

Ward: Radcliffe - North and Ainsworth

Item 7

Applicant: Mr Phillip Johnston

Location: Land to rear of 104 Bury New Road, Radcliffe, Bolton, BL2 6QB

Proposal: Removal of existing outbuildings; formation of hardstanding; construction of stable block with tack room / feed store; waste storage container and erection of fencing, gates and stile

Application Ref: 68778/Full

Target Date: 07/11/2022

Recommendation: Approve with Conditions

Description

The site relates to land which is located behind a row of terraced properties, Nos 100-104 which front onto Bury New Road. To the north east is a garage and car sales business and to the south is open land and fields. The site is within the Green Belt.

The applicant states the current use of the land has historically been used as allotments and for the keeping of pigs, chickens and pigeon farming and there are 4 outbuildings on the site which have become dilapidated and in a poor state. The land has also become overgrown by vegetation and grass. The site is bounded by timber fencing.

The site is accessed via an unadopted single lane from Bury New Road which is between the side gable of No 104 and the adjacent garage/car sales business and leads to an area of hardstanding which is used to park and manoeuvre vehicles. The hardstanding extends to the rear of 104 and is also used for parking, at the end of which is a gated access to the rear gardens of the adjacent dwelling.

The access lane to the site from Bury New Road carries a Public Right of Way (No 21CC) which continues along the north eastern side of the site and field beyond, accessed via a stile.

The application seeks the removal of the existing buildings and proposes the construction of a stable block with tack room and feed store and waste storage facility. It is also proposed to provide an area within the site for parking and turning of vehicles. New boundary fences would be erected around the site.

The applicant states the stables would be let for the personal use of 2 individuals only.

The site would essentially be split into two parts. The proposed stables block would be formed in a 'U' shape in the western part of the site for up to 8 horses. It is proposed to lease the stables for the personal use of 2 individuals, each with access to 4 no. stables with separate tack and feed stores within the build. The stables would be constructed of timber with composite roof panels.

A container for waste collection would be located adjacent to the stable block.

The stable block would be separated from the eastern part of the site by a timber fence. This remaining part of the site would be used as a parking and turning area for trailers which would be formed of a porous surfacing such as grasscrete.

A timber post and rail fence would enclose the southern boundary of the site and new timber fence and gates would be formed to the parking area at the site entrance.

The application is a resubmission of a scheme for a development for the construction of 2

no stables blocks for 8 stables in total, which was refused for 5 reasons:

- Intensification of use of the access with sub-standard vehicular and pedestrian provision,
- Impact on Green Belt due to siting and scale of the development,
- Failure to demonstrate Very Special Circumstances due to impacts of scale and siting,
- Siting and extent of boundary treatment and hardstanding,
- Impact on residential amenity,
- Insufficient information submitted to assess ecological impact

Relevant Planning History

67301 - Removal of existing outbuildings; formation of hardstanding; construction of 2 no. blocks of stables with tack room / feed store; waste storage container and erection of fencing, gates and stile - Refused 5/1/22

Publicity

Neighbours notified by letter on 15/9/22

Site notice posted 30/9/22

Press advert 22/9/22.

Three objections received with the following issues:

- Existing floorspace: The applicants state that the existing gross internal floorspace is 140sqm but this is incorrect and at the most it would be only 45sqm. The existing buildings have never had planning application approved and they were only temporary sheds.
- Opening Hours: The applicants have answered NO, when it should states YES, because of there will be regular access and noise disturbance to surrounding properties.
- Industrial and Commercial Machinery: On the application form it asks about industrial and commercial machinery and the applicants have responded NO to both, however, on review of the plans, the applicant has stated that they will be using tractors.
- Existing Use: There is a further question about 'existing use' and the description provided is incorrect because they have stated that previous use of the land included, pigs and chicken farming and this is factually incorrect. In the time we have lived near there (13 years), it has never been used for that purpose!
- Site Vacant: There is a further question asking if the site is vacant and the response is NO, again, this is incorrect as the site has not been used for 2 years and is now overgrown and unkempt.
- Contamination: there is a question in respect of contamination and the response is NO, again incorrect as the applicants are intending to use some of the site for car parking, so therefore the response should be YES.
- Vehicle Parking: the applicant has stated that the vehicle type is car, but there will also be vans, horseboxes and towing vehicles. Again, this is incorrect information.
- Sewage: on the planning application form, the applicants have stated that they do not know how they will deal with drainage and it will not connect to the existing drainage system. I can't see any further details about the drainage system and it appears that it will be left to soak into the ground ? - the drainage system around 100 Bury Road is very weak at the best of times and having this development adding to it will cause many issues (noise, smells nuisance, contamination)
- Waste storage and collection: It is proposed that the waste management system is to be at end of a garden - the proposal is to be 6 m which will cause a nuisance (horse flies and other airborne pests) and we will be unable to allow the young children to play in the garden.
- Trade Effluent: The applicants have answered No on the planning application. This is a commercial build so there will be trade waste.

In review of SPD 10:

- The development is too close to neighbours - I can't see a 30m buffer.
- Are the stables essential and genuinely required? The landowners have stables 60 m across the road on their own property.

- In our view, this is intended to be a commercial enterprise, as evidenced by the commercial enterprise they presently run on their land but use a different access way as opposed to forcing a new access where one does not exist.
- Bridleways - this articles states the need for access for a good access to a bridle access network;
- It states on the plans, that the proposed access is a public walkway. There are no bridleways near where the applicants wish to place the stables and would need to take the horses onto a busy 'A' road. The applicants have another point of access further down the road on Bury New Road - should this not be where the stables are built given there is access already in place?
- The access the applicants intend to use is a private pathway, that has extremely dangerous ingress and egress between a car pitch business and a dwelling (104). This road is an 'A' road and has 40,000 cars using it daily. The entrance is usually blocked with cars from the garage and visiting customers. The area on the plans where the intended entrance gates are to be situated is where neighbours in adjoining houses park their cars/vans and digger equipment. Any vehicles trying to use the entrance would also have to use both lanes of the main road to gain access or leave the area creating very a dangerous situation on the main road especially as people already drive in excessive speeds in excess of 60-80mph.
- Lighting - There is nothing in the plans about lighting which will be required. This area has no access to water or electricity so the applicants would have to use a generator to light the stables as stables are normally attended at out of hours as well as during the day. There will be noise and air pollution from a generator running.
- The existing buildings referred to within the application are extremely smaller that the application implies. These are temporary buildings with no foundations, and are sitting on old beer kegs. They were used by the neighbours for a hobby. No planning application has ever been approved.
- In conclusion, we are against the stables being built next to any of the dwellings (100, 102 104), they should be built further away from the houses (minimum 30+ meters) to prevent a detrimental effect of our living standards for ourselves and our children from horse flies/rats and vermin/stench and noise/ light pollution from the commercial stables. Any stable access should be further down where they currently enter when undertaking there other commercial ventures.
- Unsuitable development in the Green Belt
- Question the accuracy of the red edge site plan
- I don't think the access road is suitable for the flow of traffic that will be created by the new stables.
- Rodents, particularly mice and rats, are already a problem. My concern is that these new stables and feed storage will only worsen the problem, considering the proximity to my property.
- Not only this, the smell of waste storage container I'm sure will not be pleasant. I want to be able to open my windows and doors without having to smell manure.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Public Rights of Way Officer - No objection.

Environmental Health - Contaminated Land - No objection subject to conditions

Greater Manchester Ecology Unit - No objection subject to condition/informative

Environment Agency - No response received

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

Pre-start Conditions - The applicant/agent has agreed with pre-start conditions

Unitary Development Plan and Policies

NPPF National Planning Policy Framework

EN1/1 Visual Amenity

EN1/2 Townscape and Built Design

EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN7/3	Water Pollution
OL1	Green Belt
OL4/7	Development Involving Horses
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD10	Planning for Equestrian Development
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.

Chapter 13 - Protecting Green Belt Land, Paragraphs 147 and 148 state that inappropriate development in the Green Belt is by definition, harmful and should not be approved except in Very Special Circumstances (VSC). Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Paragraph 149 states that the construction of new buildings is inappropriate in the Green Belt. One of the exceptions listed is for (b) the provision of appropriate facilities (in connection with the existing land use or a change of use) for outdoor sport, outdoor recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green belt and do not conflict with the purposes of including land within it.

Policy OL4/7 - Development Involving Horses states the keeping of horses for recreational purposes or as part of commercially based equestrian activities will be considered acceptable where it would not have an adverse effect on the appearance of the rural areas. In particular, high standards of design, construction and maintenance will be expected as part of any development proposals.

The scale and size of buildings will be important, only being considered acceptable where design and siting would not have an unduly detrimental effect on the surrounding environment.

SPD10 - Planning for Equestrian Development provides further policy guidance for equestrian facilities with consideration and advice including the siting, design scale, and associated parking and access.

Green Belt principle - The development would involve the erection of stables in the Green Belt and therefore in principle, the proposed development would meet the criteria of para 149 bullet point (b) of the NPPF for the provision of facilities for outdoor sport and recreation.

The test is whether the development would have a greater impact on openness. This is considered below.

Siting and scale

The existing site comprises four outbuildings and storage sheds enclosed within a fenced boundary. The proposed development would comprise a single block in a 'U' shaped form,

concentrated within one area of the site and for the most part, the proposed stable block would be contained within the existing site boundary. The part of the block linear to the southern site boundary would extend 1.4m beyond the existing site boundary but this incursion into the Green Belt is considered marginal and not to a significant degree which would cause adverse impacts or harm to the openness of the Green Belt.

The remaining site area would provide the parking and turning facilities for the two users which includes a space to park a trailer should the need arise. This element of the development would encroach no further than the existing site boundary. The parking area would be surfaced in a porous or grasscrete material which would also minimise visual impacts to the area. A certain amount of hardstanding/surfacing to serve a stable development is generally accepted and in this instance, the proposed area is considered sufficient enough but not overly or unacceptably excessive for the scale of development proposed.

SPD 10 states at para 4.2 that generally speaking, applications for 3 to 4 small stables and one storage area for tack/hay/animal feed in one given location may be acceptable, subject to detail and capacity of the land and number of horses involved.

The application proposes a development for 8 stables. In this case, the applicant has provided written confirmation that the stables would be for the private use for 2 individuals only and would not be for commercial purposes.

In turn, a less extensive parking and storage area would be required and the proposals would provide for one car space and one trailer space for each user.

As such, the scale of development and number of stables to serve two individual users only would be acceptable and comply with SPD10. The use of the stables for personal use for two individuals can reasonably be secured by condition to which the applicant has agreed. It is therefore considered the proposed development would not cause significant harm to the openness and special character of the Green Belt and therefore would be appropriate development and comply with the principles of para 149 (b) of the NPPF. Very Special Circumstances would not be required.

Design and appearance

The stables would be single storey and formed in a 'U' shape and as such only relatively short lengths of the build would be visible from public views.

It would be constructed of concrete block and timber cladding and with a composite clad roof and as such materials would be appropriate for the character of development and within the rural surrounding area.

In terms of boundary treatment, SPD10 advises that post and rail fencing is the most commonly used type of enclosure which is a more sensitive solution and less harmful to openness and Green Belt character. It is proposed to erect a 1.5m post and rail fence to the field boundary to the south which is considered an appropriate and less visually intrusive solution and which are commonly found in Green Belt locations. To the site and entrance from the access lane, a 2.1m high timber boundary fence and gate would be installed and which is considered acceptable enclosure to the development entrance.

As such, it is considered the proposed development would comply with the principles of para 149 (b) of the NPPF, UDP Policy OL4/7 and SPD10 and would therefore be appropriate development and as such Very Special Circumstances would not be required.

Highways issues

The access to the site would be via the existing single wide lane and Public Right of Way (PRoW) which leads from Bury New Road and along the side gable of No 104.

As confirmed by the applicant, the stables would be for the use of 2 individuals only and as such, traffic generation and movement along the access lane would be relatively minimal. A turning area within the site boundary would be provided to facilitate the manoeuvre of

cars with a trailer which would enable cars to exit from the site in a forward gear. The site would provide a parking space for each of the users of the stables and a space for the parking of a trailer should the need arise and as such this would be sufficient to serve the two individual users of the site, which in turn would minimise development within the Green Belt.

It is therefore considered that the scale of the development would not be significant to be disruptive to traffic flows on Bury New Road or cause concerns in terms of impacts on highway safety or to pedestrian users of the PRow.

The area of hardstanding to the east of the site area would be retained for parking for local users/residents in the area.

The PRow continues past the eastern boundary of the site and thereon through the field which extends beyond the site to the south. The PRow and access to it would not be affected by the development.

The PRow officer has requested that the applicant be made aware that no public rights of way should be affected or damaged by the proposed development. An informative to the applicant would be included to this effect, and to also advise the applicant that the new stile should be of a design that creates the least obstruction possible for users of the public footpath.

The applicant would be made aware of the need to safeguard people using public rights of way and that no public rights of way are damaged, widths altered, gates erected across their width (unless authorised by Bury Council the Highway Authority) or obstructed by any other means either during or as a result of development. The applicant must ensure that no changes to land levels/surface water run-off affects a public right of way. If a temporary obstruction of public rights of way is unavoidable, no development must take place until a temporary closure order has been made by Bury Council and a suitable temporary alternative route(s) made available.

The Highway and PRow Section have raised no objections to the proposed development, subject to the inclusion of a condition to limit the use of the stables for 2 individuals only in order to control the scale of development and subsequent traffic movements to and from the site. A condition for the submission of a construction traffic management plan and further details of the design of the access and turning areas to serve the site would also be included.

It is therefore considered that the proposed development would be acceptable and would comply with OL4/7 - Development Involving Horses, HT2/4 - Car parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

Impact on residential amenity - The nearest residential properties are to the north, Nos 100-104 Bury New Road.

Where it is considered necessary and depending on the circumstances of the site, SPD 10 suggests that a buffer of 30m between residential properties and stable development be considered.

Whilst the site would be on land to the rear of these houses, the proposed stable block itself would be behind a vacant plot of land, and such that the stables would be off-set approximately 10m to the south west and the rear boundary of No. 100 Bury New Road and more than 20m from this dwelling itself.

There is an intervening fence which runs along the northern boundary of the site as well as boundary treatment to the rear gardens of the neighbours plus domestic type sheds and trees and vegetation and as such a substantial buffer in terms of separation distances and screening between the site and the neighbours already exists.

The stable building would be orientated such that there would be no openings which would directly face the houses and as such disturbance and activity from the stables area would be limited.

The proposed parking and turning area for the stables would be located behind Nos 100-104. As the site would only be used by 2 individuals, traffic and noise/activity from cars arriving and leaving would be relatively minimal. The car park area would only be of a size necessary serve the development and provide a parking and trailer space for each user with an area to turn in order to exit the site in a forward gear. The parking area would also be enclosed by a substantial boundary fence and a gated access which would contain the developed area and screen views.

A box trailer would be provided for the storage of horse waste and manure which would typically be collected once or twice a week and used by the local farmer.

The scale of the proposed development would be significantly reduced comparative to the previous scheme and it is therefore considered that together with the separation distances, relationship and orientation of development and intervening boundary treatment there would not be a harmful impact on the adjacent neighbouring properties.

As such, the proposed development would comply with OL4/7, EN1/2 and SPD10.

Ecology

Bats

Greater Manchester Ecology Unit (GMEU) have been consulted and sought clarification of the state of the structures to be demolished to determine whether a bat assessment would be required. The applicant has provided information and photographs of the structures to be removed and GMEU have been satisfied that there would be a low risk for bat roosting potential. An informative to advise the applicant of their responsibilities should bats be found.

Nesting Birds

The site appears to include 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 along the following lines be applied to any permission.

No site clearance or demolition 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.

Invasive Species

Sites such as this are moderate risk for invasive species. GMEU have identified there may be evidence of himalayan balsam on the site.

A condition has been recommended for the submission of a method statement detailing eradication and/or control and/or avoidance measures for himalayan balsam for approval by the Local planning Authority.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site appears to be of low ecological value but will result in a net increase of bare and developed ground. Some form of mitigation is recommended. GMEU would suggest some form of native boundary planting as mitigation. This could be a shelterbelt or native hedge. GMEU also recommend installation of bird boxes as mitigation for loss of nesting habitat. GMEU are amenable to options, for ecological mitigation to be incorporated outside the development site but within

the ownership of the applicant. The details can be conditioned.

Summary

The applicant has sought to address the reasons for the refusal of the previous application, and in doing so now proposes a relatively small scale stable development for personal usage. Siting, design and access issues have been suitably addressed in the application and the submission of information to address the ecology issues have been addressed to the satisfaction of GMEU.

It is therefore considered that the proposed development would be appropriate and compliant with the principles of the NPPF.

Response to objections

- The calculation of 140 sqm of floor space of the existing buildings provided by the applicant is correct.
- Opening hours are considered not to be relevant for a domestic and personal use. The development would not be of a significant scale to justify restriction of hours.
- Vehicles to the site would comprise the users personal car and trailer. Tractors are used to maintain the adjacent fields and do not form part of the application proposals or the application site.
- The site is currently an allotment with storage and shed buildings. The proposal for stables in the Green Belt is considered to be appropriate development in accordance with the principle of para 149 (b) of the NPPF.
- Drainage - A condition for the submission of drainage details would be included.
- A storage facility for waste would be provided next to the stables and collected regularly. This is also an Environmental Health issue should statutory nuisance arise.
- The use would be for individual and personal use only for two individuals which would be secured by condition. Breach of the condition would be subject to enforcement action.
- The existing access arrangements would be acceptable to serve the scale of the development.
- A condition for the submission of details of any lighting to be installed would be included.
- Any issues arising from vermin or rodents would be dealt with under separation legislation and the Environmental Protection Act .
- All other issues have been covered in the above report.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings - Revised site location plan 000 received 21/10/22; Existing site plan 002 rev A; Existing site plan 003 rev A, Proposed elevations 111 rev P1; Proposed roof plan 105 rev P1; Proposed elevations 110 rev P1; Proposed ground floor plan 104 rev P4; Proposed site plan 103 rev P5;

Proposed landscaping 106 rev P5 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. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
4. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam or any other invasive species identified on site should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.
Reason. The scheme does not provide full details of the actual extent of Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
5. No site clearance or demolition of buildings 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.
6. Prior to the above groundworks for the stable building, a landscaping scheme shall be submitted to, and approved by the Local Planning Authority. The contents of the plan could include native hedge planting and should include the provision of bird boxes as mitigation for loss of nesting habitat. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied/used 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 EN1/2 - Townscape and Built Design, EN6/3 - Features of Ecological Value 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.
7. The stables hereby permitted shall be used for the domestic purposes only for no more than two individuals at any one time. They shall not be used in part or whole for any commercial livery, equestrian or other use.
Reason. In the interests of amenity having regard to the location of the site pursuant to Policies OL4/7 - Development Involving Horses and OL1/2 – New Buildings in the Green Belt of the Bury Unitary Development Plan.
8. Prior to the construction of any of the stables hereby approved, the 4 existing buildings shown on the existing site plan 002 rev A shall be permanently removed

from site.

Reason. In the interests of visual amenity pursuant to Bury Unitary Development Plan Policies OL1/2 - New Buildings in the Green Belt and EN1/1 - Visual Amenity.

9. 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 Public Footpath No. 21, Christ Church, Radcliffe leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;
 - Access point(s) for construction traffic and all temporary works required to facilitate access for demolition/construction vehicles;
 - The provision, where necessary, of temporary pedestrian facilities/protection measures on Public Footpath No. 21, Christ Church, Radcliffe;
 - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
 - Confirmation of hours of operation, delivery, construction and vehicle sizes that can be accommodated on the public right of way that serves the site, and number of vehicle movements;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage demolition/delivery vehicle manoeuvres;
 - Parking on site or on land within the applicant's control 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 spread onto the adjacent public right of way/adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods. The areas identified shall not be used for any other purposes other than the turning/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 brought into use.

Reason. Information not submitted at application stage. To maintain the integrity of the adopted highway, mitigate the impact of the demolition/construction traffic generated by the proposed development on the adjacent Public Right of Way, ensure adequate off street car parking provision and materials storage arrangements for the duration of the demolition and construction periods and ensure that the adjacent 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.

10. The vehicular access arrangements, turning facilities and provision of a new stile on the adjacent Public Footpath No. 21, Christ Church, Radcliffe, of a design to be agreed with the Highway Authority, indicated on the approved plans, shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

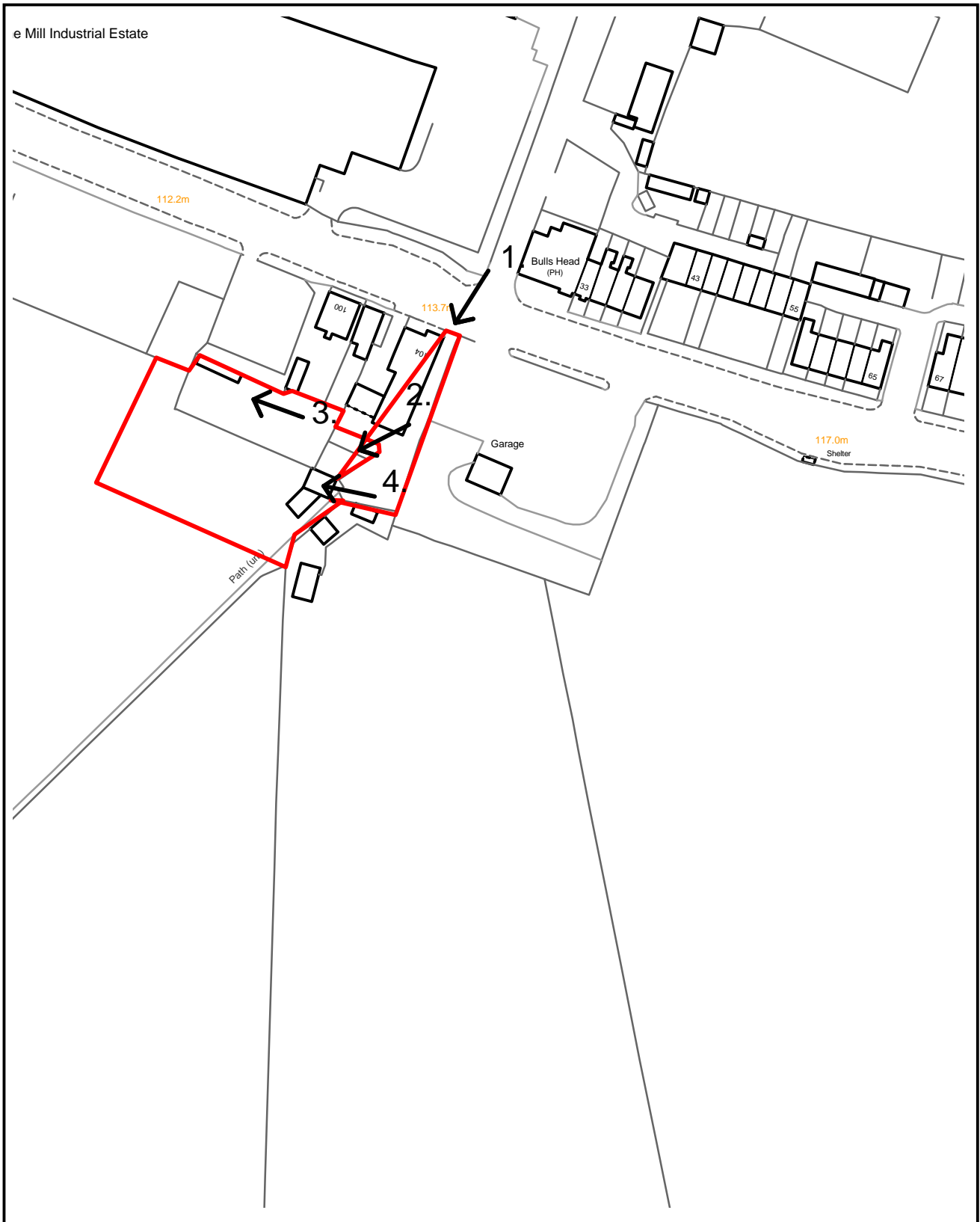
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan

Policies EN1/2 - Townscape and Built Design and HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

11. The car parking indicated on the approved plans, shall be surfaced, demarcated (as appropriate) and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use 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.
12. The car park and turning area shown on the approved plans shall be surfaced in a grasscrete or similar surfacing and shall thereafter be maintained.
Reason. In the interests of visual amenity pursuant to Bury Unitary development Plan Policies EN1/1 - Visual Amenity and OL4/7 - Development Involving Horses.
13. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
14. Prior to the installation of any lighting and associated lighting equipment on the site hereby approved, details shall be submitted to the Local Planning Authority for approval. Only the approved lighting and equipment shall be installed in association with the development.
Reason. To protect the amenities of nearby occupiers pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design.

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

Viewpoints - Item 7 - 68778



PLANNING APPLICATION LOCATION PLAN

APP. NO 68778

ADDRESS: Land to rear of 104 Bury New Road Radcliffe



Planning, Environmental and Regulatory Services

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

68778 – Item 7 - Photos

Photo 1



Photo 2



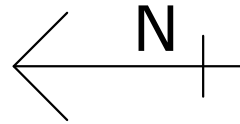
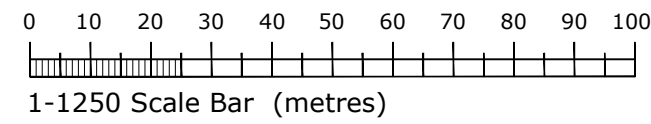
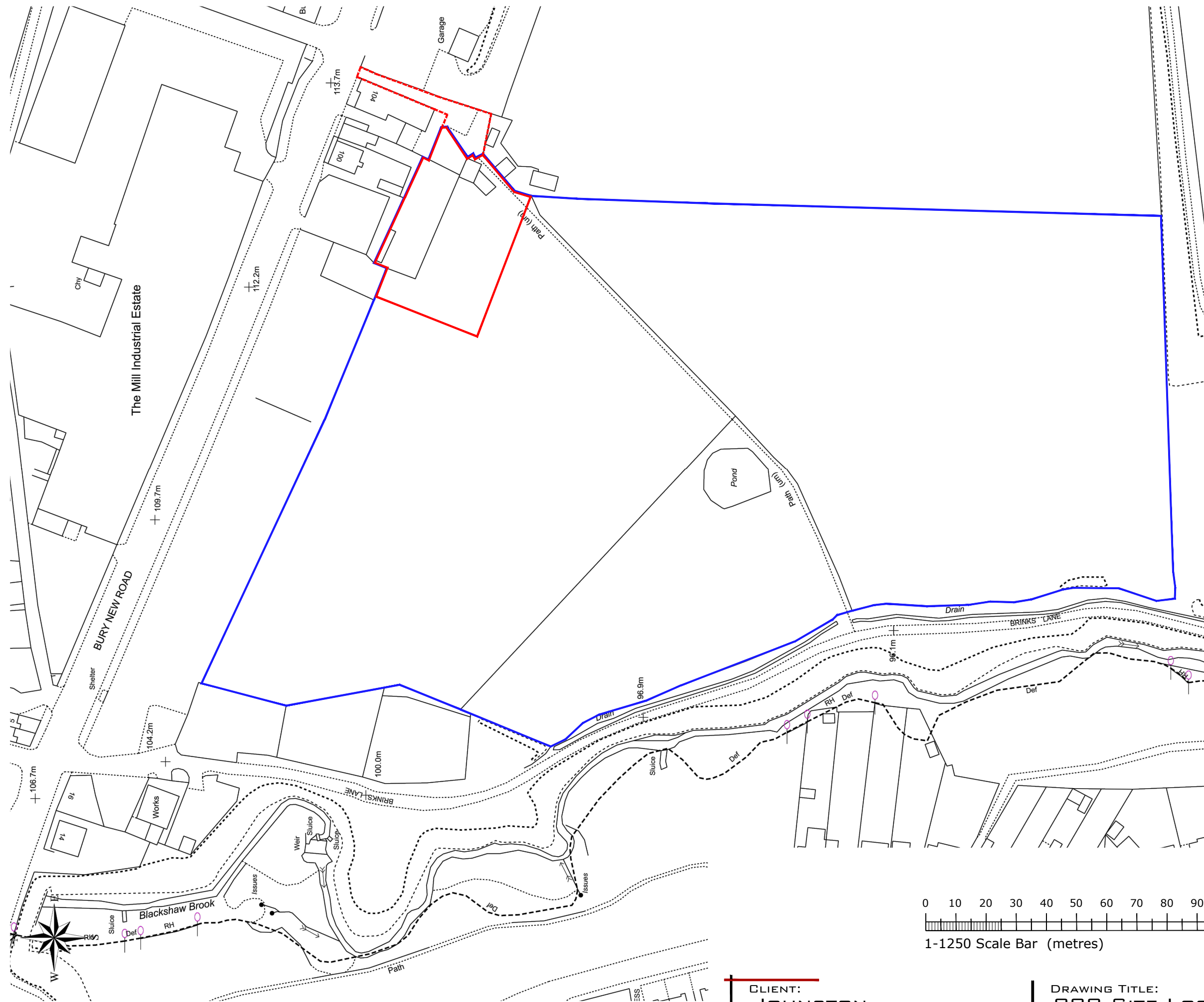
68778 – Item 7 - Photos

Photo 3



Photo 4





CLIENT:
JOHNSTON
 PROJECT:
LAND OFF BURY NEW RD

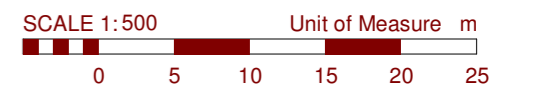
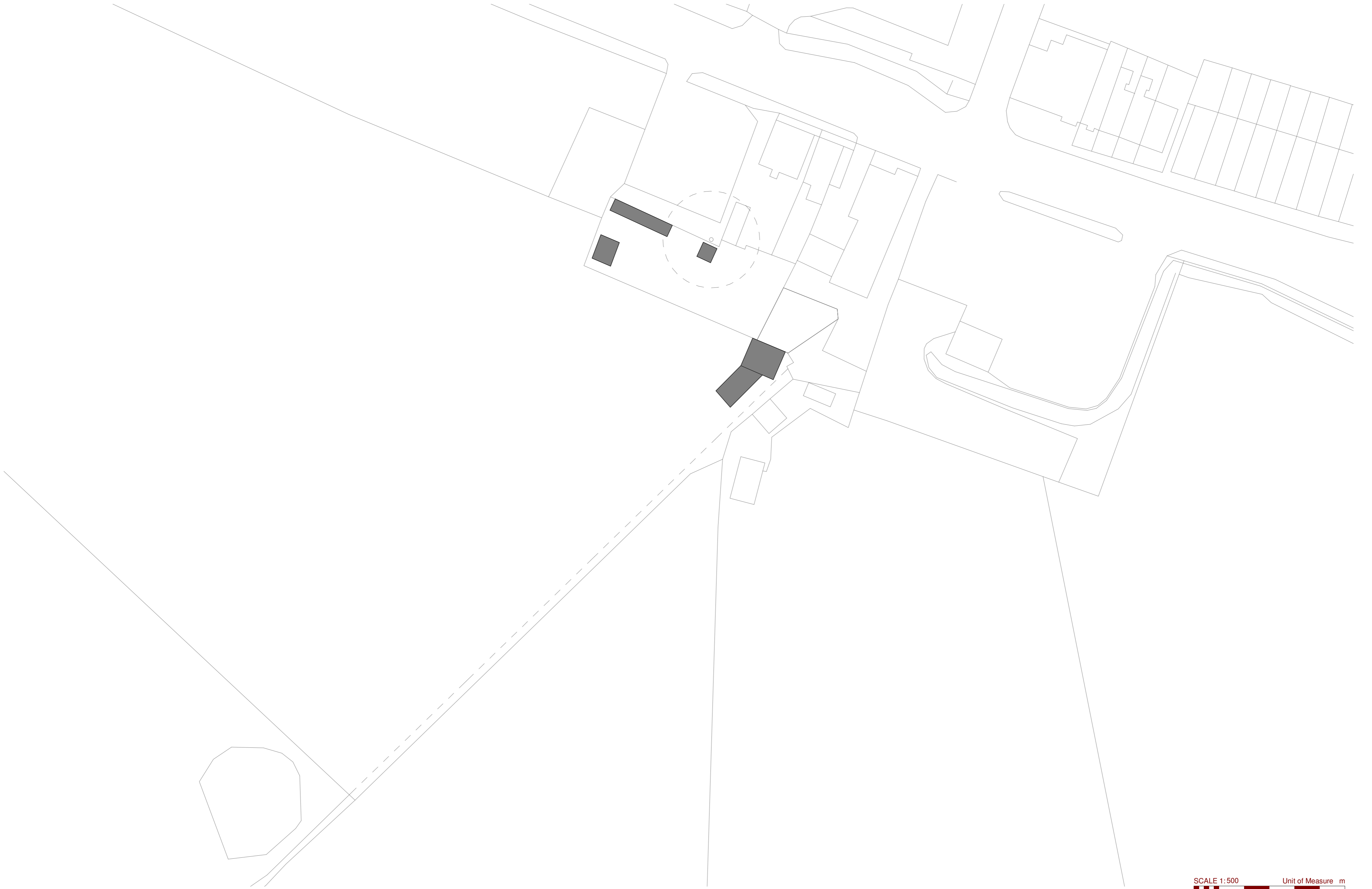
DRAWING TITLE:
000 SITE LOCATION PLAN
 PROJECT No: **21844** DATE: **JUL 21** SCALE: **1:1250 @ A3**

© COPYRIGHT IN THIS DRAWING IS VESTED IN SHWILKINSON ARCHITECT LIMITED

NOTES: DO NOT SCALE. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORK OR THE PRODUCTION OF ANY SHOP DRAWING. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.

SHWILKINSON
 ARCHITECTS LIMITED

WEBSITE: WWW.SHWILKINSON.CO.UK ADDRESS: 6 DALE LEE,
 EMAIL: SCOTT@SHWILKINSON.CO.UK WESTHOUGHTON,
 TELEPHONE: 07809 373 066 BOLTON, BL5 3YE



CLIENT
JOHNSTON
PROJECT NUMBER DRAWING SCALE:
21844 1 : 500@ A2

DRAWING NUMBER / TITLE
002 EXISTING SITE PLAN
PROJECT
LAND OFF 104 BURY NEW ROAD

13/07/21 REV A - APPLICATION PACKAGE

RIBA 
Chartered Practice

WEBSITE: WWW.SHWILKINSON.CO.UK
EMAIL: SCOTT@SHWILKINSON.CO.UK
TEL: **01942 538 533**
MOB: **07809 373 066**

ADDRESS: **6 DALE LEE,
WESTHOUGHTON,
BOLTON,
BL5 3YE**

NOTES: DO NOT SCALE, USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE. PRIOR TO THE COMMENCEMENT OF ANY WORK OR THE PRODUCTION OF ANY SHOP DRAWING. ALL DISCREPANCIES TO BE REPORTED TO THE ARCHITECT. © COPYRIGHT IN THIS DRAWING IS VESTED IN SHWILKINSON ARCHITECTS LIMITED.

