

Ward: Bury East - Moorside

Item 05

Applicant: Hive Homes (Greater Manchester) LLP

Location: Land off Parkinson Street, Bury, BL9 6NY

Proposal: Demolition of existing buildings and erection of 84no. dwellings with associated parking and landscaping; formation of a car park in association with the existing recreation field.

Application Ref: 69079/Full

Target Date: 06/04/2023

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement for recreation provision and public access thereto in accordance with Policy RT2/2 of the adopted Unitary Development Plan and SPD1, affordable housing in accordance with Policy H4/1 of the UDP and SPD5 and highways works pursuant to Policy HT6 Pedestrians and Cyclists. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

The Development Manager has requested a site visit for this application.

Description

The application relates to a site located off Parkinson Street. The site is currently occupied by buildings associated with a former school/training centre, areas of hardstanding and parking associated with these uses, extensive areas of trees along the western and southern boundary, and lower density areas of soft landscaping between the existing buildings and towards the eastern edge of the site. The site is located within the Green Belt and comprises of approximately 3.69ha in area.

Vehicular access to the site is currently via Parkinson Street. Pedestrian access can also be gained from Parkinson Street and via an informal access from Arley Avenue.

Towards the north of the site there is an area of existing recreation land. This area is not located within the red edge of the site. A group of trees protected by a group TPO is located to the south of the site however this is also outside of the red edge. The site is largely bounded by residential uses with Arley Avenue located to the north of the recreation land, Wooded Close, Woodward Close and Parkinson Street located to the east and The Drive and West Drive located to the south of the group TPO. East Lancashire Railway line and the River Irwell are located to the west of the site.

Planning permission is sought for the demolition of existing buildings and for the erection of 84no. dwellings. The proposal seeks permission for the construction of a mixture of 3 and 4 bed dwellings of two storeys in height. The proposed dwellings would be constructed from red brick, with blue brick detailing and marley modern grey roof tiles. The proposal seeks access from Parkinson Street.

Adjacent to the proposed access it is also proposed to construct a 42no. space car park with access to the recreation land to the north of the site.

Application 69333 for the erection of 2no. storage units, 2 no. changing facility units and 1 no. welfare unit on a public recreation field for use associated with sports activities and

application 69387 for the provision of parking in relation to the recreation land are associated with this application however these will be dealt with under delegated powers.

Relevant Planning History

29530 - Replacement of flat roof on block A with pitched roof. Improvements to vehicular access and new car parking facilities.

34970 - Erection of sectional buildings for additional accommodation and additional car parking - Approve with Conditions 23/02/1999

38124 - Storage container for sports equipment - Approve with Conditions/09/2001

39820 - Erection of security fencing and gates to compound area - Approve with Conditions 14/11/2002

38356 - Extension of modular building to provide additional office accommodation - Approve with Conditions 16/11/2001

40734 - 2 no. store extensions - Approve with Conditions 16/06/2003

42703 - Extension to modular office building - Approve with Conditions 01/11/2004

02686/E - Residential development of 81 dwellings with associated parking and landscaping; sports pavilion - Enquiry Complete

69333 - Two storage units within a fenced enclosure on a public recreation field for use associated with sports activities - Pending

69387 - Parking provision for the football field, behind local residents opposite Arley Avenue. Also adding a staircase down to the field - Pending

Publicity

Initial consultation 207 neighbour letters sent 6/01/2023

Site notice - 13/1/23

Press notice Bury Times 12/1/23

54 objections received in relation to:

- Plan produced in 2009 that shows three possible costed options for an exit road onto Arley Avenue.
- Not against housing but should only go ahead if there is a second access to the site.
- Community have been totally ignored. Our efforts to secure a second access road date back to 2009 and have been mentioned at every consultation to no avail.
- Demolition without access via Arley Ave would create excessive problems for existing residents, the Bowling Club and the users of the Church facilities which are already under strain due to the poor condition of the Parkinson Street road and footpaths.
- Blocking the Parkinson Street entrance with another property could compensate for the loss of property on the Arley Avenue side and would maintain a more agreeable environment for current residents.
- Councillors (Labour) are blinded by the sight of £ notes and cannot see the problems that will arise if there is no second road access.
- Congestion and parking problems along Parkinson Street particularly in relation to existing uses at the Seedfield Bowling Club, St John's Church and football matches.
- Cars parking along both sides of Parkinson Street, any many cars park illegally (partially on the pavement, partially on the road) restricting access.
- In the initial GMSF document there is no mention of congestion, or parking problems and no consideration of a separate road.
- Council have failed to inform, consult and have dialogue with community in relation to traffic and parking issues. Failed to conduct a "transport survey" that was relevant and

meaningful to the issues. A notice was posted on the 14th June but gone the next day. Cllr was unable to provide details on whether this had anything to do with proposed housing.

- Transport Survey conducted by Eddisons is not accurate. Fails to record the congestion that occurs when the Church Hall and Bowling club are being used. Queues can build up trying to get onto and off Walmersley Road.
- Parkinson Street is not 6 metres wide when cars are parked on both sides.
- Footways are not of a good standard where the street trees are causing damage. Impact on pedestrian safety. People have to walk in the road.
- Proposals to influence non-car modes of transport are impractical or out of touch with current constraints on the public, such as the increased distance of travel to school which are not local or not in walking distance.
- Capacity Assessments are flawed. People do use their cars.
- The trend of people moving towards shopping from home means more trade vehicles, including vans and small lorries making home deliveries is relevant when road width is narrow.
- The effect of traffic from 86 new houses at about 2 cars per household would be horrendous at times.
- The survey was carried out on just one day for a 2 hour period in the morning, and another hour at tea time when community facilities were not in use. To gain an accurate picture of amounts of traffic requires at least a weekly continuous period.
- How is such a survey a measure of traffic congestion and it's effects, when there was just a measuring point counting the number of passing vehicles in a quiet period, instead of homing in on waiting queues at each end of double-parked cars.
- There will be an increase in queuing.
- Surrounding streets becoming more crowded with more motorists using them.
- Request not just a site visit but a full investigation both of the actual traffic problems as they occur.
- Heavy construction lorries and equipment along Parkinson Street.
- Challenge the assertion that there has only been one accident on Walmersley Road in the past year - I know of two, one which was fatal.
- If there were an accident at the proposed construction site, or at the lower end of Parkinson Street emergency vehicles will not be able to get through as vehicles are often parked on both sides of the street leaving only enough space for one car.
- Seedfield road is already used as a short cut by traffic wanting to get onto Walmersley road by avoiding the junction of Arley Avenue and Walmersley Road, which is a very difficult junction to negotiate as it is on a bend. Vehicles travel along Seedfield Road and either use Littlewood Avenue, Sunny avenue or Parkinson Street to access Walmersley Road. We feel the increased traffic from the development would add to the problem of using these streets as a short cut.
- Existing residents should be given priority for vehicle parking and access. I acknowledge the upcoming introduction of speed restrictions in the area to improve resident safety but whether this remains enough remains to be seen.
- Whilst the traffic survey looks mainly at the effect of the development on the flow of traffic onto and off Walmersley Road, which is at its busiest during the rush hour periods, it fails to see that Parkinson Street is often at its busiest during mid-morning, mid-after non and in the evening as the Church Hall and Bowling club kick into action.
- At the weekend the traffic caused by the Church Hall, Bowling Club and footballers is acceptable in return for benefits to local community. Parkinson Street simply is not big enough to handle an increase in traffic and the additional parking this development would bring.
- The access can not meet the requirements of the Fire Service.
- Proposal would fail to comply with paragraph 111 of NPPF on the grounds that it would have an unacceptable impact on our highway safety, and will have a residual cumulative impact on our road network that would be severe.
- A lot of roads within the vicinity have 20mph limits, does the new development need a 30mph access road?
- If at a later stage the council decided to put double yellow lines all the way down

Parkinson Street, the people who used to park on Parkinson Street will simply park on the Back of Walmersley Road and on other residential streets which will place health and safety difficulties on residents.

- There is a significant potential to impact existing access arrangements for residents on neighbouring streets as (at least one) councillor is already floating the idea of one-way systems for the area. This could suggest that the impact from the development could be greater than that stated in the Transport Statement.
- Bin lorries struggle to access.
- With the new housing estate, St Mark and John community hall and the bowling green, traffic could be at loggerheads causing stress, possible encounters and violence between drivers.
- The transport statement is biased in favour of Hive & wholly inadequate, it does not refer to any of the above as it was assessed over a very small window of time on just one day of the year.
- Most people know the land as "old Seedfield School" or "The Seedfield Centre" but the site has been referred to as "Land off Parkinson Street" with no mention of Seedfield.
- No plan to minimise disruption for residents during the build.
- A condition should be included with permission that no works vehicles associated with the build are allowed to park on Parkinson Street. A plan to stagger deliveries to minimise disruption could be considered. What is Hive Homes' record as a considerate contractor?
- What is the timescale for the project? There should be a definite timescale with liquidated damages (to go into community projects) if Hive Homes overrun.
- Full discussion to be held with the local residents about the impact of the development.
- Hive Homes have failed to consult with us properly or have given any regard to the effect on the community or its assets. One single meeting that was had a status of "informal" was given to us clearly zero consideration to our community.
- Will the developer be providing funds for local leisure facilities (such as the local park?) and if not why? The recent promised refurbishment of the skate park has ground to a halt and with all the new houses being built there doesn't appear to be a plan to increase in leisure facilities.
- This plan has no mention of phase 2 that was at the meeting with local residents .
- No parking or facilities for the football teams/users of sports field.
- Hive Homes say on their website that profits are "reinvested in supporting people and local communities." It would be much better in this case to provide a proper community resource as part of the proposed development - the football pitches with sufficient off-road parking.
- Should preserve the football club's use of the fields as much as possible. It is popular and convenient and good physically and mentally for the health of the local community.
- Alternative local site should be found and secured for the current sports activities.
- The field is well used by families with children in the warmer months and longer days.
- If there is no parking for the playing fields or football club, residents parking only signs should be put up.
- The Seedfield community are going to lose the green space our children and grandchildren play on and we will also lose the football pitches.
- Concerned about loss of playing fields in future phases as they are well used.
- May I suggest a car park and changing facilities are made available for the sports club on this land. The car park could also be used by pedestrians looking to enter Burrs Country Park from the east side of Bury on the proposed Burrs access path that has been mentioned.
- I object to this application which is not in accord with any of the exceptions to Sport England's playing fields policy or with Paragraph 99 of the NPPF in that the proposal would lead to the loss of playing field and non-playing field land and would prejudice the use of land being used as a playing field.
- Revise the plan to include a car park, changing rooms, club house and replacement of the indoor 5 a side football pitch as a 4g pitch. I cannot believe any one in Bury council can justify taking sports facilities away from children and not replace them. The indoor Sports hall has been used for many years for the kindergarten children in winter on a

Saturday morning and for the U7s, U8s for winter training.

- If you can't provide these replacement facilities do not take them away. It might be idea for the planning department to come down to Seedfield on a Saturday morning and see what goes on with regarding to the amount of cars.
- Dilapidated buildings should be removed and replaced with a sports centre as the site already has ample parking.
- Does require some sort of development or improvement as it is a bit of an eyesore and dangerous as it is attracting vandalism.
- No issues with housing being built on site however the traffic issues do not seem to have been adequately addressed.
- Why did they shut the school down in the first place? It means more car journeys travelling several miles to other secondary/high schools.
- Agree with houses but no on Green Belt land.
- Seedfield site should have been demolished years ago so it wouldn't have become an eyesore.
- It is the demolition of the old community centre that concerns me most. What efforts will be made regarding the asbestos? I am housebound and will be affected all day by any asbestos.
- What noise abatement steps have been taken.
- Weekends should see no works on the site. I am minded of the Control of Pollution Act 1974.
- It has been brought to my attention that Hive intend to using piling foundations close to my property. The Noise, nuisance and duration would contravene the Control of Pollution Act.
- Locally, there are no high schools for growing children. This would be an ideal site for a high school.
- The land that the proposed houses are being built on is designated as green belt as shown on the bury definitive maps. Why are the council selling and building on green belt
- The football pitches and a sports block should be built and protected forever as a way of giving something back to the community for building on the land.
- A larger proportion of social and realistically affordable houses should be provided on the application.
- Type of housing does not meet community needs. All the houses proposed are 3 and 4 bedrooms aimed at families.
- Homes for first time buyers and downsizers wishing to remain in the area and looking for single storey dwellings are needed.
- Feel housing type has been chosen based on profitability rather than whole community need.
- Bungalows on Woodward Close were built for elderly and those with illness and disabilities and they provide a peaceful and natural environment for our later years.
- No strategy as to what other aspects of infrastructure will be made to support the extra local population - primary and secondary schools, medical and other services.
- Woodbank Cricket Club and Woodbank GP services are not less the 1km away - the River Irwell is in the way and access would be vial Bury Town Centre. Developers have no local knowledge.
- Good local schools are over subscribed, dentists are not taking on NHS patients. No plan to increase capacity in education/health therefore people in the new development will have to drive longer distances to reach these services.
- No infrastructure for electric charging points shown on the plan.
- No mention of whether the existing electrical and utilities infrastructure is able to support these additional houses.
- No details of management company to maintain the trees/shrubs etc on the edge of the development.
- Providing a number of shops e.g. post office, small local store would be useful.
- Destruction of natural areas - wildlife, habitat, trees and shrubs around the site.
- In the last few years we have been blessed with deers on the field, where are they going to go?

- I thought bats were a protected species? There are bats that live in the buildings down there.
- We brought house with the understanding that the peaceful country view would remain and take pleasure from the deer that quite often come across the field.
- Extensive wildlife live within the current site and surrounding area. I.e: Bats, foxes, deer, newts, owls
- As a community we must help to preserve these species along with the surrounding Mature trees.
- Increase in light pollution in proximity to wildlife and woodland.
- Want to ensure appropriate fencing between the new houses and the wood, so that the animals have some protection and equally they don't wander into the new estate and put themselves at risk.
- There are bats in the wooded area between the new development and existing houses. I trust these have been taken into account as may be necessary.
- Save our local wildlife. A housing estate could lead to discarded rubbish that would endanger the wildlife.

2 comments received in relation to:

- I applaud the use of vacant land/brownfield sites to build on - and I also know that housing is needed! However I do have some concerns about local infrastructure - schools/traffic in particular that I'm concerned have not been adequately addressed.
- A school would have been preferred however, a rotting building does the area no favours. If I had to choose between more housing or an abandoned site that attracts trouble, then I'd pick housing all day long.

1 support received in relation to:

- Approve. I live in the area and This land is going to waste. Everyone who opposes are just NIMBY folk. Houses bring money and support businesses

Following receipt of amended plans and additional information the objectors and neighbouring resident's were notified on the 03/03/2023. 8 objections received in relation to:

- None of the previous objections have been rectified.
- There needs to be toilets, changing and parking facilities for the users of the football pitches.
- No time frame for the parking to be completed.
- Hive shows no willingness to engage with community concerns re pitches, traffic and nature.
- With demolition of old school facilities a pavillion with means for changing, toilets etc is a must for football club facilities so should be included in the housing application. Surely a legal requirement in this day and age.
- The provision for sports facilities here is very important for the health and wellbeing of our children and young people, for their development and careers.
- A late submission is for 14 parking spaces off Arley Avenue. I feel this is not sufficient for the large numbers that use the sports fields.
- I can not see how this application can go ahead whilst sports england continue to object.
- I fully expect the council to prevent future parking restrictions in the area to prevent people who attend the football from parking.
- I also note the lido car park has been mentioned to be used for parking? However the car park is already being used by people at the same time by people playing football on Chesham fields so you are double dipping.
- Regardless of whether formally or informally, the Football club has had necessary use of the small car park on the right hand side, the roadway around the school and significantly the very spacious parking area at the back of the school building.
- Parking on Arley Avenue is inadequate. People losing car parking on Seedfield site will parking along Woodward Close which is not acceptable because the limited parking there provides for local residents and tenants, many of whom are elderly and disabled and rely on frequent visits from carers to look after them.

- No issue on housing being built on the site, however I feel the vehicular traffic element still has not been fully addressed. Additionally, Seedfield Road is to be blighted with telecoms poles from IX Wireless who intend to install overhead broadband infrastructure to serve the new development, before rolling it out elsewhere - this is a development posted locally in the past 7 days.
- the Transport Statement remains weak and has not considered an alternative access/egress route to Arley Avenue which would greatly reduce traffic using Parkinson Street. This access road is a must and should be constructed before development works commence given that the site will be accessed by many lorries/trucks. Parkinson Street is simply too narrow to accommodate the sites construction traffic.
- Traffic survey sampling cannot be considered a representative survey - only 2 hours peak morning and 1 hour evening mid-week. It has not taken into account use of the bowling club or church hall, or weekend use of the sports fields .
- There is a significant potential to impact existing access arrangements for residents on neighbouring streets as (at least one) councillor is already floating the idea of one-way systems for the area. This could suggest that the impact from the development could be greater than that stated in the Transport Statement.
- Parkinson Street is already congested with parked cars from the church hall and the bowling green, this causes a dangerous situation for pulling in and out of Seedfield Road.
- We have a large number of elderly and disabled residents who already struggle getting parking in front of the homes or trying to cross the areas roads safely.
- Hive Homes, nor its agents Eddisons, have not covered the questions raised by their minimal Traffic Flow Survey of 14th June 2022.
- In the details of the Eddisons Highway Notes there is a suggestion that there may need to be Traffic Calming on Parkinson St. We do not want or need humps or tables and have said so in the past. Many people who live in this area are old, infirm or disabled. Travelling over these raised areas can cause aggravation to spinal issues or other injuries etc. Any speeding that occurs around here happens on the Seedfield Site itself, when the gates are unlocked.
- In the Eddisons Traffic Notes drawing 3642-F01 and its subsequent revision A there is a change of priority at the junction of Wooded & Woodward Closes and Parkinson St. It is such a change that would lead to speeding. All junctions on Parkinson St already have give-way lines to any traffic travelling to or from the Seedfield Site. This MUST remain as it calms the traffic significantly.
- The trees circled in pink that back onto Woodward are hideously overgrown and their roots will cause major problems to properties quite soon.
- I would find it embarrassing if the Ipa approved this application and had to refer it to the Secretary of State via the Planning Casework Unit.
- There is no second access road proposed, and one is definitely needed to spread out the extra traffic.
- "Streets with low traffic flows and speeds" is far from accurate as described in the transport documents.
- As stated by many objectors who actually live in this locality, traffic flows can be considerable at times when football matches are taking place and when the various activities are taking place at the Church Hall and Seedfield Bowling Club. "Flow" could be better described as "Congestion" due to the narrow width between rows of parked vehicles on both sides of Parkinson Street.
- It is extremely disappointing that these key factors are not being addressed or even mentioned in the reports of Bury Council and other bodies involved in this application.
- There is no reference to residents' views and experience whatsoever, or relieving of traffic congestion when local community activities are happening and when there are 86 new homes to consider.
- It is a fundamental question to ask if Bury Council actually supports community life, health and wellbeing when you look at this application and its considerations.
- Where are the extra school places, doctors?
- Where is the extra policing coming from with more alleys and street corners for potential drug dealers/laughing gas inhalers?

- With regards to any proposed 'traffic calming' measures on Parkinson Street. The traffic is not fast and doesn't need calming. It is usually too busy to be fast. Humps will mean fewer parking places and will only add to the problem.
- Support TfGM proposal for a Puffin crossing.
- If you proposed on keeping all the trees then you need to make sure Bury Council employ more staff as they can't take care for any trees in our area.
- Support GM ecological unit's comment that the ecological survey is completely inadequate - not an ecological impact assessment and not carried out when herbaceous perennials, or bulbs are easily identifiable.
- Hive have not shown a net biodiversity increase with their plan.
- A matter that has recently arisen is that IX Wireless are planning to install a broadband network that runs on overhead wires with numerous poles up to 60ft in height being placed along Seedfield Road. Seedfield Road is first to be subjected to this unnecessary visual blight reportedly due to the new housing development being proposed. Clearly the development is now having a greater impact on the local area with visually intrusive overhead infrastructure being installed.

Following receipt of further amended plans, and an amended description of development that included the provision of the 42 space car parking further neighbour letters sent 19/05/2023. 3 objections received in relation to:

- At least now there is now going to be a car park for the playing field, thanks to sports England and local residents' objections.
- The revisions, however, don't address concerns about the mix of housing (no 2 bedroom or single storey dwellings for downsizers), or lack of solar panels/ electric charging points to 'future' proof these houses, particularly for renters who won't necessarily be able to fit the charging points/panels themselves even if they could afford it.
- I didn't see any further traffic surveys in the revised plans, which deliberately seem to have been carried out at a non-peak time.
- In regard to bio-diversity, I couldn't find any reference to use of bulbs eg snowdrops, crocus, nerines etc or early flowering perennials eg primrose (*primula vulgaris*), pulmonaria etc that would extend the pollen/nectar season for bees etc. Re choice of trees, Acers and Rowan aren't proving climate resilient (see RHS 'The garden', March 2023).
- 2 houses less is nowhere enough parking, it needs toilets and a 2nd access road.
- Letter was not sent directly to secretary of Seedfield TRA
- Retaining the top car park which currently existing, altering the original housing plan by reducing number of houses to 2 will still be inadequate because the Seedfield Centre has a large car parking area at the back which will disappear with the planning building.
- Photos submitted showing photos of cars parked all the way down Parkinson Street on both sides when there are football matches.
- Add the traffic, which includes service deliveries these days, generated from a housing estate of 84 houses and it make for worse congestion.
- Eddisons report states any parking issues "off site" will be for Bury Council to manage. When the "top" car park is full where will the rest of the motorists park but along Wooded and Woodward Closes to be near as possible to the football pitches and taking up spaces that are needed for carers and other services to vulnerable tenants.
- Although Eddisons disagree we would wholly support Greater Manchester Transport for the upgrading of the nearby main road Puffin crossing.
- The application as amended still fails to make any reference to the face of traffic congestion when the church hall, bowling club and playing fields are in regular use. The clear need is for a single road in from Parkinson Street and a separate road out onto Arley Avenue to sensibly manage traffic involved.

Statutory/Non-Statutory Consultations

Traffic Section- No objections in principle. Conditions requested in relation to details of the scope of access arrangements, discharge of surface water, street lighting, waiting restrictions, traffic calming, formation of the proposed estate roads, management of the proposed estate roads, construction traffic management plan, fire and rescue service

requirements, car parking in association with the recreation provision, turning facilities, car parking for the new dwellings and bin storage.

Borough Engineer - Drainage Section - No response

Environmental Health - Contaminated Land - conditions in relation to the submission of a site investigation, risk assessment and remediation strategy, and implementation of the remediation strategy.

Environmental Health - Pollution Control - No response

Waste Management - No response

Environment Agency - No objection in principle. Site appears to have been the subject of past industrial activity and recommend reference to guidance in relation to managing the site's risks to the water environment and consultation with Environmental Health/Environmental Protect Department.

Greater Manchester Police - designforsecurity - request for condition in relation to the construction of the proposal in accordance with the recommendations set out within sections 3 and 4 of the Crime Impact Statement.

United Utilities (Water and waste) - condition requested in relation to the submission of a sustainable surface water scheme, and a drainage management and maintenance plan for the lifetime of the development.

The Coal Authority - satisfied with the broad conclusions of the Site Investigation Report (211104-EDGE-XX-XX-RP-G-0002_PHASE 2[P01] SI, dated 31/03/22), informed by the site investigation works; that coal mining legacy issues are not significant within the application site and do not pose a risk to the proposed development. Request for informative in relation to coal mining related hazards.

Greater Manchester Fire Service- The proposal needs to meet requirements for Fire Service Access.

Greater Manchester Ecology Unit - net gain can be provided, although not as great as set out within the BNG file note. Conditions requested in relation an Arboricultural Method Statement, restriction to works on trees outside of nesting season, a landscaping plan, a lighting plan, a method statement for the eradication of Himalayan Balsam, submission of a Construction and Environmental Management plan and submission of a Landscape and Ecological Management Plan. Informative requested in relation to bats.

Sport England - Does not wish to raise an objection subject to conditions in relation to securing access arrangements, and replacement facilities.

Electricity North West Ltd - The development is shown to be adjacent to or affect Electricity North West's operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.

Transport for Greater Manchester - Satisfied that the trip generation, distribution and junction assessment work undertaken is acceptable. Rationalisation of existing access and 2 metre footway welcomed. Recommend that the existing Pelican Crossing on Walmersley Road is upgraded to a Puffin Crossing. It may be beneficial to review Traffic Regulation Orders in the vicinity of the development.

Suggested a condition in relation to the submission, implementation and monitoring of a Full Residential Travel Plan within 6 months of occupation be attached to any planning consent.

Pre-start Conditions - Awaiting confirmation that the applicant/agent agree with pre-start conditions.

Unitary Development Plan and Policies

OL1	Green Belt
OL1/2	New Buildings in the Green Belt
OL5/2	Development in River Valleys
SPD8	DC Policy Guidance Note 8 - New Buildings in the Green Belt
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H3/2	Existing Incompatible Uses
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
EN5/1	New Development and Flood Risk
EN5	Flood Protection and Defence
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/2	Noise Pollution
EN8	Woodland and Trees
EN8/2	Woodland and Tree Planting
EN9	Landscape
RT1	Existing Provision for Recreation in the Urban Area
RT1/1	Protection of Recreation Provision in the Urban Area
RT1/2	Improvement of Recreation Facilities
RT2/2	Recreation Provision in New Housing Development
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
NPPF	National Planning Policy Framework
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

Issues and Analysis

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

Principle (Residential)

The National Planning Policy Framework (NPPF) should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework maintains the emphasis on identifying a rolling five year supply of deliverable housing land.

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

land and this needs to be treated as a material factor when determining applications for residential developments.

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

Therefore, in relation to the proposed 86 dwellings, paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provides a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.

Therefore, in this case the 'titled balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

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

The site is located adjacent to the urban boundary, on a brownfield site and there are residential properties to the north, east and south. The proposed development would not conflict with the surrounding land uses and would be located in a sustainable location with regard to public transport and services. The site contains buildings associated with an educational use and is considered to be previously developed or brownfield land. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development Plan.

Principle (Green Belt)

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 of the NPPF states that the construction of new buildings would be inappropriate in the Green Belt. Exceptions to this are:

- (a) buildings for agriculture and forestry;
- (b) the provision of appropriate facilities (in connection with the existing use of land 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;
- (c) the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- (d) the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- (e) limited infilling in villages;
- (f) limited affordable housing for local community needs under policies set out in the

development plan (including policies for rural exception sites); and
(g) limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
- not have a greater impact on the openness of the Green Belt than the existing development; or
- not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the local planning authority.

Policy OL1/2 states that the construction of new buildings in the Green Belt is inappropriate development, unless it is for one or more of the following purposes: agriculture and forestry essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it; limited extension, alteration or replacement of existing dwellings, provided that this would not result in a disproportionate additions over and above the size of the original dwelling, or, in the case of replacement existing dwellings, the new dwelling is not materially larger than the one it replaces; limited infilling in existing villages.

The site is currently developed with buildings and significant areas visible hardstanding. It is therefore accepted that the site is previously developed land (PDL) as set out under exception g of paragraph 149, however the proposal needs to meet one of the tests set out under exception (g).

There are no specific tests on openness set out within the NPPF, however the consideration of issues such as building volumes and footprints, landscaping and design features have all been key in assessing the impact on the openness of the Green Belt and have been tested through case law. The applicant highlights the R Samuel Smith Old Brewery (Tadcaster) (An Unlimited Company), Oxton Farm (An Unlimited Company) v North Yorkshire County Council [2017] EWHC 442 (Admin), Hickinbottom case that concludes that the "decision-maker has a margin of appreciation within which he may decide just which considerations should play a part in his reasoning process."

Similarly, according to case law in the Court of Appeal judgement Turner v Secretary of State 2016 at para 14, "The concept of openness of the green belt is not narrowly limited to volumetric approach..... (in the context of which, volumetric matters may be a material concern, but are by no means the only one) and factors relevant to the visual impact on the aspects which the Green belt presents."

The applicant highlights that the existing site is not rural in appearance, and considers that the proposal would be consistent with the urban context of it's surroundings, with residential properties to three boundaries. The applicant also highlights that this argument makes up part of the reasoning for this site to be removed from the Green Belt in the Places for Everyone Joint DPD (PfE). It should be noted however that limited weight can currently be afforded to the sites inclusion within PfE as this is currently the subject of an independent examination conducted by the Planning Inspectorate. As such it is considered that the further consideration of the proposal in terms of it's potential impact on the openness of the Green Belt, rather than just the sites proximity to the urban boundary needs to be made.

The applicant considers that the site is well contained, physically and visually. SPD 8 states that careful consideration should be given to the impact of a proposal when viewed from several locations within the immediate vicinity and wider countryside. The view of the proposal from main roads, public footpaths and settlements in particular will be given significant weight when assessing planning applications. It is accepted that the existing trees to the west and south and the residential developments to the north, south and east do screen the site. The existing trees to the west in particular limit views of the site from Burrs Country Park and Woodhill Road which are located to the west of the River Irwell and East Lancashire Railway. As such, it is considered that the views of the site from the wider countryside would not be impacted and from this vicinity the site is well contained as set out

by the applicant. However, views from and the impact on the openness of the Green Belt from the nearby residential areas and within the site needs to be further considered.

There are a number of existing buildings on site, of various heights ranging from the 3- 4 storey glazed school buildings centrally within the site, to single the storey pre-fabricated style buildings towards the eastern boundary. Areas of hardstanding are also located towards the north east of the site and to the west of the existing buildings. The applicant considers that their proposal to remove the existing buildings on site and to replace them with 84 dwellings, no higher than 2 storeys in height, and a car park would reduce the mass of built form on site, introducing increased spacing around all the buildings and engendering a greater sense of openness in key views, as well as integrating with the built form.

In order to support their case the applicants have quantified the physical reduction in scale and massing of built form within their planning statement. The Gross Internal Area (GIA) would be reduced by 17.3%, the hard landscaping on site would be reduced by 3% where as soft landscaping would be increased by 2.9%. It is considered therefore that the applicant has demonstrated that the height, footprint, and amount of hardstanding on site would be no greater than the existing development, and weight can be given to this argument in terms of impact of openness of the Green Belt having consideration to previous case law. The applicant also highlights however that consideration also needs to be given to the purposes of including land within the Green Belt as set out within paragraph 138.

Paragraph 138 states that Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The land is already developed, and already has links to the existing urban area. The lines of trees along the west of the site and south of the site will prevent unrestricted sprawl, as will the retention of the sports pitches to the north. The proposal is limited largely to re-development of the existing brownfield land, and the applicant has demonstrated that the proposal would lead to a reduction in footprint, and hardstanding on site. The redevelopment of the site as residential would preserve the setting of the locality.

It should also be noted that the existing buildings on site were decommissioned as an education facility a number of years previously, and whilst utilised for a variety of uses by the Council the identification of asbestos in the buildings in April 2022 has led to the site no longer being in use. There are clear signs of vandalism on site, and recent reports of anti-social behaviour that have led to police intervention. The current use of the site does little to add to the visual amenities of the area.

Given the matters above, and the case presented it is considered that given the nature of this particular scheme, and the context of the site the proposal would not have a greater impact on the openness of the Green Belt than the existing development. As such, the proposal would comply with exception g of paragraph 149 of the NPPF and would therefore be acceptable development within the Green Belt.

Development within River Valley

The site is located within the River Valley and as such UDP Policy OL5/2 - Development in River Valleys is relevant. This policy states that new buildings, or the change of use of existing buildings will not be permitted however where the area is designated as Green Belt, the established Green Belt policies will apply.

As set out above the proposal is seen to comply with UDP and NPPF Green Belt Policies and as such the proposal would comply with UDP Policy OL5/2.

Principle (Recreation)

UDP Policy RT1/1 - Protection of Recreation Provision in the Urban Area does not allow development that would result in the loss of existing and proposed public or private recreation facilities. UDP Policy RT1/2 - Improvement of Recreation Facilities states that the Council will give favourable consideration to proposals for the appropriate improvement of existing recreational land and facilities in the Borough. The improvement of existing recreation facilities will allow greater use to be made of them and thus enable a larger demand to be satisfied.

The car park proposed would provide 42no. spaces to be used by Seedfield Sports Club JFC on the site of the existing car park that was originally associated with the school. This car park would also include the provision of 3 disabled spaces. The car park would benefit from direct access to the pitches to the north of the site. The applicant has undertaken a review of the fixtures for a typical Saturday and these indicate that the provision made would sufficiently accommodate the club's parking needs.

It should be noted that the informal parking arrangement currently used by the club within the school grounds, is near the vacant and deteriorated buildings, which despite being closed and fenced off, remains a potential health and safety risk to the public. The new car park proposed will provide a safe space, with a direct and accessible route to the pitches.

The replacement of facilities, that were previously provided within the closed school buildings will be dealt with under delegated powers within application 69333.

This element of the proposal is therefore considered to constitute an improvement to outdoor recreational facilities, and would allow the football club to retain use of the football fields by re-providing lost facilities. The proposal would therefore be acceptable in principle complying with UDP Policies RT1/1 - Protection of Recreation Provision in the Urban Area RT1/2 Improvement of Recreation Facilities.

Layout and design

H2/1 - The Layout of New Residential Development and H2/2 - The Layout of New Residential Development, provides the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finish materials.

The proposal seeks approval for a mixture of detached, semi-detached and terraced dwellings ranging from 2 - 2.5 storey in height. The 2.5 storey dwellings (Newbold) would accommodate additional rooms within the loft space, with single dormers on the front elevation. Whilst there are bungalows visible from within the site (along Woodward Close and Wooded Close) the dwellings within the vicinity of the site are largely 2 storey in height and as such the scale of the proposed dwellings is considered to be acceptable given the context of the surrounding streets.

There are six different house types proposed (excluding the variations for mid terraces, end terraces etc) with various elements of visual interest including dormers, bay windows and porch canopies. Whilst varying in design, the house types are tied together through the introduction of blue brick work detailing, with the main elevations of the dwellings being constructed from red brick.

The level of private amenity space for the proposed dwellings would be acceptable and there would be space within the side or rear garden for bin storage. Open frontages with areas of soft landscaping and parking are proposed to the frontages of dwelling, with garden boundaries largely being defined by 1.8 metre fencing. The rear boundaries of the dwellings that make up the boundary of the sports pitches would also have an additional 0.3m trellis above the fencing and the properties with boundaries along the western edge of the site would have stock proof boundary fencing allowing for views. The proposed boundary treatments would be appropriate to the locality.

In relation to Electricity North West's response to consultation. Asset Arley Ave 232239

appears to be the nearest asset to the proposed development and this is outside of the red edge.

It is therefore considered that the proposed development would not be a prominent feature in the streetscene and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Amenity

Neighbouring Amenity

UDP Policy H1/2 states that the council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. This is further supported by Policy H2/1 that requires an assessment of the impact of developments on residential amenity and the position and proximity of neighbouring properties. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

The first floor windows of plots 5 - 12 that face towards properties on Wooded Close would be located a minimum of approximately 14 metres from the directly facing boundary. The rear elevations of the proposed dwellings of plots 5 - 12 would be located a minimum of approximately 21 metres from the rear elevations of the dwellings on Wooded Close. These properties would therefore comply with aspect standards.

The proposed two storey gable of plot 1 would be located approximately 13 metres from the rear ground floor windows of No. 49/51 and 45/47 Wooded Close. Section A-A on plan CS01 Rev C also shows that plot 1 would be sited at a lower level than these properties.

The principal front or rear elevations of plots 3, 4, 9, 10, 13, 14, 21, 27 and 28 all face towards gables of other proposed dwellings. Generally the minimum distance of 13 metres can be met between these properties however plots 4 and 3 have a distance of 12.35 metres between the rear elevations and the gable of plot 5 and plots 27 and 28 have a distance of 12.47 metres between the rear elevation and the gable of plot 26. The deficit in this instance is considered to be minimal and as this deficit would be internal, rather than be between existing properties any residents moving into the properties would be aware of the relationship.

A minimum of 20 metres can be provided between properties that have rear elevations that directly face each other. Gardens within the development are all a minimum of 7 metres in length, apart from plot 46 that would have an onward view of an area of trees rather than other residential properties. Internally 20 metres can not be provided between the front elevations of all the properties that are separated by a highway. In this instance however these dwellings are generally separated by a highway, areas of parking and open frontages/gardens. As above as these relationships are proposed would be internally within the estate any resident's would be aware of the relationship.

The existing dwellings at No.62/64, 58/60 and No. 56 would maintain their existing onward view of a car park. The nearest proposed dwelling would be approximately 62 metres away.

Amenity for future occupiers

The house types have been assessed to ensure that they would all comply with the minimum gross internal floor area requirements and associated minimum bedroom dimensions of the 'Technical housing standards – nationally described space standard' (NDSS).

The applicant's have presented a table that compares the proposed house types, to the NDSS in terms of gross internal floor area. For 3 bedroom, 4 person dwellings a minimum internal floor space of 84 square metres is required to comply with NDSS. The Cornbrook house types are 71m², the Bowker house types are 78 square metres and the Hollinwood house type is 83 Square metres. The Newhey, Firswood and Newbold properties all comply with NDSS in terms of gross internal floorspace. Overall 57 dwellings, or 67% of dwellings proposed would be smaller than the gross internal floor area advised by the NDSS.

As the applicant has not provided a table with regards to bedroom sizes the Case Officer has undertaken their own assessment of each house type.

For the Cornbrook (3 bed), all bedrooms would be below the required floor areas. Bedroom 1 and 2 would meet minimum widths. Bedroom 3 would be approximately 13 cm short of the minimum width.

For the Bowker (3 bed) bedroom 2 would meet the required floor area for a single bedroom but bedrooms 1 and 3 do not meet the required floor areas with a 1.9m² deficit for bedroom 1 and a 2.7m² deficit for bedroom 3. Bedroom 1 and 2 would meet minimum widths. Bedroom 3 would be approximately 10 cm short of the minimum width.

For the Hollinwood (3 bed) bedroom 2 would meet the required floor area for a single bedroom but bedrooms 1 and 3 do not meet the required floor areas with a 1m² deficit for bedroom 1 and a 1.3m² deficit for bedroom 3 . Bedroom 1 would be approximately 4 cm short of the minimum width and bedroom 2 and 3 would meet minimum widths.

For the Newhey (3 bed) bedroom 3 would not meet the required floor area with a deficit of approximately 0.9m². Bedrooms 1 and 2 would meet the required floor areas.. All bedrooms would meet the minimum widths.

For the Firswood (4 bed) bedrooms 2 and 4 would not meet the required floor areas with a deficit of approximately 1m² for bedroom 2 and 1.42m² for bedroom 4. All bedrooms would meet the minimum widths.

For the Newbold (4 bed) bedrooms 3 and 4 would not meet the required floor areas with a deficit of approximately 1.1m² for bedroom 3 and a deficit of approximately 1.9m² for bedroom 4 . Bedroom 4 would be approximately 45cm below the minimum width.

The applicant has submitted examples of developments within the vicinity of the site that have been determined and are being built out, or currently working through the planning process where space standards have also not been met. In this instance, given that Bury do not currently have a local plan policy that requires applicant's to adhere to NDSS and the tilted balance that needs to be applied when considering paragraph 11(d) of the NPPF, the non compliance of the dwellings with NDSS is not considered to be so significant that it would warrant refusal of the scheme.

Neighbouring Use

Due to the close proximity of plots 62-84 to the playing fields to the north of the site Sport England have requested a noise assessment, and ball strike assessment to ensure that the proposed residential use would not have an impact on the ability of the neighbouring land to retain it's existing recreational use.

The noise assessment reviewed the suitability of the proposed site for residential development and a noise survey was conducted at the site to quantify the current noise

climate. Noise from the football pitches was also modelled.

The results of the noise survey indicate that all the residential gardens to the proposed development will achieve limits set out within British Standard, and WHO 199 guidelines. Mitigation is proposed for the glazing and ventilation for the bedrooms and living rooms/kitchens on the rear elevations of the dwellings. Details of this mitigation can be provided through condition.

In relation to the ball strike assessment, reasonable worst-case scenarios were identified for the site and a trajectory model was used to predict the flight path of football balls, based on representative kick scenarios. The main area of mitigation proposed is for a 2 metre high boundary to be provided along the boundaries with plots 64-84. This is already shown on the proposed site plan with a 2.1metre high boundary proposed. It is important to note that the recommendation may not stop all balls from landing beyond the site boundary, but it is predicted to significantly reduce their frequency.

Access. highways and parking

UDP Policy EN1/2 - Townscape and Built Design requires the consideration of the design and appearance of access, parking and service provision. This is further supported by UDP Policy H2/2 - The Layout of New Residential Development that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way, and UDP Policy HT6/2 - Pedestrian/Vehicular Conflict that requires developments to reduce pedestrian/vehicular conflict.

Colleagues from within TfGM Highways Forecasting Analytical Services (HFAS) and TfGM Urban Traffic Control (UTC) have reviewed the Transport Statement issued in support of the proposed residential development and the proposed car park and have provided comments in respect of the relevant sections. The Council's Traffic Section have also reviewed the proposal and provided no objections subject to conditions that have been attached.

Highways Overview

The Trip Rate Information Computer System (TRICS) assessment work contained within the Transport Statement demonstrates that the development is likely to result in 38 two-way trips in both the AM and PM peak hours. TfGM HFAS are satisfied that the trip generation and distribution assessment work undertaken is acceptable. TfGM HFAS have confirmed that the traffic diagrams are correct.

TfGM have confirmed that the junction assessment work contained within the Transport Statement is acceptable and demonstrates that there is unlikely to be any capacity issues as a result of the development.

Site observations made by TfGM have confirmed that there is currently a Pelican Crossing nearby on Walmersley Road north of Sunny Avenue. TfGM UTC would recommend that the development contributes towards the upgrade of the Pelican Crossing to a Puffin Crossing and this has been included within the planning obligations section below.

The Transport Statement confirms that the site will be served via the extension and modification of the western end of Parkinson Street, which was previously used to access the school car park. The existing access arrangements will be rationalised and 2 metre footways provided, which is welcomed by TfGM.

TfGM recommend that the footways are continuous to the junction with Wooded Close and that the footways at this junction are improved and upgraded, with the grass verge removed to provide dropped kerbs and tactile paving. Drawing 3642-F01 within the update Transport Statement Addendum V1 show the access and denotes the new kerbs currently proposed.

The Transport Statement contains swept path drawings (3642-SP03 Rev C) within the Addendum V1 which demonstrates that an 11.85 metre refuse vehicle can enter and exit

the site appropriately and safely.

TfGM would also suggest that it may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

Site Accessibility

The nearest bus stops are located within a 5-minute walk of the site on the A56 Walmersley Road, providing services to Holcombe Brook, Burnley, Blackburn Town Centre, Nangreaves, Rawtenstall and Bury at varying intervals.

TfGM would suggest that a review of the bus stops closest to the site on the A56 is undertaken with a view to upgrading / improving any bus stops (as necessary) in the immediate vicinity of the site. This will help to encourage the uptake of public transport by future residents.

In order to maximise the benefits of the site's location in relation to active travel, it should be ensured that the pedestrian and cycling environment is designed to be as safe, convenient and attractive as possible, so as not to discourage people from accessing the site on foot / by bicycle. This should be applied both throughout the site layout, and also between the site and existing active travel networks and can be achieved through measures such as the appropriate use of surfacing materials, landscaping, lighting, signage and road crossings.

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. TfGM have highlighted a number of improvements to the pedestrian environment that could help to encourage the uptake of active travel modes by future residents.

To encourage sustainable travel choices, it is important that the development is accompanied by a full Residential Travel Plan with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Residential Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
- Targets and monitoring arrangements.

TfGM have recommended that should Bury Council be minded to approve this application a condition for the development, submission, implementation and monitoring of a Full Residential Travel Plan within 6 months of occupation be attached to any planning consent.

Parking

In terms of parking standards UDP Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document 11 provides parking standards for developments.

Each dwelling will have 2 off-street parking spaces, provided either to the front or to the side of each property.

There are no set standards for parking associated with recreation provision set out within

SPD 11 and these are determined on individual merits of planning application. 42 spaces are proposed to be provided on this particular site, a further 14 will be provided through application 69387.

Overall, 56 spaces will be provided for use by the football club. The recreation statement provided with this, and the associated applications confirms that a review of fixtures for a typical Saturday has been undertaken by the applicant and indicates that this provision, over the two sites will sufficiently accommodate the clubs parking needs, whilst also recognising that aside from match days, the land will remain vacant. No objections have been raised by Sport England in terms of the number of parking spaces proposed.

Ecology and landscaping

Trees

An Arboricultural Impact Assessment Overview has been submitted with the planning application. This report includes an assessment of all trees, groups of trees and woodland areas within the site and includes a categorisation of the grading of each of the trees U, A, B or C - in accordance with BS5837:2012 Table 1. Category A trees are of high quality, Category B trees are of moderate quality and Category C trees are of low quality. Category U trees are unsuitable for retention.

The report identifies that 17 individual Category C trees need to be removed from the site to facilitate the delivery of the proposal. A further 4 Category U trees have also been identified that should be removed in any event. The report also identifies that a further 9 groups of Category C trees would also need to be removed in order to facilitate the development. This would equate to a further 74 trees. A further group of 5no. Category U trees are also identified as unsuitable for retention. In total approximately 91 trees would need to be removed to facilitate the development.

It should also be noted that enabling works appear to have commenced on site in February 2023 (outside of nesting season) whilst the application was still being reviewed that facilitated the removal of a number of trees to allow for demolition of the buildings on site as soon as possible. It has not been possible to review the extent of which trees have already been removed as the buildings are currently fenced off however it would appear from an enabling works aerial photograph that G2, G3, G5, G9, G7, T5, T4, T6, T7, T8, T9 and part of W1 have already been removed. These trees were not protected and as such no steps could be taken to stop their removal prior to the application being determined however these trees were surveyed as part of the Arboricultural Impact Assessment Overview and had already been identified for removal and as such steps can be taken to provide adequate mitigation for their replacement.

Due to the low quality of the trees to be removed no objections are raised to their removal, subject to adequate mitigation being provided through the means of tree planting through a landscaping scheme. The submitted landscaping plan submitted shows that approximately 83 replacement trees (heavy standard) are proposed at this time. Whilst a landscaping plan has been submitted as part of the application this plan would not lead to a 1:1 replacement for all the trees lost as part of the development. As such a further landscaping plan is required through condition that would request additional tree planting to mitigate for a further 8 trees.

In addition to the individual, and group trees there are three areas of woodland that will be impacted by the proposal. A full assessment of the woodland has been undertaken as part of a ecological walkover survey, however the Arboricultural Impact Assessment Overview identifies that "sufficient" trees within W1 and W3 would be required to be removed as part of the development. The number of trees proposed for removal has not been fully quantified.

A group TPO, TPO No. 304 is located to the south of the proposed development. Whilst most of the boundary of this group TPO is outside of the red edge it does appear to clip plots 49 and 47. Although no TPO trees are shown within these plots within the

Arboricultural Impact Assessment Overview, as the trees within this boundary are protected by means of a TPO, there are further unquantified works proposed to areas of woodland that may be required to facilitate plots 15 and 16, and works within the root protection areas of some areas of woodland are shown on the tree area plan it is considered that a method statement should be submitted, prior to commencement of construction works on site, that fully details all works to all trees on site, any further mitigation that may be required and all protection methods that may be required as part of the development.

Whilst the trees that are required to be removed to facilitate the demolition appear to have already been removed, as there are TPO trees to the south of these buildings it is considered that a condition requiring tree protection methods in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction" to be implemented during demolition should also be attached to any permission. As the trees are approximately 15-25 metres away from the buildings to be demolished it is considered this is sufficient.

Bats

The buildings on site were found to have negligible habitat value for supporting roosting bats due to a lack of suitable external roosting features for crevice-dwelling bats, and lack of suitable internal areas for void-dwelling bats. The trees across the site (including the woodland) were also found to have negligible habitat value for supporting roosting bats due to a lack of features associated with roosting bats such as deadwood and wounds.

The woodland along the southern and western sides of the site will provide suitable foraging and commuting habitat.

An informative will be added to any permission to give guidance on what should be done should a bat be found during the development.

Nesting Birds

The woodland and trees will provide suitable bird nesting habitat. The proposed development could result in the destruction or the disturbance and subsequent abandonment of active bird nests. As such, it is considered that a condition limiting works to trees and shrubs to outside of the bird nesting season should be attached to any permission.

The installation of bird boxes on mature trees would also provide additional nesting habitat, and should be included within any updated landscaping scheme. This detail can be provided through condition.

Invasive Species

A single species listed under Schedule 9 of the Wildlife and Countryside Act is present at site, in two separate locations. Himalayan balsam was identified on the western side of the woodland, on the side of a bank around several seasonal standing water bodies. Himalayan balsam was also identified to the south of the main building complex.

A method statement for the eradication of Himalayan balsam will therefore be required by condition. Due to the close proximity of one area of Himalayan balsam to the buildings to be demolished this will be required prior to commencement of any development, including demolition to prevent the spread of invasive species.

Impact on Habitats and Biodiversity Net Gain

Biodiversity Net Gain is considered by the Department for Environment Food and Rural Affairs (DEFRA) to be an approach to development that aims to leave the natural environment in a measurably better state than before. This is further supported within the planning system by Paragraph 175 of the NPPF which confirms that "development whose primary objective is to conserve or enhance biodiversity should be supported; whilst opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity." As such, it is considered that significant weight should be given to support any development

that can provide measurable net gain.

In terms of providing "measurable net gains" the application is accompanied by a Defra Biodiversity Metric calculation, demonstrating that the scheme will deliver a 20.36% net gain for habitats units and a 100% net gain for linear units. The increase in habitat area units mainly contributes to replacement of areas of grass lawn. A small cut back in areas of woodland and bramble scrub would be offset through the enhanced condition of the retained scrub and woodland parcels through management. There would also be a net gain in linear units, due to the planned short ornamental sections in the landscape proposal. GMEU have assessed the metric provided by the applicant and whilst they are not convinced the gain on site will be met to the extent set out above they do consider that a measurable net gain in biodiversity can be provided on site, provided that the habitats are enhanced and managed as outlined.

In line with the NPPF (paragraph 170 and 175d), enhancements for biodiversity have been demonstrated through this scheme, which appear to be meaningful and measurable as demonstrated by the net gain calculator. To secure long term (30yr) net gains, a Landscape and Ecological Management Plan (LEMP) is secured via a condition.

Given the nature of the site, with a number of proposed trees and the requirement to ensure biodiversity net gain can be secured for 30 years it is proposed to remove permitted development rights from the dwellings in order to protect the vitality of the habitats on site.

Planning obligations

Affordable Housing

UDP Policy H4/1 - Affordable Housing and Supplementary Planning Document 5 - Affordable Housing Provision in New Residential Developments with the First Homes Policy Position Statement, require that the development provides 25% affordable housing (21 homes), of which 25% should be First Homes (5.25 homes).

The proposed development is comprised of 84no new family homes, 25% of which are to be affordable housing (21no homes), complimented by 75% full open market sale homes (63no. homes), and relates to land at the site of the Former Seedfield Resource Centre, Bury. The proposed development will deliver the following affordable housing mix:

- 9no 3 Bed Homes for Shared Ownership - to be 'Gifted' to Bury Council in partial lieu of a capital receipt
- 6no 3 Bed Homes for Affordable Rent - to be disposed of to an RP Partner via competitive process
- 6no 4 Bed Homes as First Homes - to be sold directly by Hive Homes on a discounted in perpetuity basis

Recreation Provision

UDP Policy RT2/2 - Recreation Provision in New Housing Development, updated by Supplementary Planning Document 1 - Open Space, Sport and Recreation Provision in New Housing Development requires 2.4 hectares of Public Open Space (POS) per 1,000 population. On-site provision will only be considered in exceptional circumstances.

The proposed development also intends to provide a S106 commuted sum of £235,231.36 towards delivery of off-site recreational facilities. The scheme has also attracted £995,000 of brownfield land funding via agreement with the Greater Manchester Combined Authority (GMCA) in order to ensure viability of the scheme. Noting the land value agreed with Bury Council for acquisition of the site, alongside 25% affordable housing provision and the £235,231.36 S106 contribution towards off-site recreation facilities, it has been determined that the proposed development cannot afford to make any further planning gain contributions without making the scheme financially unviable to deliver.

Highways

Site observations made by TfGM have confirmed that there is currently a Pelican Crossing

nearby on Walmersley Road north of Sunny Avenue. TfGM UTC would recommend that the development contributes towards the upgrade of the Pelican Crossing to a Puffin Crossing to further encourage travel to and from the site by sustainable modes. Additionally, the upgrade of the crossing will facilitate safe access to the southbound bus stops, along with safe access to the nearby Primary School. The estimated cost of the upgrade is circa £50k (civils work - £20k and signals £30k).

Drainage

Following United Utilities' review of the proposed site layout, concerns were raised regarding the proximity of the development to their wastewater assets. As such a condition has been requested by United Utilities for the submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme prior to commencement of development.

Contaminated Land

The site is currently occupied by the former Seedfield Centre and playing fields. Current uses in the surrounding area include residential properties, the East Lancashire Railway and Burrs Country Park. Previous uses at the site have included open land, a spring, stream/land drain, tanks (1937 map), and a former high school and playing fields which is now the Seedfield Centre. While in the surrounding area previous uses have included a railway line and a cotton and later paper mill. The site is located within 250m of a known landfill site and is in close proximity to the River Irwell. A small tributary to the River Irwell issues from the southern boundary of the site. The site is situated over Glacial Till and Glaciofluvial Sand and Gravel Deposits over the Old Lawrence Rock and Lower Coal Measures Secondary A aquifers. A fault runs through the centre of the site and part of the site is located within a Category 3 Radon Affected Area. As the site has previously been developed it is likely that deposits of made ground are present on the site. The Radon Map for the UK has recently been updated. This site now falls within an area where 3-5% chance of a house having a Radon concentration above the Action level of 200 Bq m³.

A Desk Study Report and a Site Investigation Report have been submitted and in line with the National Planning Policy Framework, as the site is proposed for a sensitive end use the Environment Section recommend that conditions in relation to the submission of a site investigation, risk assessment and remediation strategy, and implementation of the remediation strategy are attached to any permission.

Crime and design

Greater Manchester Police have raised no objection to the proposal, subject to a condition in relation to the construction of the proposal in accordance with the recommendations set out within sections 3 and 4 of the Crime Impact Statement (CIS) which include recommendations in relation to access points, defensible space, physical security, boundaries, landscaping and lighting.

Conclusion

The site is a previously developed, Green Belt site. The new development would be less impactful and when applying the tilted balance would provide a contribution to housing provision. The documentation submitted with the application has been assessed by TfGM and the Traffic Section and no severe highways impacts have been identified.

Response to neighbours

It is considered that the material planning considerations in relation to access and traffic via Parkinson street, mixture of houses, Green Belt, ecology, recreation provision and use of the site have been considered within the main body of the report.

A construction traffic management plan has been conditioned, and an informative in relation to The Control of Noise Regulations 1975, Section 60. Control of Noise on Construction Sites has been added to deal with the comments in relation to noise and construction.

A Map from Ian Lord has also been submitted with some of the objections that shows a

secondary access from Arley Avenue. This map was in response to discussions about putting in secondary emergency access for the whole site however this proposal would only build on the school site and the existing playing fields would be retained. This plan has also been misinterpreted. It is not a second access it is an emergency access which would not be utilised as an access point for the site on a day to day basis.

A letter was sent to the secretary of the TRA on the 19th May 2023 in relation to the amendments.

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

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

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before construction is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
3. This decision relates to drawings numbered:
SL01-RevB, CPS1, SPS-01, FB02, NR01, BW01. TREEDEM-01, BTC2412-TCP, EX-01 RevA, S22-080, Seedfield Centre 00(2nd floor Sheet B1), Seedfield Centre 00 (Ground floor Sheet A2), Seedfield Centre 00 (Ground floor Sheet A1), Seedfield Centre 00 (Ground floor Sheet B1), Seedfield Centre 00 (Ground Floor Sheet B2), Seedfield Centre 00 (1st floor), Seedfield Centre 00 (1st floor Sheet A1), TG01, FB01, Net Boundary Plan received 24th February 2023, Seedfield Existing Site Plan received 17th November 2022, NH-VAB-001 RevB, NH-VAB-002 RevB, PL01 - Proposed site layout topographical, TA01 RevA, LS002 Sheet one of two RevC, LS002 Sheet 2 of 2 RevC, PL01 Rev Q - Proposed site layout colour, NH-ALTB-001 RevB, LU01 RevE, RM01 RevE, HL01 RevF, NB001 RevA, NB002 RevA, NH001 RevB, CS01 - 1:500 Sections RevC, CS01 RevC (2 of 2), CS01 RevC (1 of 2), BD01 RevE, MP01 RevE, BO-ALT-001 RevC, HW-001 RevC, CO-END-001 RevE, CO-MID-001 RevC, FI-001 RevD, BO-END-001 RevG, SS01 RevD, PRHS01 RevC, PL01 RevQ - Proposed site layout black and white

Documents:

Biodiversity Metric 4.0 received 12th June 2023

File Note: BNG for Seedfield, Parkinson Street, Bury, BL9 6NY dated 12th June

2023

Proposed Biodiversity Net Gain Seedfield v1.2 received 12th June 2023

Baseline BNG Seedfield received 12th June 2023

Affordable Housing Statement dated June 2023

Planning Statement received 19th May 2023

Recreation and Estates Planning Statement: Seedfields Housing Development dated 18 May 2023

Parkinson Street, Bury, Residential Development Ambient Noise & Building Envelope Assessment J004383-7028-TD-01

Transport Statement received 15th May 2023

Proposed residential development, The Seedfield Centre, Bury Transport Statement - ADDENDUM V1 received 15th May 2023

Ecological Walkover Survey dated 09/05/2023

Ball Trajectory Analysis for Football pitches near Parkinson Street, Bury LSUK.22-0680

Preliminary Roost Feature Assessment and Tree Endoscope Survey File Note 22/12/2022

Preliminary Ecological Appraisal and Preliminary Roost Assessment Issue 4 21/02/2023

Preliminary Roost Assessment Issue 2 22/02/2023

TPO overlay

Design and Access Statement Revision A

NDSS Table received 24th February 2023

Arboricultural Impact Assessment Overview February 2023

211104-EDGE-XX-XX-RP-C-0001_FLOOD RISK ASSESSMENT[P01]

Crime Impact Statement 2022/0007/CIS/01 Version A

and the development shall not be carried out except in accordance with the drawings hereby approved.

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

4. No development other than demolition 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. Each dwelling hereby approved shall be provided with 1 electric vehicle (EV) charge point (minimum 7kW*) prior to its occupation.
*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 61851-1:2019 to be used.
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.
7. No development, other than demolition, shall commence unless and until details of a sustainable surface water drainage scheme and a foul water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.
The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.
Prior to occupation of the proposed development, the drainage schemes shall be implemented and available for use in accordance with the approved details and retained thereafter for the lifetime of the development.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
8. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.
The development shall subsequently be completed, maintained and managed in accordance with the approved plan.
Reason. To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

9. The development hereby approved shall be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement, ref.2022/0007/CIS/01, Version A dated 06.09.22, unless otherwise agreed in writing by the Local Planning Authority, and the agreed measures shall be retained and maintained thereafter.
Reason. In the interests of crime prevention and community safety, having regard to the National Planning Policy Framework Chapter 8 - Promoting healthy and safe communities.
10. Notwithstanding the submitted landscaping scheme shown on plan numbers LS002 Sheet one of two RevC, LS002 Sheet two of two RevC, no development, other than demolition, shall commence unless and until an amended soft and hard landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The contents of the plan should include the provision of 91no. native trees of a heavy standard and shrub planting and the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building 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. This condition can be satisfied in phases.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
11. Notwithstanding the details indicated within the Arboricultural Impact Assessment Overview no development, other than demolition, shall commence unless and until an Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. This statement shall include all proposed works to trees and full details of protection in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction" including the specification, location and phasing for the installation of tree and hedge protection measures and a schedule of all proposed tree and hedge works, including the reason for such works. The works shall be implemented in accordance with the approved details.
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.
12. All trees to be retained on site shall be protected during demolition 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.
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 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.

14. No development, other than demolition, shall commence unless and until a lighting plan for any proposed new external lighting has been submitted to and agreed in writing by the Local Planning Authority. The lighting scheme shall be designed to minimise impact on nocturnal wildlife, in line with best practice guidance and the guidance within the Ecology Report.
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.
15. No development shall commence unless and until full details of a scheme for the eradication and/or control of Himalayan Balsam is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. The scheme does not provide full details of the actual extent of the 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.
16. No development, other than demolition, shall commence unless and until a Landscape and Ecological Management Plan (LEMP) (or equivalent) has been submitted to approved in writing by the Local Planning Authority. The contents of the LEMP shall include information which demonstrates the creation or management of habitats to secure a meaningful and measurable net gain for biodiversity, in line with the principles established in File Note:BNG for Seedfield dated 12th June 2023.

The LEMP should include:

- a. Description and evaluation of features to be managed.
- b. Ecological trends and constraints on site that might influence management.
- c. Aims and objectives of management.
- d. Appropriate management options for achieving aims and objectives.
- e. Prescriptions for management actions for all habitats for a period of no less than 30 years.
- f. Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period).
- g. Details of the body or organization responsible for implementation of the plan.
- h. Ongoing monitoring and remedial measures.

The LEMP shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason. To ensure improvements in the biodiversity of the site pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

17. No development shall commence unless and until a Construction and Environmental Management Plan (CEMP) has been submitted to and approved by the Local Planning Authority. The plan shall delineate the construction zone and

set out measures to be taken to minimise the possibility of pollution and tree damage during construction. The approved plan only shall be implemented prior to the commencement of any works and maintained for the duration of the build out of the development. This condition can be satisfied in phases.

Reason. Information not submitted at application stage. To ensure a safe and satisfactory development of the site in relation to the protection of the trees and woodland within the site from any pollutants and construction disturbance which may cause risk, pursuant to Policy 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. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order and Classes A to F of Part 2 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.
Reason. To avoid the loss of habitats created through biodiversity net gain mitigation which are of amenity value to the area pursuant to Chapter 15 - Conserving and enhancing the natural environment of the NPPF.
19. The residential accommodation hereby approved for plots 62-84 shall include acoustic glazing and acoustically treated ventilation in accordance with the submitted Ambient Noise & Building Envelope Assessment Report Reference No. J004383-7028-TD-01. The acoustic attenuation scheme hereby approved shall be implemented in full and available for use before use of the residential premises first commences.
Reason. To protect the amenity of the occupants of the premises once the development hereby approved is occupied pursuant to Bury Unitary Development Plan Policy EN7/2 - Noise Pollution.
20. Notwithstanding the details indicated on the approved plans, no development other than demolition shall commence unless and until full details of the following have been submitted to a scope and specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:
 1. Formation of the access onto Parkinson Street, incorporating the provision of adequate arrangements at the interface with the adopted highway at Woodward Close and Wooded Close, alterations to the property boundaries at No.'s 62/64 Woodward Close and associated accommodated works, provision of visibility splays appropriate for a design speed of 20mph, demarcation of the limits of the adopted highway, tactile paved crossing points, give-way markings and alterations to existing road markings (subject to the requirements of the scheme of 20mph traffic calming measures) and all associated highway and highway drainage remedial works;
 2. In the event that the site access/estate roads are not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;
 3. In the event that any retaining structures are required that abut/are sited in close proximity to the adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
 4. Provision of a street lighting assessment to a scope and specification to be agreed for the junction of Parkinson Street with Walmersley Road, Parkinson Street between Walmersley Road and the site access and the proposed residential estate roads for, and, where necessary, a scheme of improvements;
 5. Review of need for the introduction of waiting restrictions to scope to be

- agreed at the junction of the site access with Woodward Close and Wooded Close, including, if required, all necessary road markings and signage;
6. A scheme of 20mph traffic calming measures on Parkinson Street and the proposed estate roads to a scope and specification to be agreed, incorporating the formation of speed tables at all appropriate junctions, road markings and signage as required.

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

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, 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 Bury Unitary Development Plan Policies Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.

21. In the event that it is intended for the proposed residential estate roads to be considered for adoption by the Council, notwithstanding the details indicated on the approved plans, no development other than demolition 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 to the Local Planning Authority:
 1. Formation of the proposed estate roads (including any necessary land filling operations and method of compaction), incorporating minimum 5.5m carriageway and 2.0m footway widths;
 2. Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads to ensure that adoptable gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at each junction within the development and at the interface with the adopted highway;
 3. Demarcation of the limits of adoption at all relevant locations;
 4. Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all internal junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
 5. Provision of adequate levels of visibility at the back edge of the footway at Plots 27, 38 & 39;
 6. Swept path analysis of the proposed estate roads to ensure that an 11.85m long refuse collection vehicle can pass a private car at all points, the bend and manoeuvre at all turning heads;
 7. Facilities for the storage of bins on collection day at the interfaces of all shared accesses with the proposed adopted highway;
 8. Provision of a scheme of measures/boundary treatment at the interface of the Seedfield football pitches car park with the adopted highway to prevent vehicle encroachment of the adjacent footway, incorporating foundations that do not encroach under the adopted highway;
 9. Proposed planting/surfacing details and management/maintenance arrangements for all landscaped/car parking areas abutting the proposed adopted highway;
 10. Proposed porous/permeable shared driveway/hardstanding materials and/or measures to prevent the discharge of surface water onto the adopted highway.

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

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, 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 Bury Unitary Development Plan Policies Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape

and Built Design, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.

22. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
 2. Access route for all demolition/construction vehicles to the site from the Key Route Network, including the need to prohibit the use of the residential estate roads to the north of Parkinson Street;
 3. Access point/arrangements for demolition/construction traffic from Parkinson Street, taking into consideration the need to maintain safe pedestrian/vehicular access to the adjacent Seedfield football pitches/car park, and all temporary works required to facilitate access for demolition/construction vehicles;
 4. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to the adjacent Seedfield Football Pitch car park;
 5. The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway;
 6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto/along Parkinson Street;
 7. Confirmation of hours of operation and number of vehicle movements;
 8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
 9. 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;
 10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

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

23. Notwithstanding the details indicated on approved plan reference 21-040 SPS-01, prior to first occupation of the relevant plots hereby approved, a sprinkler/misting system to meet the requirements of BS 9251:2014 or other subsequent standard that meets the requirements of Greater Manchester Fire and Rescue Service and deemed suitable to overcome the site's emergency access deficiencies, shall be installed in all dwellings located in excess of 250m from the junction of Parkinson Street with Seedfield Road and shall thereafter be maintained at all times.
- Reason. In the interests of fire safety and to ensure the safe and satisfactory

development of the site and for its future occupiers pursuant to Bury Unitary Development Plan Policies Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and National Planning Policy Framework Chapter 8 - Promoting healthy and safe communities.

24. Notwithstanding the details shown on the approved plans, the existing car park to the north of the entrance to the site shall be retained and made available for use at all time for users of the playing fields until the new car park can be constructed and/or similar provision is made available for use. Details of the construction of the new car park, including details of closure, time scales for construction, and a management plan for offsetting the parking needs of the users of the playing fields during construction shall be submitted to, and approved in writing by the Local Planning Authority prior to commencement of this aspect of the development. The approved plan shall be adhered to throughout the construction period.
Reason. To ensure adequate off-street car parking provision for the adjacent Seedfield football pitches, in the interests of road safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development, RT1/1 - Protection of Recreation Provision in the Urban Area, HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.
25. In the event that it is not intended for the proposed residential estate roads to be considered for adoption by the Council, no development other than demolition shall commence unless and until details of the proposed arrangements for future management and maintenance of the proposed estate road within the development have been submitted to and approved by the local planning authority. The estate road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.
Reason. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.
26. The turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are first occupied 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 H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.
27. Minimum hardstanding lengths of 5.0m at all dwellings (10.0m when in tandem) shall be provided to the written satisfaction of the Local Planning Authority and thereafter maintained.
Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and/or to allow adequate space to maintain a vehicle clear of the highway in the interests of pedestrian safety pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.
28. The car parking indicated on the approved plans shall be surfaced and made available for use prior to the each dwelling/part of the site to which it relates being

occupied 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.

29. Bin storage arrangements shall be provided within the curtilage of each dwelling in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design and H2/2 - The Layout of New Residential Development.

30. Within 6 months of the first occupation of the dwellings hereby approved a Residential Travel Plan shall be submitted to, and agreed in writing by the Local Planning Authority. A Residential Travel Plan should include:

1. A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;
2. Appropriate management structures;
3. Detailed time frames for the delivery;
4. Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and
5. Targets and monitoring arrangements.

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

Reason. Information not submitted with the planning application. To encourage sustainable travel choices pursuant to Bury Unitary Development Plan Policy HT3 - Public Transport.

31. No development shall commence on site until the access arrangements onto the playing field and the car parking as approved under planning permission ref: 69387 have been implemented in full and made available for use at all times for all users of the playing field.

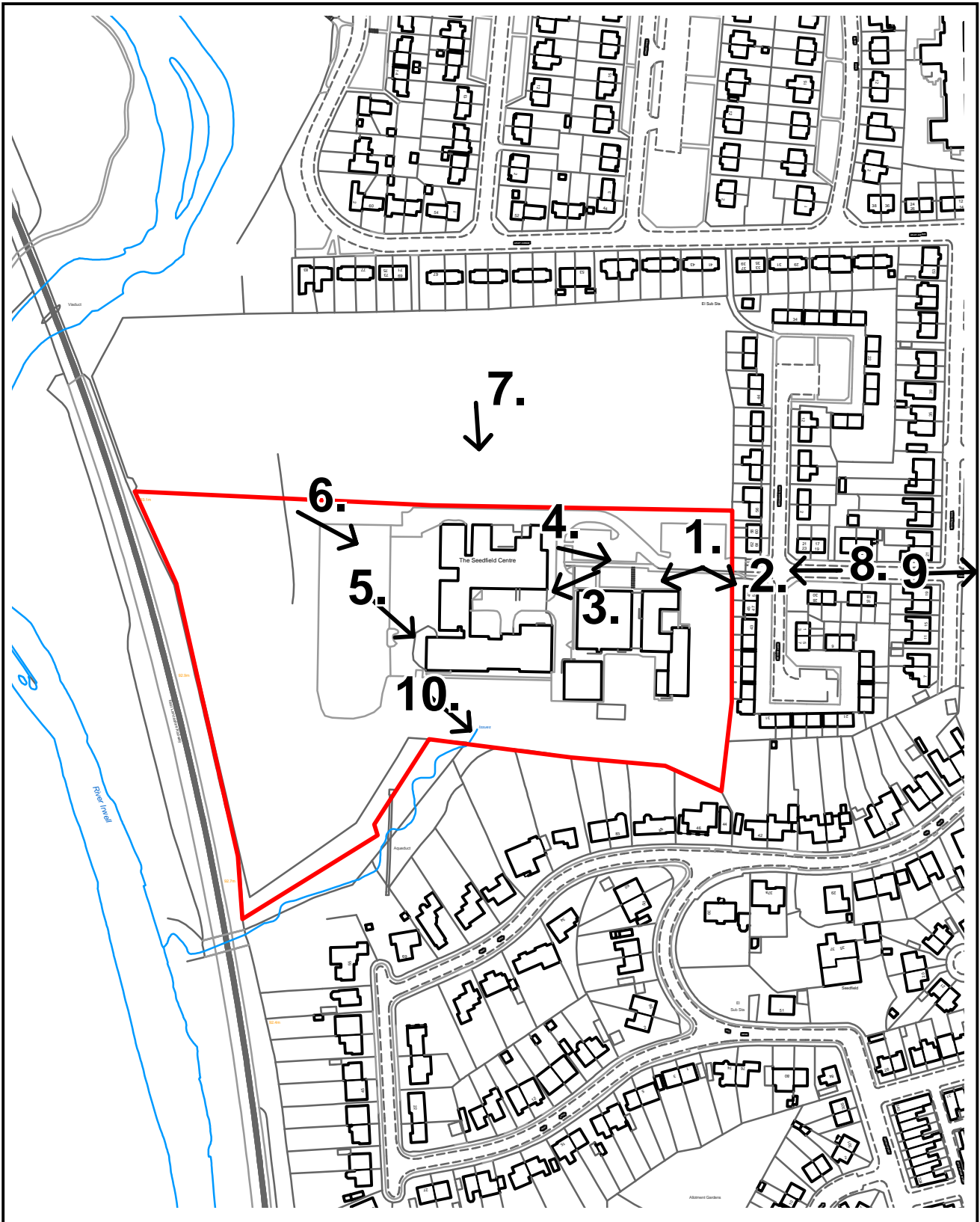
Reason. To ensure the satisfactory accessibility of compensatory provision which secures a continuity of use of the playing field and to accord with paragraph 99 of the NPPF.

32. No development shall commence above foundation level of any of the dwellings hereby approved until the provision of the replacement facilities as approved under planning permissions ref: 69333 have been implemented in full and made available for use at all times for all users of the playing field.

Reason. To ensure the satisfactory accessibility of compensatory provision which secures a continuity of use of the playing field and to accord with paragraph 99 of the NPPF.

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

Viewpoints - Item 05



PLANNING APPLICATION LOCATION PLAN

APP. NO 69079

ADDRESS: Land off Parkinson Street
Bury

Planning, Environmental and Regulatory Services

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



Item 05 – 69079

Photo 1



Photo 2



Item 05 – 69079

Photo 3



Photo 4



Item 05 – 69079

Photo 5



Photo 6



Item 05 – 69079

Photo 7



Photo 8



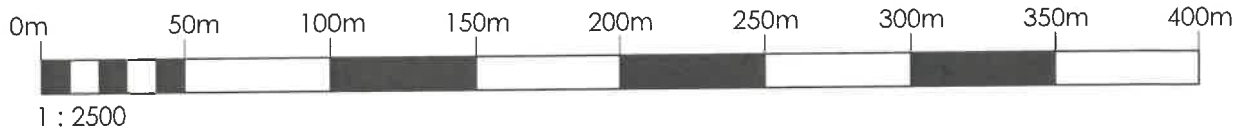
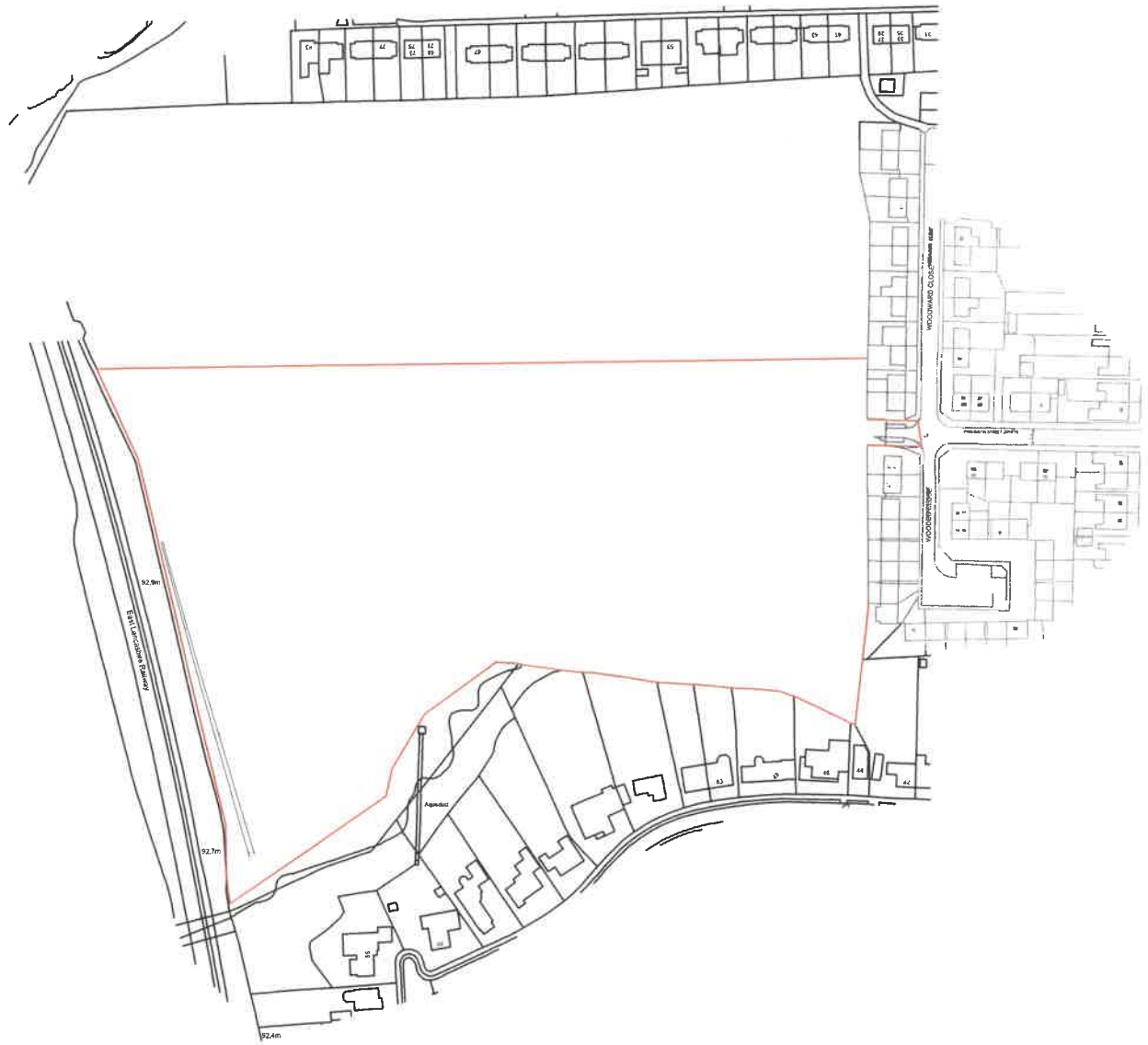
Item 05 – 69079

Photo 9



Photo 10





— Application site boundary

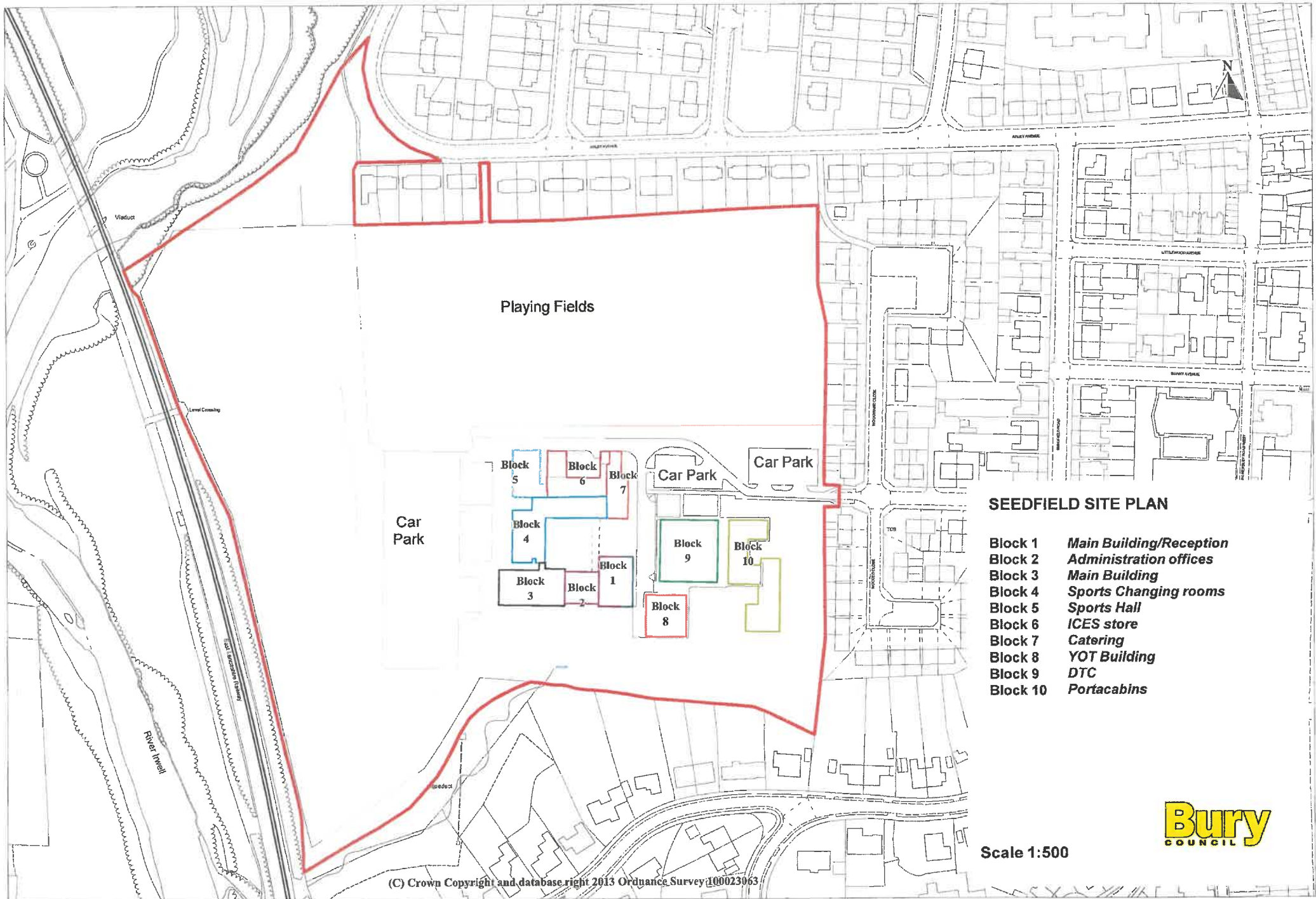
PLANNING

Client:
HIVE HOMES
Project:
PARKINSON STREET, BURY
Drawing Title:
SITE LOCATION PLAN

 **associates limited**
architecture | building surveying | urban design

burnaby villa ■ 48 watling street road ■ fulwood ■ preston ■ pr2 8bp
tel: 01772 774510 fax: 01772 774511 email mck@mckassociates.co.uk

Drawn: WL	Checked:	Scale: 1:2500	Date: DEC 2021	Job No: 21-040	Drawing No: SL01	Rev: B
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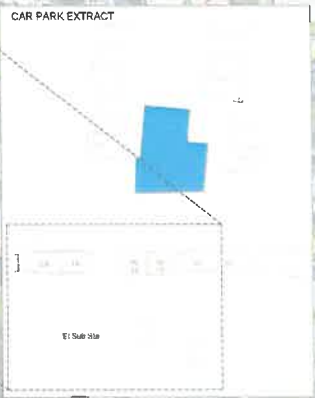
SEEDFIELD SITE PLAN

- Block 1** *Main Building/Reception*
- Block 2** *Administration offices*
- Block 3** *Main Building*
- Block 4** *Sports Changing rooms*
- Block 5** *Sports Hall*
- Block 6** *ICES store*
- Block 7** *Catering*
- Block 8** *YOT Building*
- Block 9** *DTC*
- Block 10** *Portacabins*

Scale 1:500



mck associates limited
 1100-1275 Commercial Street, Suite 200, Victoria, BC V8W 2E1
 TEL: (250) 383-3333 FAX: (250) 383-3334
 WWW: www.mckassociates.com



6.12 Acres (26697 Sqm)

Hard Standing Surface

(B1) Building 1 - 2774.24 Sqm	Existing Building Heights (Approx from lowest to highest point) Building 1 - 13.5m
(B2) Building 2 - 775.59 Sqm	Building 2 - 8.8m
(B3) Building 3 - 510.34 Sqm	Building 3 - 3.2m
(B4) Building 4 - 345.87 Sqm	Building 4 - 8m
Container - 52.24 Sqm	
Tarmac / Concrete - 9834.67 Sqm	
Total building footprint (1 - 4) = 4706.14 sqm	
Total hardstanding including b. footprint & container = 14604.35 sqm	

Soft Landscape Surface

21508.65 Sqm
887.44 Sqm

Scale 1:500

Transplanted Existing Hard-standing outside of red edge
 Area = 187.91 Sqm

Car Park Area (Extract)
 Area = 385.4 Sqm

DATE: 04/01/21
 BY: [Signature]
 CHECKED BY: [Signature]

mck associates limited
 ARCHITECTURE | ENGINEERING | INTERIORS | PLANNING | LANDSCAPE ARCHITECTURE

1100-1275 COMMERCIAL STREET, SUITE 200
 VICTORIA, BC V8W 2E1
 TEL: (250) 383-3333 FAX: (250) 383-3334
 WWW: WWW.MCKASSOCIATES.COM

**PARKINSON STREET
 BURY**

EXISTING SURFACE AREAS & BUILDING HEIGHTS

DATE:	04/01/21
BY:	[Signature]
CHECKED BY:	[Signature]
SCALE:	A

PLANNING

Schedule of Accommodation					
Name / Bales name	Code	Units	sqft	Total	Total sqft
Customs Serv	Co Serv	3	787	6	4542
Customs End	Co End	3	782	6	4542
Customs Mid	Co Mid	3	782	6	4542
Customs End	Co End	3	837	22	13026
Boiler Alternative	Co AB	3	837	1	751
Household	Co	3	800	18	17400
Household	Co	1	623	1	2768
Household	Co	3	998	1	938
Household	Co	3	938	1	938
Household	Co	4	1112	1	1792
Household	Co	4	1131	1	4024
Household	Co	4	1131	1	2362
		Total		88	138880
				9.11	ACRES
				8.14	ACRES
				3.87	ACRES

general notes:
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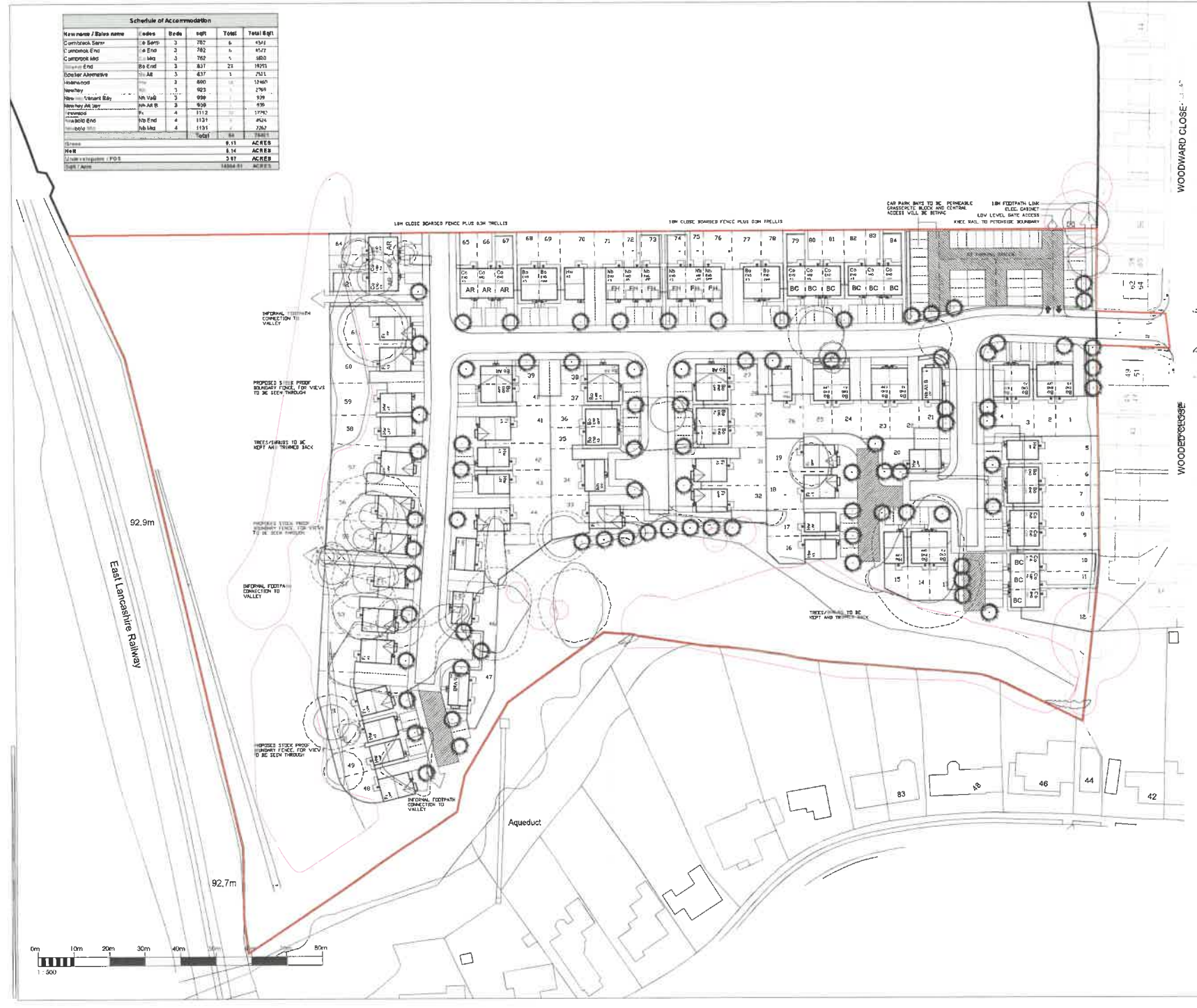


- KEY**
- Land Ownership
 - Existing trees to be retained
 - Indicative planting
 - Indicative hedging
 - Existing trees to be removed
 - Overhead shared drives

AFFORDABLE HOUSING

- BC Bury Council
- FH First Homes
- AR Affordable Rent

- 1620/005
- 1620/006
- 1620/007
- 1620/008
- 1620/009
- 1620/010
- 1620/011
- 1620/012
- 1620/013
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- 1620/040
- 1620/041
- 1620/042
- 1620/043
- 1620/044
- 1620/045
- 1620/046
- 1620/047
- 1620/048
- 1620/049
- 1620/050



mck associates limited

buraby villa # 43 watling street road # fabwood # Preston # pr2 8hp
 tel 01772 774510 fax 01772 774511 email mck@mckassociates.co.uk

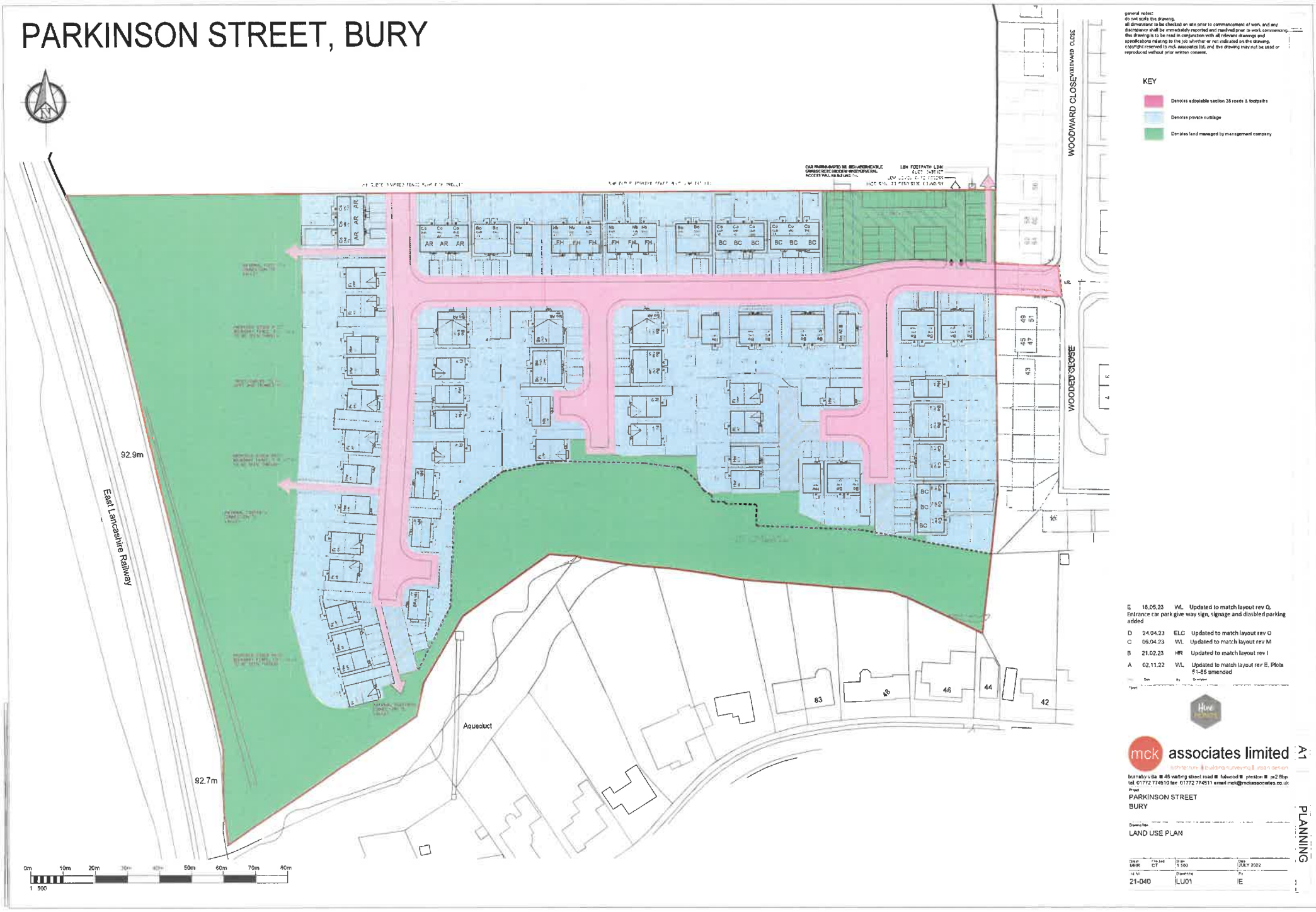
PARKINSON STREET
 BURY

Planning No: **PROPOSED SITE LAYOUT**

Drawn	Checked	Date	Date
A.L.	PL-01	11/20	17/04/2022
Scale		1:500	
21-040			

A1
PLANNING

PARKINSON STREET, BURY



general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work, and any discrepancy shall be immediately reported and resolved prior to work commencement.
this drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on this drawing.
copyright reserved to mck associates ltd, and this drawing may not be used or reproduced without prior written consent.

- KEY**
- Denotes sublease section 38 roads & footpaths
 - Denotes private curbside
 - Denotes land managed by management company

CAR PARKING TO BE DEMONSTRATED
ON COMPLETE SITE DEVELOPMENT
ACCESS VIAL RELEVANT
LHM FOOTPATH LINK
LHM 4.1.1.1.1
LHM 4.1.1.1.2
LHM 4.1.1.1.3
LHM 4.1.1.1.4
LHM 4.1.1.1.5
LHM 4.1.1.1.6
LHM 4.1.1.1.7
LHM 4.1.1.1.8
LHM 4.1.1.1.9
LHM 4.1.1.1.10
LHM 4.1.1.1.11
LHM 4.1.1.1.12
LHM 4.1.1.1.13
LHM 4.1.1.1.14
LHM 4.1.1.1.15
LHM 4.1.1.1.16
LHM 4.1.1.1.17
LHM 4.1.1.1.18
LHM 4.1.1.1.19
LHM 4.1.1.1.20

- E 16.05.23 WL Updated to match layout rev Q. Entrance car park give way sign, signage and disabled parking added
- D 24.04.23 ELC Updated to match layout rev O
- C 05.04.23 WL Updated to match layout rev M
- B 21.02.23 HR Updated to match layout rev I
- A 02.11.22 WL Updated to match layout rev E. Plot 5-8S amended


 architects • building surveyors • urban designers
 burnaby • n/a • 48 walling street road • falwood • preston • p2 8fp
 tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk
 www: PARKINSON STREET
 BURY

Drawn by: _____
 Date: _____
LAND USE PLAN

DATE	DESIGN	SCALE	DATE
21-04-20	IL/LO1	1:500	JULY 2022

A1 PLANNING

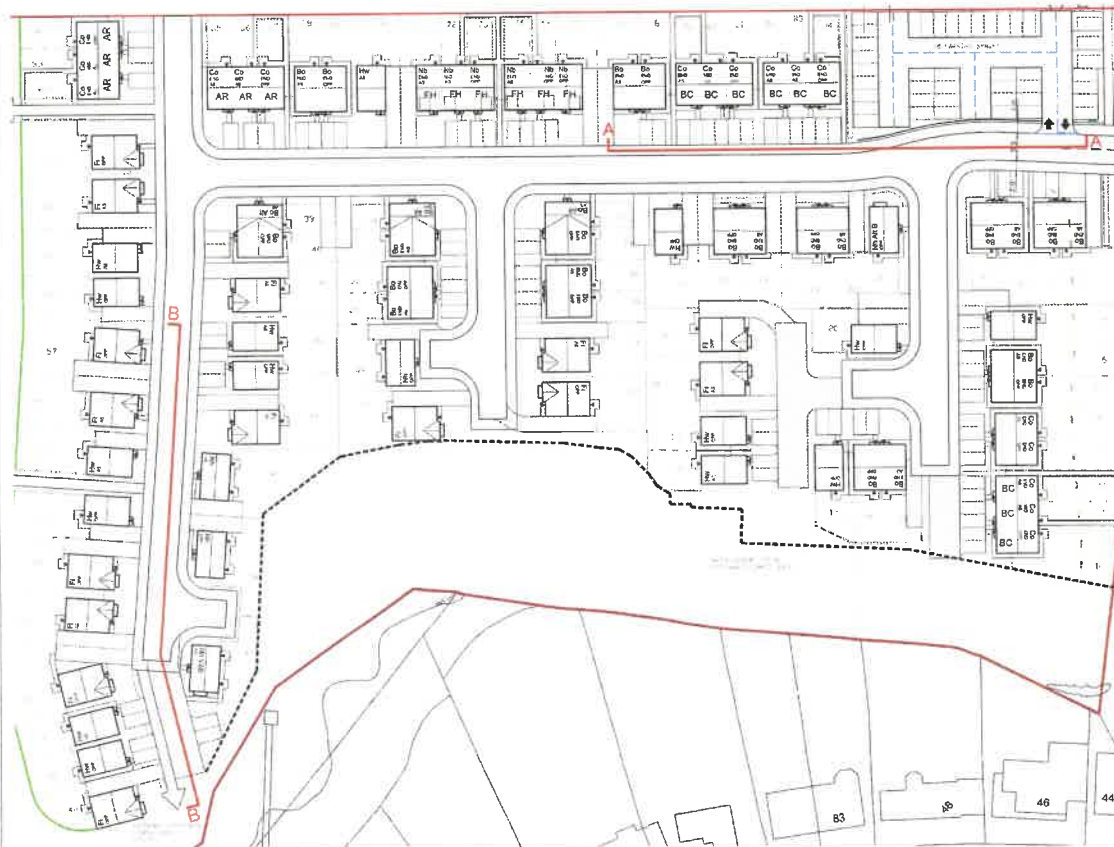
PARKINSON STREET, BURY



STREETSCENE A-A



STREETSCENE B-B



general notes:
do not scale the drawing.
all dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing.
the drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing.
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- D 18.05.23 WL Updated to match layout rev Q. Entrance car park give way sign, signage and disabled parking added
- C 25.04.23 WL Updated to match layout rev M
- B 05.04.23 WL Updated to match layout rev M
- A 02.11.22 WL Updated to match layout rev E. Plots 51-56 amended

Rev Dim By Date
C:Rev

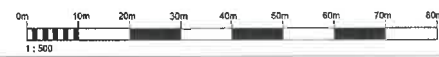


mck associates limited A1

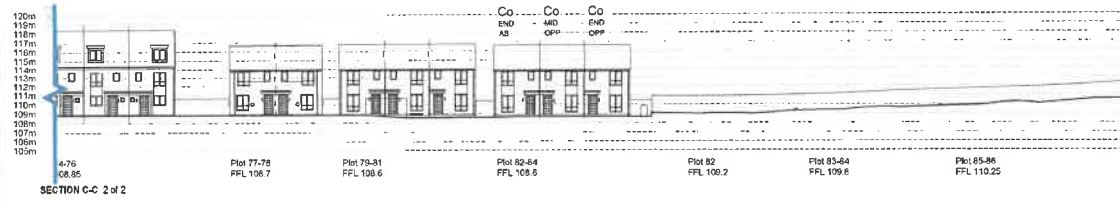
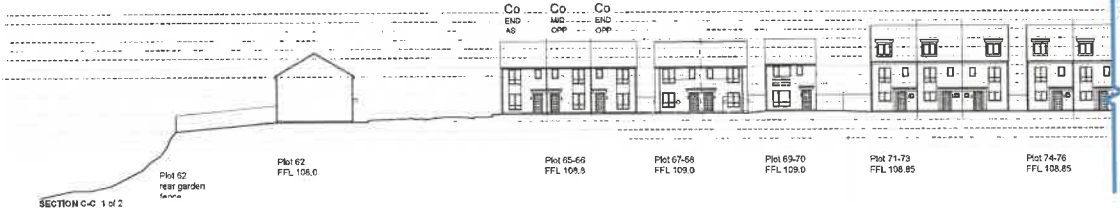
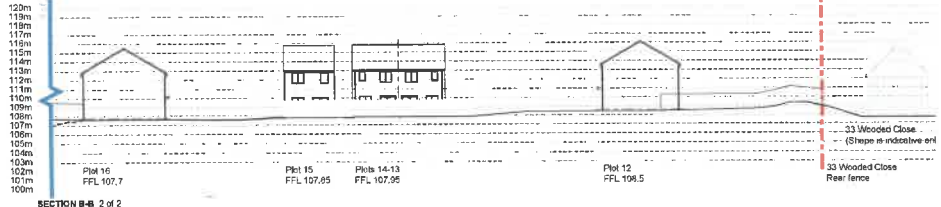
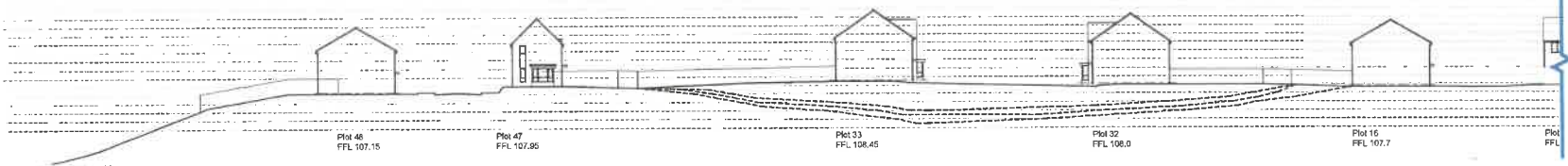
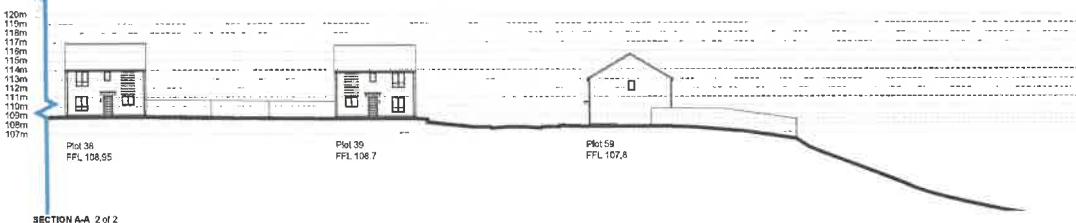
incorporated in the United Kingdom
burby: suite 14-18 walking street 10 • salwood • orkney • sc2 8sp
tel: 01772 774510 fax: 01772 774511 email: mck@mckassociates.co.uk

Project: PARKINSON STREET BURY
Drawing for: STREETSCENE

Scale: 1:500
Date: 21-04-2023
Drawing No: SS01
Rev: D



PLANNING



Notes:
1. All dimensions are to be taken from the centre of the plot unless otherwise stated.
2. All dimensions are to be taken from the finished floor level unless otherwise stated.
3. All dimensions are to be taken from the finished floor level unless otherwise stated.
4. All dimensions are to be taken from the finished floor level unless otherwise stated.
5. All dimensions are to be taken from the finished floor level unless otherwise stated.

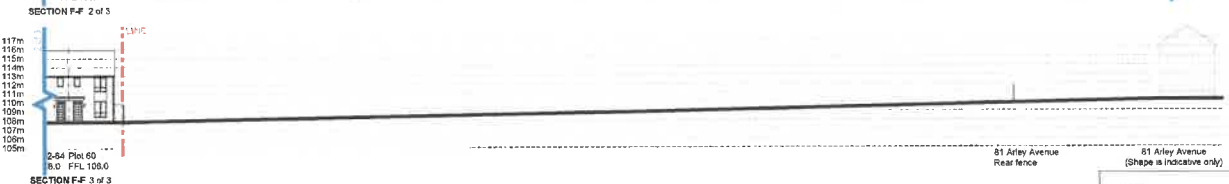
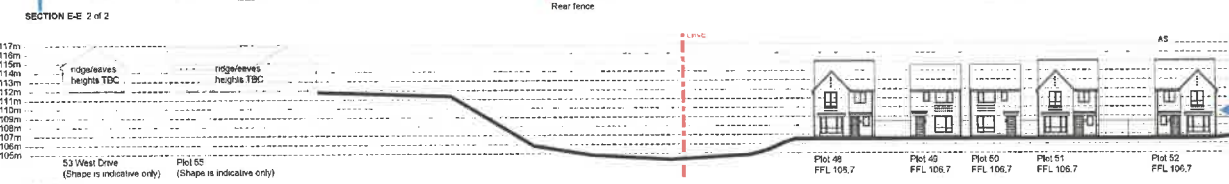
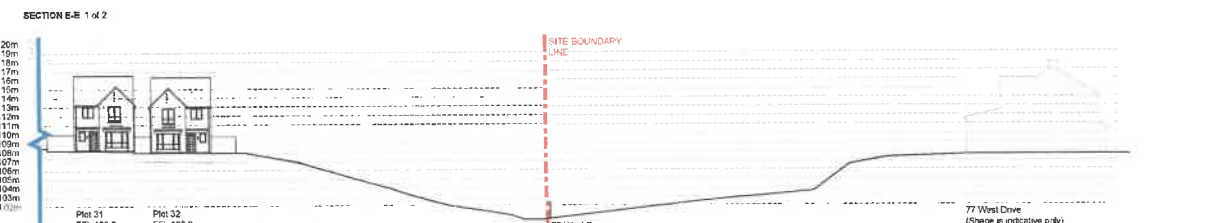
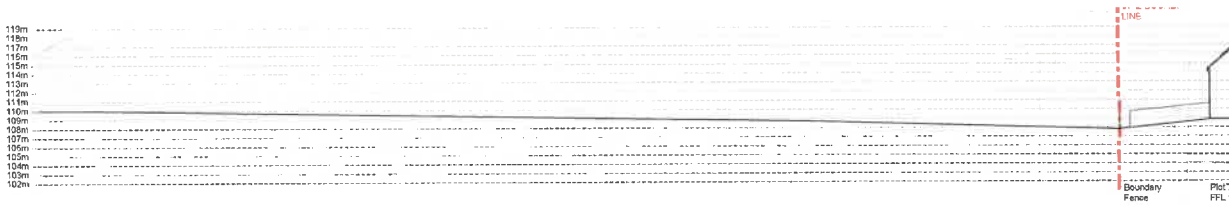
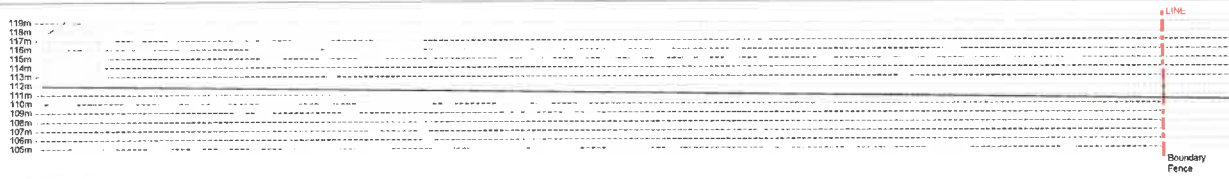
NOTE:
PLEASE NOTE, SECTIONS
ARE INDICATIVE ONLY
SUBJECT TO FINAL
ENGINEER FINISHED FLOOR
LEVELS

C 18.05.23 WL Updated to match level 107.0
B 25.04.23 WL Updated to match level 107.0
A 06.05.23 WL Updated to match level 107.0

mck associates limited
ARCHITECTS, PLANNERS, ENGINEERS, INTERIORS
BURY
PARKINSON STREET
BURY
INDICATIVE SECTIONS
Sheet 1 of 2

DATE	DESCRIPTION	BY	CHK
21/04/23	001		

PLANNING



Scale of Plot
 1:1000
 All drawings are to be read in conjunction with the Contract Documents. The Contractor shall be responsible for checking the accuracy of the information provided and for ensuring that the drawings are in accordance with the Contract Documents. The Contractor shall be responsible for checking the accuracy of the information provided and for ensuring that the drawings are in accordance with the Contract Documents.

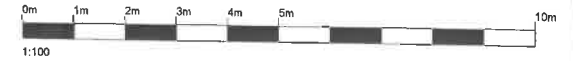
© 18.05.23 WJ. Updated to match layout rev C.
 Entrance car park, five way tree, three and double parking added.
 B 24.04.23 WJ. Updated to match layout rev D.
 A 08.05.23 WJ. Updated to match layout rev H.
 18/05/23

associates limited
 100 Park Street, Bury, Greater Manchester, M9 6PU
 Tel: 0161 261 1111 Fax: 0161 261 1112
 Email: info@associateslimited.co.uk

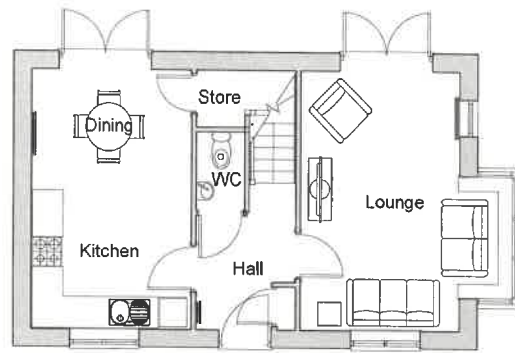
INDICATIVE SECTIONS
 Sheet 2 of 2

REV	DATE	BY	CHKD
1	21-04-23	WJ	WJ
2		WJ	WJ

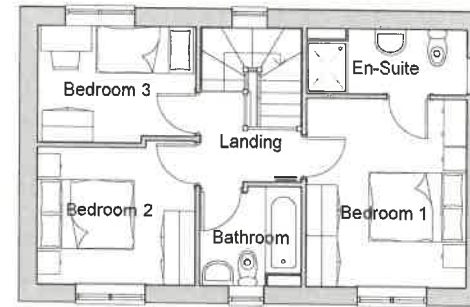
NOTE:
 PLEASE NOTE, SECTIONS ARE INDICATIVE ONLY
 SUBJECT TO FINAL ENGINEER FINISHED FLOOR LEVELS



AREAS		
FLOOR	AREA m ²	AREA ft ²
GROUND	44.4 m ²	478 ft ²
FIRST	42.9 m ²	461 ft ²
TOTAL	87.3 m ²	939 ft ²



Ground Floor



First Floor

Rev.	Date	by	Description
B	27/10/20	MHR	Furniture layouts amended
A	13/10/20	MS	Layout amended

Client:



Project:
Core House Types

Drawing Title:
Newhey Variant Bay
939 Sqft.
Code - Nh VaB

Drawn: MHR
Checked: DH
Scale (A3): 1 : 100
Date: 28/08/19

Drawing No: NH-VAB-001
Job No: 18-122
Rev: B

General notes:
Do not scale the drawing. All dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd, and this drawing may not be used or reproduced without prior written consent.



PLANNING



1:100

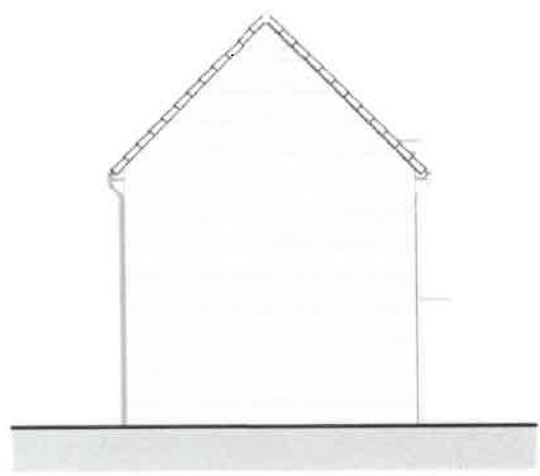
AREAS		
FLOOR	AREA m ²	AREA ft ²
GROUND	44.4 m ²	478 ft ²
FIRST	42.9 m ²	461 ft ²
TOTAL	87.3 m²	939 ft²



Front Elevation



Rear Elevation



Side Elevation 1



Side Elevation 2

Rev.	Date	by	Description
B	13/10/20	MS	External lighting and lap added
A	27/02/20	DH	Canopy altered

Client:



Project:
Core House Types

Drawing Title:
Newhey Variant Bay
939 Sqft.
Code - Nh VaB

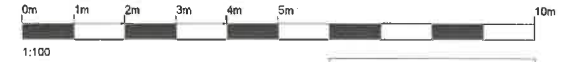
Drawn: MHR
Checked: DH
Scale (A3): 1 : 100
Date: 28/08/19
Drawing No: NH-VAB-002
Job No: 18-122
Rev: B

General notes:
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PLANNING

Z:\uk\0181\plans\122 Core House Types - Home Type Range\Drawings\Architectural\Working Drawings\0181-122.dwg



AREAS		
FLOOR	AREA m ²	AREA ft ²
GROUND	44.4 m ²	478 ft ²
FIRST	42.9 m ²	461 ft ²
TOTAL	87.3 m ²	939 ft ²



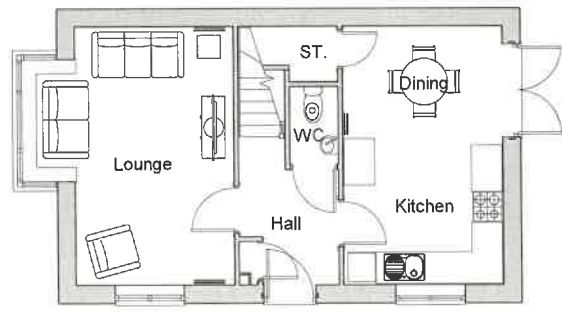
Front Elevation



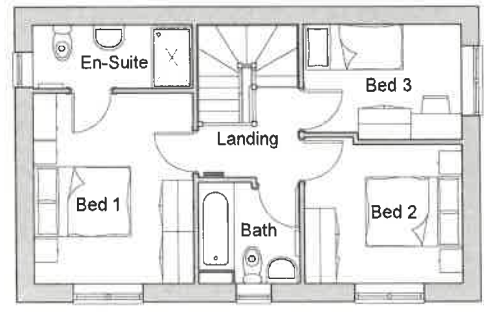
Side Elevation 1



Rear Elevation



Ground Floor



First Floor



Side Elevation 2

Rev.	Date	by	Description
B	20/10/20	MS	External lighting added
A	6/3/20	DH/HR	Layout amended

Client:



Project:
Core House Types

Drawing Title:
Newhey Alternative Bay
939 Sqft.
Code - Nh Alt B

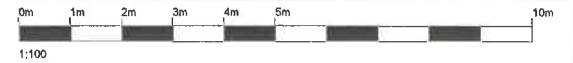
Drawn: MHR
Checked: SK
Scale (A3): 1 : 100
Date: 6/3/2020
Drawing No: NH-ALT B-001
Job No: 18-122
Rev: B

PLANNING

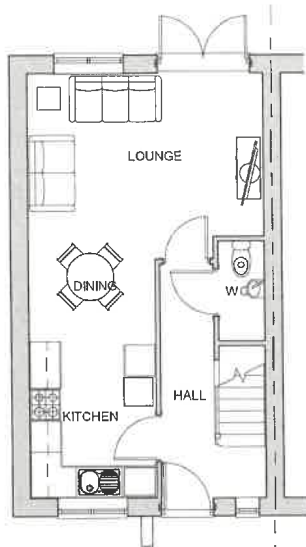
General notes:
Do not scale the drawing. All dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd, and this drawing may not be used or reproduced without prior written consent.



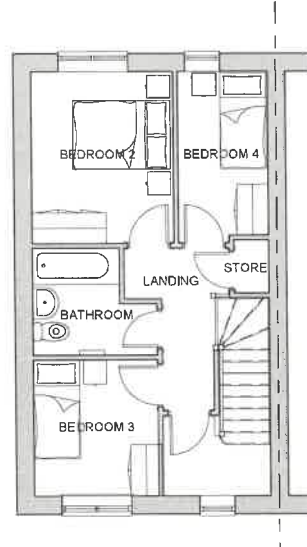
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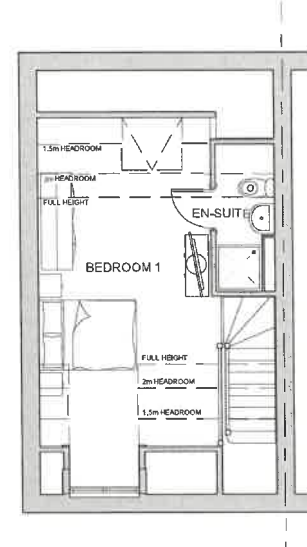
AREAS		
FLOOR	AREA m ²	AREA ft ²
SECOND	27.0 m ²	291 ft ²
GROUND	39.0 m ²	420 ft ²
FIRST	39.0 m ²	420 ft ²
TOTAL	105.0 m ²	1131 ft ²



Ground Floor



First Floor



Second Floor

Z:\uk\2019\18116\18-122-01-01-Builds-1\Builds-1\Site\18116-122-01-01-Builds-1\Working Drawings\18-122-01-01-Builds-1\18116-122-01-01-Builds-1.dwg

Client:



Project:
Core House Types

Drawing Title:
**Newbold
1131 Sqft.
Code - Nb**

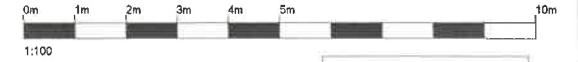
Drawn: DH Checked: SK Scale (A3): 1 : 100 Date: 20/06/19
Drawing No: NB-001 Job No: 18-122 Rev: A

A 21/04/20 GO Kitchen unit & duct amendment
Rev. Date by Description

General notes:
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PLANNING



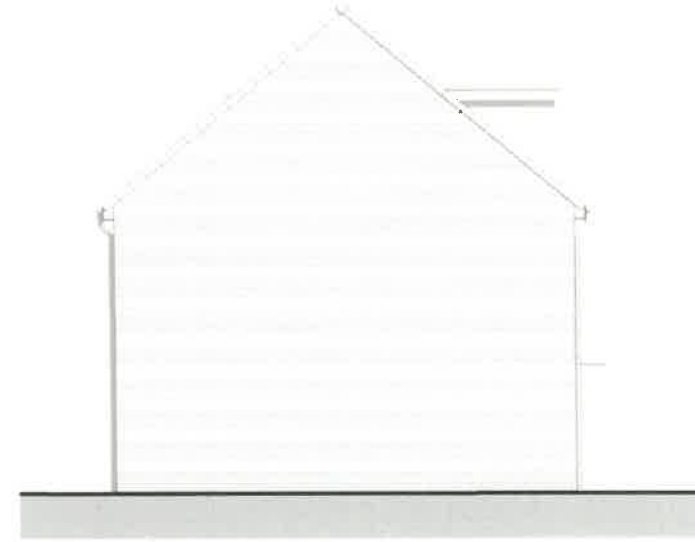
AREAS		
FLOOR	AREA m ²	AREA ft ²
SECOND	27.0 m ²	291 ft ²
GROUND	39.0 m ²	420 ft ²
FIRST	39.0 m ²	420 ft ²
TOTAL	105.0 m²	1131 ft²



Front Elevation



Rear Elevation



Side Elevation

Z:\uk\2019\p1815_122\041\Plans - House - 18001_Ten Ring Development\p1815_122\041\Planning Drawing\1815_122_041_002.dwg

Client:



Project:
Core House Types

Drawing Title:
Newbold
1131 Sqft.
Code - Nb

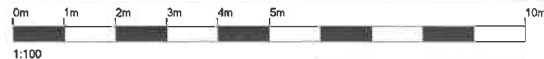
Drawn:	Checked:	Scale (A3):	Date:
DH	SK	1 : 100	20/06/19
Drawing No:	Job No:	Rev:	
NB-002	18-122	A	

A	15/10/20	MS	External lighting and tap added
Rev.	Date	by	Description

General notes:
Do not scale the drawing. All dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd, and this drawing may not be used or reproduced without prior written consent.



PLANNING



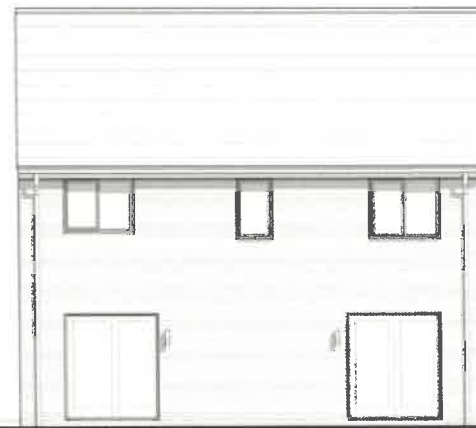
AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	42.9 m ²	461 ft ²
FIRST	42.9 m ²	461 ft ²
TOTAL	85.7 m ²	923 ft ²



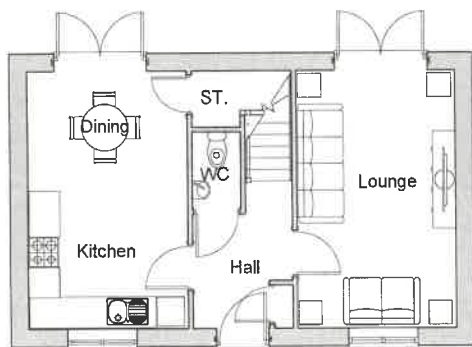
Front Elevation



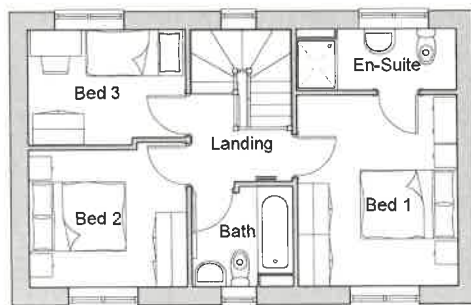
Side Elevation 1



Rear Elevation



Ground Floor



First Floor



Side Elevation 2

Rev.	Date	by	Description
B	27/10/20	MS	Layout amended
A	05/03/20	DH/HR	Layout altered

General notes:
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2:100/2021/1/001/15:122/Souf/Plan1 - House Type/Single storey/semi-detached/Planning Drawing/Rev:07

Client:

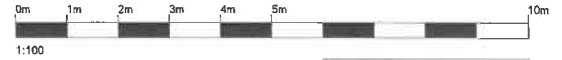


Project:
Core House Types

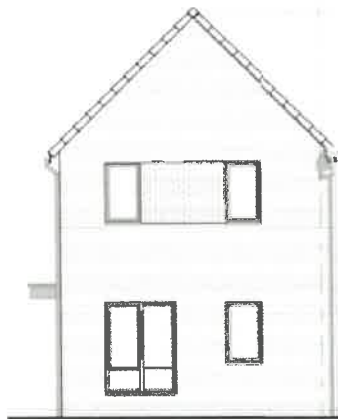
Drawing Title:
Newhey
923 Sqft.
Code - Nh

Drawn: MHR
Checked: DH
Scale (A3): 1 : 100
Date: 28/08/19
Drawing No: NH-001
Job No: 18-122
Rev: B

PLANNING



AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	39 m ²	418 ft ²
FIRST	39 m ²	418 ft ²
TOTAL	78 m ²	837 ft ²



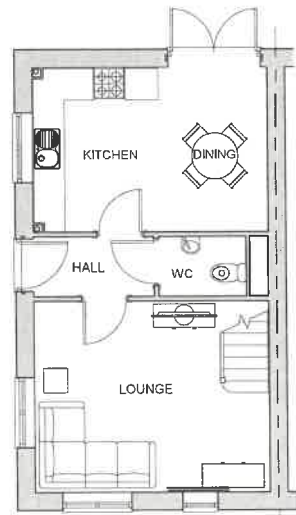
Front Elevation



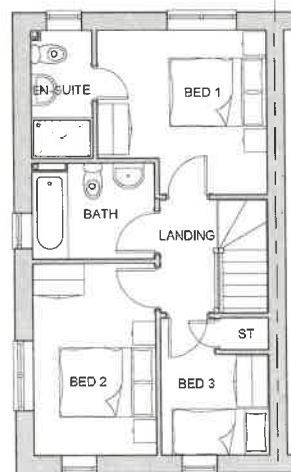
Side Elevation



Rear Elevation



Ground Floor Plan



First Floor Plan

Rev.	Date	by	Description
C	21/10/20	MS	SVP moved internally from external
B	06/03/20	DH/HR	Layout amended
A	28/02/20	DH	Canopy altered

General notes:
Do not scale the drawing. All dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates ltd, and this drawing may not be used or reproduced without prior written consent.

Z:\Mk\2019\26115122_Grad\Revit\Floor_Type\Revit\Drawings\DWG\Bo Alt\Bo Alt.dwg

Client:



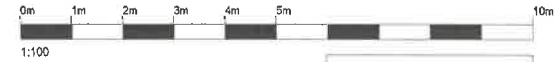
Project:
Core House Types

Drawing Title:
Bowker Alternative
837 Sqft.
Code - Bo Alt

Drawn: DH
Checked: SK
Scale (AS): 1 : 100
Date: 26/11/19
Drawing No: BO-ALT-001
Job No: 18-122
Rev: C

PLANNING

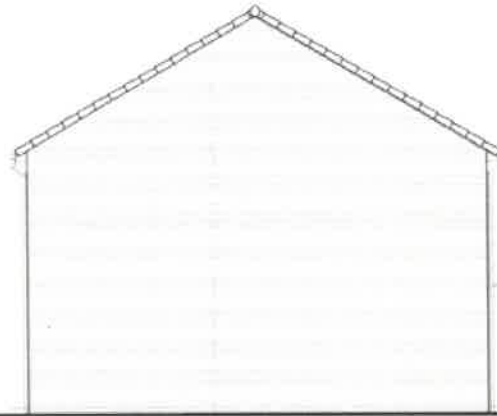




AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	41 m ²	445 ft ²
FIRST	41 m ²	445 ft ²
TOTAL	83 m ²	890 ft ²



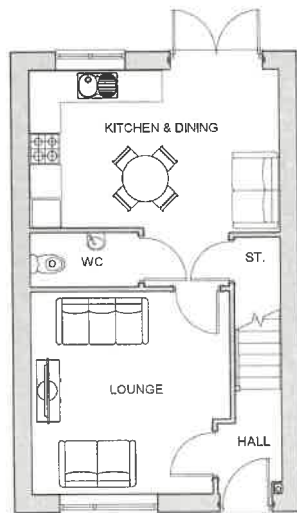
Front Elevation



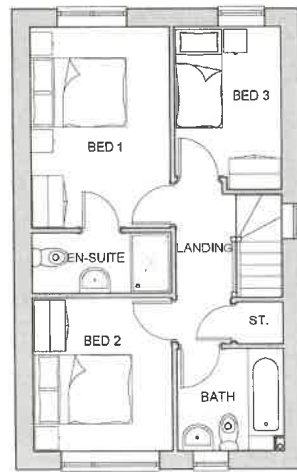
Side Elevation 1



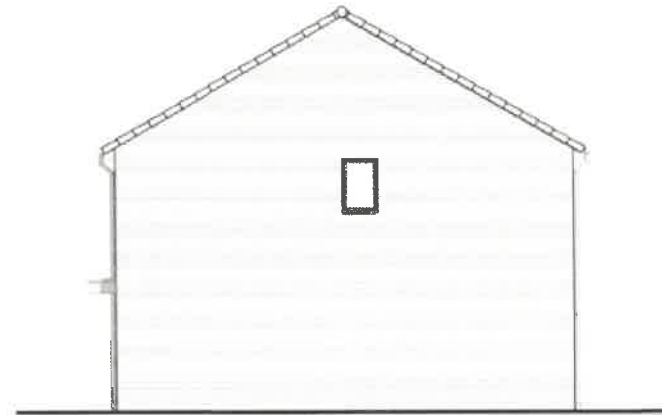
Rear Elevation



Ground Floor



First Floor



Side Elevation 2

C	03/05/20	DH	Minor amendments
B	05/03/20	DH/HR	Layout altered
A	21/04/20	GO	Kitchen unit amendment
Rev.	Date	by	Description

General notes:
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Client:



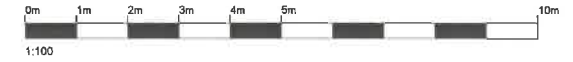
Project:
Core House Types

Drawing Title:
Hollinwood
890 Sqft.
Code - Hw

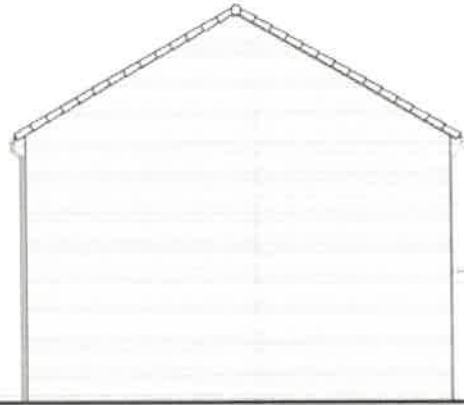
Drawn: AF
Checked: SK
Scale (A3): 1 : 100
Date: 04/07/19
Drawing No: Hw-001
Job No: 18-122
Rev: C

PLANNING





Front Elevation

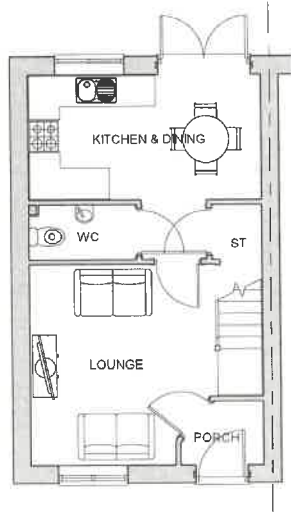


Side Elevation

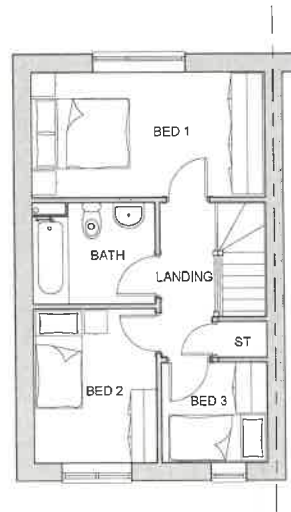


Rear Elevation

AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	35.41 m ²	381 ft ²
FIRST	35.41 m ²	381 ft ²
TOTAL	70.82 m²	762 ft²



Ground Floor



First Floor

E	28/10/20	MHR	Layout Updated
D	10/06/20	DH	External light shown
C	03/04/20	HR	Amended the position of window in Bed 3
B	05/03/20	DH/SK	Layouts amended
A	27/02/20	DH	Canopy altered

Rev. Date by Description

General notes:
Do not scale the drawing. All dimensions to be checked on site prior to commencement of work and any discrepancy shall be immediately reported and resolved prior to work commencing. This drawing is to be read in conjunction with all relevant drawings and specifications relating to the job whether or not indicated on the drawing. Copyright reserved to mck associates Ltd, and this drawing may not be used or reproduced without prior written consent.

Client:



Project:
Core House Types

Drawing Title:
Cornbrook End
762 Sqft.
Code - Co End

Drawn: DH Checked: SK Scale (A3): 1 : 100 Date: 13/06/19

Drawing No: CO-END-001 Job No: 18-122 Rev: E

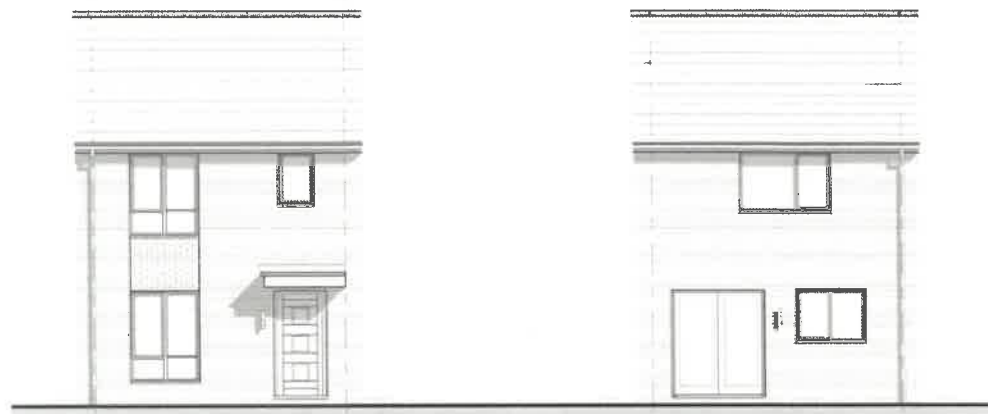
PLANNING





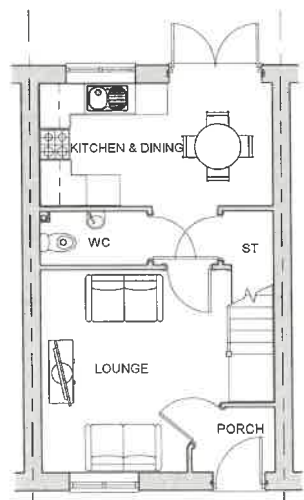
1:100

AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	35.41 m ²	381 ft ²
FIRST	35.41 m ²	381 ft ²
TOTAL	70.82 m ²	762 ft ²

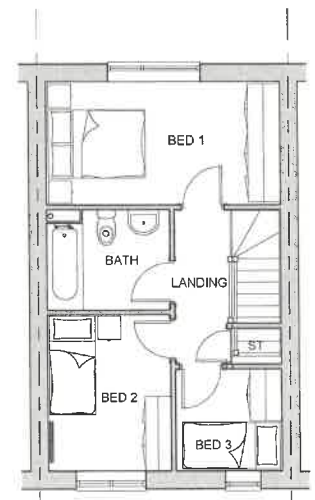


Front Elevation

Rear Elevation



Ground Floor



First Floor

Client:



Project:
Core House Types

Drawing Title:
Cornbrook Mid
762 Sqft.
Code - Co Mid

Drawn: DH Checked: SK Scale (A3): 1 : 100 Date: 13/06/19

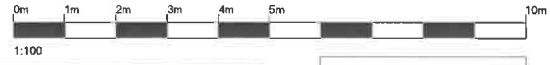
Drawing No: CO-MID-001 Job No: 18-122 Rev: C

Rev.	Date	by	Description
C	30/04/2020	GO	Kitchen unit amendment
B	30/04/2020	DH/HR	Layout amendments
A	30/04/2020	DH	Canopy updated

General notes:
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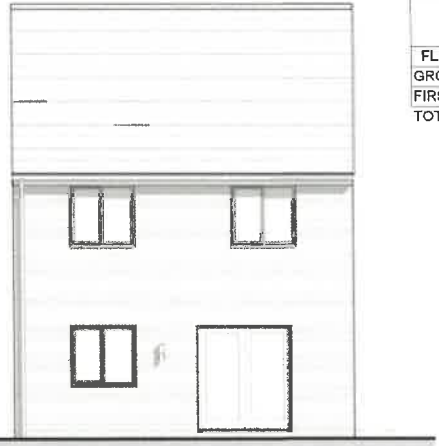
AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	52 m ²	564 ft ²
FIRST	51 m ²	548 ft ²
TOTAL	103 m ²	1112 ft ²



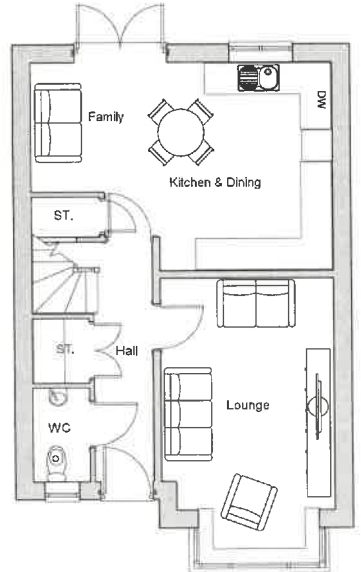
Front Elevation



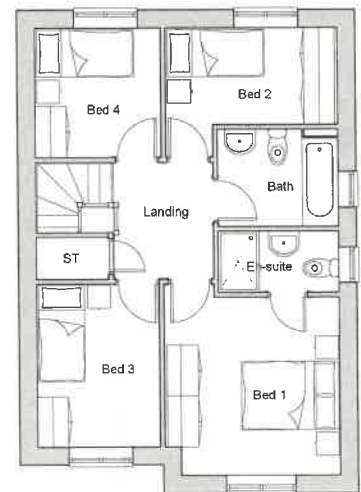
Side Elevation 1



Rear Elevation



Ground Floor Plan



First Floor Plan



Side Elevation 2

Rev.	Date	by	Description
D	21/10/20	MS	Elevations amended
C	02/06/20	DH	Minor aesthetic changes
B	21/04/20	GO	kitchen unit amended
A	05/03/20	D-H/R	Layout altered

General notes:
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Client:



Project:
Core House Types

Drawing Title:
Firswood
1112 Sqft.
Code - Fi

Drawn:
DSH

Drawing No:
FI-001

Checked:
SK

Scale (A3) :
1 : 100

Job No:
18-122

Date:
26/11/2019

Rev:
D

PLANNING





1:100

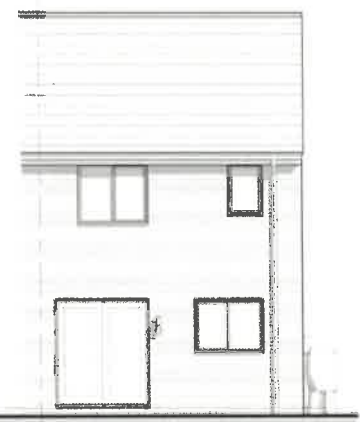
AREA SCHEDULE		
FLOOR	AREA m ²	AREA ft ²
GROUND	39 m ²	418 ft ²
FIRST	39 m ²	418 ft ²
TOTAL	78 m ²	837 ft ²



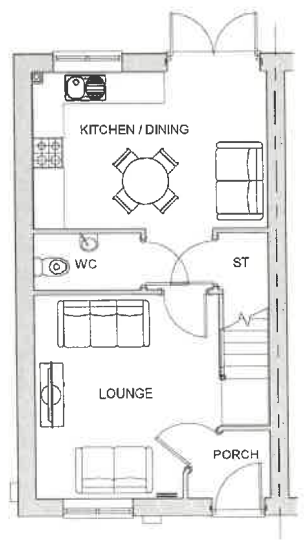
Front Elevation



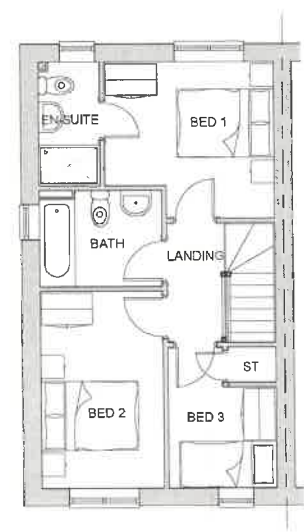
Side Elevation



Rear Elevation



Ground Floor Plan



First Floor Plan

Rev.	Date	by	Description
G	11/04/23	MHR	Feature contrasting brick position updated
F	17/08/22	JS	W1 raised by 150mm
E	20/08/20	MHR	Layout Updated
D	20/08/20	MS	External lighting added
C	05/03/20	DH/HR	Layout amended
B	27/02/20	DH	Canopy altered / Front facade altered
A	20/01/20	DH	Roof pitch amended to match mid unit drawing

Client:



Project:
Core House Types

Drawing Title:
Bowker End
837 Sqft.
Code - Bo End

Drawn: DH
Checked: SK
Scale (A3): 1 : 100
Date: 26/11/19

Drawing No: BO-END-001
Job No: 18-122
Rev: G

General notes:
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