the development. The development shall be implemented in accordance with the approved scheme with the approved dust and odour control measures being retained and maintained in a fully functional condition for the duration of the development hereby approved.
Reason. The information was not submitted at application stage and is required to reduce the impacts of dust and odour disturbance from the site on the local environment, pursuant to chapter 11 of the NPPF - Conserving and enhancing the natural environment.
28. No development other than site clearance, demolition, or works relating to site investigation, remediation or ground works, shall commence unless or until details of the new channel for Pigs Lee Brook has been submitted to and approved in writing by the Local Planning Authority. The details shall include structures and long/cross sections showing compliance with the approved FRA by CEC (ref: 6155/issue5 dated Jan 2020).
The scheme shall be fully implemented and subsequently maintained, in accordance with a scheme for timing and phasing arrangements which shall be agreed in writing with the Local Planning Authority.
Reason. To reduce the risk of flooding on site and elsewhere pursuant to Policy EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.
29. No development other than site clearance, demolition, or works relating to site investigation, remediation or ground works, shall commence unless or until a scheme of remedial works associated with the retained downstream section of Pigs Lee Brook culvert has been submitted to, and approved in writing by, the Local Planning Authority. The scheme shall identify remedial works and the phasing of repairs to occur before any ground raising or development above the culvert.
The scheme shall be fully implemented and subsequently maintained, in accordance with a scheme for timing and phasing arrangements which shall be agreed in writing with the Local Planning Authority.
Reason. To ensure the structural integrity of the existing culverted watercourse that is to be retained within the site thereby reducing the risk of flooding pursuant to Policy EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.
30. No development other than site clearance, demolition, or works relating to site investigation, remediation or ground works, shall commence unless or until a scheme for the provision and management of a high quality ecological network along Pigs Lee Brook has been 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 Pigs Lee Brook corridor shall be free from built development including access roads, lighting, domestic gardens and formal landscaping.

The scheme shall include

- detailed plans, including updated long and cross-sections, based on existing and proposed site development levels, and FRA recommendations for residential scheme, showing the extent undeveloped riparian buffer zone
- details of new diverted Pigs Lee Brook channel informed by fluvial and

geomorphological assessment.

- details of proposed land remodelling proposed adjoining new riparian corridor.
- details of proposed revetment options proposed along the new riparian corridor.
- details of proposed soft landscaping scheme including planting schedule; predominantly based of native species, including groundflora and aquatics.
- details demonstrating how new river corridor will be sensitively managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any proposed new flow control structures, surface water outfalls, footpaths, fencing, lighting, etc.

The scheme shall be fully implemented and subsequently maintained, in accordance with a scheme for timing and phasing arrangements which shall be agreed in writing with the Local Planning Authority.

Reason. The above approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused.

From a geomorphological perspective, the plans to de-culvert and divert this section of the Pigs Lee Brook into new, open channel are welcomed. However, it is not possible to fully assess the application submitted, due to a lack of information surrounding the new channel design. The current plans do not include any detailed information on the bed and bank characteristics of the new diverted channel, whilst greater clarification is required on channel cross sections shown in the WFD assessment (CEC July 2019).

The new channel should be designed to account for any elevation changes across the site to prevent the section of river becoming canalised and featureless, whilst integrating any Flood Risk Assessment requirements for new residential development, and site remediation needs.

31. No development in shall take place until a working method statement to cover all Pigs Lee Brook de-culverting and diversion works 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 submitted method statement should include cover the following:

- timing of works
- methods used for all channel, bankside water margin works
- machinery (location and storage of plant, materials and fuel, access routes, access to banks etc)
- protection of areas of ecological sensitivity and importance
- site supervision

The working method statement shall be fully implemented, in accordance with a scheme for timing and phasing arrangements which shall be agreed in writing with the Local Planning Authority.

Reason. The construction phase of any proposed development affecting the bank or channel of a watercourse poses significant risks of:

- damage to water dependent species and habitats. At this site a known risk is that construction may damage downstream fishery.
- diffuse pollution of the water environment arising from ground works.

pursuant to Policy EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.



Production Date: 26 Sep 2022

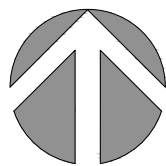
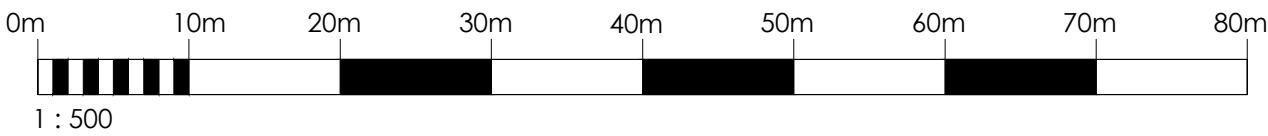
Scale 1417 when printed at A4

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Notes

Walmersley Old Road, Bury

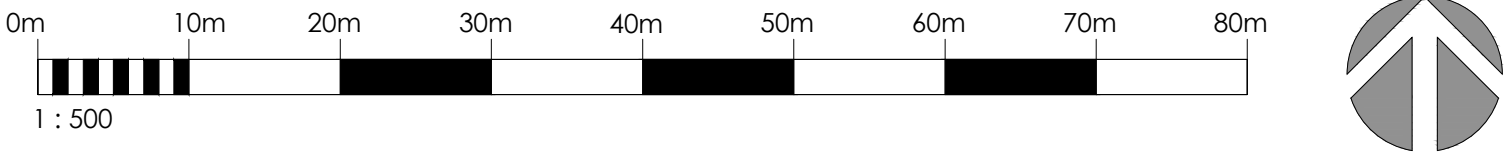


LOCATION PLAN LEGEND
Site boundary

REV	BY	DATE	DESCRIPTION	
PROJECT Walmersley Old Road, Bury				
DRAWING TITLE Location Plan				
SCALE	1:1000	PAPER SIZE	A1	
DATE	DEC 21	DRAWN	RB	
STATUS	PLANNING			
JOB No: LNP1040	DRAWING No: LP01		REVISION: -	
<div>ANWYL</div> <div>thoughtful homes</div>				

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Walmersley Old Road, Bury



- SITE LAYOUT LEGEND**
- Site boundary
 - Affordable Home
 - Existing Trees retained
 - Existing Trees to be removed
 - Indicative Proposed Trees
 - Culverted Water Course & Easement
 - Drainage Easement
 - Road junction & forward visibility splays

- BOUNDARY TREATMENTS LEGEND**
- 1.8m Plot Divisional Fencing (SCD - 05-006) / Gates
 - 1.8m Screen Wall (SCD - 05-010)
 - 1.2m Estate Railings (SCD -1200R)

- SURFACE TREATMENTS LEGEND**
- Proposed Adoptable Highway
 - Proposed Adoptable Footpath
 - Shared driveway / Substation Access
 - Private parking bays & driveways
 - Private paths & patios
 - Private front gardens / open space
 - Private rear gardens

ACCOMMODATION SCHEDULE								
Tenure	Type	Storey	Bed	Garage	Sqft	Total No	% mix	Total Sqft
Open market	Rivington	2	4	DSG	1338	2	2%	2676
Open market	Ascot G	2	4	ISG	1350	7	7%	9450
Open market	Evesham	2	4	DSG	1330	9	9%	11970
Open market	Lymm G	2	4	ISG	1250	3	3%	3750
Open market	Farndon	2	4	DPS	1193	7	7%	8351
Open market	Farndon DA	2	4	DPS	1193	3	3%	3579
Open market	Euxton	2.5	3	DPS	1177	14	14%	16478
Open market	Snowdon	2.5	3	DPS	1081	15	15%	16215
Open market	Bunbury	2	3	DPS	1036	3	3%	3108
Open market	Epsom	2	3	DPS	941	6	6%	5646
Open market	Bretton	2	3	DPS	898	11	11%	9878
Open market	Apartment	2	2	DPS	626	6	6%	3756
Affordable	Bretton	2	3	DPS	898	3	3%	2694
Affordable	Moxley	2	3	DPS	866	3	3%	2598
Affordable	Apartment	3	2	DPS	626	6	6%	3756
TOTALS						98	100%	103905

GROSS SITE AREA	2.68 ha	6.62 ac
SSR/POS/Undevelopable	0.22 ha	0.55 ac
NETT SITE AREA	2.46 ha	6.07 ac

Coverage	17118 ft2/acre
Density (Un/ha)	36.56716 (gross) 39.8374 (nett)

ac = acres | ha = hectares | ft2 = square feet | m2 = square metre | Un = Units
SSR = Single sided road | POS = Public Open Space |

H	RB	21.08.22	Accommodation schedule amended - Open market Apartments, bed number revised to match Affordable Apartments
D	RB	18.08.22	Plot 75-77 amended to 2 plots to meet highway comments. Plot 22-27 include amended & affordable plots revised to plot 20-22
F	RB	23.08.22	Plot 51-52 setting not amended - plot 51 type to Farndon, affordable plots amended to 52-57 & 58-63, schedule updated to meet
E	RB	28.07.22	House types amended to Anwyll A & B house versions
D	RB	27.05.22	Parking bays to plots 75-82 amended in response to Highway comments
C	RB	16.05.22	Landscape & schedule amended following Highway Key updated
B	RB	12.04.22	Setting reference within Boundary Treatment Key updated
A	RB	06.04.22	Road width within shown, private paths & parking bays to plots 52-56 amended
REV	BY	DATE	DESCRIPTION

PROJECT

Walmersley Old Road,
Bury

DRAWING TITLE

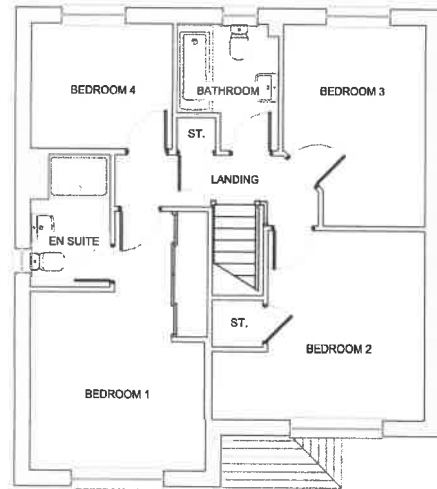
Development Layout
Coloured

SCALE	1:500	PAPER SIZE	A1
DATE	DEC 21	DRAWN	RB
STATUS	PLANNING		
JOB No:	DRAWING No:	REVISION:	
LNP1040	DL01c	H	

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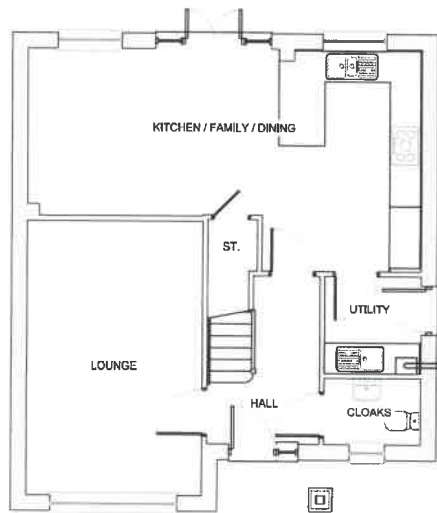
FIRST FLOOR



FRONT ELEVATION



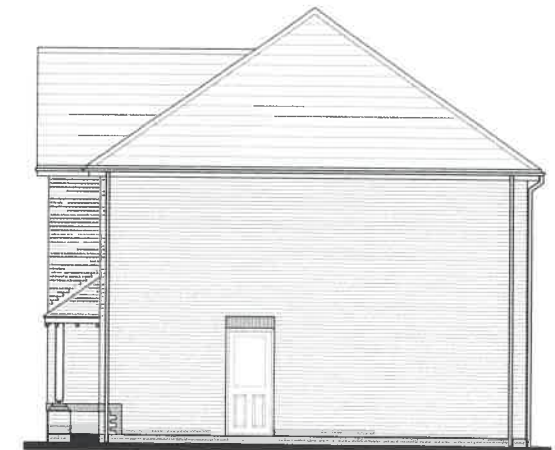
SIDE ELEVATION



GROUND FLOOR



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

RIVINGTON

2019 EDITION 303

BRICK

AREA: 1354 sqft

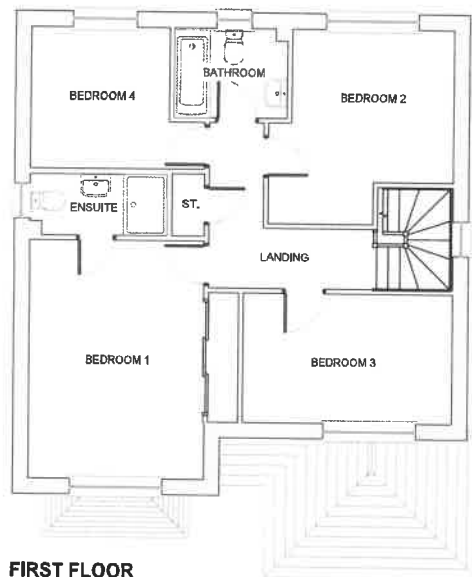
125.81 m²

SEPTEMBER 2019

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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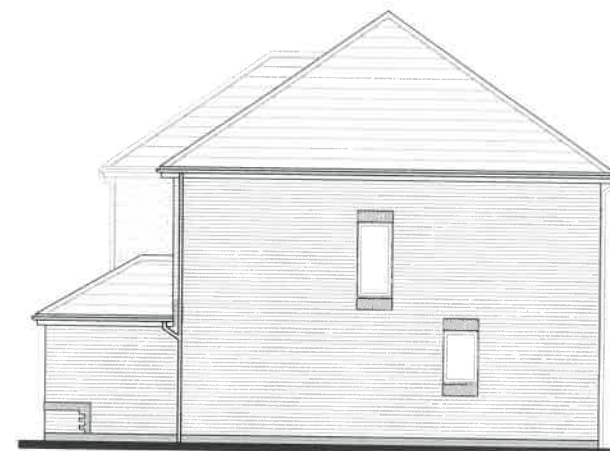
RIV_303_G - 1



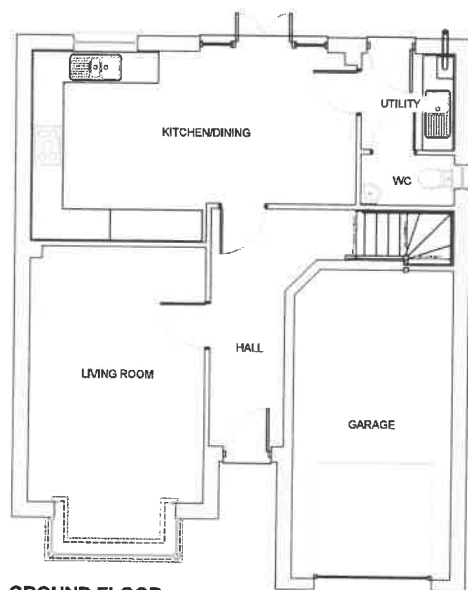
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FRONT ELEVATION



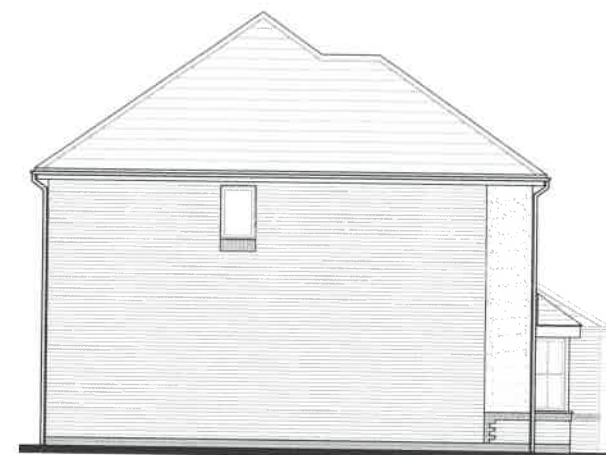
SIDE ELEVATION



GROUND FLOOR



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

ASCOT GRAND

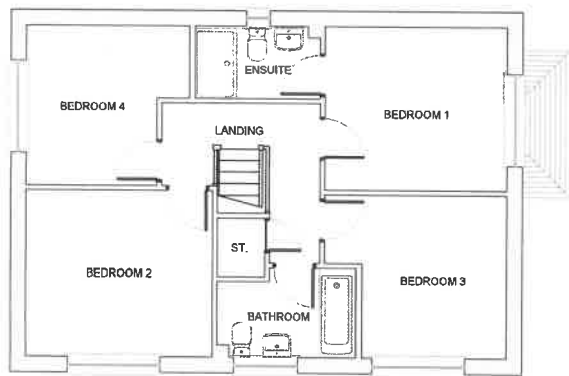
2021 EDITION
RENDER - AREA 1

AREA: 1345 sqft
124.94 m²
JULY 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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ASCO_G-2



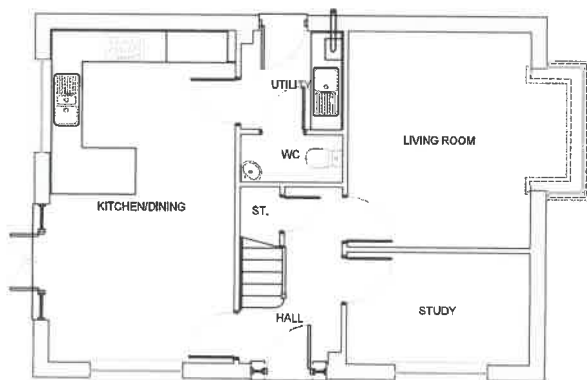
FIRST FLOOR



FRONT ELEVATION



SIDE ELEVATION



GROUND FLOOR



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

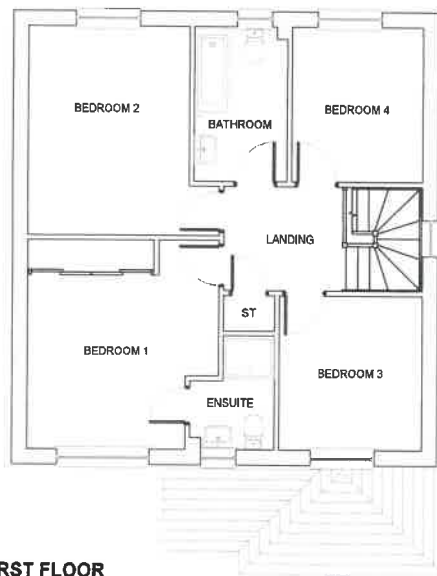
EVESHAM

2021 EDITION
BRICK - AREA 1
AREA: 1326 sqft
123.17 m²
DECEMBER 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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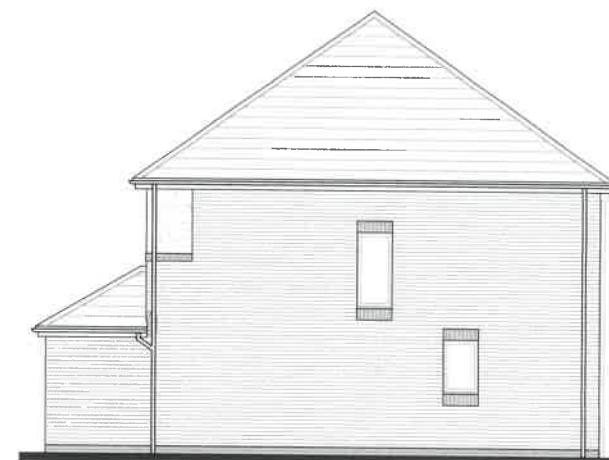
EVES_G - 2



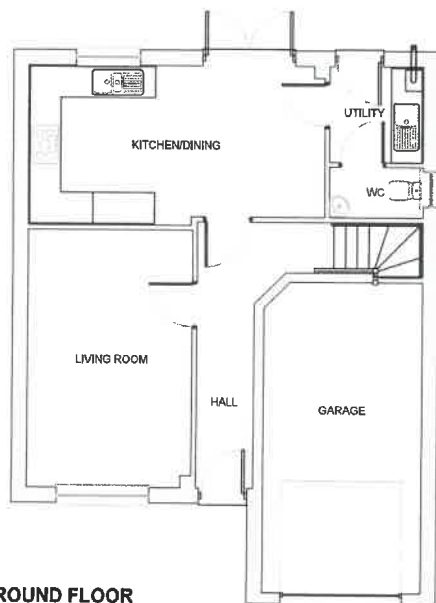
FIRST FLOOR



FRONT ELEVATION



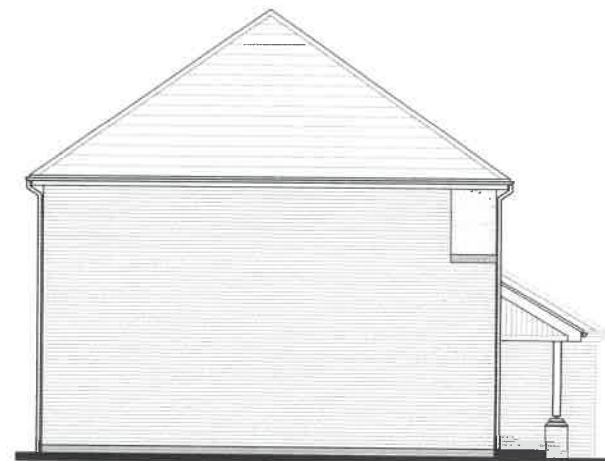
SIDE ELEVATION



GROUND FLOOR



REAR ELEVATION



SIDE ELEVATION

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Scale 1:100

LYMM GRAND

2021 EDITION
RENDER - AREA 1

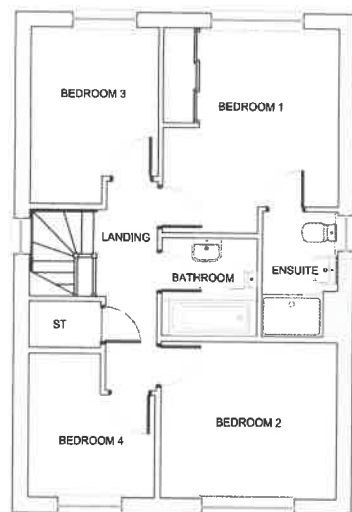
AREA: 1225 sqft
113.81 m²

JULY 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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LYMMG_G - 2



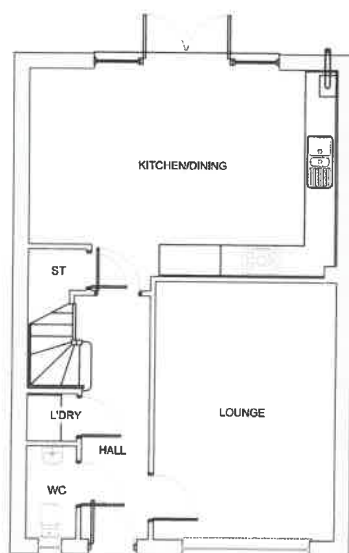
FIRST FLOOR



FRONT ELEVATION



SIDE ELEVATION

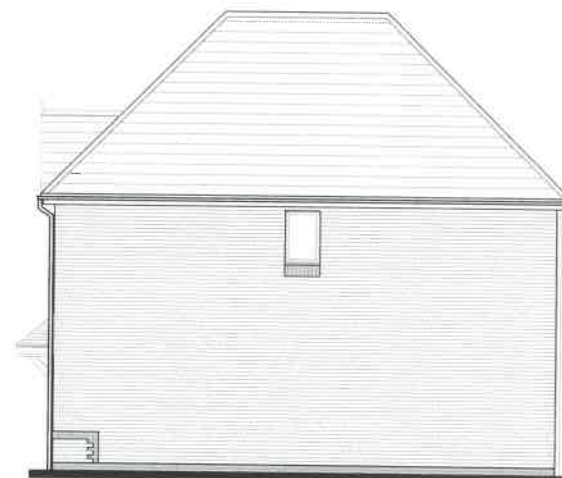


GROUND FLOOR

0 1m 2m 3m 4m 5m
Scale 1:100



REAR ELEVATION



SIDE ELEVATION

FARNDON

303

BRICK (HIPPED)

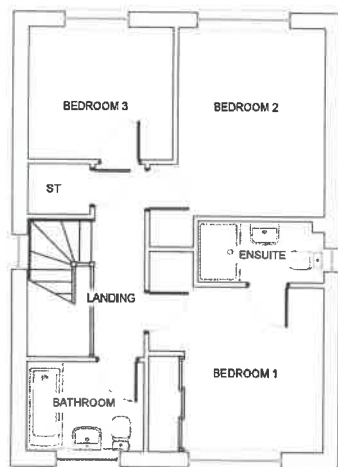
AREA: 1189 sqft
110.45 m²

FEBRUARY 2019

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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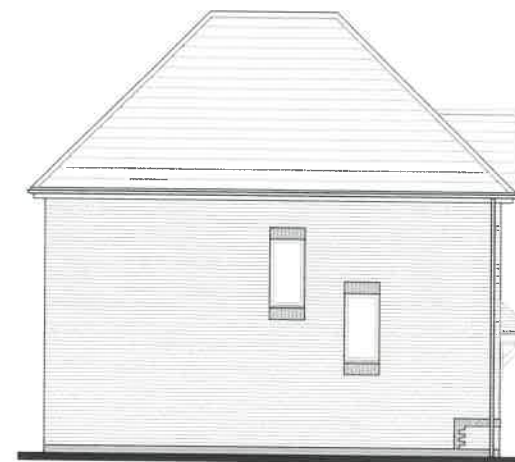
FARN_303_G - 1



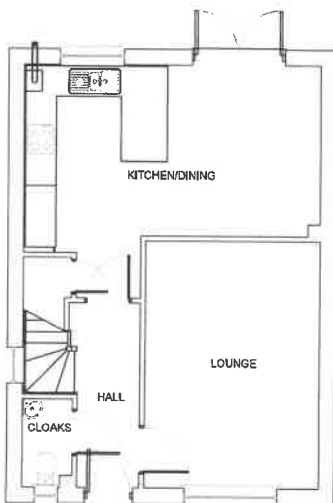
FIRST FLOOR



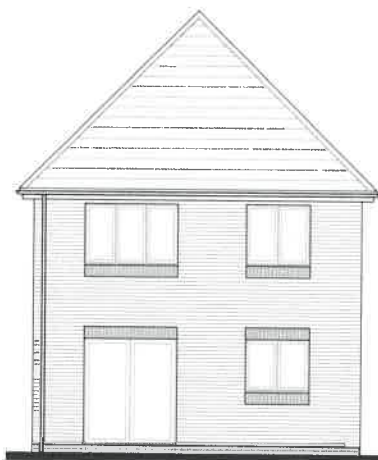
FRONT ELEVATION



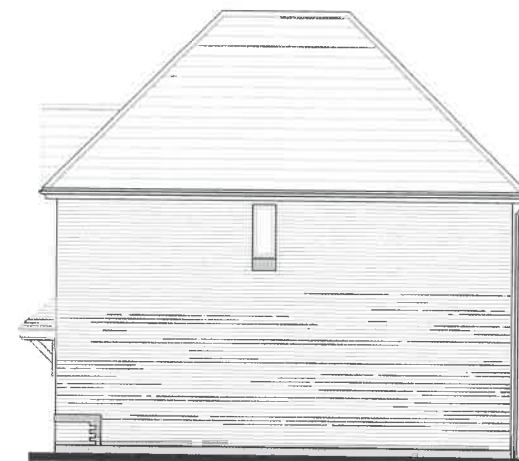
SIDE ELEVATION



GROUND FLOOR



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

BUNBURY

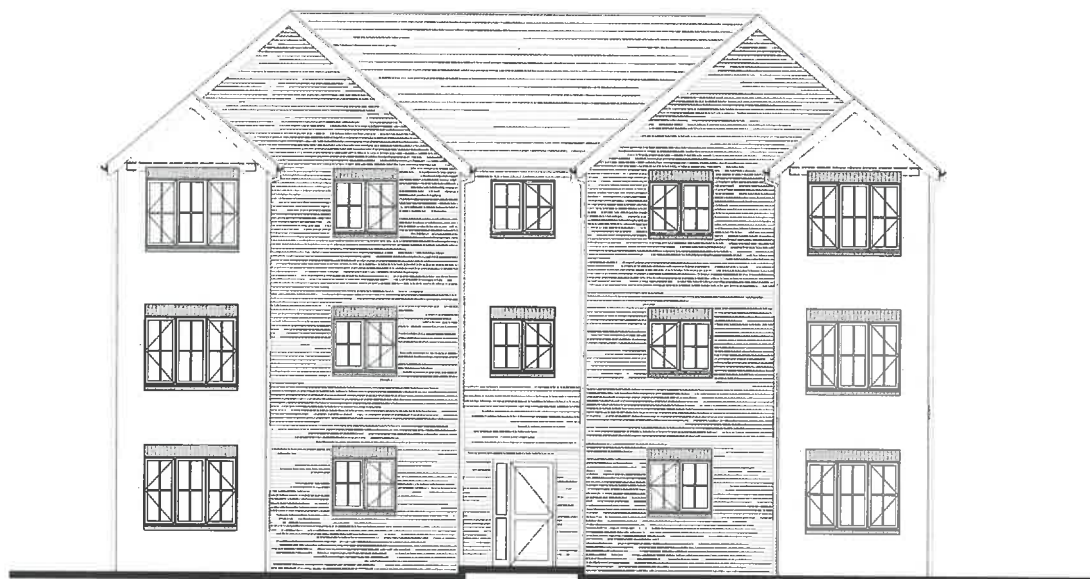
2021 EDITION
BRICK (HIPPED) - AREA 1

AREA: 1032 sqft
95.89 m²
FEBRUARY 2021

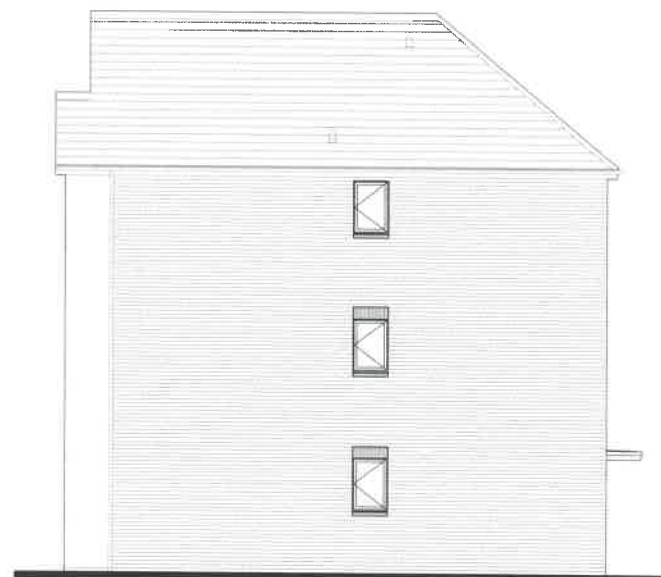
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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BUNB_G - 2



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

APARTMENTS

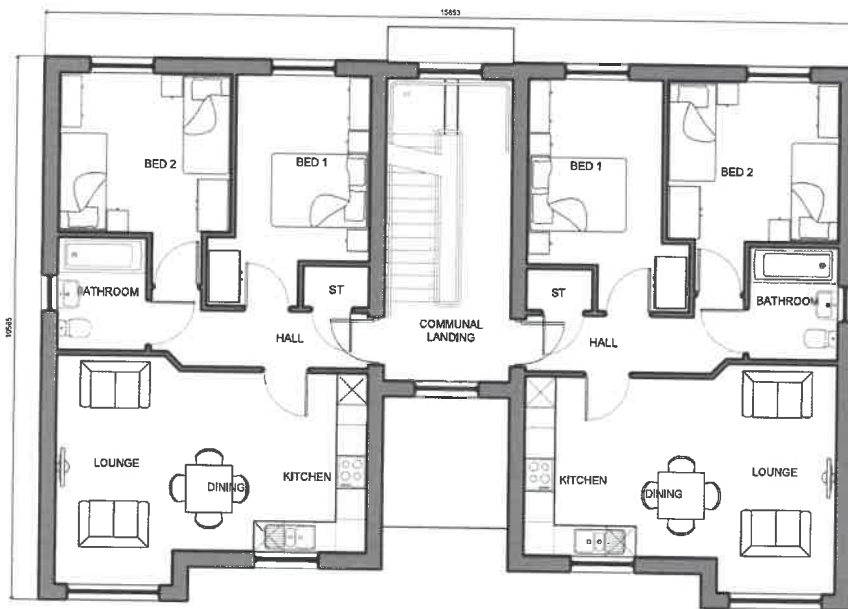
303
BRICK

JULY 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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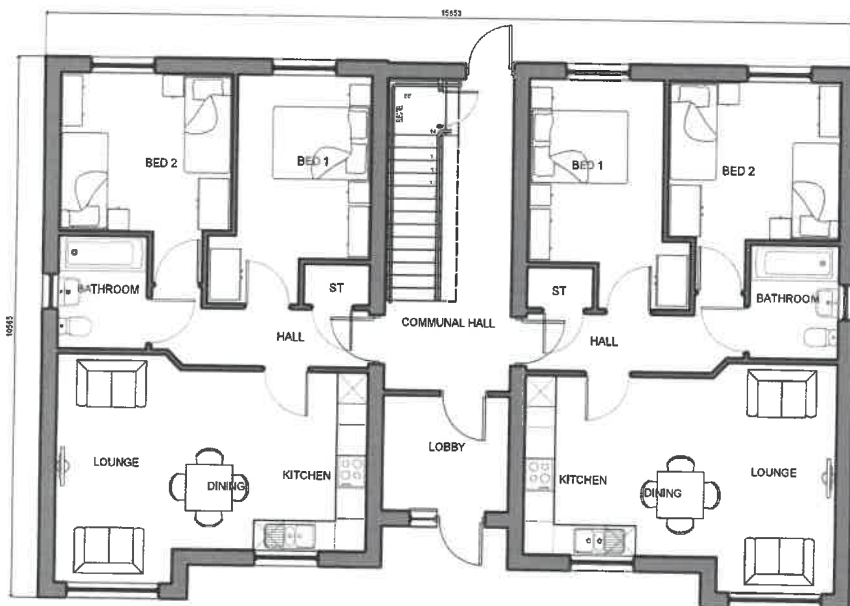
AND_303_LAN - 1



FIRST FLOOR



SECOND FLOOR



GROUND FLOOR

0 1m 2m 3m 4m 5m
Scale 1:100

APARTMENTS

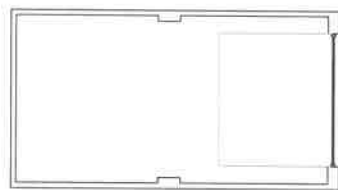
303
BRICK

JULY 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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AND_303_LAN - 1



GROUND FLOOR



FRONT ELEVATION



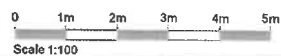
SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



Scale 1:100

SINGLE GARAGE

SG-01

JUNE 2019

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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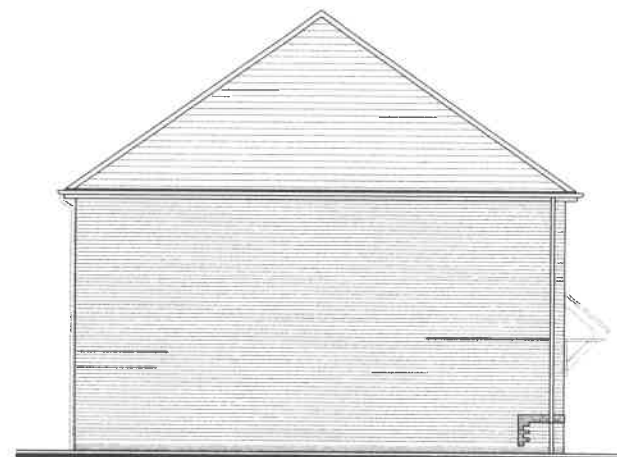
SG-01_G-1



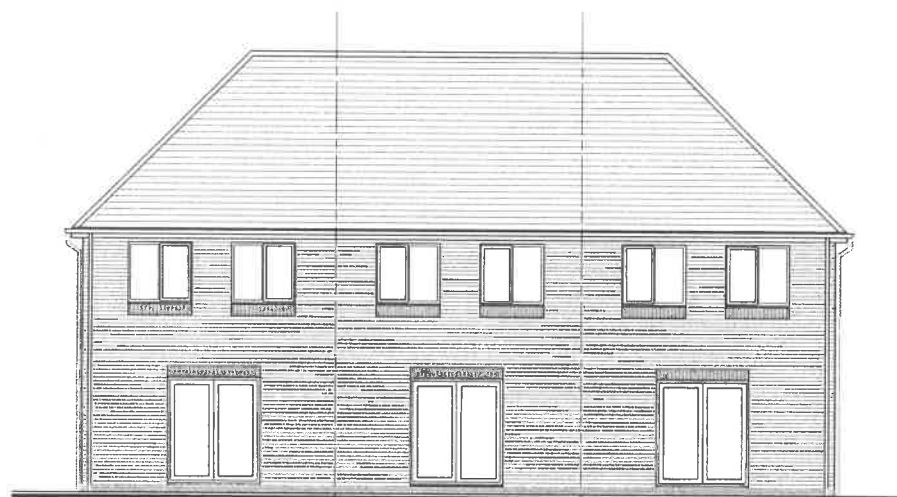
MOXLEY (AS)
FRONT ELEVATION

MOXLEY (AS)

MOXLEY (OPP)



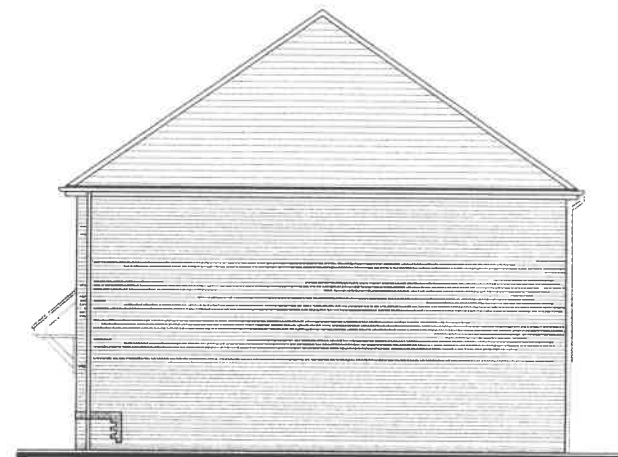
MOXLEY (AS)
SIDE ELEVATION



MOXLEY (OPP)
REAR ELEVATION

MOXLEY (AS)

MOXLEY (AS)



MOXLEY (OPP)
SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

MOXLEY (S)

303
3 TERRACE - BRICK

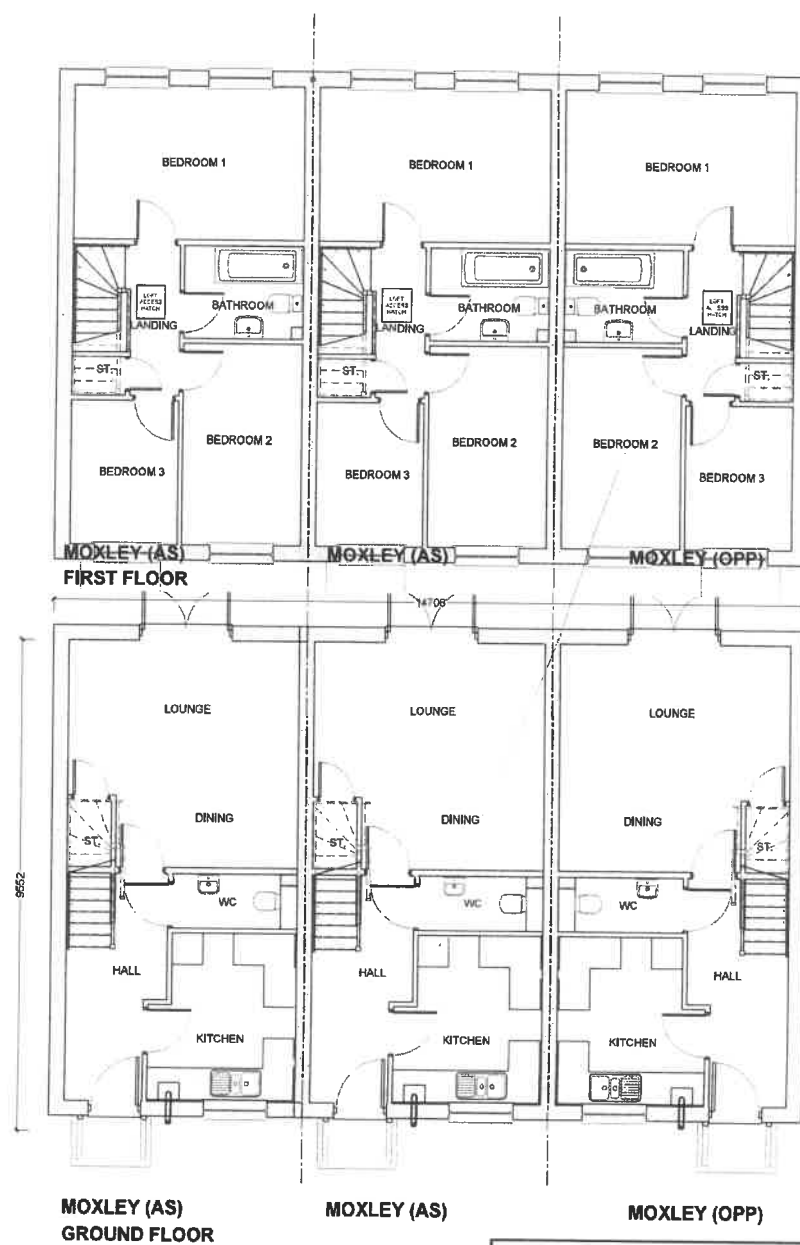
AREA: 856 sqft
80.52 m²

AUGUST 2019

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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MOXL(S)_303_L-1



MOXLEY (AS)
GROUND FLOOR

MOXLEY (AS)

MOXLEY (OPP)

0 1m 2m 3m 4m 5m

MOXLEY (S)

303
3 TERRACE - PLANS

AREA: 856 sqft
80.52 m²

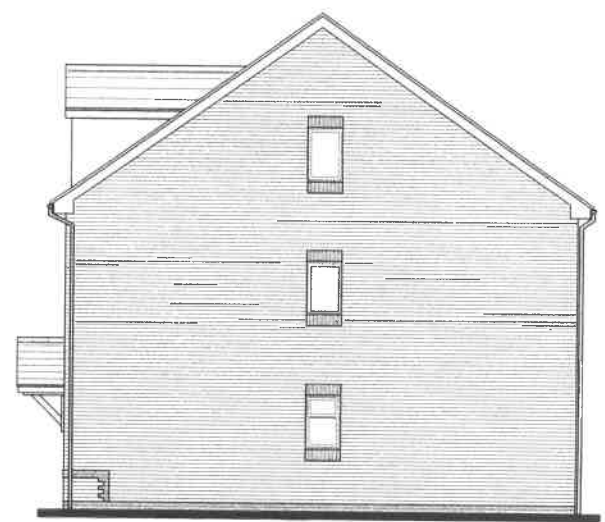
AUGUST 2019

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MOXL(S)_303_L-1



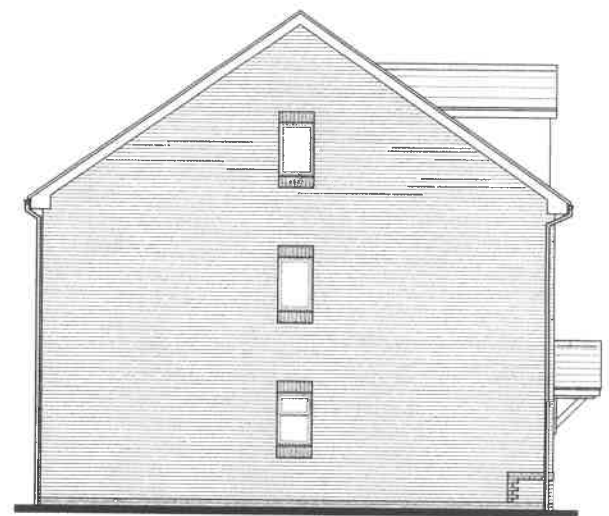
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

SNOWDON

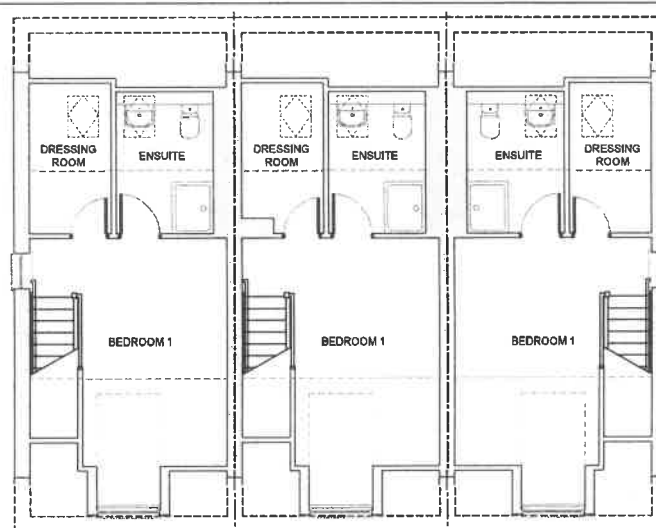
2019 EDITION 303
3 TERRACE - BRICK

AREA: 1088 sqft
101.04 m²
JANUARY 2020

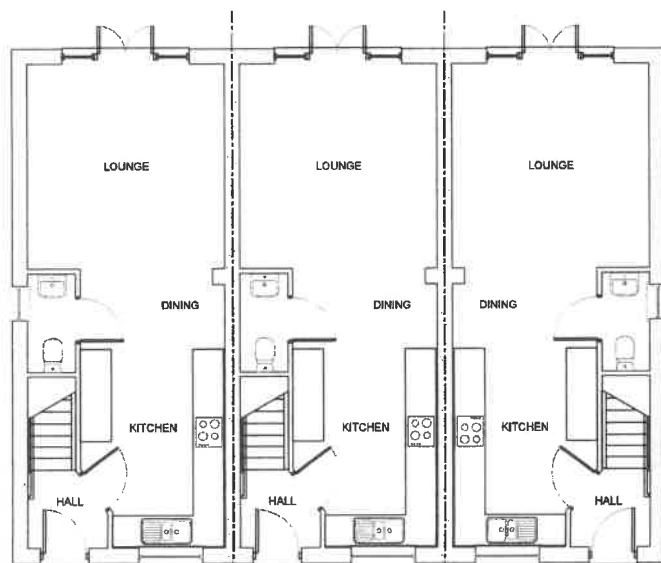
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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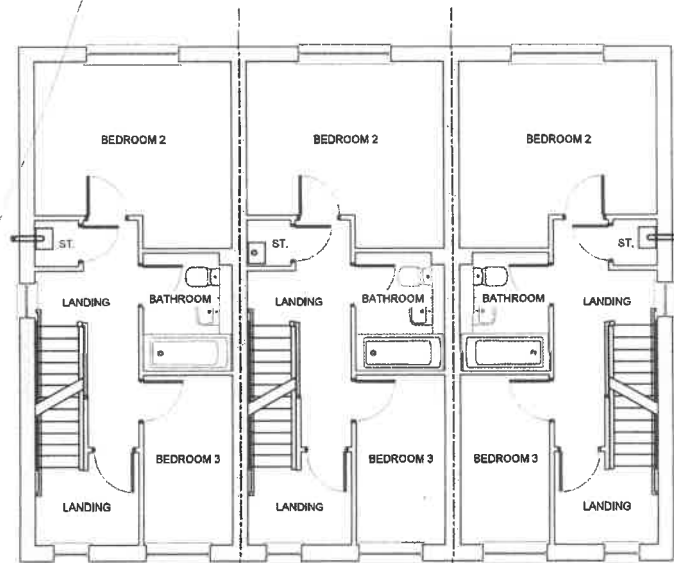
SNOW_303_G - 1



SECOND FLOOR



GROUND FLOOR



FIRST FLOOR

0 1m 2m 3m 4m 5m
Scale 1:100

SNOWDON

2019 EDITION 303
3 TERRACE - PLANS

AREA: 1088 sqft
101.04 m²
JANUARY 2020

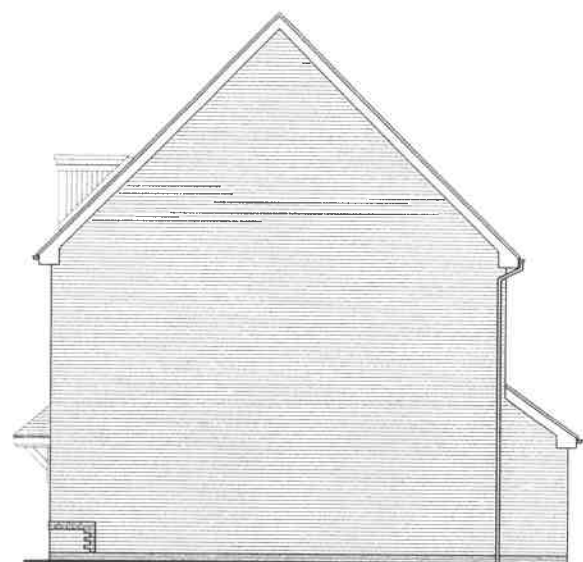
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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SNOW_303_G - 1



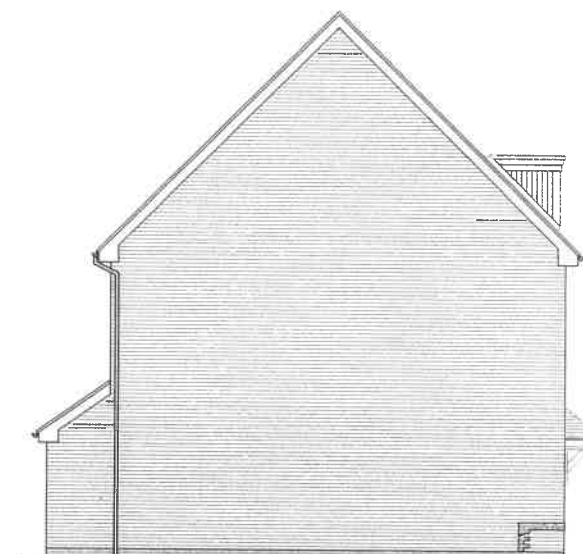
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

EUXTON

2019 EDITION 303
SEMI DETACHED - BRICK

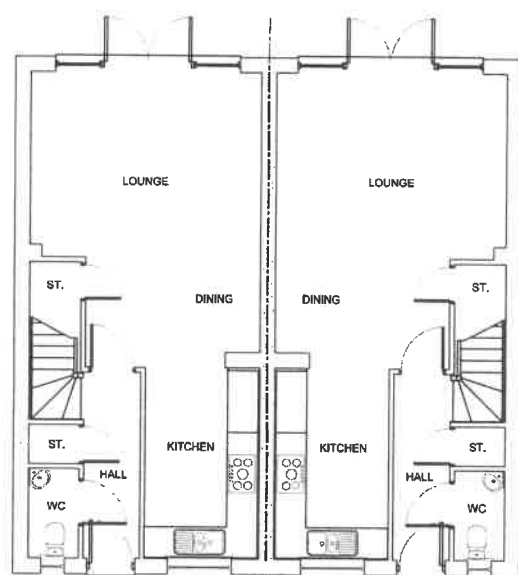
AREA: 1174 sqft
109.07 m²

OCTOBER 2019

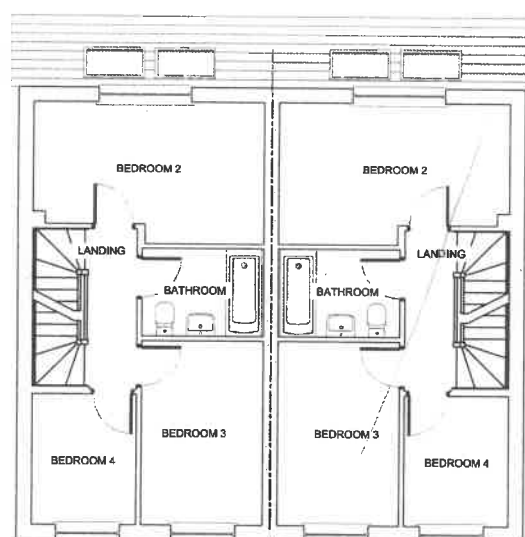
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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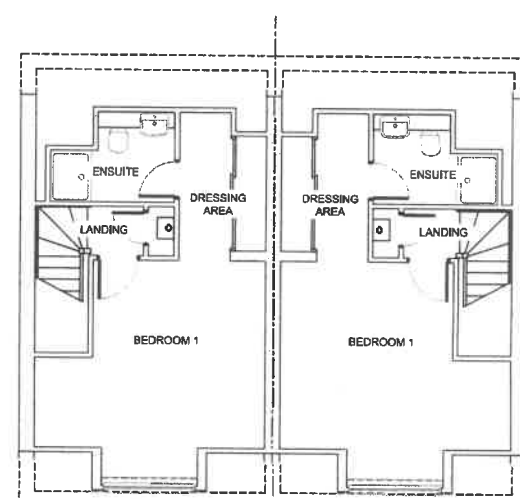
EUXT_303_G - 1



GROUND FLOOR



FIRST FLOOR



SECOND FLOOR

0 1m 2m 3m 4m 5m
Scale 1:100

EUXTON

2019 EDITION 303
SEMI DETACHED - PLANS

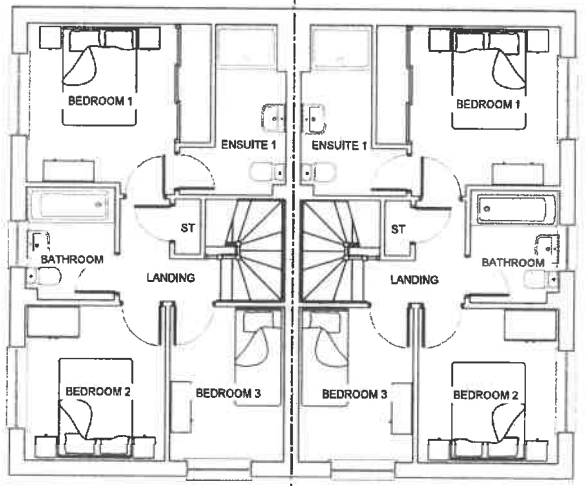
AREA: 1174 sqft
109.07 m²

OCTOBER 2019

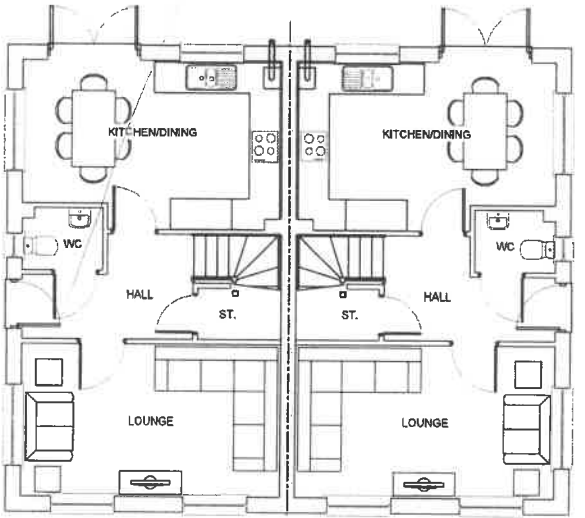
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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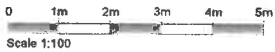
EUXT_303_G - 1



FIRST FLOOR



GROUND FLOOR



EPSOM

2021 EDITION

SEMI DETACHED

AREA: 920 sqft
65.47 m²

SEPTEMBER 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

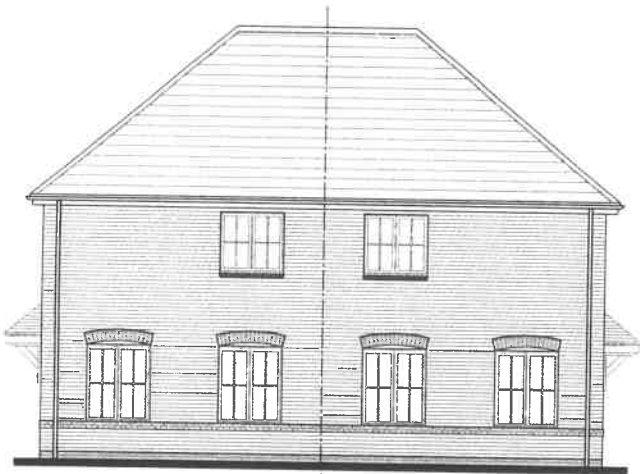
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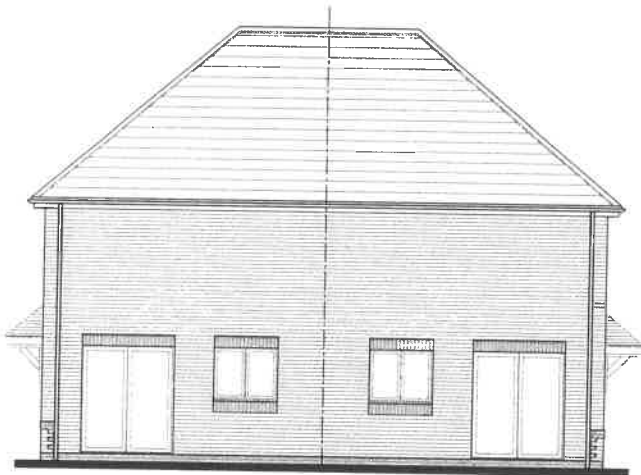
EPSO_G-2



FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION



EPSOM

2021 EDITION

AREA 1 - BRICK - SEMI DETACHED

AREA: 920 sqft
65.47 m²

SEPTEMBER 2021

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

ANWYL

thoughtful homes

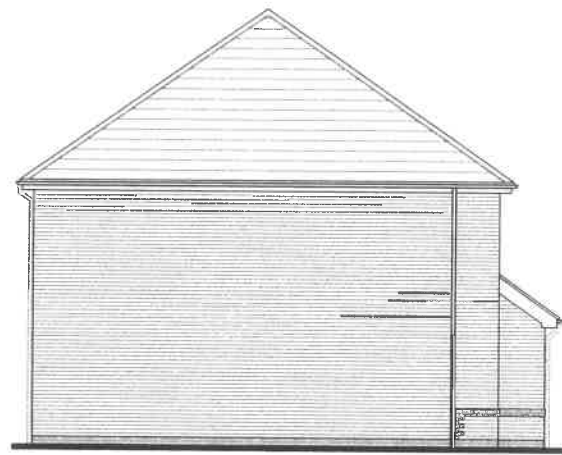
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EPSO_G-2



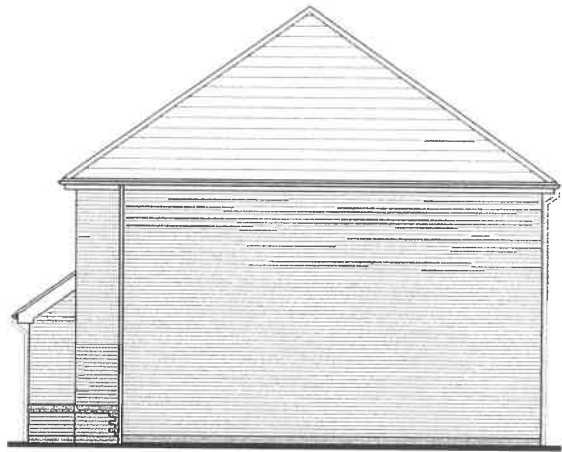
FRONT ELEVATION



SIDE ELEVATION



REAR ELEVATION



SIDE ELEVATION

0 1m 2m 3m 4m 5m
Scale 1:100

BRETTON

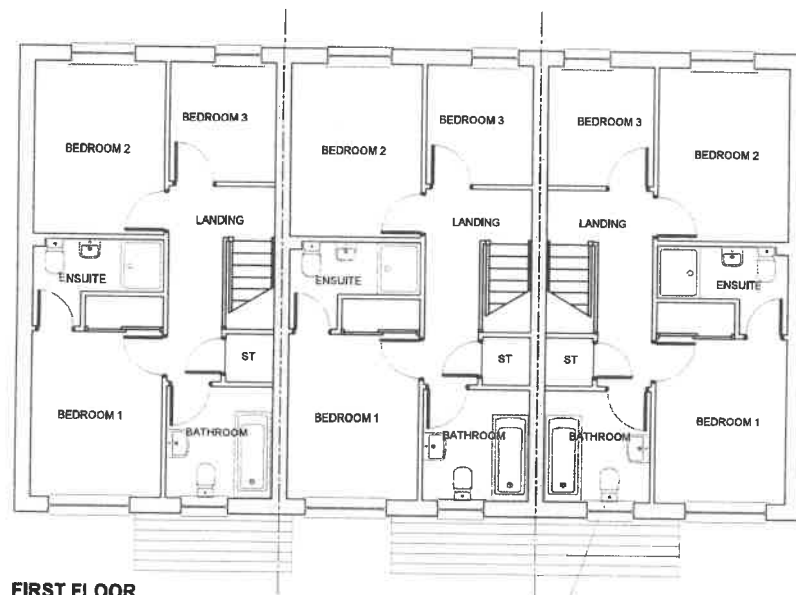
2021 EDITION
AREA 1 - BRICK - 3 TERRACE

AREA: 885 sqft
82.17 m²
JULY 2020

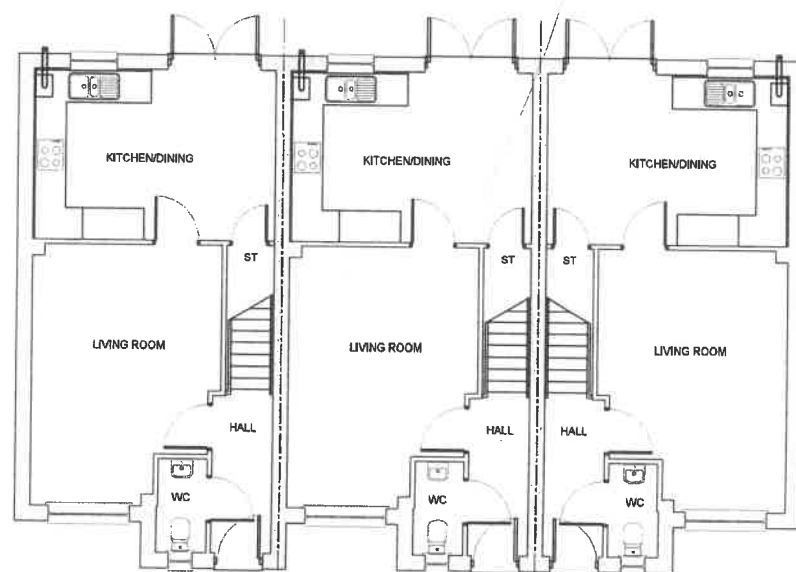
Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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BRET_G - 2



FIRST FLOOR



GROUND FLOOR

0 1m 2m 3m 4m 5m
Scale 1:100

BRETTON

2021 EDITION
3 TERRACE

AREA: 885 sqft
82.17 m²
JULY 2020

Drawing Scale 1:100 @A3 Room dimensions taken into recesses *Maximum Dimensions

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BRET_G - 2