

Ward: Whitefield + Unsworth - Unsworth

Item 02

Applicant: Bury Council - Department for Children and Young People

Location: Spurr House, Pole Lane, Bury, BL9 8QL

Proposal: Conversion of short stay residential home (Class C2) to a pupil referral unit (Class F1) for educational use; Single storey extensions and associated landscaping, additional parking and external works

Application Ref: 69361/Full

Target Date: 24/04/2023

Recommendation: Approve with Conditions

The Development Manager has requested a site visit for this application

Description

The proposal relates to a site most recently used as a short stay residential care home located on the east side of Pole Lane around 200m south of the Unsworth Pole/Parr Lane Local Centre. The site has been vacated and is occupied by a series of interlinked single storey wings that enclose a central open-roofed courtyard and which are contained in partially vegetated gardens with a small car park accessed from Pole Lane. The site is bounded by Unsworth Cricket and Tennis Club at the south, Unsworth Academy to the east and a pair of semi-detached dwellings with three/four storey residential flats to the north. Opposing the site are two storey suburban dwellings. The neighbouring school to the east and sports facility to the south fall within the Greater Manchester Green Belt.

The proposal is for the conversion of the short stay residential home (Class C2) to a pupil referral unit (PRU) (Class F1) for educational use; single storey extensions and associated landscaping, additional parking and external works. The main elements of the proposal would comprise the following:

- Infilling of the internal courtyard involving the raising of perimeter walls (in white cladding) and flat roof that would house air conditioning units enclosed by louvred plant screening;
- Replacement of existing conservatory on the north side by continuing the existing walls to link the existing opposing wings in similar brickwork, window and tile finishes;
- Front entrance extension forward to infill an existing shallow alcove space in glazed curtain walling continuing the duo-pitched roof form;
- Small alcove infill to the south elevation in matching brickwork and tiling;
- Car park extension providing improved access, 23 car parking spaces, motorcycle spaces, 2 mini-bus spaces and secure cycle storage for 22 bicycles;
- Multi-Use Games Area (MUGA) to the rear of the building measuring 31m by 17m (this would not be flood lit and would be for sole use of the PRU within school hours);
- 2.4m high steel security fencing/gates to the site frontage and enclosing the MUGA and buildings at the rear and further ornamental steel bow top fencing internally.

The proposed use would accommodate up to 72 pupils, together with site staff comprising of school leader, teachers, pastoral and support staff (pertaining to up to approximately 36no. staff).

The proposed use would operate between 07:30 and 17:30 Monday to Friday (term times).

Since submission, the proposal has been amended to change the position and number of cycle storage spaces.

Relevant Planning History

57662 - Externally illuminated single sided totem sign (retrospective) - Approve with Conditions 18/07/2014

Publicity

121 neighbouring properties were notified directly on 02/03/2023 and site notices were displayed locally dated 13/03/2023. Objections were received from Councillors Boroda, Grimshaw and Rafiq and from 6 separate addresses raising matters that are summarised as follows:

Councillors Boroda, Grimshaw and Rafiq

Pole Lane has limited public transport connections and there are already 3 schools within a short walk of the site. At peak times the traffic is bad and adding a further school would exacerbate this. Between 2017 and January 2024 there would be an over 50% increase in the amount of school places just of Parr Lane, with no accompanying traffic mitigation.

We are concerned about the impact of increased traffic on the character of the neighbourhood and ask how much more can be taken. As such, the issues relating to transport are not justifiably an appropriate strategy, nor is it effective in achieving its own aims.

Other third parties

Traffic/Highway safety/Accessibility

Pole Lane is a cul-de-sac and is already congested and serves the large academy. Has a risk assessment been undertaken to consider the addition of the proposed pupil referral unit (PRU). Has a risk assessment been undertaken?

By January 2024 there will be three separate schools within a fifth of a mile radius from Unsworth Pole. Unsworth Academy, after supporting Bury LA with extra places, will have reached 1000 students in size. The new free school with specialty provision in autism, commissioned to the Shaw Education Trust and on the former Academy site, will have opened. Also, the existing Bury and Whitefield Jewish Primary Schools stands over the road from the Pole. Traffic and congestion is a major issue in the area, particularly in the morning and at the end of the school day. Unsworth Academy regularly receive complaints from local residents, including matters of safety and there is often validity to them. School staff are a presence in the community both in the mornings and as the children leave. The addition of this Pupil Referral Unit would exacerbate an, at times, unsafe and very disruptive traffic and congestion issue. A new facility close by will only add to the problem as well as the risk of children being involved in "car v child" accidents. None of us would want this including officers in the planning department.

A PRU should be located in a central area of a Local Authority. The PRU provides for students across the whole borough, yet this proposal is to locate it in a very southerly position, which is not well accessed by public transport. If we consider that a young person from perhaps Ramsbottom is allocated provision at the PRU. This is a very difficult commute. The tram is, obviously, a key component to public transit in Bury. There is not a tram stop in walking range of addresses on Pole Lane. A location near to the centre of the borough would be much more effective for such a provision.

Amenity

The site fencing feel like a cage for the young pupils and would not be aesthetically pleasing. Is the site fit for purpose?

Prospective pupils at the proposed facility also deserve an opportunity to turn their lives around at a suitable facility in a suitable location.

Anti-social behaviour/safeguarding

Is there a risk of verbal or physical attack to neighbours/passing children? Has there been a risk assessment?

The site would be unsuitable, housing up to 80 troubled teenagers in overcrowded prison like conditions

There are mainstream schools in the vicinity and the safeguarding of the local children must be prioritised.

The site is close to Unsworth Academy. The roll of the Bury PRU is almost exclusively constituted by students who have been permanently excluded from secondary schools across Bury. There are several students who attend the current site in Radcliffe who have been permanently excluded from Unsworth Academy. If there are any future permanent exclusions from Unsworth Academy, placements will, no doubt, be made at the new PRU on Pole Lane. This feels very unsatisfactory for neighbouring school communities, who feel that there should be considerably more distance between existing schools and the PRU. Due to the difficult or troubled relationships these students have historically had with educational establishments, the aforementioned schools may become a target for their frustrations.

The prospect of four schools within such a close radius, qualifies under the "character of neighbourhood" descriptor. We are concerned about the character of the community should the proposed application be passed. There are many elderly residents who, frankly, will be frightened to have a facility close by of children who have been permanently excluded from schools. They will also be worried about noise, vandalism etc. There are bus stops close by that could become centres of unruly behaviour.

The back of the proposed site overlooks the back playground of Unsworth Academy and the corner portion of the school building. The proposed PRU would mean students and staff directly overlooking the year 8 yard. That is not appropriate to the school community. Not only will this impact break and lunchtime but also PE lessons. Our PE curriculum regularly uses this space. We believe that there are safeguarding ramifications to this.

We are very concerned that the proposed pupils will be very disruptive particularly at times when the Jewish infant children are arriving or leaving. We are also very conscious of the fact that we are a Jewish School and that this may create problems caused by the proposed pupils. As well as our school there are several other schools in the vicinity and that the proposed facility will cause traffic problems particularly at time when children arrive and leave school. Safeguarding is very high on our priorities and this proposed facility will greatly increase risk to our children as well as children at other local schools. It seems that the application has not been covered by suitable risk assessments. This is wholly unsatisfactory.

Other matters

Works commenced some time ago and should not have done so without prior consultation with the local community

There would be no positive impacts of a poor performing (Ofsted) PRU

It will impact on saleability and property values

These young people need support at a suitable facility and lack of investment means they would be squeezed in Pole Lane, which is not the right location

Bury and Whitefield Jewish Primary School was not notified of the proposal

We are most surprised and concerned that this change of use has been dealt with under delegated powers and has not been listed for a decision by councillors. We are also amazed that this change of use has not been put forward for consultation by appropriate parties (including our school) . This whole process seems to me to be underhanded and makes me think that council officials thought that the application would slip through without any objections as many parties were not aware of the application.

Statutory/Non-Statutory Consultations

Traffic Section: No objection subject to conditions relating to surveys, the access road, review of Traffic Regulation Orders, turning facilities and car and cycle parking.

Transport for Greater Manchester (TfGM): No objection. It is considered that the development is unlikely to result in a material impact any greater than the current lawful use. The access should be upgraded to provide tactile paving and dropped kerbs. A review of Traffic Regulation Orders should be undertaken, with a view to introducing additional parking restrictions and a robust Construction Traffic Management Plan should be employed. There is some access to public transport within 3 minutes walk. Cycle parking should be in accordance with the Council's adopted standards and a robust Travel Plan should be introduced.

Greater Manchester Police - designforsecurity: No objection, subject to the introduction of the security measures set out in Section 4 of the Crime Impact Statement.

Greater Manchester Ecology Unit (GMEU): No objection, subject to conditions relating to nesting birds, the submission and agreement of a reasonable avoidance measures method statement for mammals, a method statement detailing eradication and/or control and/or avoidance measures for himalayan balsam and a biodiversity mitigation and enhancement plan for habitat and enhancement. **An update concerning Great Crested Newt will be provided in the Supplementary Report.**

Environmental Health - Contaminated Land: No objection subject to conditions relating to contaminated land and remediation, the provision of electric vehicle charging points and the control of dust.

Environmental Health - Pollution Control: No comments to make.

Sport England: No objection. The proposed development affects only land incapable of forming part of a playing pitch.

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

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
HT2/4	Car Parking and New Development
HT4	New Development
HT5	Accessibility For Those With Special Needs
HT5/1	Access For Those with Special Needs
HT6	Pedestrians and Cyclists
HT6/1	Pedestrian and Cyclist Movement
CF1	Proposals for New and Improved Community Facilities
CF1/1	Location of New Community Facilities
CF2	Education Land and Buildings
SPD3	DC Policy Guidance Note 3: Planning Out Crime
SPD11	Parking Standards in Bury
SPD12	Travel Plans 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 of development

Both the former use as a short stay residential care home and the proposed development for educational purposes constitute community facilities, as identified in Section 11 of the Bury Unitary Development Plan (UDP) and policy CF1 - Proposals for new and improved community facilities states that proposals for new and improved community facilities will generally be looked on favourably by the Council. Policy CF2 states that the Council, where appropriate, consider favourably proposals for the provision, improvement and dual use of educational facilities. Paragraph 95 of the National Planning Policy Framework (NPPF) states that 'It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

The Council, as the Education Authority, has identified a need for a replacement pupil referral unit to serve the whole of the borough, given that the existing facility in Radcliffe is scheduled to close.

Given that the pupil referral unit is required to serve the identified educational needs of the entire borough of Bury, the proposal is acceptable in principle and would comply with the above UDP policies and the NPPF, subject to consideration of the following.

It is relevant to note that without planning permission, the site could be used as a hospital, boarding school, residential college or training centre.

Impact on visual amenity

UDP policies EN1/1 and EN1/2 pertain and relate to impacts on the character and appearance of the area and on the surrounding Green Belt.

The proposed extensions, alterations and external works would be relatively minor in nature and scale and being largely in similar materials, would appropriately assimilate with the existing building. The proposed boundary fencing would be in a 'light' mesh finish, typical of an educational establishment and backdropped by the existing buildings. The proposal would not therefore have any unacceptable impacts on the appearance and character of the area or the overall street scene.

The eastern and southern boundaries of the site would remain significantly screened by retained vegetation. Given this, and the minor scale and nature of the development, the proposal would not have any unacceptable impacts on the appearance of the Green Belt.

Impact on residential amenity

UDP policies EN1/2 and EN7/2 pertain and relate to impacts on the surrounding area and the avoidance of unacceptable noise nuisance.

Concerning proposed extensions and alterations to the existing buildings, these would be relatively minor in scale and nature, largely relating to the infill of the central courtyard and other insignificant external alterations that would fall between existing elements. The proposed materials would assimilate appropriately with the existing built fabric. The proposed boundary security fencing would be of a 'light' mesh type structure (colour to be agreed) and would largely be backdropped by the school from principal vantage points.

Given the setting of the building away from site boundaries, the relationship to neighbouring buildings and land uses and the stated minor nature of the adaptations, the proposed extension, alterations and boundary treatments would not have any unacceptably harmful impacts on residential amenity.

The outdoor multi-use games area would be positioned to the rear of the building, around 30m from the nearest residential units at 239 and 241 Pole Lane to the west and the flats to the north. The MUGA would be for the sole use of the pupil referral unit and only be used during school hours Monday to Friday.

The proposal is supported by a noise impact assessment, which finds that if the proposed plant equipment is installed as specified in the report, then the rating noise level would not be expected to exceed the prevailing background sound level at the most affected noise sensitive receptors (e.g. neighbouring dwellings).

Given the above circumstances, the proposal would not have unacceptable impacts upon residential amenity and the local environment.

Location, access, parking and highway safety

UDP Policy CF1/1 requires consideration to be taken of traffic generation and car parking provision and Policy HT6/1 seeks to ensure that pedestrians and cyclists are able to move safely and conveniently. The NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Supplementary Planning Document 11 (SPD 11) - Parking Standards in Bury sets out maximum and minimum standards for car parking, motorcycle and cycle storage provision.

Objections relating to these matters are noted above including those from Councillors Boroda, Grimshaw and Rafiq. The objections do highlight that there are on-going concerns about the level of traffic/congestion around the area of Unsworth Pole/Parr Lane/Pole Lane associated with the existing schools in the area. In assessing the proposal, it is important to consider the traffic implications of the development under consideration and only if the residual cumulative impacts on the road network are severe should the application be refused.

Location

Concerning the location of the proposed development, Transport for Greater Manchester note that the site is accessible by public transport and that there are surrounding pedestrian and cycle networks that the proposal should link into and recommend that the proposed use should be subject to a robust Travel Plan. TfGM also state that it is considered that the development is unlikely to result in a material impact any greater than the current lawful use.

The supporting Transport Statement (TS) notes that in addition to the proximity to public transport links, the site benefits from existing walking and cycling opportunities, that the site is close to a variety of key services and facilities (at Unsworth Pole Local Centre) and that many of the local roads are subject to 20mph speed limits and are therefore considered conducive to cycling. The TS also states that a Travel Plan proposes a variety of measures to encourage the uptake of more sustainable travel modes.

It is notable that a Special Education Needs and Disability School off Parr Lane (68079) was approved planning permission in June 2022 and is around 250m north of the application site. This site would have a similar relationship to public transport options and facilities as the proposal under consideration.

Access, parking and highway safety

The car park would be extended to provide additional car parking and cycle storage provision as noted in the description of development, which would include provision for motorcycle parking and an accessible parking bay. The submission notes that the maximum

parking standards required in SPD11 permit in the range of 20-27 car parking spaces and the cycle storage provision would be double the minimum standard. With the two mini-bus spaces, there would be on-site parking provision for 25 vehicles.

On the basis of the proposed access arrangements and parking provision, the Highway Officer has not raised any concerns in relation to highway safety and does not object to the proposal, subject to conditions, which would include a review of existing parking restrictions with a view to introducing additional limitations. These would not only mitigate against negative impacts of the proposal under consideration (i.e. on-street parking that may be detrimental to highway safety), but would also provide some mitigation in relation to pre-existing highway safety concerns identified in objections.

It is noted that car parking standards as set out in SPD 11 constitute maximum standards and that this document sets a standard of 1.5 spaces per classroom. There would be 13 permanent classrooms and 5 flexible rooms that could be used as classrooms on occasions when this would be necessary. Hence Minimum cycle storage provision is set as 1 space per 10 members of full time staff and 1 per 10 pupils. Given such standards, the proposal would provide an adequate level of parking provision for all modes of transport and active travel (supported by travel planning). Furthermore, with ongoing Travel Planning measures, which would be required by condition, the operator would be committed to the continual review of parking at the site to ensure that it is operating in a safe and efficient manner.

Given the above, the proposal would not have unacceptable impacts nor create severe circumstances on the functioning of the road network or on highway safety.

Anti-social behaviour (ASB)

UDP Policy EN1/5 states that the Council will encourage development proposals which include features aimed at discouraging crime. The NPPF states that decisions should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The objections relating to anti-social behaviour/student safeguarding are noted above.

The applicant, in response to the concerns raised, claims to have held meetings with representatives of the nearby educational establishments, and states:

- The timing of school day for the different settings will differ, with potential for the timing of the school day of the PRU to be adjusted, meaning that potential inter-action between cohorts will be reduced.
- Anti-social behaviour appears to be an existing issue, prior to relocation of the PRU. There is a commitment from Children's Services to work with school leaders, including the PRU to look at current and future arrangements to reduce incidence of ASB.

In relation to the security arrangements at the site, Greater Manchester (GM) Police have stated that the proposed is acceptable, subject to the introduction of the security measures set out in Section 4 of the Crime Impact Statement (CIS). In relation to the concerns about potential ASB away from the immediate grounds of the proposed PRU, they further note that the volume of crime recorded in the neighbourhood was much lower than many areas within Bury and that the CIS makes no reference to issues arising with pupils going to or from school.

Given the management measures indicated by the applicant, the low cohort numbers and the position set out by GM Police, it is not considered that the proposal would conflict with the above policy or the NPPF.

Landscaping and ecology

UDP Policy EN6/3 requires consideration of the effect of land use changes on existing features of ecological or wildlife value. The NPPF seeks the retention of existing trees

wherever possible and that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or compensated for, then planning permission should be refused.

The supporting Arboricultural Impact Assessment confirms that of the 44no. tree features recorded at the site, 25no. would be retained. The majority of trees to be removed would be to facilitate the expansion of the car parking area and extension of the building. It goes on to state that these should be replaced with a mixture of native and ornamental trees.

The GMEU do not object to the proposal, subject to the conditions noted above. However, since the consultation response, further survey work has revealed the presence of juvenile Great Crested Newts at the site.

Other matters

The Environmental Protection Officer recommends the imposition of conditions relating to contaminated land and remediation, the provision of electric vehicle charging points and the control of dust. Given the uplift in the number of car parking spaces proposed, two dedicated electric vehicle charging spaces should be provided.

Sport England have advised that following the provision of a Ball Strike Assessment, that the proposed development would affect only land incapable of forming part of a playing pitch (at the neighbouring sports facility to the south) and would not therefore impinge upon sports.

Response to outstanding objections

Internal and other works that do not require planning permission were initiated prior to the submission of the planning application.

The Ofsted rating of the PRU, concern about impact on property values and the quality of the educational facilities are not considerations that would be material to the assessment and determination of the planning application.

The application was publicised in accordance with the relevant Regulations

Conclusion

The proposed development would deliver a strategic educational priority that would serve the entire borough.

Whilst there are objections to the proposal, the development has been assessed as being locationally appropriate and it would not have any unacceptable impacts that could not be mitigated by the imposition of relevant conditions.

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

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings
Location Plan (Dwg No. SH-20-P-001 B)
Proposed Site Plan (Dwg No. SH-20-P-004 G)
Block Plan (Dwg No. SH-20-P-002 B)
Proposed Ground Floor Plan (Dwg No. SH-20-P-007 C)
Proposed Elevations (Dwg No. SH-20-P-008 B)
Proposed External Works Construction Details (Dwg No. 081241 CUR ZZ ZZ D C 91-0002 P02)
Proposed Sections (Dwg No. SH-20-P-009 B)
Proposed Drainage Layout (Dwg No. 081241 CUR ZZ ZZ D C 92-0002 P02)
Proposed Drainage Construction Details (Dwg No. 081241 CUR ZZ ZZ D C 92-0003 P01)
MUGA Pitch Layout and Fence Details (Dwg No. SH-21-P-004)
Proposed Security Layout (Dwg No. 220244-CPW-XX-XX-DR-E-50001 P01)
Proposed Electrical External Works (Dwg No. 220244-CPW-ZZ-XX-DR-M-EXT01 S3 P01)
Landscaping & Fencing Details (Dwg No. SH-21-P-003 E)
and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. The external finishing materials for the proposal hereby approved shall be as detailed within the approved application particulars.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
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.

6. No development shall commence unless and until a scheme to minimise dust emissions has been submitted to and approved in writing by the Local Planning Authority, as outlined in Table 20 Fugitive Dust Emissions Mitigation Measures, of the report (Air Quality Assessment for Pole Lane, Bury, Redmore Environmental, Reference: 6294r1, 20 January 2023). The scheme shall include details of all dust 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 control measures being retained and maintained in a fully functional condition for the duration of the development hereby approved.
Reason: The information is required prior to the commencement of development to reduce the impacts of dust disturbance from the site on the local environment, pursuant to Section 15 of the NPPF - Conserving and enhancing the natural environment.

7. Two car parking spaces shall be provided with electric vehicle (EV) charging points (minimum 7kW*) prior to the use of those spaces.
*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: To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. Within 6 months of the development hereby approved being brought into use, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of:
 - A travel plan budget and resources for the implementation and day to day management of travel plan measures;
 - Appropriate management strategy;
 - Detailed time frames for delivery;
 - Handover arrangements for the travel plan or its components when the developer's responsibility ceases; and
 - Targets and monitoring arrangements.The Travel Plan shall thereafter be operated in accordance with the agreed details.
Reason: In order to deliver sustainable transport objectives in accordance with Chapter 9 - Promoting sustainable development of the National Planning Policy Framework.

9. Notwithstanding the details indicated on the approved plans and in the submitted 'Highway Response', 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 the Local Planning Authority:
 - Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following as a direct result of the proposed development and conversion works;
 - Alteration of the vehicular access to the site from Pole Lane to a specification to be agreed, incorporating the identification of the existing kerb radii positions and extent of highway works proposed, new kerb radii and extension of the northerly footway on both side of the revised junction, 2.4m x 43m visibility

splays at the junction with Pole Lane, provision of tactile paved pedestrians crossing points, demarcation of the limits of the adopted highway, measures to prevent the discharge of surface water from the enlarged car park onto the adopted highway and all associated highway and highway drainage remedial works.

The details subsequently approved shall be implemented to a programme to be agreed with the Local Planning Authority. The visibility splays shall be implemented in full accordance with the approved details before the access and parking area is brought into use and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To secure the satisfactory development of the site in terms of highway safety, to ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety, pursuant to policies EN1/2 and CF1/1 of the Bury Unitary Development Plan.

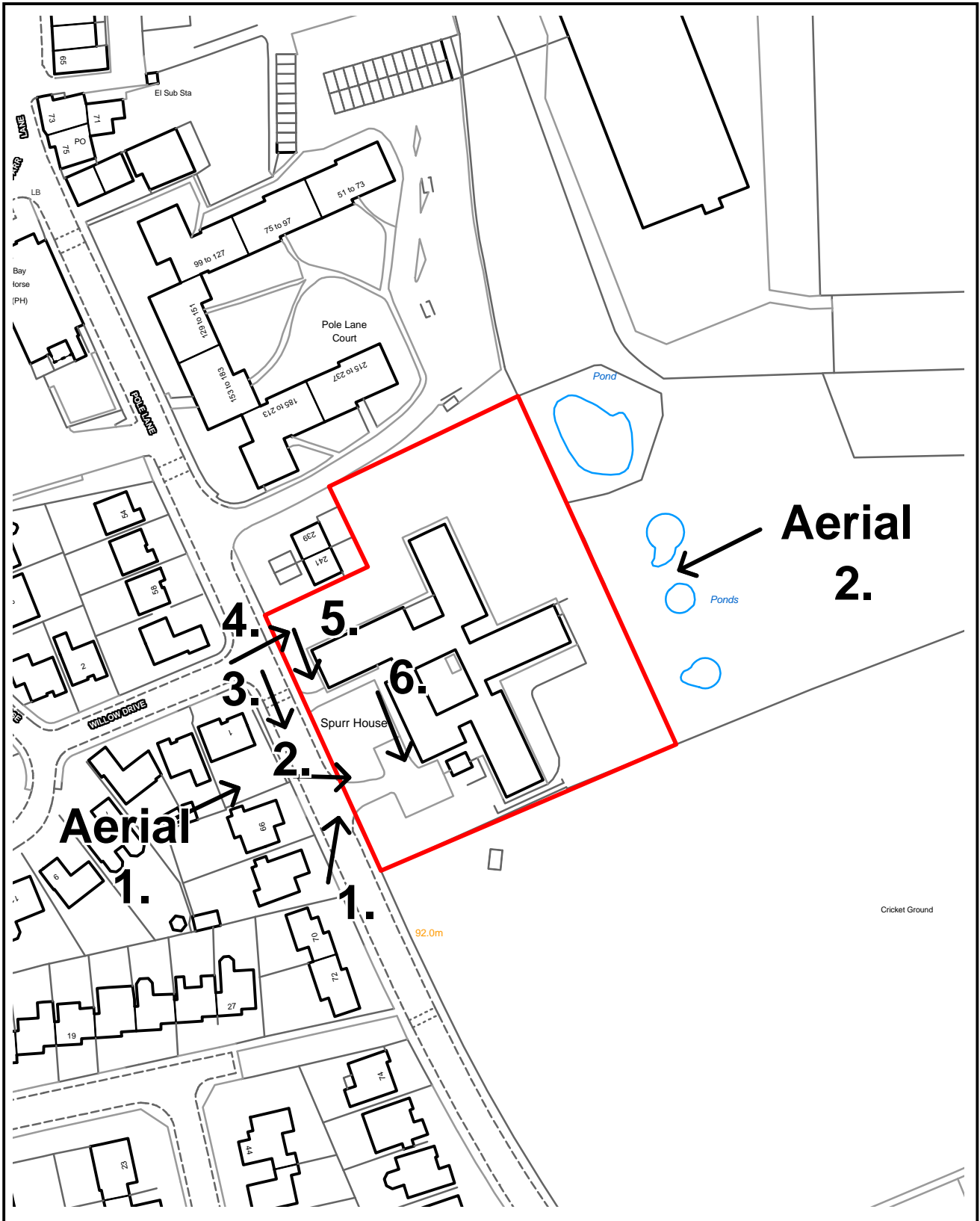
10. The use hereby approved shall not be commenced unless and until a review of the need for any Traffic Regulation Orders in the vicinity of the site, with a view to introducing additional parking restrictions as appropriate, including, if required, all necessary road markings and signage, in addition to ensuring that existing parking restrictions remain in place and are refreshed accordingly. The details subsequently approved shall be implemented to a programme agreed with the Local Planning Authority.
Reason. To ensure good highway design in the interests of road safety and to mitigate any overspill parking from the proposed facility, pursuant to policies EN1/2 and CF1/1 of the Bury Unitary Development Plan.
11. The turning facilities indicated on the approved plans shall be provided before the development is brought into use and shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety, pursuant to policies EN1/2 and CF1/1 of the Bury Unitary Development Plan.
12. The car and cycle parking indicated on the approved plans shall be surfaced, demarcated as appropriate and made available for use prior to the use 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 policies HT2/4 and CF1/1 of the Bury Unitary Development Plan.
13. 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.
14. Prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for mammals such as hedgehog, amphibians and other wildlife covering both the site clearance and construction phases will be provided to and agreed in writing by the Local Planning Authority. Thereafter, the agreed reasonable avoidance measures shall be fully implemented and adhered to until completion of the development.
Reason. This information is required prior to the commencement of development to ensure that development activity does not cause harm to a Protected Species, pursuant to policies EN6 and EN6/3 of the Bury Unitary Development Plan and

Section 11 of the National Planning Policy Framework.

15. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam shall be submitted to and agreed in writing with Local Planning Authority. The agreed method statement shall thereafter be fully implemented and adhered to in full for the duration of the construction of the development.
Reason. To ensure the removal/check to the spread of species that are listed as invasive non-native species under the Wildlife and Countryside Act 1981, in order to safeguard the biodiversity of the site and its surroundings, pursuant to Policy 6/4 of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
16. Prior to the commencement of development, a biodiversity mitigation and enhancement plan for habitat creation and enhancement and measures to enhance the site for nesting birds and amphibians, with a timetable for implementation, shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter, the agreed measures shall be implemented in full accordance approved details and implementation timetable.
Reason. In order to ensure that development activity does not cause harm to a Protected Species, pursuant to policies EN6 and EN6/3 of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.
17. A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the first occupation of the development, that should include native tree and shrub planting. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
18. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

For further information on the application please contact **Dean Clapworthy** on **0161 253 5317**

Viewpoints - Item 2



PLANNING APPLICATION LOCATION PLAN

APP. NO 69361

ADDRESS: Spurr House, Pole Lane, Bury, BL9 8QL

Planning, Environmental and Regulatory Services

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Bury
COUNCIL

Item 02 – 69361

Aerial 1 (from the west)



Aerial 2 (from the east)



Item 02 – 69361

Photo 1



Photo 2



Item 02 – 69361

Photo 3



Photo 4



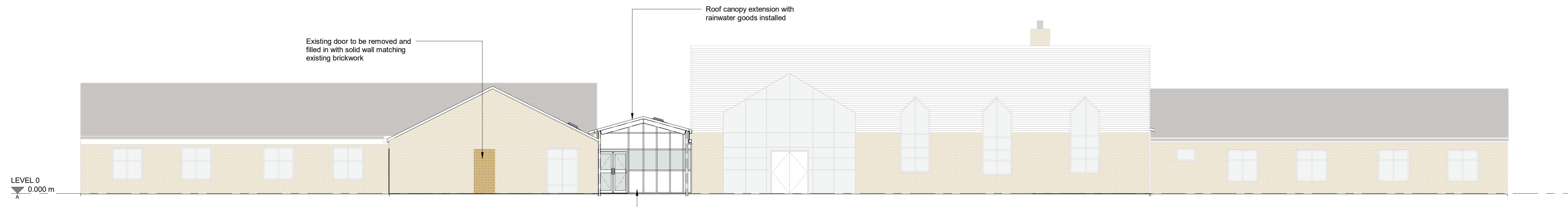
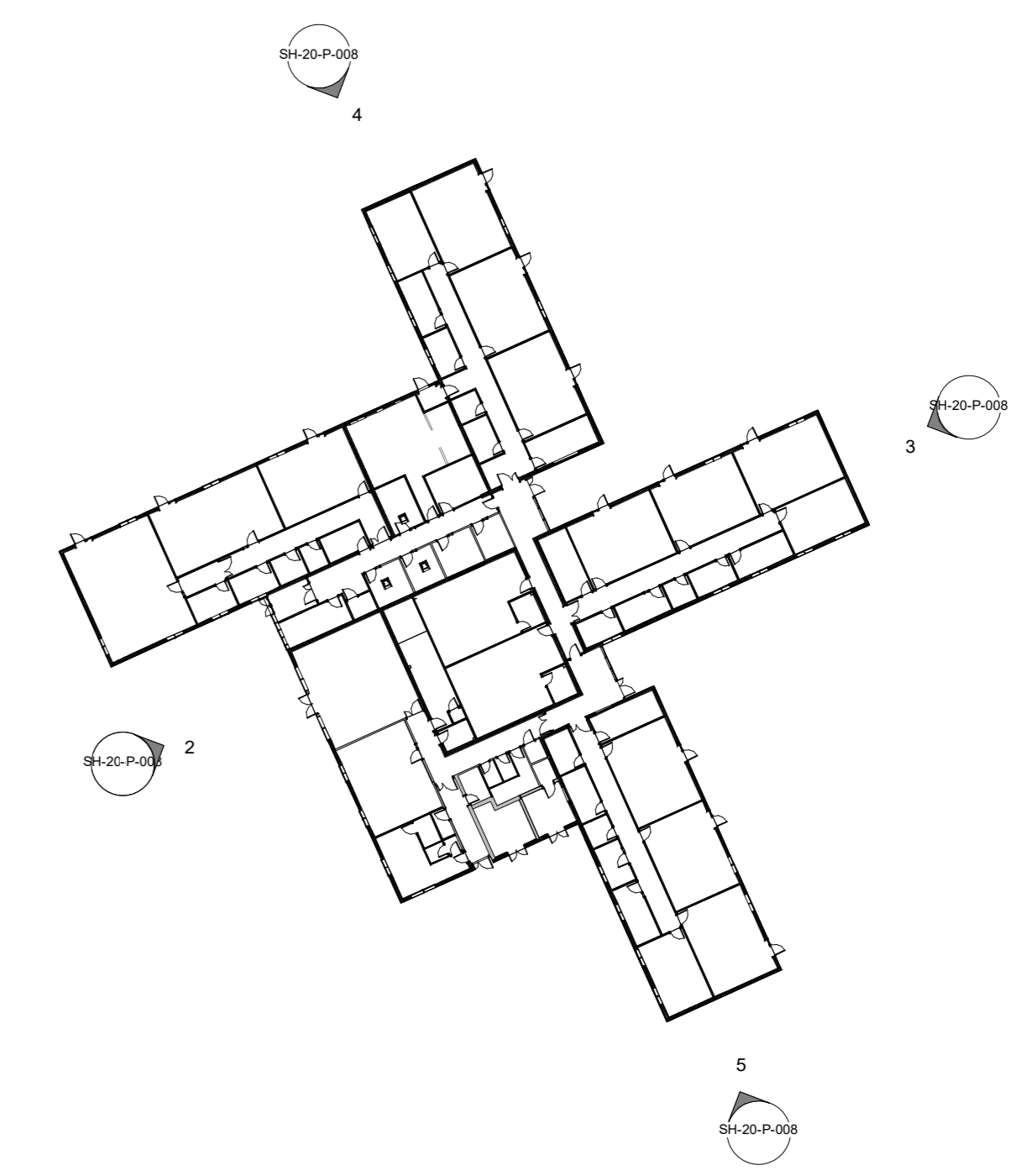
Item 02 – 69631

Photo 5

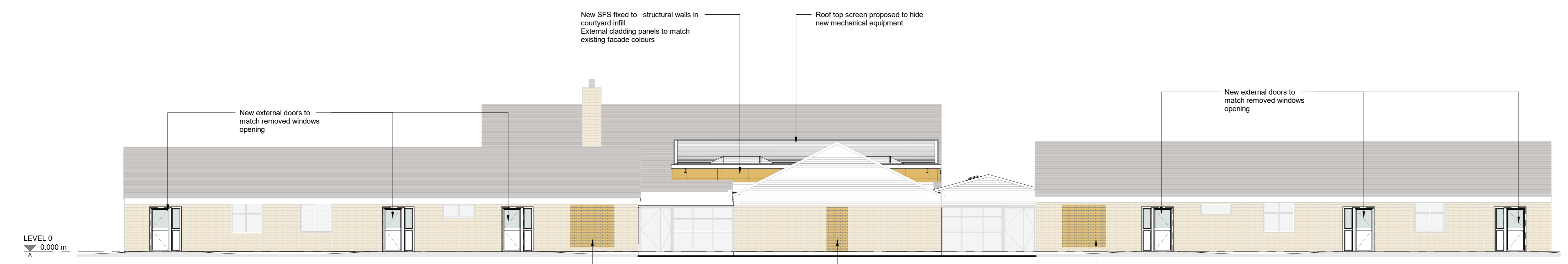


Photo 6

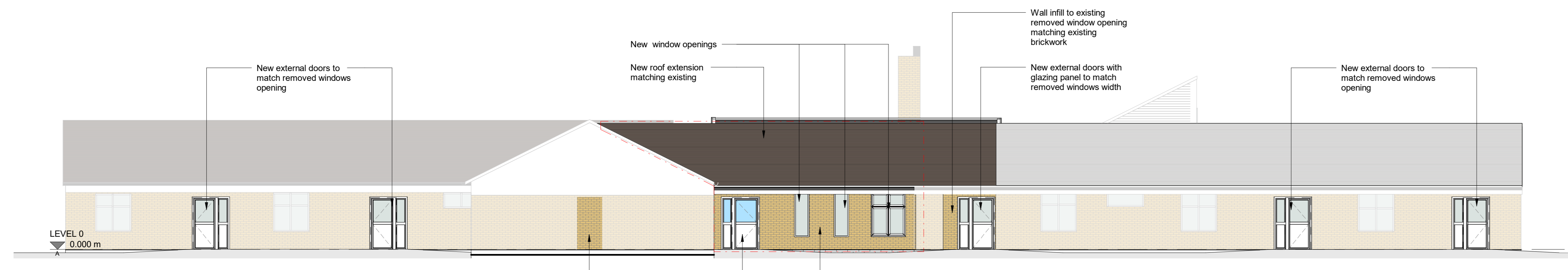




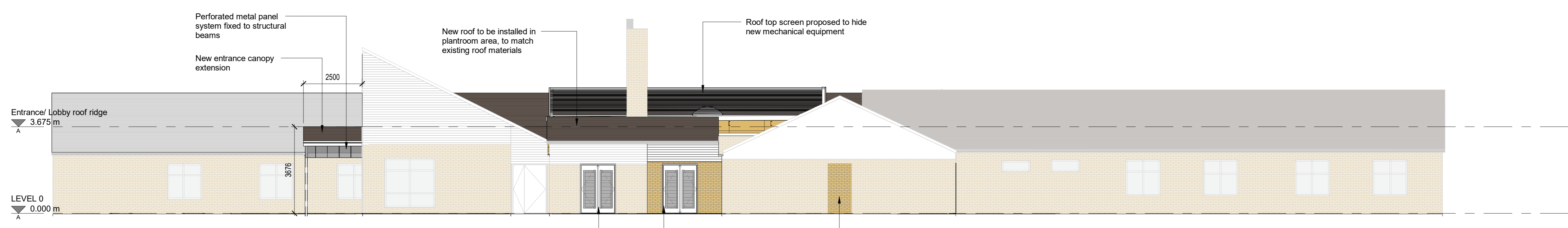
2 Proposed Elevation A
1 : 100



3 Proposed Elevation B
1 : 100

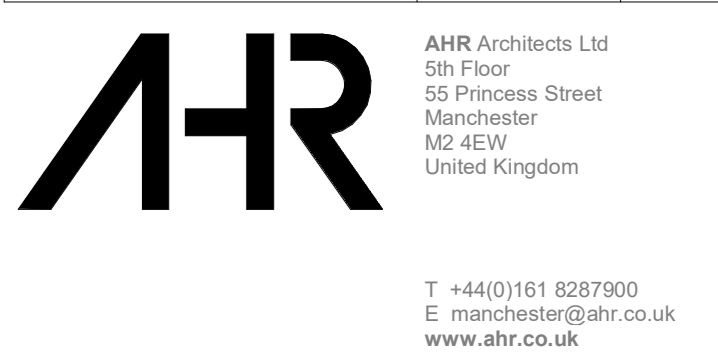


4 Proposed Elevation C
1 : 100

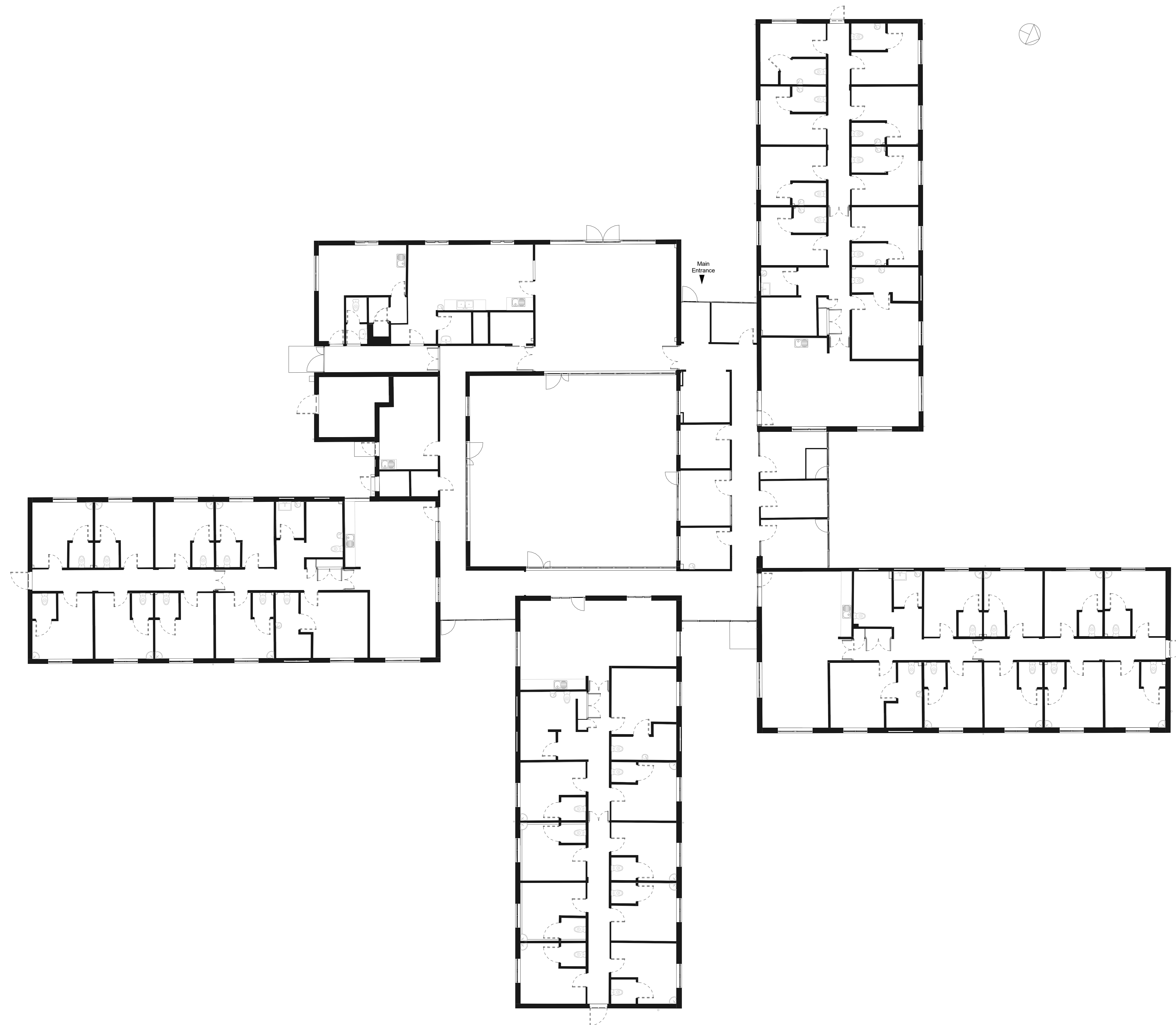


5 Proposed Elevation D
1 : 100

B	Planning	16.12.22	CS	JW
A	Stage 3 Package	03.12.22	CS	JW
Rev	Description	Date	In	App
			By	By
original by		date issued	Approved by	
CS		11/07/22	JW	



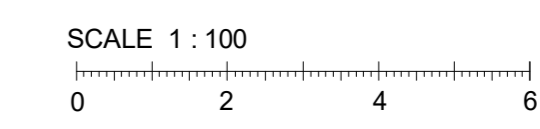
client name	Bury Council
project	Spring Lane PRU
drawing	Proposed Elevations
computer file	C:\Users\ahrc\Documents\2022\00385\003\Plan\Prop Elevations
project number	2022.00385.000
drawing number	SH-20-P-008
date	16.12.22
scale	As indicated @A0
rev	B
issue status	Planning



B	Planning	16/12/22	CS	JW
A	Stage 3 Package	09/12/22	CS	JW
Rev	Description	Date	Dr	App
			By	By
CS		11/07/22		JW

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client name	Bury Council
project	Spring Lane PRU
drawing	Ground Floor - Existing Floor Plan
computer file	C:\Users\ahj\Documents\2022\00385\003\Plan\003.dwg
plot date	16/12/22
project number	2022.00385.000
scale	1:100 @A0
drawing number	SH-20-P-005
rev	B
issue status	Planning



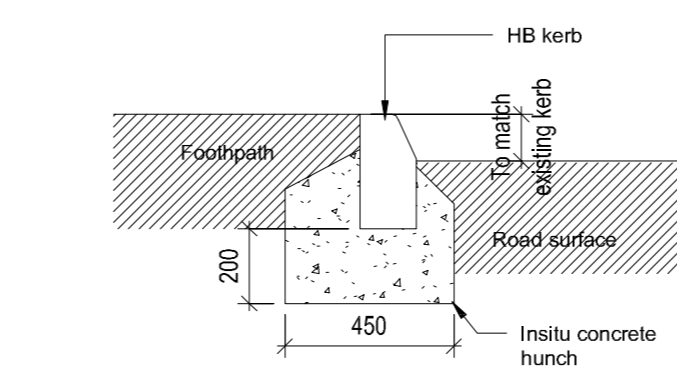
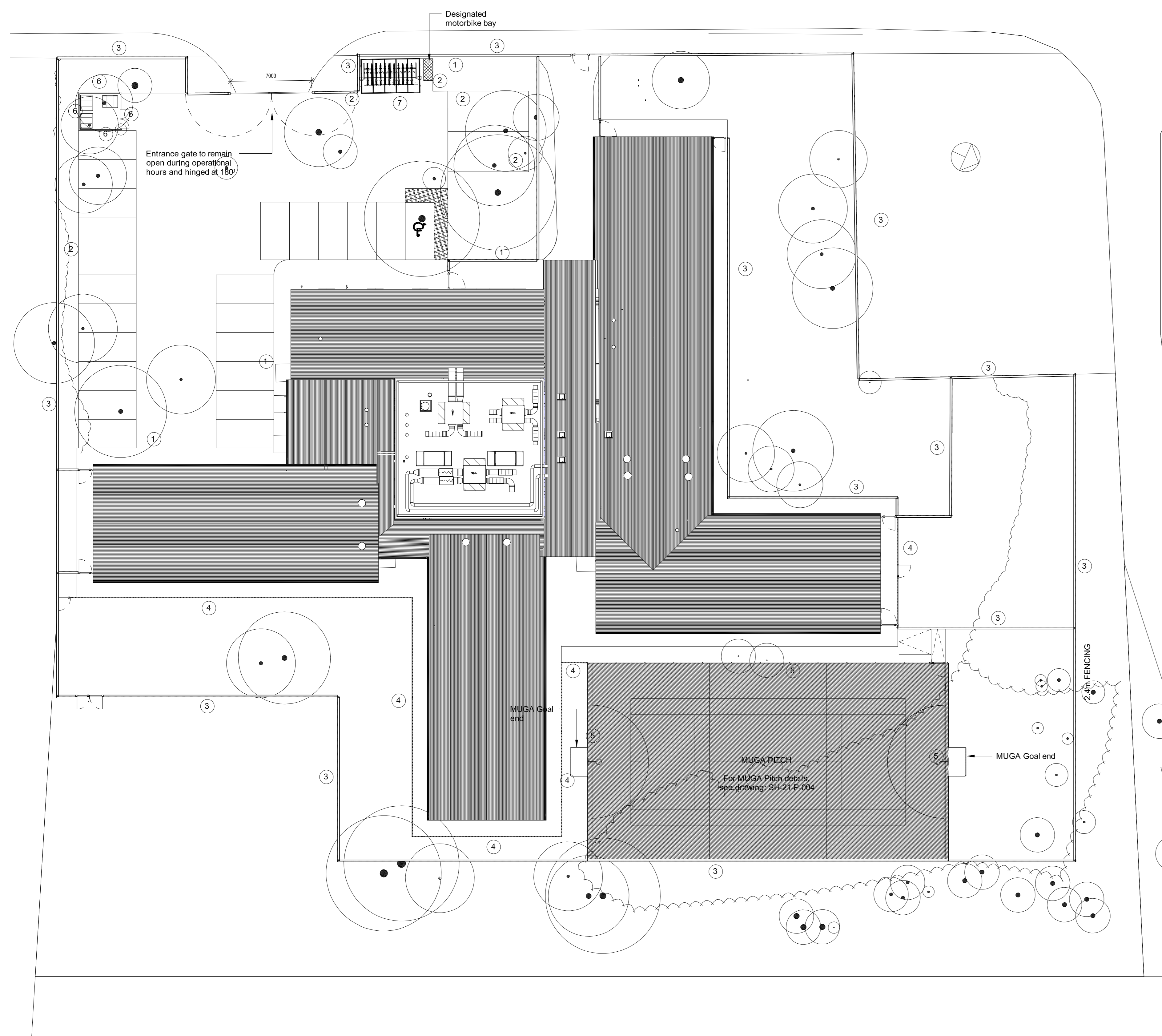
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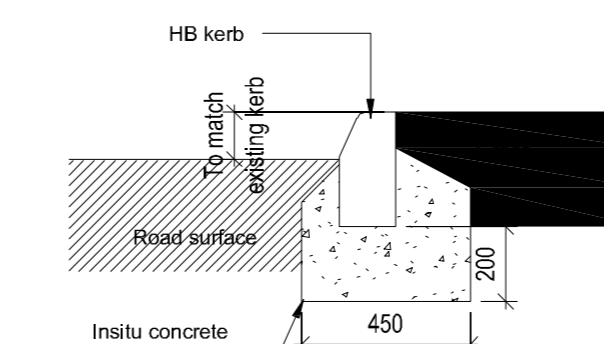
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A	Updated as per design changes	07.11.22	CS	JW
Rev	Description	Date	Dr	App
			by	by
CS		11/07/22		JW

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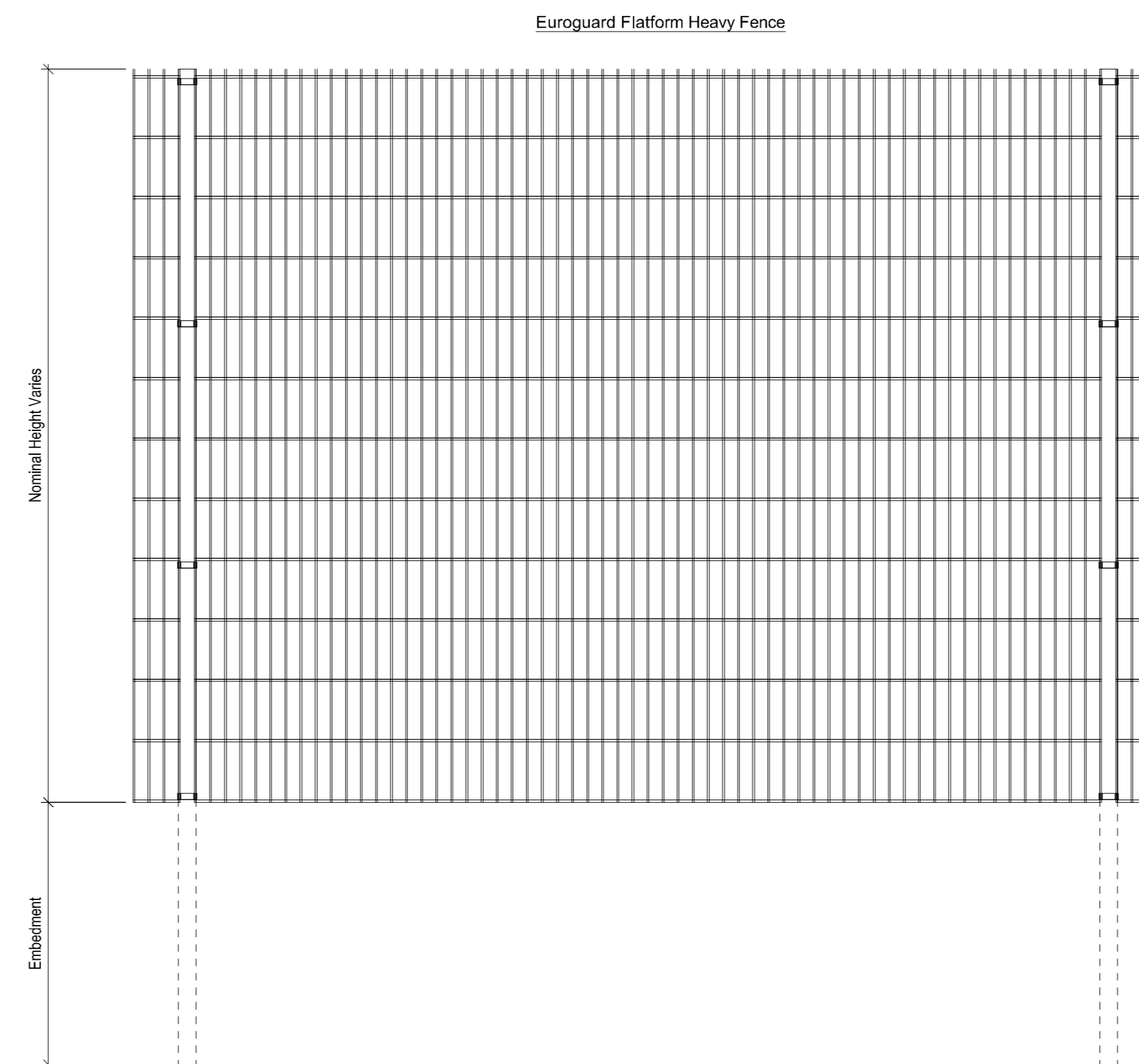
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project	Spring Lane PRU
drawing	Ground Floor - Proposed Floor Plan
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drawing number	SH-20-P-007
rev	C
issue status	Planning



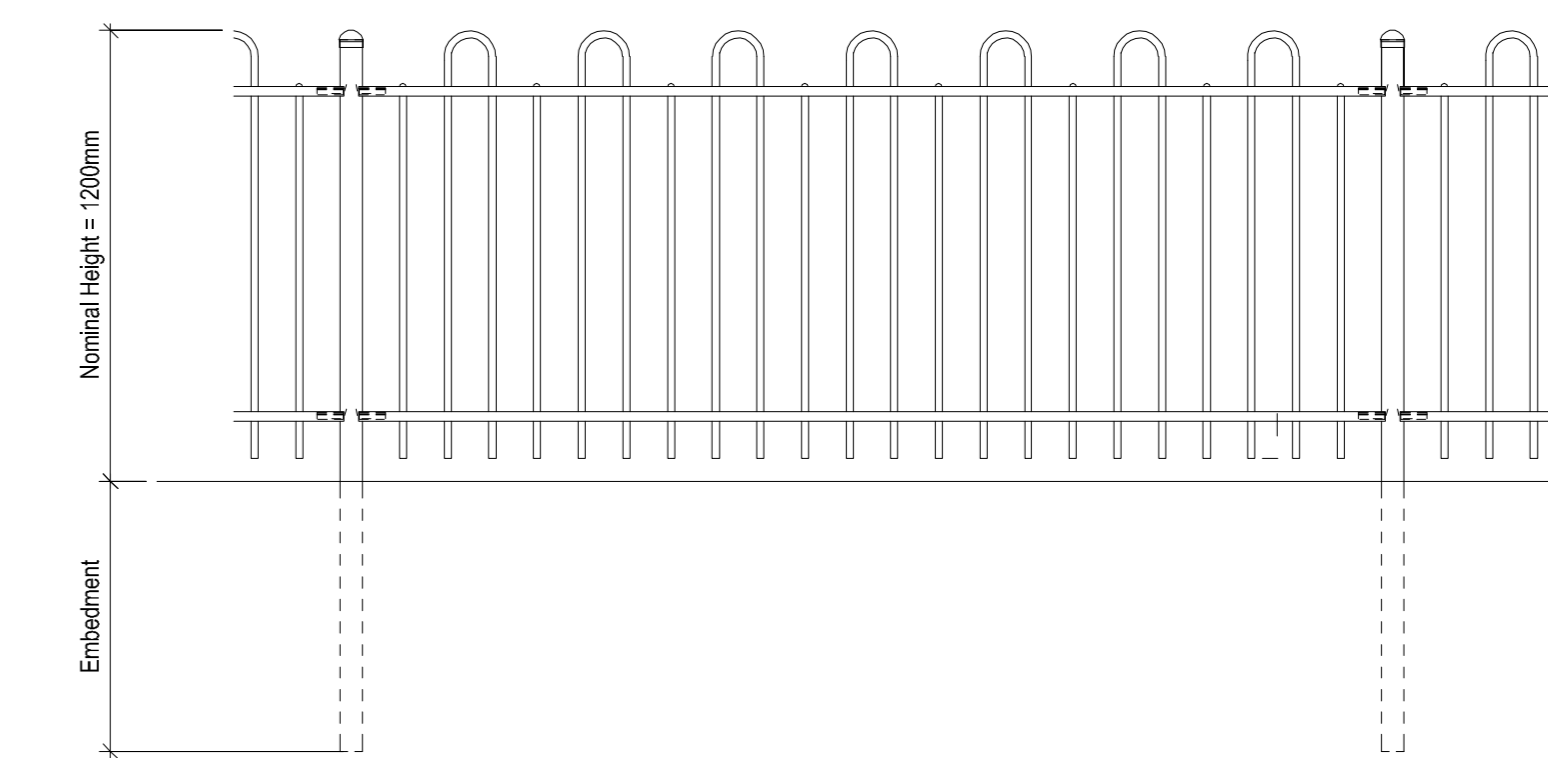
1. Detail 1 - Half batter kerb 1
1 : 20



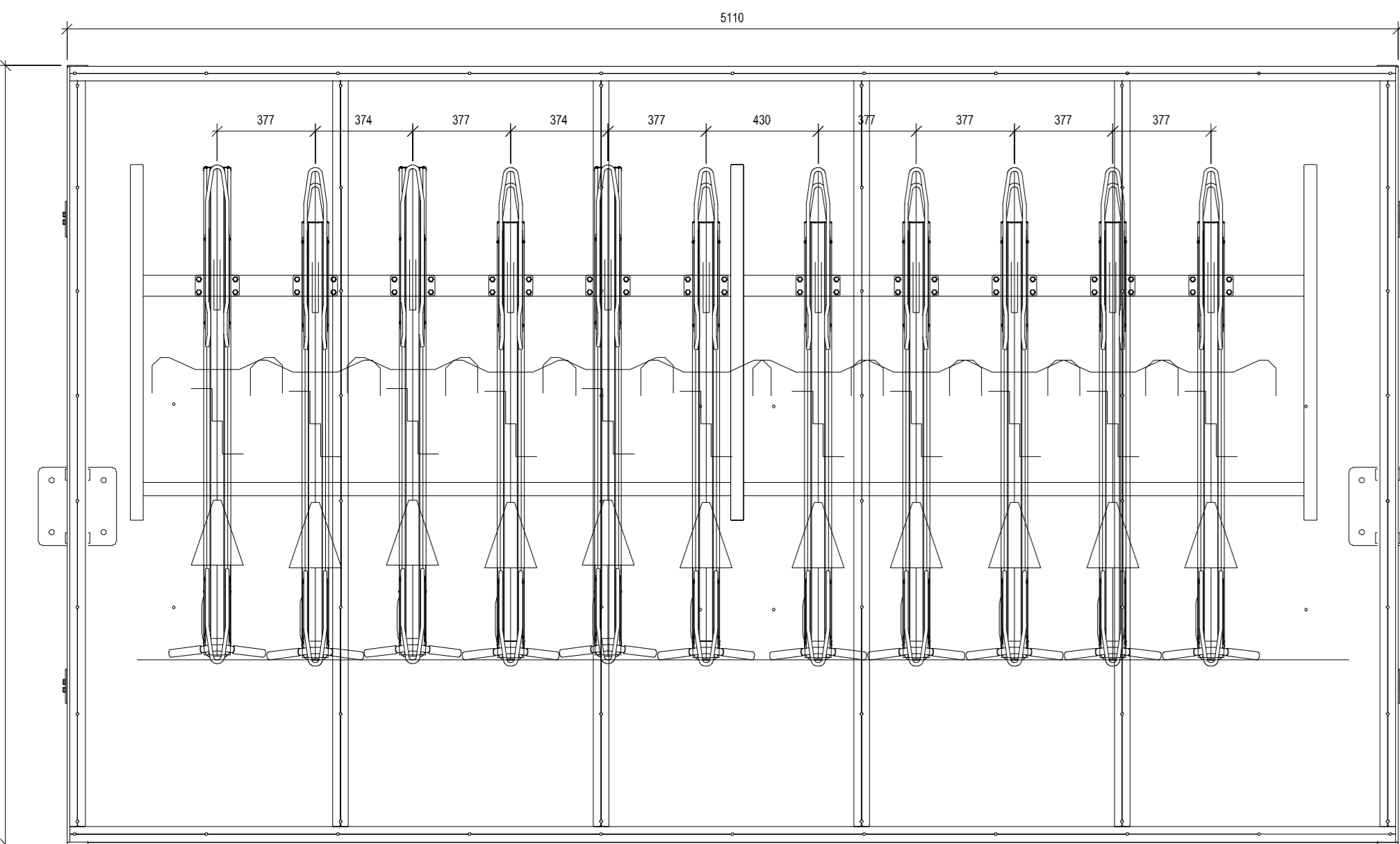
2. Detail 2 - Half batter kerb detail 2
1 : 20



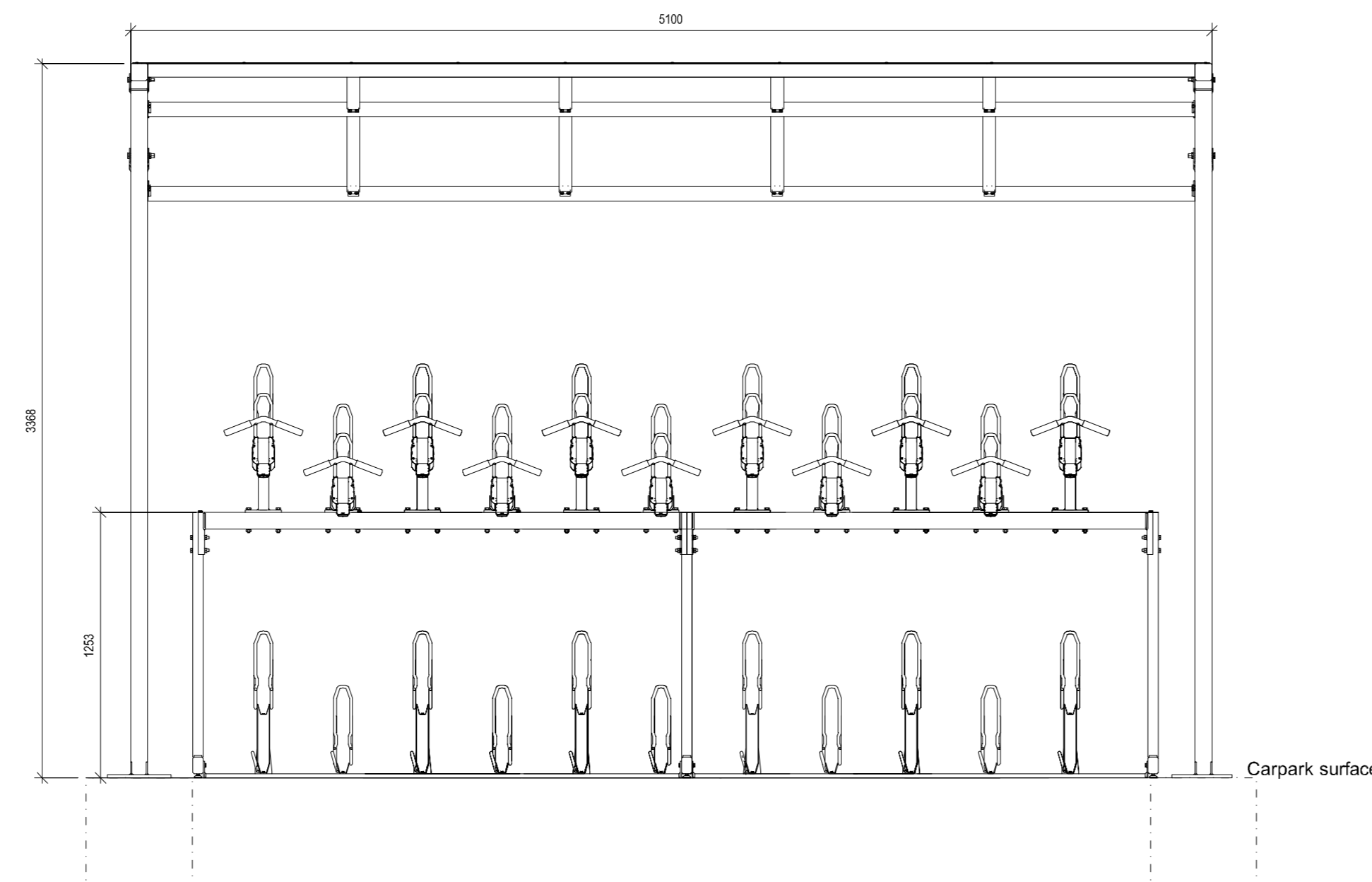
3. Detail 3 - Outer and Inner boundary fencing detail



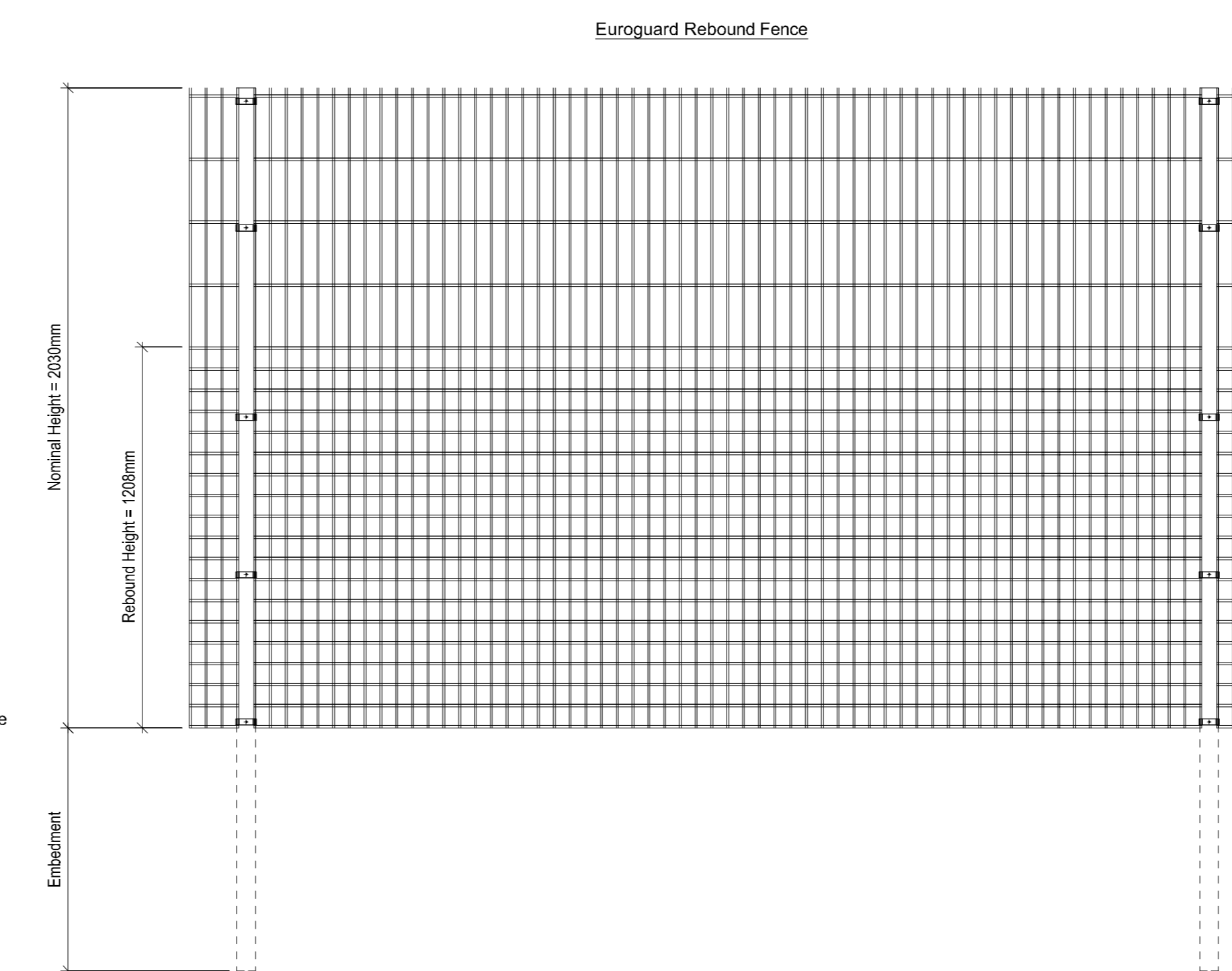
4. Detail 4 - Bow Top fencing detail



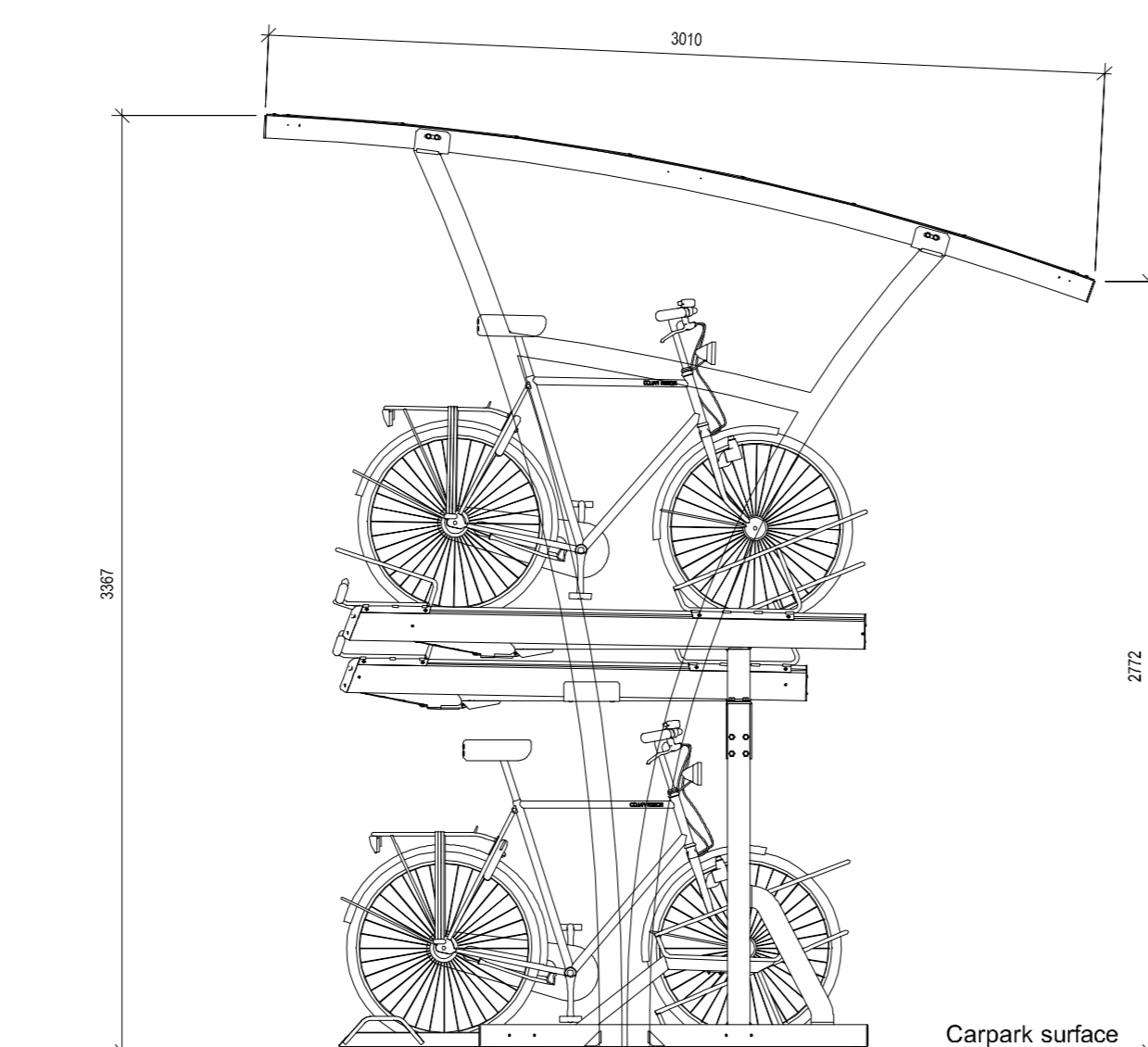
7. Cycle Shelter Plan Details



5. Detail 5 - MUGA Pitch fencing detail



6. Detail 6 - Bin Store fencing detail



7.. Cycle Shelter Elevation Details

Notes

For MUGA Pitch details see drawing:
SH-21-P-004

Rev	Description	Date	Dr	App	By	By
E	Motorbike parking bay incorporation	31.03.23	CS	JW		
D	Entrance fence & gate amendments	17.03.23	CS	JW		
C	Planning	06.03.23	CS	JW		
B	Cycle shelter details incorporated	06.03.23	CS	JW		
A	Stage 3 Package	02.12.22	CS	JW		

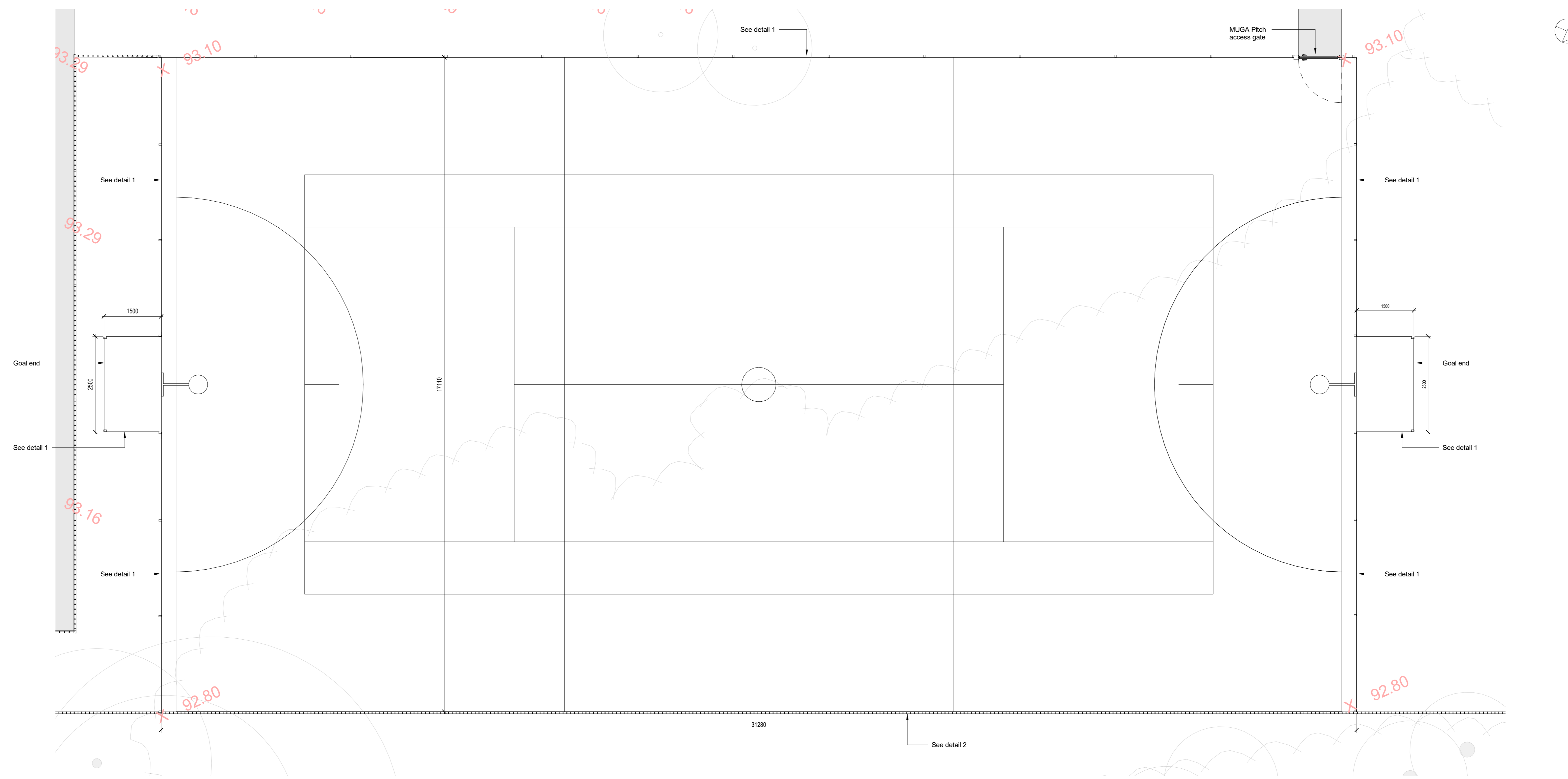
original by CS
date created 11/29/22
approved by JW

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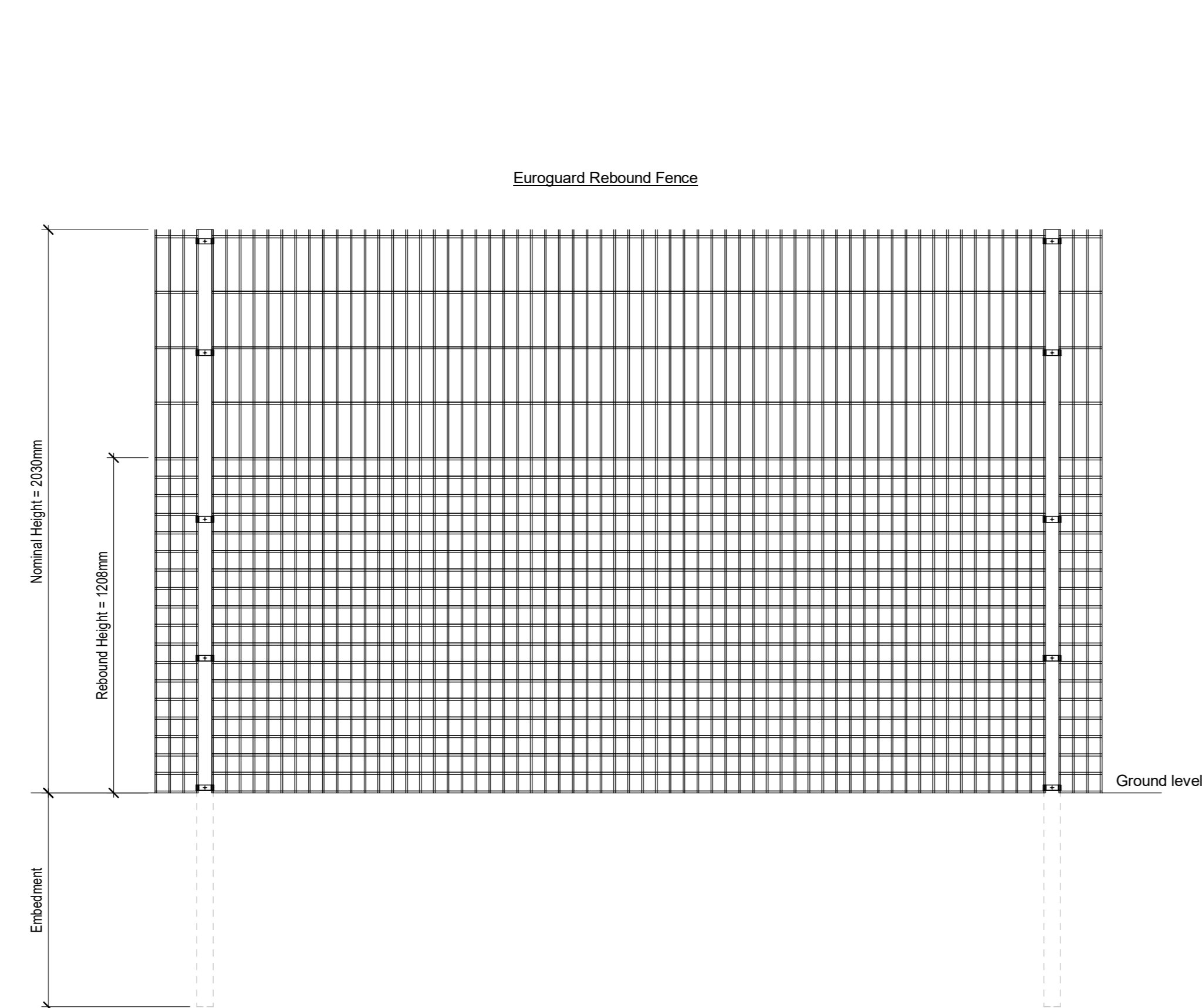
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project	Spring Lane PRU
drawing	Landscape & Fencing Details
computer file	C:\Users\mshah\Documents\2022\00385\001\001\001\001.dwg
project number	2022.00385.000
drawing number	SH-21-P-003
scale	As indicated
sheet number	E S3

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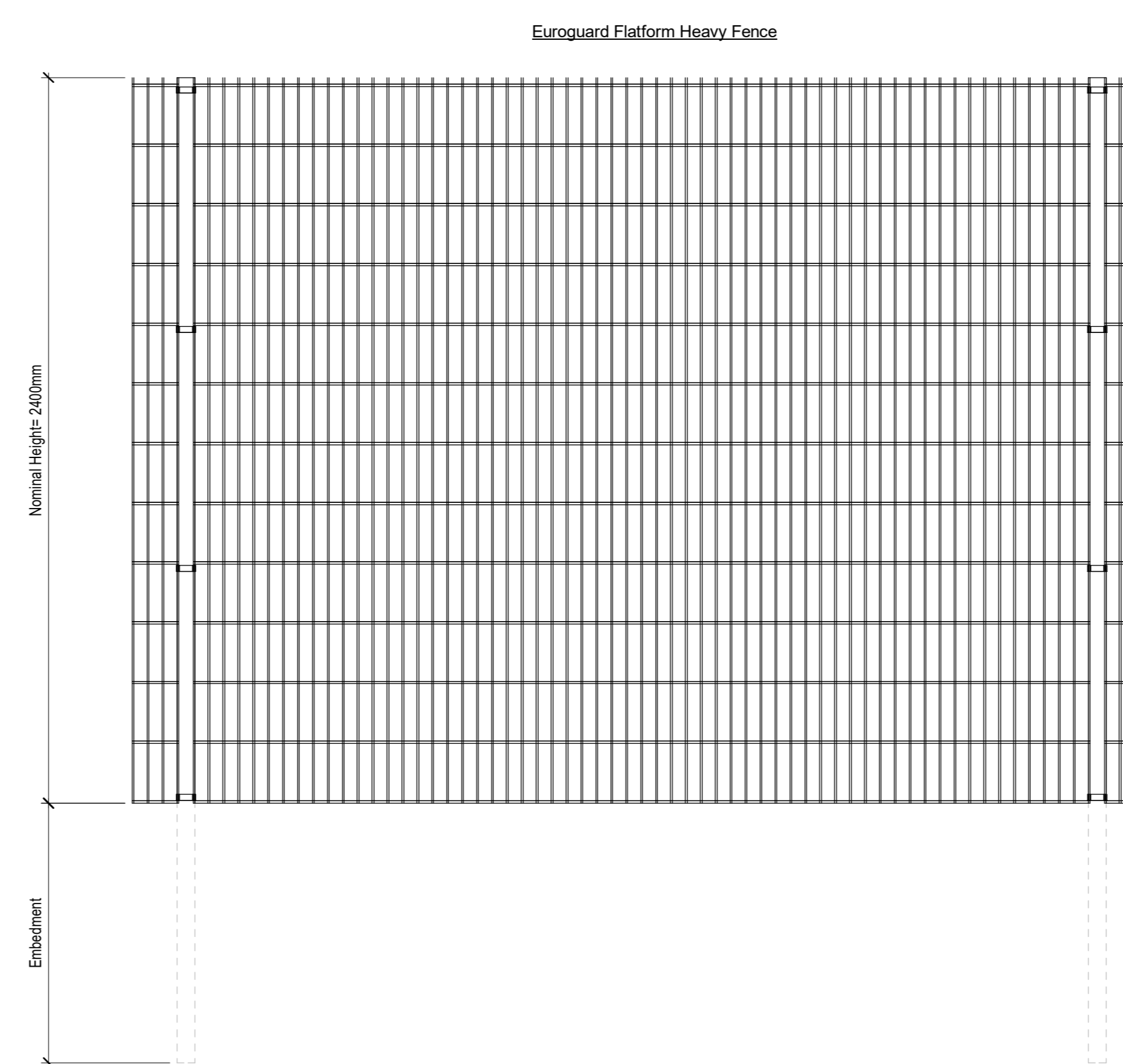


A. MUGA Pitch Layout

SCALE 1:50
0 1 2 3



1. Detail 1 - MUGA Pitch rebound fence



2. Detail 2 - Outer and Inner boundary fencing

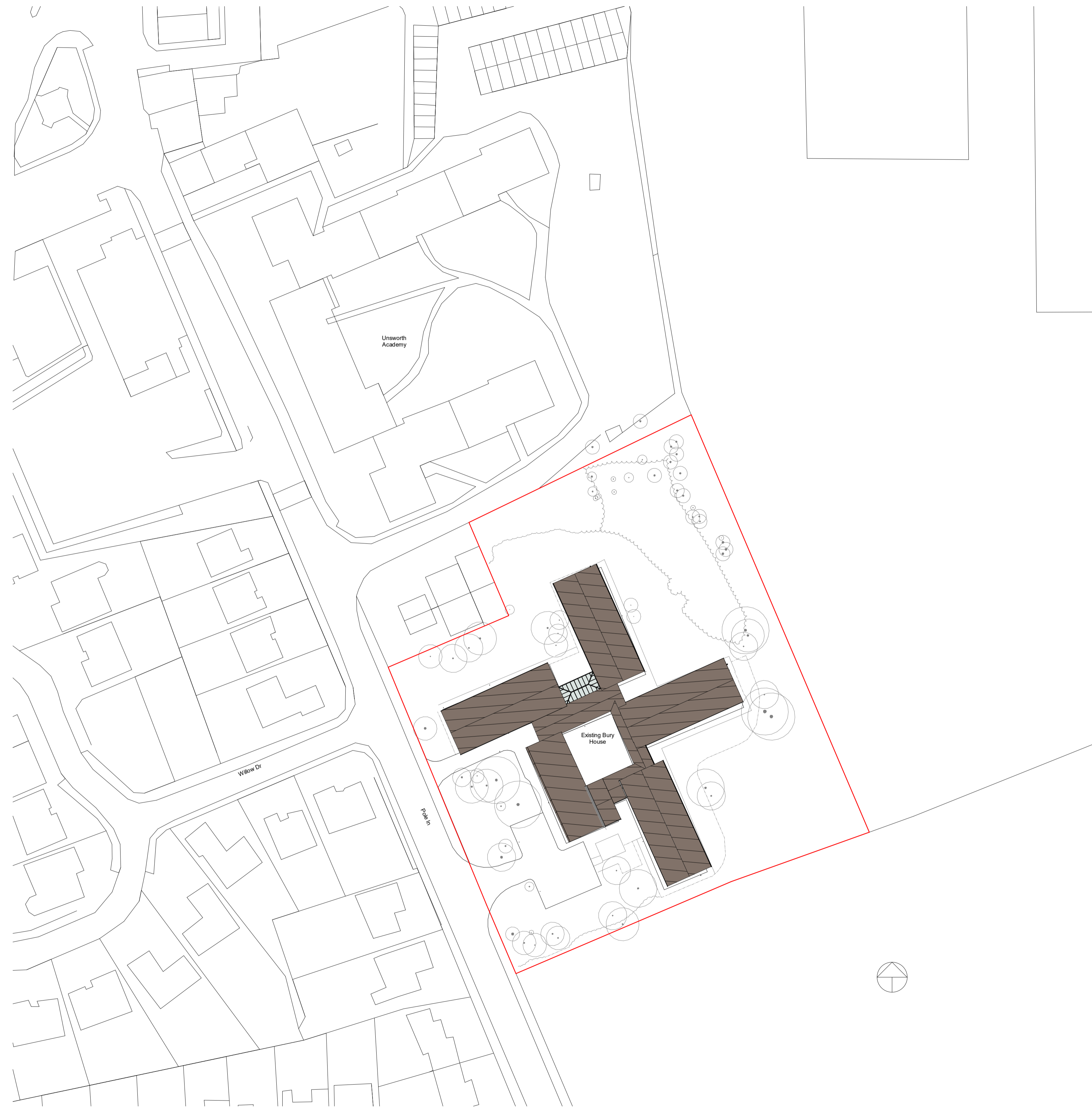
Rev	Description	Date	Dr	App
CS		27/02/2023	JW	

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Client name
Bury Council
Project
Spring Lane PRU
Drawing
MUGA Pitch Layout

Computer file	Plot date
C:\Users\andrew\Documents\2022\00385\00\Spring Lane Step 1	
Project number	Scale
2022.00385.000	As indicated @A0
Drawing number	Rev
SH-21-P-004	

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Notes

OS PLAN KEY

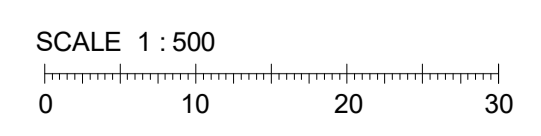
— Site Boundary

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Rev	Description	Date	Dr	App
CS		11/04/22	JW	

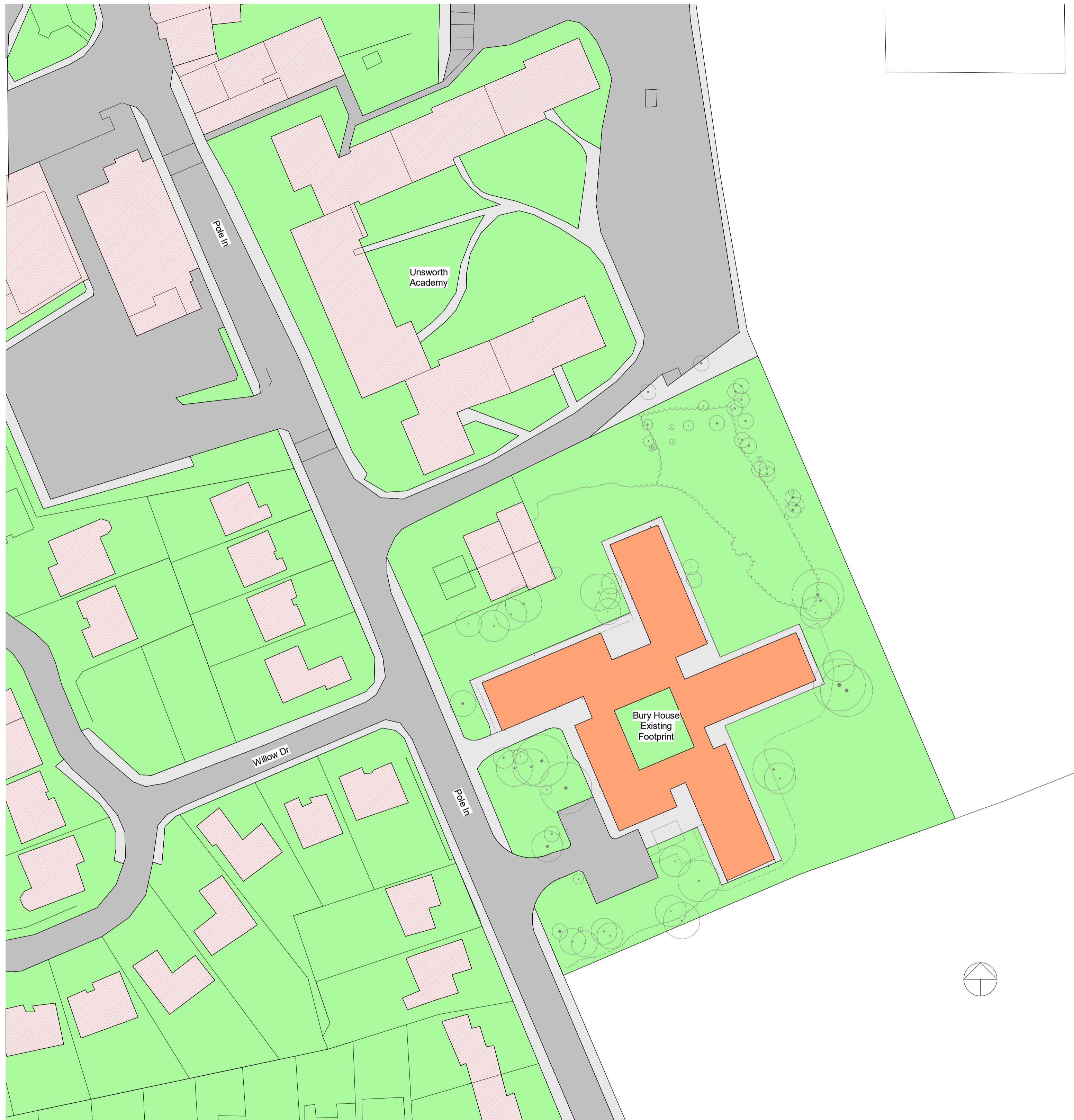
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client name	Bury Council
project	Spring Lane PRU
drawing	OS Site Plan
computer file	C:\Users\osar\Documents\2022\00385.000 Spurr House Stage 3
plot date	
project number	2022.00385.000
scale	As indicated@A1
drawing number	SH-20-P-001
rev	B
issue status	Planning



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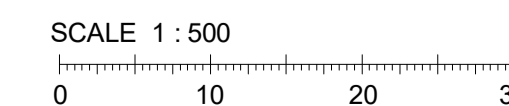
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A	Stage 3 Package	02.12.22	CS	JW
Rev	Description	Date	Dr	App
			by	by
original by	date created	approved by		
CS	11/07/22	JW		

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client name	Bury Council		
project	Spring Lane PRU		
drawing	Existing Site Plan		
computer file	plot date		
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Model: csar@ahr.co.uk			
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2022.00385.000	1 : 500	@A1	
drawing number	rev	issue status	
SH-20-P-003	B	Planning	

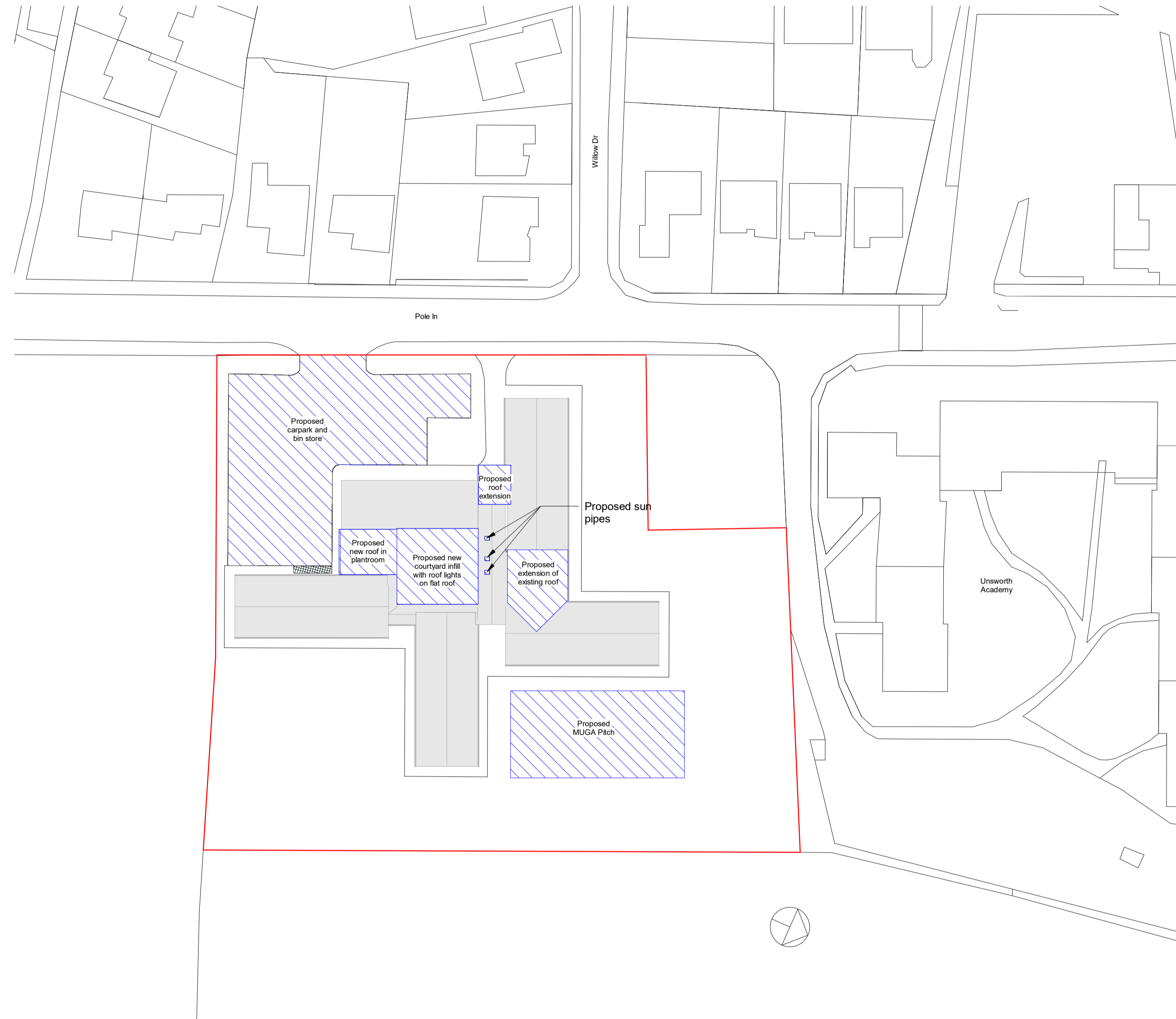


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Notes

BLOCK PLAN KEY

- SITE BOUNDARY
- PROPOSED INTERVENTIONS

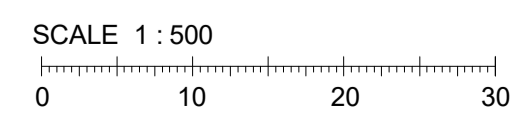


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A	Stage 3 Package	02.12.22	CS	JW
Rev	Description	Date	Dr	App
by	by			
original by	date created	approved by		
CS	11/07/22	JW		

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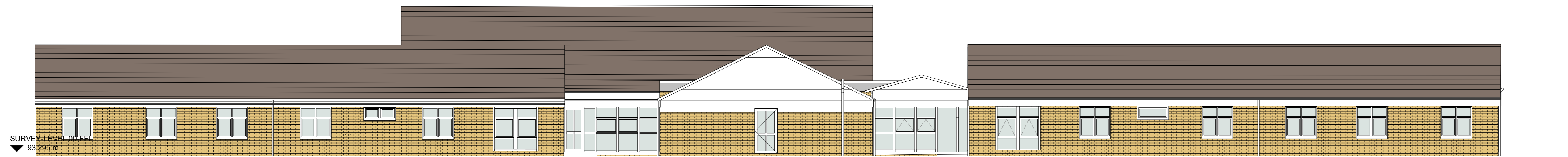
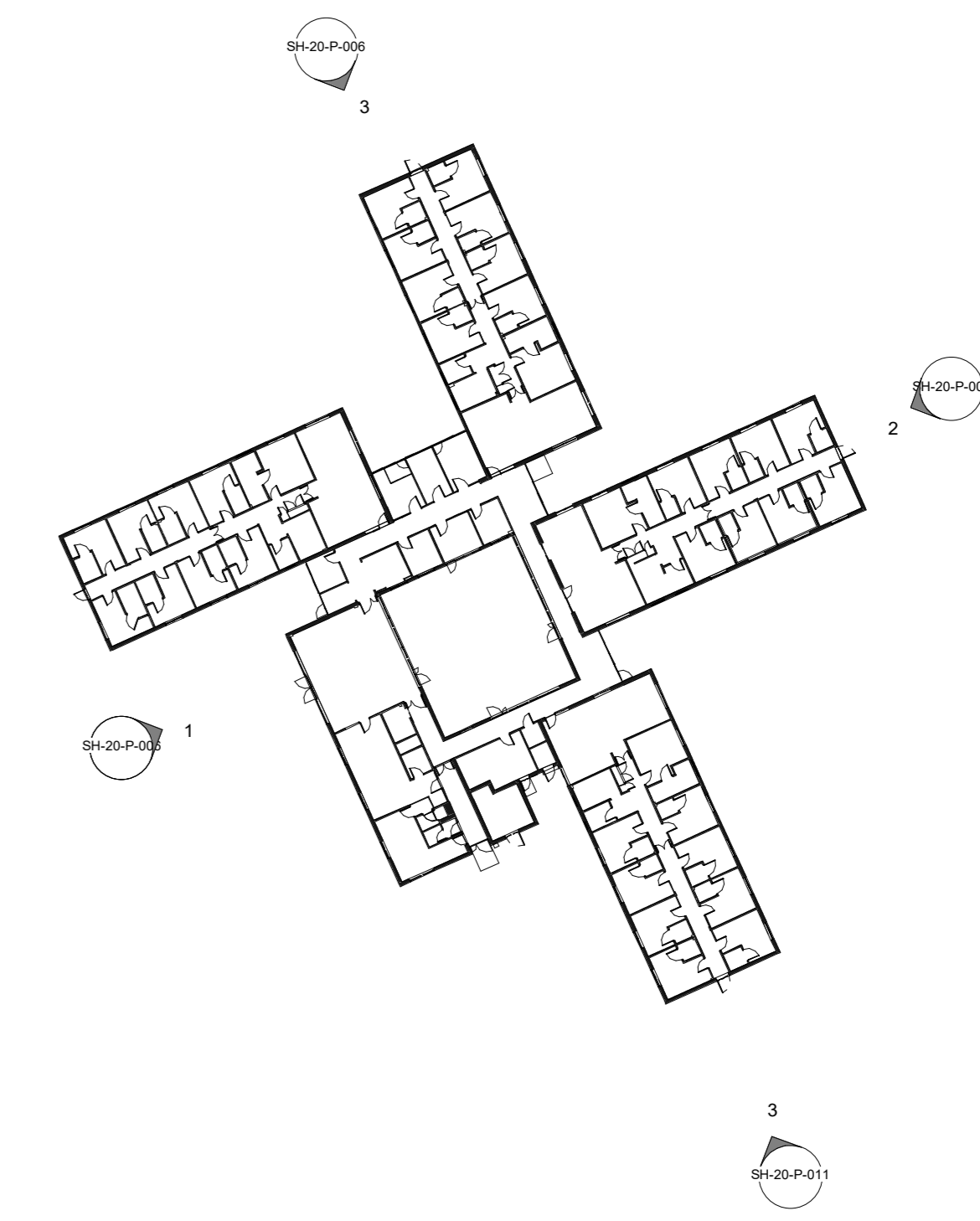
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project	Spring Lane PRU		
drawing	Block Plan		
computer file	plot date		
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project number	scale		
2022.00385.000	As indicated@A1		
drawing number	rev	issue status	
SH-20-P-002	B	Planning	



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1 Existing Elevation A
1 : 100



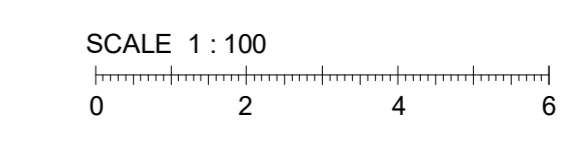
2 Existing Elevation B
1 : 100



3 Existing Elevation C
1 : 100



4 Existing Elevation D
1 : 100



Rev	Description	Date	By	Appr
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A	Stage 3 Package	03/12/22	CS	JW

original by CS
 date created 11/07/22
 approved by JW



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client name
Bury Council

project
Spring Lane PRU

drawing
Existing Elevations

computer file	date	plot date
C:\Users\manchester\Documents\2022\2022\06\Spring Lane Step 3		
2022\00385_000		
SH-20-P-006		

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