

**Ward:** North Manor

Item 01

**Applicant:** Morris Homes (North) Ltd

**Location:** Land at Springside Road, Bury

**Proposal:** Residential development comprising of 41 no. dwellings with associated access, landscaping and ancillary works

**Application Ref:** 68055/Full

**Target Date:** 31/05/2022

**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, affordable housing and off-site highway design works and biodiversity mitigation, thereto in accordance with policies H2/1, HT6/1, RT2/2 of the adopted Unitary Development Plan, SPD1 and SPD5 and Section 15 of the National Planning Policy Framework. 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.**

#### **Description**

The application site is 1.44 hectares and is located between Burnley Road/School Lane and Springside Road in Walmersley. The site contains scrubland and is grassed with trees pertaining largely to the boundaries. The site contains a disused tennis court. There are no public rights of way pertaining to the site. There appears to be a gated vehicular access into the site from Walmersley Road that is available for patrons of the neighbouring church.

The site is allocated as protected recreation land in the Bury Unitary Development Plan. The application site is adjacent to, but not within the Walmersley Conservation Area.

The community hall, and the graveyard to Christ Church, Walmersley are located to the northeast of the site and are accessed from School Lane/Burnley Road. There are residential properties to all other boundaries.

The proposed development is for the erection of 41 dwellings on land between Springside Road and Burnley Road/School Lane and arranged around short cul-de-sacs and with small areas of landscaping to the frontage to Springside Road and Burnley Road. The proposed dwellings would be two storeys in height and would be constructed from red brick with a tile roof. They would include a range of detached, semi-detached and mews (terraced) properties. 36 dwellings would be accessed from Springside Road and 5 dwellings from Burnley Road/School Lane, from where an emergency access would be taken, which would also act as a pedestrian route for the entire development and beyond.

Since the original submission the proposal has been amended to alter the layout (including the intended affordable dwellings), alter the mix of house types and reduce the number of proposed dwellings from 43 down to 41. The proposed structural landscaping scheme has also been amended as a result of comments received from the Greater Manchester Ecology Unit.

#### **Relevant Planning History**

No relevant history at the site

#### Surrounding area

67116 - Application for permission in principle for 5 no. dwellings at land adjacent to 62 Springside Road, Bury. Refused - 20 August 2021.

68815 - Outline application for 12 no. dwellings including means of access (all other matters reserved for appearance, layout, scale and landscaping) at land adjacent to 62 Springside Road, Bury. Received - 23 August 2022.

At the Planning Control Committee meeting in May, the Planning committee resolved to approve the scheme, subject to the completion of the Section 106 agreement.

### **Publicity**

41 neighbouring properties were notified by directly on 2 March 2022 and a press notice was published in the Bury Times on 10 March 2022. Site notices were posted on 9 March 2022.

2 letters of support have been received, which have raised the following issues:

- The proposal has nice looking houses that are fitting with the area.
- Thought has gone into the egress and ingress to the site.
- Fully support the proposal.
- Such is the housing crisis in Bury, we should be granting planning permission.
- More applications like this please

56 letters have been received, which have raised the following issues:

- Springside Road is crumbling due to the natural spring under the road.
- At peak times, the road is blocked with cars on the pavement, double parking and farm vehicles use the road all year round.
- The church field is waterlogged and removing mature trees will have an impact.
- 43 houses is excessive as the land availability assessment was 20.
- The build on the Tetrosyl site will swamp the local infrastructure.
- Far too many houses.
- Why is all traffic being routed up Springside Road and none to School Lane or Atkinson Street.
- Field is subject to flooding.
- Loss of leisure area.
- The road is under a lot of pressure, especially during the school run, where you will find all cars double parked, parking across driveways and dangerous parking.
- 200+ houses are being built on the Tetrosyl site. We do not need any more.
- The road adjacent to the church should be used for access.
- Adding 43 homes will be nothing short of lunacy.
- None of the photos in the Transport Statement were taken during school pick up and drop off times. At these times, the road is a genuine danger to children.
- Where will children, who live in the new houses be schooled? All the local schools are at capacity.
- Removal of trees and shrubs would compromise the privacy of those who live around the site.
- Question whether the sewerage and drainage systems can cope with the proposal.
- This will lead to the removal of more green belt land.
- Impact upon bats and wildlife on site.
- Springside Road is busy and safety is a serious concern, particularly as the road is a drop off point for the primary school.
- Impact from vehicle pollution on health
- Lack of future proofing in plans as GM has committed to reaching net zero by 2038.
- The development does not meet the needs of the people of Walmersley.
- Housing density is excessive and there are no bungalows for older people.
- No provision for children to play outside.
- Grouping Walmersley with Ramsbottom and Tottington for an open space assessment is inappropriate.
- The access road and 5 houses with drives onto Springside Road will make problems

worse.

- Insufficient space for vehicle parking.
- The rear first floor windows of houses will overlook the rear windows and gardens of the houses on Barnside Close.
- As a governor of Springside Primary School, I have concerns for the health of the children.
- There is no evidence that solar panels, heat pumps or soakaways would be used.
- Trees will be destroyed.
- No account has been taken of the development at Waldmers Wood.
- The bat survey is invalid.
- The loss of recreation land is not consistent with the Bury UDP.
- Land has historically been used by residents until it was fenced off recently.
- Adverse impact upon drainage.
- The proposals do not anticipate a switch away from gas. Energy efficient building should include solar panels, ground/air heat source pumps, soakaways and ev charging points as standard.
- There is no mention of preserving the wall, which is 100 years old and forms the western boundary of the site.
- The bat surveys are flawed as I have seen bats foraging on the site.
- Loss of recreation space.
- Harm to the conservation area
- Impact on drainage and run off.
- It is vital that Bury Council highways department carry out their own traffic count on any mid-week day, which will prove beyond doubt how congested Springside Road is.
- How many of the 43 houses will be social housing?
- Springside Road is the only access for emergency services to use for the whole estate.
- Would access by heavy machinery be restricted to outside of peak hours?
- Concerned about the pathway onto School Lane, which will invite anti-social behaviour.
- The developer has a poor rating.
- Brownfield sites should be developed first before looking at greenfield sites like this.
- Residents needs should outweigh the needs of outsiders and it is the Council's duty to represent us.
- The land would be better used as a park and open space for children.
- A thorough ecological survey needs to be undertaken in the summer months.
- What provision is being made to compensate for the loss of the recreation land?
- The proposed streetscene plans do not include the existing dwellings on either side and should be updated. There are no plans available of the proposed garages.
- A larger number of properties should use School Lane and the emergency access could be combined with the access. If this is not possible, then, it is requested that large construction vehicles should only access the site between 9.30 and 2.30.
- Garages do not count towards the parking standards and it is not clear whether the garages would be large enough to park in.

The neighbouring properties and objectors were notified of revised plans on 23 November 2022.

29 letters have been received, which have raised the following issues:

- Previous objections are still valid.
- Increased traffic and the danger to pedestrians from blocked pavements is real.
- Development will take place on the side and rear of my property.
- The footpath from the Vicarage to the church including an easement from the garden is not shown on the plans.
- An application is being considered to build 13 houses on Springside Road.
- Where are all the contractors vehicles going to park?
- The local schools are at capacity.
- The affordable housing has not been pepper potted among the site.
- Plot 16 is too close to the boundary wall and would not allow space for repairs

- Replacing the private gardens with the open public space in front of plots 12 - 16, creates a security risk to properties on Barnside Close.
- Plans do not contain bungalows or provide space for children to play.
- It would be sensible to defer permission for this development until the impact of the Tetrosyl development has been assessed.
- Local amenities and infrastructure are already overstretched.
- Potential for flooding.
- Ask that planners take note of the change to the Levelling Up and Regeneration Bill, where the target for building homes is advisory and not mandatory.
- Location of plots would make repairs to boundary wall difficult.
- More consideration should be given to properties which edge the field.
- The plan delivers a net ecological loss.
- There has been no follow up to the winter bat survey and bats are active during the summer months.
- The plans would lead to poor air quality for the children at the nearby school.
- The Bray and Poynton house types do not comply with the nationally described space standards.
- Request that someone comes to visit between 8 and 9am or 3 and 5pm.
- Does the church have the authority to sell this land?
- Obvious solution would be to have the site access coming out onto Burnley Road, which is a quiet road and has good visibility in both directions.

The neighbouring properties and objectors were notified of amendments to the proposal by means of a letter on 19 April 2023.

21 letters have been received, which have raised the following issues:

- Object. The site is a green site full of wildlife.
- This land should be used for the local residents.
- There is a large development on the Tetrosyl site and another at Seedfield.
- The road is struggling to maintain the traffic as it is.
- The junction at Walmersley Road is not adequate for this development
- Houses overlook the properties on Springside Road, which are lower.
- Car lights will shine directly into properties adjacent to the entrance.
- There is no requirement for housing and should be developing brownfield sites.
- Nothing has been done to ease the traffic congestion on Springside Road.
- The gable end of plot 26 is only 14.2 metres from the rear of my house.
- The gable end of plot 27 is 1.5 metres to the side of the house and does not follow the building line of the existing dwellings.
- Loss of light and privacy.
- The latest plans do not address my concerns.
- The reduction of 3 dwellings does not answer the issues raised.
- Traffic on Walmersley Road is leading to a number of fatal/near fatal accidents.
- No bungalows or open space for children to play.
- Positions of plots 12 - 16 will affect Barnside Close by invading privacy and cast a shadow over the garden.
- Open space in front of plots 12 - 16 would create a security risk.
- There are a number of technical changes, but none address the concerns of the residents.
- The highways technical note was commissioned by Morris Homes and must be viewed with suspicion.
- The density of the housing is excessive.
- Concerns raised by the principal engineer have not been addressed, which includes parking/access on Springside Road.
- The bray and chelford house types are still not compliant with the national space standards.
- Concerned about the re-siting of the culvert. How will this be achieved safely and will it affect my property.

- There is no need to grant permission, when there are numerous brownfield sites that need developing first.
- Plots 10 - 16 would take the light away from Nos 10 -14 Barnside Close.
- Parking for these houses would be located at the end of my garden. I have a serious lung condition and am concerned that the extra exhaust fumes would cause me breathing problems when I am in my garden.

### **Statutory/Non-Statutory Consultations**

**Traffic Section** - No objection, subject to conditions relating to off-site highway works (including a review of current waiting restrictions and introduction of traffic calming measures) and street lighting, adherence to adoption standards (if necessary), agreement of a Construction Traffic Management Plan (CTMP), provision of vehicular turning facilities and driveways and surfacing of car parking areas.

**Lead Local Flood Authority** - No objection, subject to conditions relating to surface water drainage scheme and culvert diversion works.

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

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

**Environmental Health - Pollution Control** - No response.

**Conservation Officer** - No objection.

The site lies adjacent to the south and west boundaries of Walmersley Conservation Area, which covers Christ Church and its churchyard which are considered to be a Non-Designated Heritage Assets (NDHA), the former school and school master's house, together with the adjacent Spur Petroleum site which contains the former Walmersley Brewery buildings, also considered to be an NDHA.

The application site together with the church and its grounds and the site of the former Walmersley Brewery are surrounded by 20th century housing development, with 21st century housing development within the former brewery site, carried out post conservation area designation.

*Southern Section of the Conservation Area* - The proposal would have no direct or indirect impact on what remains of the former Walmersley Brewery building or its setting or the setting of this section of the conservation area.

*Northern Section of the Conservation Area* - The church possesses moderate to low heritage significance in so far as with regard to its architectural aesthetic and historical values. It's heritage significance would not be directly or indirectly affected by the proposal.

The grave yard to the south and east of the church fronting Walmersley Road provides a key element of its setting contributing to its significance and the character and appearance of this part of the conservation area. The proposal would not impact on this part of the setting of the church or the character or appearance of that part of the conservation area. The western part does not have the same level of contribution and is backdropped by C20th housing.

The proposed development would bring that baseline condition of housing closer to the conservation area boundary, but there would be a visual separation maintained between the western boundary of the conservation area and the application site by virtue of the proposed emergency access running north to south from School Lane which would not diminish the setting of the church. The proposed design and materials for the development would be acceptable as they would present a similar baseline condition as the existing residential

development.

**GM Ecology Unit** - No objections, subject to the inclusion of conditions relating to bats, nesting birds, hedgehogs and invasive species. A contribution should be secured for the off-site mitigation for the loss of 2.79 biodiversity units.

**GM Fire Service** - Require a secondary emergency access.

**Greater Manchester Police (Design for security)** - No objections.

**The Coal Authority** - No objections.

**United Utilities** - No objections, subject to the inclusion of conditions relating to foul and surface water drainage

**Environment Agency** - No comments received.

**Sport England** - The proposal does not fall within their statutory remit. If the proposal involves the loss of any sports facility, then full consideration should be given to whether the proposal meets Para. 99 of the National Planning Policy Framework, is in accordance with local policies to protect social infrastructure and any approved Playing Pitch Strategy or Built Sports Facility Strategy that the local authority has in place.

**Transport for Greater Manchester (TfGM)** - No objections, subject to the inclusion of conditions relating to the new priority junction into the site from Springside Road, a review of waiting restrictions (Traffic Regulation Orders (TRO's)), a Construction Management Plan. TfGM also recommend that the development contribute towards the provision of pedestrian crossing facilities across Walmersley Road and/or Walmersley Old Road to improve accessibility of the site for future residents by sustainable modes.

The predicted number of trips does not trigger TfGM's requirement for any further highway impact assessment work.

Nearest bus stops to the site, which provide a range of services at regular intervals, are around a 3 minute walk from the site.

TfGM would refer to the Local Authority to determine whether the quantum of development triggers the requirement for a Residential Travel Plan. If not, then TfGM would recommend that a Travel Pack is produced for residents.

**Pre-start Conditions** - Applicant has agreed with pre-start conditions

#### **Unitary Development Plan and Policies**

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/5	Crime Prevention
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/1	Atmospheric Pollution

EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
RT1/1	Protection of Recreation Provision in the Urban Area
RT2/2	Recreation Provision in New Housing Development
HT2/4	Car Parking and New Development
HT2/6	Replacement Car Parking
HT4	New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
CF1/1	Location of New Community Facilities
SPD1	Open Space, Sport and Recreation Provision
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

### **Issues and Analysis**

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

### **Principle - Recreation**

UDP Policy RT1/1 relates to protected recreation in the urban area. In basic terms, the policy states that development will not be allowed on recreation space unless it meets specific criteria.

Whilst similar, the approach in RT1/1 has now been superseded by Paragraph 99 of the NPPF which states that "existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use".

The whole site is allocated as protected recreation provision, as identified within the Bury Greenspace Audit and Strategy 2015, falling within the Ramsbottom, Tottington and North Manor Analysis Area. The site for the proposed development consists of open space and a former tennis courts and as such, the proposal can only be supported if it complies with the exception criteria listed above.

The submission includes an Open Space Assessment, which notes that the site is identified as 'Christ Church Open Space' in the Bury Greenspace Audit and Strategy 2015. However, the Assessment considers that it does not meet the sub-typology definition of 'Informal Recreation' as identified in the Bury Greenspace Audit and Strategy 2015 (defined as grassed sites usually within residential areas that offer opportunities for informal play), as it relates to private land which is not publicly accessible (without trespassing) and there are no public rights of way pertaining. Additionally, the loss of 1.44 hectares of open space would have a negligible impact on the level of open space in the sub-area of Ramsbottom, Tottington and North Manor, as a surplus of 2.17 of the amenity greenspace typology would remain post development. Furthermore, the open space is assessed as being poor quality (amenity greenspace) as it does not contain seating, bins or provision for the disabled and

is not maintained and it is not publicly accessible.

The site contains a dilapidated tennis court that is not in use. The Bury Playing Pitch and Outdoor Sport Strategy (2019) builds upon the Bury Greenspace Audit and Strategy 2015 and does not identify the site as containing tennis courts (and so does not provide any contribution towards tennis court provision in the Borough) and outlines that there is a sufficient supply of tennis courts within the geographical analysis area of Ramsbottom, Tottington and North Manor to meet current and future demands. Therefore, the redevelopment of the site would have no impact on the quantity and quality of tennis court provision.

Given the above, the Open Space Assessment undertaken demonstrates clearly that the identified open space is surplus to requirements and that its redevelopment would not lead to a quantitative or qualitative deficiency in the host geographical analysis area.

### **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 dwelling, paragraph 11d) 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.

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 within the urban area and there are residential dwellings surrounding the



site. As such, the proposed development would not conflict with the surrounding land uses. Appropriate infrastructure would be available. As such, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

### **Impact upon conservation area and NDHA**

The national legislative framework for development affecting listed buildings and conservation areas is provided by the Planning (Listed Buildings and Conservation Areas) Act 1990. This sets out the duty on local planning authorities with regard to listed buildings and any buildings or land within a conservation area, when determining applications for planning permission. It is essential that these legal duties are considered, alongside the contents of the NPPF and other planning policies and guidance.

The Town and Country Planning (Listed Building and Conservation Area) Act 1990 imposes a duty under Section 72 on Local Planning Authorities to pay 'special attention to the desirability of preserving or enhancing the character or appearance of that area' (section 72(1)).

Paragraph 189 of the NPPF states that heritage assets are an irreplaceable resource, and they should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

Paragraph 194 of the NPPF states that when determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets importance and no more than sufficient to understand the potential impact of the proposal on their significance.

Paragraph 197 states that in determining applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

The proposed development would be adjacent to, but not within the Walmersley Conservation Area. As such, the proposed development would need to have regard to the character and setting of the Conservation Area (CA).

Objections to the proposal raise concerns about the impact of the proposal on the character and setting of the conservation area. This includes a comprehensive representation from an independent heritage consultant. This considers that the proposal would cause harm to the special character and appearance of the Walmersley Conservation Area through development within its setting, removal of mature vegetation and further encroachment of modern residential development. The objection also states that there would be potential impacts on non-designated heritage assets (NDHA).

The Council's Conservation Officer's response is noted above, which notes the juxtaposition of the application site to the Walmersley Conservation Area and the NDHA and the surrounding 20th and 21st century housing development, part of which was carried out post conservation area designation.

The Conservation Officer assesses that the proposal would have no direct or indirect impact on what remains of the former Walmersley Brewery building or its setting or the setting of this (southern) section of the conservation area. In relation to the northern section of the conservation area, the Conservation Officer considers that the church possesses moderate to low heritage significance in relation to its architectural aesthetic and historical value and

that this would not be directly or indirectly affected.

It is the grave yard to the south and east of the church fronting Walmersley Road that provides a key element of its setting, contributing to its significance and the character and appearance of this part of the conservation area. The Conservation Officer assesses that the proposal would not impact on this part of the setting of the church or the character or appearance of that part of the conservation area. The western part does not have the same level of contribution and is backdropped by C20th housing.

Whilst the proposed development would bring that baseline condition of suburban housing closer to the conservation area boundary, there would be a visual separation maintained between the western boundary of the conservation area and the application site by virtue of the proposed emergency access running north to south from School Lane which would not diminish the setting of the church. This would be separated by an extension to the existing natural stone wall. The proposed design and materials for the development would be acceptable as they would present a similar baseline condition as the existing residential development.

Given the above, it is not considered that the proposal would have unacceptable impacts on the setting or appearance of the Walmersley Conservation Area or NDHA.

### **Design and layout**

The proposed development would provide a mix of detached, semi-detached and terraced dwellings, which would be two storeys in height. The proposed dwellings would be constructed from red brick with a grey tile roof, which would match the surrounding dwellings and those dwellings within the conservation area. The use of headers, stone cills, bay windows, pike details, canopies, porches and chimneys would add visual interest to the elevations. As such, the proposed dwellings would not be a prominent feature in the locality. The proposed density, at 30 dwellings per hectare, would reflect the general density of the surrounding suburban streets.

All of the proposed dwellings would have a side or rear garden, which would provide a suitable level of private amenity space. There would be space within the side/rear gardens for bin storage, which includes 4 bins. The proposed boundary treatments would include 1.8 metre high timber boarded and low knee rail fencing between gardens, with 1.8 metre high brick walls with pillars and timber panels at prominent corner locations. The proposed boundary treatments would match the existing fencing and walls in the locality.

Therefore, 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.

### **Impact upon residential amenity**

SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case. The aspect standards states that there should be a minimum of 20 metres between directly facing habitable windows and 13 metres between a habitable room window and a two storey blank wall.

The separation distances between the proposed dwellings would comply with the aspect standards in SPD6.

There would be 15.3 metres between the rear of No. 2 Brierfield Drive and the blank gable of plot 1, which would be in excess of the 13 metre aspect standard.

There would be between 23.9 metres and 36.2 metres between the proposed dwellings and the existing properties (Nos 4 - 12 Brierfield Drive and 2 - 8 Barnside Close), which would be in excess of the 20 metre aspect standard.

There would be between 16.3 and 17.5 metres between the rear of Nos 10 and 12 Barnside

Close and the blank gable of plot 16, which would be in excess of the 13 metre aspect standard.

There would be between 10.6 metres and 15.4 metres between the rear of plots 18 - 24 and the boundary of the site, which would be in excess of the 7 metre aspect standard.

There would be 14.7 metres between the rear of Nos 12 and 14 Old Brewers Court and the blank gable of plot 24, which would be in excess of the 13 metre aspect standard.

There would be over 22 metres between the rear of Nos 6 & 7 Old Brewers Court and the rear of plot 26, which would be in excess of the 20 metre aspect standard.

There would be 15 metres between the rear of No. 1 Vicarage Close and the blank gable of plot 26, which would be in excess of the 13 metre aspect standard.

Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties.

The 'Technical housing standards – nationally described space standard (2015)' concerns internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

The standard has not been adopted as a local plan policy (given that Bury UDP dates from 1997), but it represents a useful guide as to what may constitute an acceptable standard of development. Of the 14 different house types proposed across the development, 3 of the housetypes would fall short of the standard (10 dwellings in total), representing 25% of the total. They would be between 9 - 14% smaller than the relevant prescribed overall floor space standard. 75% of the dwellings would exceed the standard by between 3 and 31%.

Given the above, it would not be sustainable to raise an objection owing to the lack of a local plan policy and the relatively modest shortfall.

### **Ecology, trees and landscaping**

The representations concerning potential impacts on ecological interests are noted above.

An ecological survey was submitted with the application and the main issues relate to bats, nesting birds, hedgehogs, invasive species and biodiversity enhancement measures.

The Greater Manchester Ecology Unit (GMEU) have raised no objections to the proposal, subject to conditions relating to the felling of trees and bats, the protection of nesting birds and hedgehog, control/eradication of invasive species

Bats - There are no buildings on the site. The trees have been surveyed from the ground for features relating to bats and aerial surveys were conducted for any features that could not be assessed from the ground. No evidence of bats roosting in the trees were detected. However, several trees could not be totally ruled out and as such, these have been classed as having low bat roosting potential.

The site is likely to provide bat foraging habitat, which has been verified by a number of local residents in their comments on the application. The loss of bat foraging habitat is unlikely to be significant, given the extent of foraging habitat available to the local bat population and given the proximity to a tributary of the River Irwell, such as Pigs Lee Brook and the River Irwell itself. No further information or measures are required in relation to the loss of bat foraging habitat.

Other Protected Species - No evidence of any other protected species was found or suitable habitat identified. There is no reason to doubt this assessment as there are no ponds or watercourses on or near the site.

Nesting Birds - The proposed development would result in the loss of trees and scrub, which are potential bird nesting habitat. However, the proposed losses would be mitigated.

Hedgehog - Hedgehog, a UK Biodiversity Priority Species is reported as being present on site. There are no reasons to doubt the reports as the site does provide suitable habitat for nesting and hibernating.

Invasive Species - A number of invasive species listed under Schedule 9, Part 2 of the Wildlife & Countryside Act 1981 (as amended), were found on the site. It is an offence to introduce or cause to grow wild any plant listed under this schedule.

Contributing to and Enhancing the Natural Environment - Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site currently is a mosaic of low and moderate ecological value habitats, most likely in poor condition given the presence of invasive species.

The proposed development would replace this with low value ecological value habitats and hardstanding. The ecological report notes that only partial compensation would be possible on site and off-site compensation would be required. The latest iteration of the supporting Biodiversity Net Gain Assessment (following amendment to the proposed layout and structural planting) calculates the baseline value of the site as 6.68 biodiversity units (BU) and that this would decrease to 3.99 BU post development, resulting in a loss of 2.80 BU. This translates into a contribution of £42,000 (i.e. £15,000 x 2.80), which would be allocated to a site known as Walker's Field, Chesham.

Therefore, subject to conditions and a contribution for off-site biodiversity mitigation, the proposed development would not cause harm to a protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan and the NPPF.

Trees and landscaping - An Arboricultural report has been submitted in support of the application, which confirms that 2 trees and 6 groups of trees would be felled as a result of the proposed development. The 2 individual trees and 4 of the groups, are assessed as category C (poor quality), whereas the other 2 groups (one to only be partially removed) are assessed as category A and B (good quality).

The proposal is supported by a comprehensive structural planting plan and Arboricultural Impact Assessment. This includes, as mitigation for the loss of trees, the provision for the planting of a mixture of native as well as ornamental trees, shrubs and hedges and tree protection measures.

Given the general poor quality of the existing tree cover at the site and further to the amendments made to the proposed landscaping scheme to introduce more native species, the GMEU are satisfied that the proposed replacement landscaping (in tandem with the off-site mitigation noted above) would be satisfactory.

Therefore, the proposed development, subject to conditional control, would not harm the character of the area and would be in accordance with Policy EN8/2 of the Bury Unitary Development Plan.

### **Highways and accessibility**

As per the description, 36 dwellings would be accessed from Springside Road and 5 dwellings would be accessed from Burnley Road/School Lane. There would be acceptable level of visibility at both junctions with Springside Road and Burnley Road/School Lane and turning facilities would be provided within the site.

The junction with Springside Road and Walmersley Road is a signalised junction with pedestrian crossing facilities that would be partially upgraded in association with the residential scheme at Bevis Green to the east under planning permission 63533..

Transport for Greater Manchester (TfGM) have recommended that the proposed development contribute to the upgrading of pedestrian facilities at the signalised junction between Springside Road/Walmersley Road/Walmersley Old Road. In response, the applicant has commissioned and submitted Highway Technical Notes, which explored the alternative pedestrian options for accessing public transport (bus stops) along Walmersley Road, the potential for an uncontrolled crossing or a signal controlled crossing on the southern section of the junction.

The Technical Notes highlighted that the proposed development was approximately equidistant from bus stops south and north of the site, with both routes within 400m via pedestrian crossing points. The assessment also found that an uncontrolled crossing would not be deliverable on technical and safety grounds and that a potential signal-controlled crossing would require significant changes to the junction layout and signal timings at a cost that would be unlikely to be proportionate to the proposed scale of development or justified, given the alternative options for pedestrians available. Additionally, the full extent and cost of the suggested improvement works is currently unknown and without undertaking the preliminary design and capacity modelling, the proposals may not be feasible. The applicant also notes that the suggested improvement works are not required to make the site sustainable in transport terms, as it has previously been demonstrated that the site location provides for all types of active travel (to the satisfaction of TfGM). Finally, the Technical Note highlights that the Council does not have a UDP policy that would allow the applicant to make a financial contribution towards junction improvements without a scheme to be fully designed and costed.

However, given that a scheme needs to be fully designed and costed, the developer is willing to fund the design of a pedestrian improvement scheme at the junction as a Section 106 contribution, which could then potentially be used to seek contributions for implementation from future developments.

Given the circumstances set out in the supporting Technical Notes, it is considered that the suggested contribution by TfGM is not proportionate or justified by the nature or scale of the proposed development. If a scheme for the junction is fully designed however, this could assist with the provision of any justified contributions that may be required in the future.

Notwithstanding the above, neither the Highway Officer or TfGM object to the proposal subject to the suggested conditions set out above, which would include interventions that could potentially improve the present problems highlighted in the representations (e.g. review of current waiting restrictions and traffic calming measures) and would ensure that the development is not implemented to the detriment of the safe operation of the highway network (e.g. agreement of a Construction Traffic Management Plan).

Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/3, H2/1, H2/2 and HT6/2 of the Bury Unitary Development Plan.

### **Parking**

SPD11 states that the maximum parking standards for a residential development are as follows:

- 1.5 spaces per 2 bed dwelling
- 2 spaces per 3 bed dwelling
- 3 spaces per 4 bed dwelling and above.

This would equate to 99 spaces.

The proposed development would provide 82 spaces and there would be 17 integral garages. There would be a further 13 properties with access to a detached garage. The proposed garages would be large enough to be able to park a vehicle inside and as such, the proposed development would provide 112 spaces.

It is acknowledged that this is above the maximum of 99, but given the various comments on the difficulty of parking near the site during school start and finish times, it is considered that the level of parking provision would be acceptable in this instance. Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

## **Other matters**

### **Greater Manchester Fire & Rescue Service (GMFRS)**

The applicant has confirmed that the proposed emergency access from School Lane would be in accordance with the technical requirements set out in the consultation response from the GMFRS (e.g. droppable bollards at either end/3.7m width).

### **Ground conditions**

The Environmental Protection Officer and the Coal Authority do not object to the proposal, subject to the above noted conditions.

### **Air quality**

The Environmental Protection Officer has no objection to the proposal, subject to the inclusion of a condition relating to the installation of electric vehicle charging points.

### **Drainage**

Neither the Lead Local Flood Authority or United Utilities object to the proposal, subject to conditions relating to surface water drainage scheme, culvert diversion works and foul drainage.

### **Waste Management**

Each proposed dwelling would be adequately provided for the storage of waste and recycling facilities with collection point pertaining to unadopted streets.

### **Planning obligations**

Recreation - A contribution of £116,011.46 would be required towards recreation in accordance with Policy RT2/2 of the Bury Unitary Development Plan and SPD1.

Affordable Housing - The proposed development would provide 10 affordable units, which would equate to 25% of the total number of units in accordance with Policy H4/1 of the Bury Unitary Development Plan and SPG5.

Of the 10 affordable units, 3 (25%) would be provided as First Homes at a 30% discount.

Of the other 7 affordable units, 1 would be available for home ownership as per NPPF requirements.

The affordable units are located in different areas of what is a relatively modest site and as such, would comply with the policy requirement for pepper potting throughout.

Off-site biodiversity mitigation - As noted above, the proposal generates a requirement to replace 2.80 biodiversity units, translating into a contribution of £42,000, which would be allocated to a site known as Walker's Field, Chesham, in accordance with paragraph 174 of the NPPF.

### **Observation on representations received**

Many of the points raised in the representations, where material, have been addressed in the above analysis and/or recommended conditions.

## **CONCLUSION**

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be in accordance with the plan, unless material considerations indicate otherwise.

The Open Space Assessment undertaken demonstrates clearly that the identified open space is surplus to requirements and that its redevelopment would not lead to a quantitative or qualitative deficiency in the host geographical analysis area. Furthermore, the 'titled balance' applies and the NPPF therefore requires that planning permission should be granted 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.

The principle of the development is therefore acceptable. The proposal would deliver much needed residential development on a site within the urban area that is considered to be in a sustainable location. It would provide a mix of good quality market and affordable dwellings in a layout that would create varied and attractive streets, framed in a wider context of robust and extensive landscaping and open space.

The above assessment indicates that the proposed development would maintain the setting of the Walmersley Conservation Area and nearby Non-Designated-Heritage-Asset and would not unacceptably undermine residential amenity, highway safety or ecological interests. Furthermore, it would provide contributions for biodiversity gains and off-site highway design works.

Other constraints including drainage and flooding, contamination, coal mining risk and air quality impacts have been adequately addressed.

On this basis, the scheme, along with the legal agreement to secure the above noted contributions, the development would comply with the Unitary Development Plan and the NPPF when considered as a whole.

As such, the proposal would comply with the above policies of the Local Plan and the NPPF. Therefore, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act, the proposal merits approval.

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

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

**Recommendation:** 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. Subject to the requirements of the conditions below, the development hereby

permitted shall be carried out in accordance with the following approved drawings and documents:

Drawings:

Location Plan (Dwg No. N1232/P/LP0)

The Warwick - Proposed Ground & First Floor Plans & Elevations (Dwg No. NRS/4H/1424/L2013Q/PE01)

The Poynton - Proposed Floor Plans & Elevations (Dwg No. NRS/2H/687/L2013Q/PE01)

The Norfolk - Proposed Floor Plans & Elevations (Dwg No. NRS/4H/1502/L2013Q/PE01)

The Knutsford - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/1056/L2013Q/PE01)

The Disley (Formerly the Disbury Special) - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/934/L2013Q/PE01)

The Davenham - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/957/D2/L2013Q/PE01)

The Dalton Semi - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/938/SEMI/L2013Q/PE01)

The Cranleigh - Proposed Floor Plans & Elevations (Dwg No. NRS/4H/1358/L2013Q/PE01 REV.A)

The Chelford (Formerly The Chatsworth SA AFF) - Proposed Floor Plans & Elevations (Dwg No. NRS/AFF/3H/808/L2013Q/P01)

The Bray - Proposed Floor Plans & Elevations (Dwg No. NRS/2H/784/L2013Q/PE01)

The Bray (Plot 16) - Proposed Floor Plans & Elevations (Dwg No. NRS/2H/784/L2013Q/PLOT16)

The Brancaster (Formerly the Brereton) - Proposed Floor Plans & Elevations (NRS/4H/1169/L2013Q/PE01 B)

The Adlington - Proposed Floor Plans & Elevations (Dwg No. NRS/4H/1119/A2P/L2013Q/PE01)

The Abingdon - Proposed Floor Plans & Elevations (Dwg No. NRS/4H/1469/L2013Q/PE01)

Proposed Single Detached Garage Plans & Elevations (Dwg No. 13/006 REV.A)

Proposed Detached Double Garage Plans & Elevations (Dwg No. 13/010)

The Henley - Proposed Floor Plans & Elevations (Dwg No. NRS/4H/1462/L2013Q/PE01 REV.A)

The Davenham (Formerly the Dunham) - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/957/HIP/L2013Q/PE01 REV.B)

The Capesthorpe - Proposed Floor Plans & Elevations (Dwg No. NRS/3H/947/L2013Q/PW01 REV.A)

The Bray - Proposed Floor Plans & Elevations (Dwg No. NRS/2H/784/L2013Q/PE01)

Proposed Street Scene (Dwg No. N1232/P/SS01 REV.C)

Refuse (Bin Storage) Plan (Dwg No. N1232/P/RP01 H)

Proposed Lighting & Installation Design Layout (Dwg No. 23370/D/01 REV.B)

Proposed Planning Layout (Dwg No. N1232/P/PL01L)

Proposed Materials Dispersion Plan (Dwg No. N1232/P/MP/01H)

Proposed Landscape Structure Plan (Dwg No. M3492/PA/01/V10)

Proposed Dwelling Separation Plan (Dwg No. N1232/DS01 REV.F)

Proposed Car & Cycling Parking Provisions (Dwg No. N1232/P/CP01 REV.D)

Proposed Car & Cycle Parking Provisions (Dwg No. N1232/P/CP01 REV.F)

Proposed Affordable Housing Plan (Dwg No. N1232/P/AH01 REV.G)

Documents:

Bat Tree Assessment UES ref.UES03089/05

Arboricultural Impact Assessment (Ref. P.1059.18 Rev. C)

Invasive Species Method Statement (Ref. UES03089/06)

Flood Risk Assessment (Rev. C)



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

3. No development shall commence unless and until:-
- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
  - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
  - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

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

4. Following the provisions of condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out within timescales agreed with the Local Planning Authority; 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 occupation of the first dwellinghouse.

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

5. No development comprising the erection of any external walls shall take place until details of the materials to be used in the construction of the external surfaces of the development, including the roof and the extension to the stone wall between points A and B on the approved Planning Layout (Dwg No. N1232/P/PL01 L), have been submitted to and approved in writing by the Local Planning Authority. The Development shall be carried out in accordance with the approved details. The materials to be used throughout the development shall be consistent in terms of colour, size and texture with the approved details.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

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 Section 9 of the National Planning Policy Framework.

7. The felling of trees called G2A, G6A, G6B, and G7 shall be carried out in accordance with the Bat Tree Assessment UES ref. UES03089/05 section 4.2.1 as already submitted with the planning application.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section

11 of the National Planning Policy Framework.

8. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
9. Prior to any vegetation clearance or earthworks, a reasonable avoidance measures method statement for hedgehogs shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to any vegetation clearance and remain in place for the construction phase of the development.  
Reason. Reason. In order to ensure that no harm is caused to a Priority Species pursuant to Policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
10. No development shall commence until full details of a scheme for the eradication and/or control of Himalayan Balsam, Rhododendron, Cotoneaster spp and Variegated Yellow Archangel 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 invasive species in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
11. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.  
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
12. The hard and soft landscaping shall be carried out in accordance with the approved Landscape Structure Plan (Dwg No. M3492-PA-01-V10), which shall be supplemented with a Portuguese Laurel to the rear boundary of plots 18 to 24. All planting, seeding and/or turfing shall be carried out in the first planting and seeding seasons following the occupation of the building(s) relating to that phase or the completion of the development, whichever is the sooner, and any trees, shrubs, hedges or plants which within a period of five years from the completion of development die, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the Local Planning Authority gives written consent to any variation.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity and to ensure the protection of wildlife and supporting habitat and to secure opportunities for enhancing the site's nature conservation value, pursuant to policies EN6/4, EN8/2 and EN10/2 of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework.

13. Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme shall be in accordance with the principles set out in the submitted Flood Risk assessment document and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

For the avoidance of doubt, no surface water will be permitted to drain directly or indirectly into the public sewer.

Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to policies EN5/1, EN7/3 and EN7/5 of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

14. Development shall not commence until details of proposed culvert diversion works have been submitted to and approved by the Local Local Flood Authority. Details shall include surveys of the existing culvert downstream of the development and method statements for proposed construction works

Reason. To ensure the adequacy of the proposed discharge to the culverted watercourse to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to Policy EN5/1 of the Bury Unitary Development Plan and Section 14 of the National Planning Policy Framework.

15. Notwithstanding the details indicated on the approved plans, no development 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 main site access onto Springside Road, incorporating the provision of adequate arrangements at the interface with the adopted highway, reconstruction of the northerly footway on Springside Road and alterations to the site boundary to form the accesses to Plots 1 & 2 and provide a 2.0m wide footway along the development frontage and provision of visibility splays appropriate for a design speed of 20mph, demarcation of the limits of the adopted highway, tactile paved crossing point, 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. Formation of the access to Plots 12 - 16 and secondary emergency access onto School Lane/Burnley Road, incorporating the realignment of the southerly kerbline and footway, provision of adequate arrangements at the interface with the adopted highway and alterations to the site boundary to provide a 2.0m wide footway along the development frontage and provision of visibility splays appropriate for a design speed of 20mph, demarcation of the limits of the adopted highway, scheme of bollards clear of the southerly School Lane/Burnley Road footway, and all associated highway and highway drainage remedial works;
3. 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;
4. 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;
5. Provision of a street lighting assessment to a scope and specification to be agreed for Springside Road between Walmersley Road and Brierfield Drive, School Lane between Walmersley Road and Burnley Road and the proposed residential estate roads, and, where identified, a scheme of improvements on the existing adopted highway;
  6. Review of need for the introduction of waiting restrictions to scope to be agreed on Springside Road between Walmersley Road and Brierfield Drive and School Lane in the vicinity of the access to Plots 12 - 16 and secondary emergency access, including all necessary road markings and signage;
  7. A scheme of 20mph traffic calming measures on Springside Road between Walmersley Road and its cul-de-sac end and the proposed estate roads, to a scope and specification to be agreed, incorporating, but not limited to, the formation of a speed tables as shown at the junction within the development, measures on the existing adopted highway to be agreed and all associated road markings and signage.

The details subsequently approved shall be implemented in full to a programme agreed with the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, in the interests of fire safety, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety, pursuant to policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.

16. 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 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, and secondary emergency access to a detail/incorporating rubbing strips/limits of adoption, to be agreed;
  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. Swept path analysis of the proposed estate roads to ensure that an 11.85m (minimum) long refuse collection vehicle can pass a private car at all points, the bend and manoeuvre at all turning heads;
  6. Facilities for the storage of bins on collection day at the interfaces of all shared accesses, located clear of the future adopted highway and appropriate visibility splays at junctions and the back edge of the footway;
  7. Provision of a scheme of bollards and measures/boundary treatment at the interface of the secondary emergency access with the future adopted highway, incorporating foundations for the proposed 1.1m high boundary stone wall that do not encroach under the future adopted highway;
  8. Proposed planting/surfacing details and management/maintenance arrangements for all landscaped/car parking areas abutting the proposed adopted highway;
  9. 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 and to the written satisfaction of the Local Planning Authority, with the secondary emergency access made available for use prior to occupation of any dwelling.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, in the interests of fire safety, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety, pursuant to policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.

17. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
  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 construction vehicles to the site from the Key Route Network;
  3. Access point/arrangements for construction traffic, incorporating all temporary works required to facilitate access for construction vehicles;
  4. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain adequate levels of visibility onto the adopted highway;
  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;
  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 construction vehicles, together with storage on site of 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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, 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 policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.

18. In the event that it is not intended for the proposed residential estate roads to be considered for adoption by the Council, no development 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 roads shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason. This is required prior to the commencement of development to ensure that the unadopted estate roads serving the development is maintained to an acceptable standard in the interest of residential/highway safety, to ensure a

satisfactory appearance to the highways infrastructure serving the development, and to safeguard the visual amenities of the locality and users of the highway pursuant to policies H2/2 and EN1/2 of the Bury Unitary Development Plan.

19. The various 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 policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.
20. A minimum hardstanding of 5.5m measured between the highway boundary and any proposed garage doors shall be provided to the 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 to allow adequate space to maintain a vehicle clear of the highway in the interests of pedestrian safety, pursuant to policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.
21. Where dwellings are constructed without a garage, minimum hardstanding lengths of 5.0m at all dwellings (10.0m when in tandem) shall be provided to the 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 to allow adequate space to maintain a vehicle clear of the highway in the interests of pedestrian safety, pursuant to policies H2/2, EN1/2 and HT6/2 of the Bury Unitary Development Plan.
22. The communal car parking indicated on the approved plans shall be surfaced and made available for use to the satisfaction of the Local Planning Authority 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 of the Bury Unitary Development Plan.
23. Bin storage arrangements shall be provided within the curtilage of each dwelling in accordance with the approved Refuse Plan (Dwg No. N1232/P/RP01 H) before first occupation of the respective dwelling.  
Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling, pursuant to policies H2/2 and EN1/2 of the Bury Unitary Development Plan.
24. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, (or any Order revoking or re-enacting that Order with or without modification), no development within Class A to E of Part 1 of Schedule 2 shall be carried out at Plots 1 and 4 to 11 (inclusive), unless permission is granted by the Local Planning Authority.  
Reason. The excluded types of development would not be appropriate due to the restricted size of the external amenity areas and proximity to existing neighbouring dwellings, pursuant to policy H2/1 of the Bury Unitary Development Plan.
25. Notwithstanding the provisions of Part 2, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no gates, fences, walls or other means of enclosure shall be erected adjacent to the northern boundary of the rear garden, which shall be lined by a Laurel hedge as required by Condition 12 of this planning permission.  
Reason. To enable the Local Planning Authority to regulate and control the development of land in order to protect the character and appearance of the Walmersley Conservation Area, pursuant to policy EN2/2 of the Bury Unitary

Development Plan.

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

68055

Viewpoints:





68055

Photos





68055

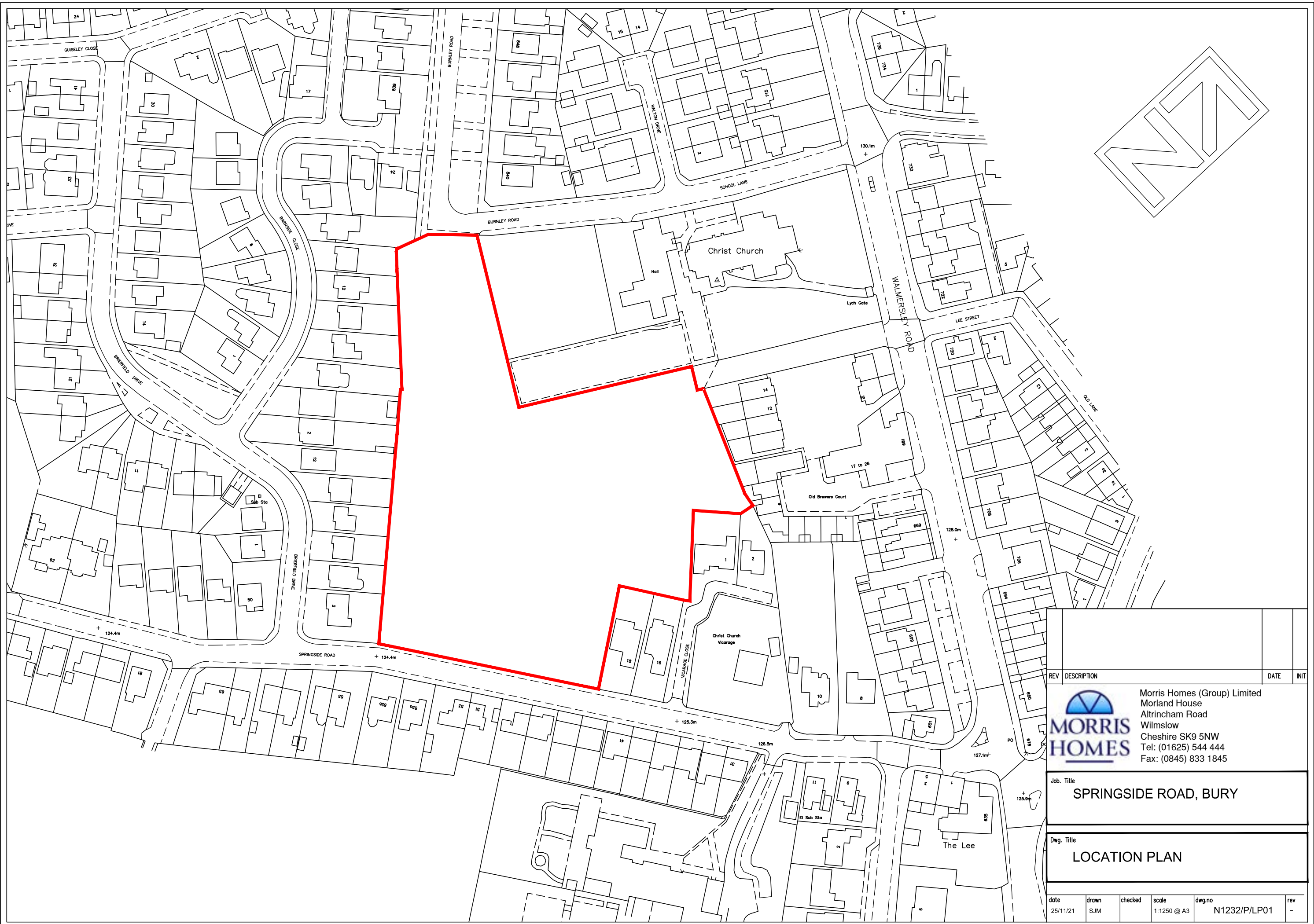
Aerial view of site from the east



68055

Surrounding residential character





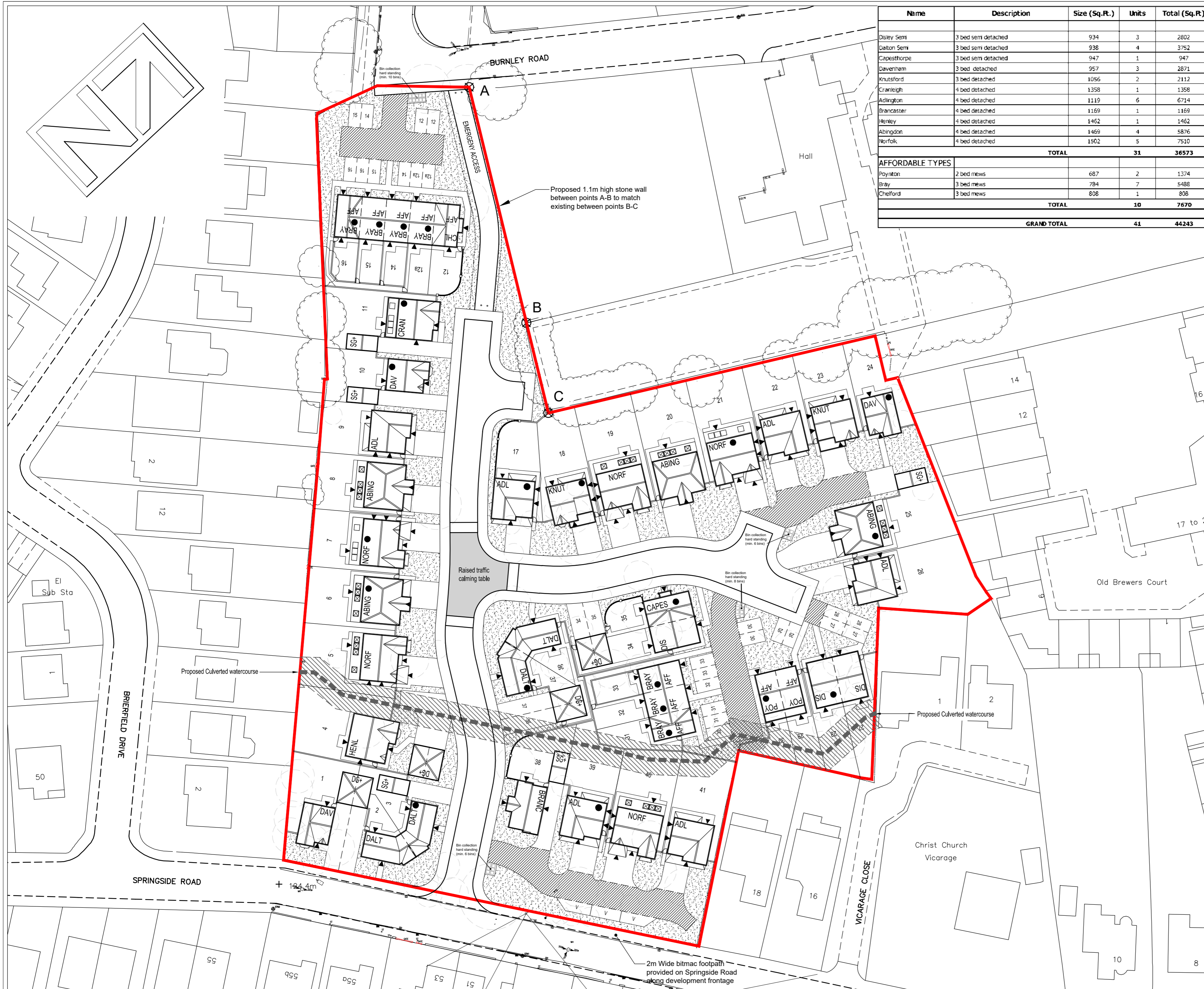
REV	DESCRIPTION	DATE	INIT


 Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road  
 Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job. Title  
**SPRINGSIDE ROAD, BURY**

Dwg. Title  
**LOCATION PLAN**

date	drawn	checked	scale	dwg.no	rev
25/11/21	SJM		1:1250 @ A3	N1232/PLP01	-



Name	Description	Size (Sq.Ft.)	Units	Total (Sq.Ft.)
Disley Semi	3 bed semi detached	934	3	2802
Dalton Semi	3 bed semi detached	938	4	3752
Capesthorpe	3 bed semi detached	947	1	947
Davenham	3 bed detached	957	3	2871
Knutsford	3 bed detached	1056	2	2112
Cranleigh	4 bed detached	1358	1	1358
Adlington	4 bed detached	1119	6	6714
Brancaster	4 bed detached	1169	1	1169
Henley	4 bed detached	1462	1	1462
Abingdon	4 bed detached	1469	4	5876
Norfolk	4 bed detached	1502	5	7510
<b>TOTAL</b>			<b>31</b>	<b>36573</b>
<b>AFFORDABLE TYPES</b>				
Poynton	2 bed mews	687	2	1374
Bray	3 bed mews	784	7	5488
Chelford	3 bed mews	808	1	808
<b>TOTAL</b>			<b>10</b>	<b>7670</b>
<b>GRAND TOTAL</b>			<b>41</b>	<b>44243</b>

**LEGEND**

- Proposed dwelling
- Proposed dwelling to be built opposite hand
- Proposed brick built garage
- Common areas of shared drives in contrasting material or kerb edgings to delineate shared drive area
- Proposed 1.8m high feather edge boarded timber screen fence
- Proposed 1.8m high feather edge boarded timber screen fence with P.C.C. posts & gravel boards
- Proposed 1.8m high/0.44m square brick piers at 2.0m ctrs with 0.65m high brick dwarf wall/feather edged boarded infill panels
- Proposed 0.45m high timber post & rail divisional fence
- Proposed 0.45m high timber V-rail fence

REV	DESCRIPTION	DATE	INT
L	Shared parking arrangement to plots 29-33 updated.	07/07/23	SJM
K	Handing and roof configuration of plots 1 and 24 amended. Shared parking arrangement to plots 27-33 updated with additional landscaped areas provided.	28/06/23	SJM
J	Layout updated in line with Highways comments (bin collection points to plots 12-16, 22-24, 29-33 & 39-41).	20/03/23	SJM
H	Layout updated in line with LPA comments (shared parking arrangement to plots 29-33 amended).	24/02/23	SJM
G	Layout updated in line with LPA comments, including updated Affordable housing mix.	15/02/23	SJM
F	Emergency access arrangement updated to take into account Highways comments.	11/01/23	SJM
E	Planning and Highways comments incorporated including - Position of plots 14-16 amended to increase aspect distance to 12 Barnside, access provided to rear of plots 14-16 and existing boundary wall. Plot 1 handed to provide forward visibility off driveway. Roof configuration to plots 1, 16 & 24 amended to improve amenity of private rear gardens to 2, 10, 12 Barnside and 14 Old Brewers. Drive arrangement to plots 22-26 & 38-41 amended. House type substitution to plots 6, 38 & 39. Schedule of accommodation updated accordingly.	15/12/22	SJM
D	Layout re-planned to take into account Highways comments.	27/10/22	SJM
C	Layout re-planned to take into account As Built location of existing culvert.	07/10/22	SJM
B	Proposed low stone wall position indicated on North Western boundary.	23/02/22	SJM
A	Position of plots 18-22 amended to enable turning head size to be increased adjacent plot 22. Raised traffic calming table and bin collection point opposite plot 10 added following consultants comments.	06/01/22	SJM

**MORRIS HOMES**  
 Morris Homes (North) Limited  
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 Altrincham Road  
 Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
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Job Title  
**SPRINGSIDE ROAD, BURY**

Dwg. Title  
**PLANNING LAYOUT**

date	drawn	checked	scale	dwg.no	rev
08/10/21	SJM		1:500@A2	N1232/P/PL01	L

**PLANTING SCHEDULE M3402-PS-01-V02**

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
1	...	...	...	...	...	...
2	...	...	...	...	...	...
3	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
4	...	...	...	...	...	...
5	...	...	...	...	...	...
6	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
7	...	...	...	...	...	...
8	...	...	...	...	...	...
9	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
10	...	...	...	...	...	...
11	...	...	...	...	...	...
12	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
13	...	...	...	...	...	...
14	...	...	...	...	...	...
15	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
16	...	...	...	...	...	...
17	...	...	...	...	...	...
18	...	...	...	...	...	...

Item No.	Plant Name	Quantity	Plant Size	Plant Spacing	Planting Date	Planting Location
19	...	...	...	...	...	...
20	...	...	...	...	...	...
21	...	...	...	...	...	...

- KEY**
- EXISTING VEGETATION**
- Existing Trees: To be retained and managed (dead and old trees to be removed following Council requirements)
  - Structural Elements: Proposed species and locations as indicated
  - Trees: Tree size - 700mm minimum diameter @ 1200mm above ground
  - Small Ornamental Trees: Typical - 250mm minimum diameter
  - Hedges: Hedge height - 150mm max, depth - 600mm max, width - 100mm max
- ORNAMENTAL PLANTING**
- Plans to indicate proposed planting to be retained within detailed planting design
- Mix A - general shrub beds: Min 5m x 2m, typical 2.5m x 2m, 250mm minimum depth
  - Mix B - narrow shrub beds: To be planted against walls, 1.5m x 0.5m minimum, typical 1.5m x 0.5m, 250mm minimum depth
  - Mix C - tall shrub beds: To be planted against walls, 1.5m x 1.5m minimum, typical 1.5m x 1.5m, 350mm minimum depth
  - Specimen Plants: Suggested specimen shrubs and trees
  - Climbing Plants: Suggested self-climbing / self-supporting climbing plants
- GARDEN SURFACE**
- Lawn: Typical - 150mm minimum depth
- GROUND SURFACE**
- Plans to indicate for typical species and existing site
- Native Meadow & Grassland: Each 200m x 10m - Suitable General Purpose Meadow Areas

**SUPERVISION OF WORKS AND APPROVED SAMPLE PLOTS**

Detailed planting plans giving guidance and details of plant groupings, arrangements and siting practice will be drawn up with direct reference to this plan. The landscape contractor will plan the scheme in accordance with these details and with the guidance set out in the relevant industry Standards, Guidelines Documents and the relevant Council's Landscaping Specifications.

The landscape contractor will contact the Landscape Architect after the first 5 plots have been planted. Reasonable notice must be given. The Landscape Architect will visit the site to inspect the completed works. The approved plots will serve as a guide for the remaining works. Works should not proceed until the 5 approved plots have been completed.



Unit 8, Lynton Lane  
Northcote, Melbourne  
VIC 3070

T 031 348 2009  
E: [dw@barneswalker.com.au](mailto:dw@barneswalker.com.au)  
W: [www.barneswalker.com.au](http://www.barneswalker.com.au)

OWNS NO: M3402-PS-01-V02  
CLIENT: Acorns Homes Ltd  
PROJECT NAME: Springdale Road, Ebury  
DRAWN BY: CH  
DATE: 07.2023  
SCALE: 1:500@A4

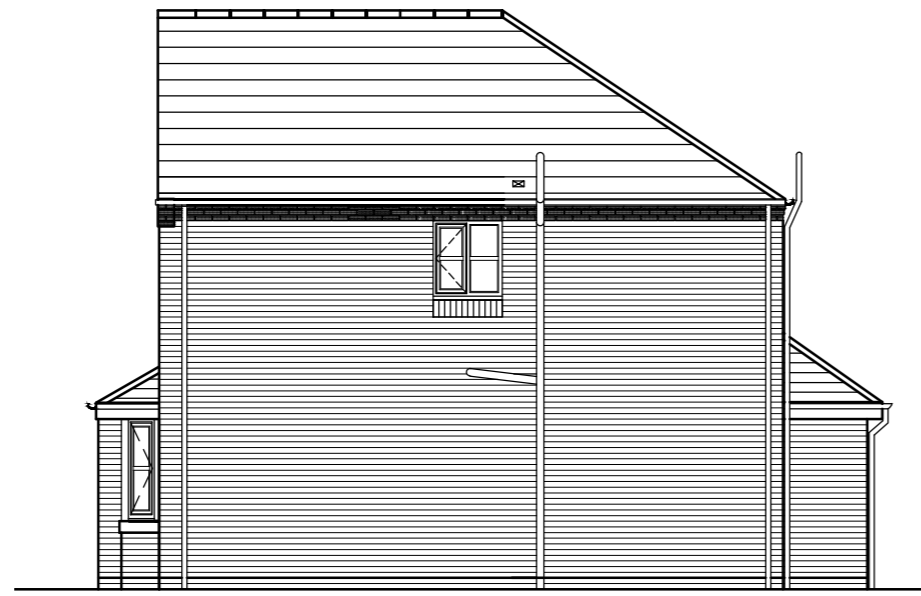
DATE TIME: Landscape Architect  
PROJECT NAME: Springdale Road, Ebury  
DRAWN BY: CH  
DATE: 07.2023  
SCALE: 1:500@A4

Unit 8, Lynton Lane  
Northcote, Melbourne  
VIC 3070

T 031 348 2009  
E: [dw@barneswalker.com.au](mailto:dw@barneswalker.com.au)  
W: [www.barneswalker.com.au](http://www.barneswalker.com.au)



FRONT ELEVATION



SIDE ELEVATION



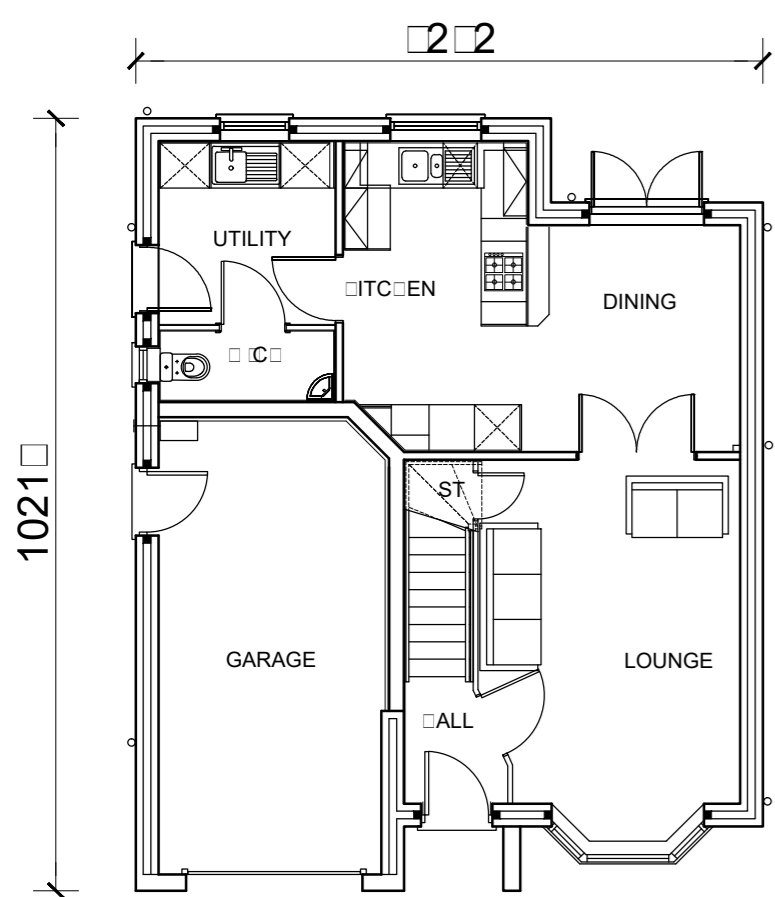
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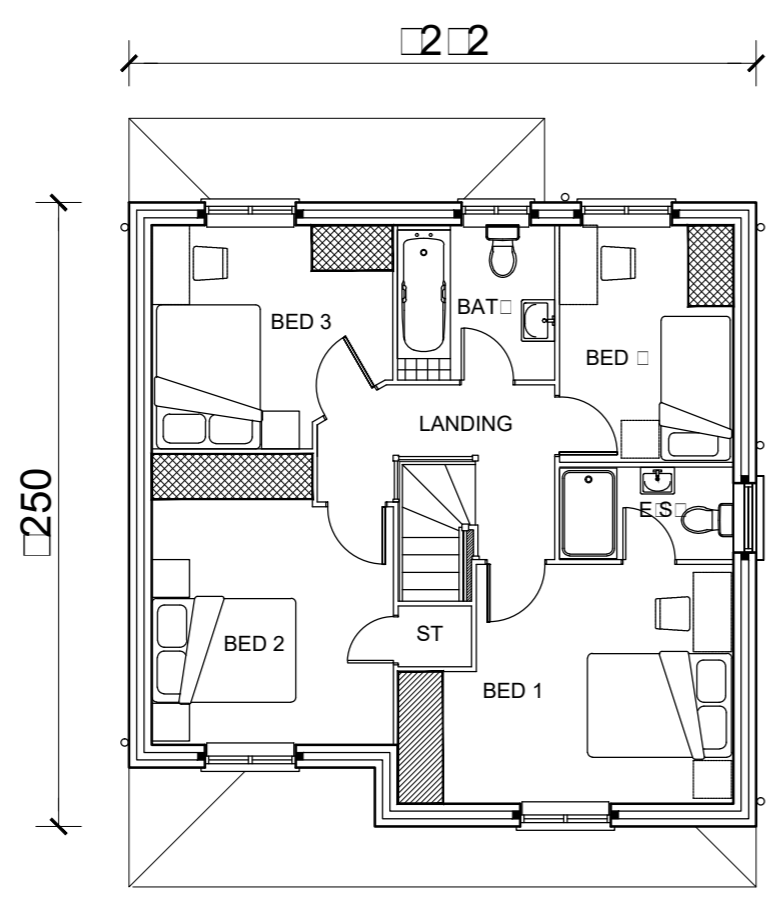
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

A	23/02/21	BED 2/3 STUDWORK REPOSITIONED, BED 4 WINDOW REPOSITIONED, GARAGE PERSONNEL DOOR REPOSITIONED.	RDL
Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title **THE ADLINGTON**  
 (FORMERLY THE APPLETON 2 PLUS)

Org. Title **PART L 2013** 1119 SQ FT

P: [ ] L: [ ]  
 N: [ ] RDR: [ ] S: [ ]

date	drawn	checked	scale	drg.no	rev
FEB 21	SK		1:100@A2	NRS/4H/1119/A2P/L2013Q/PE01	A





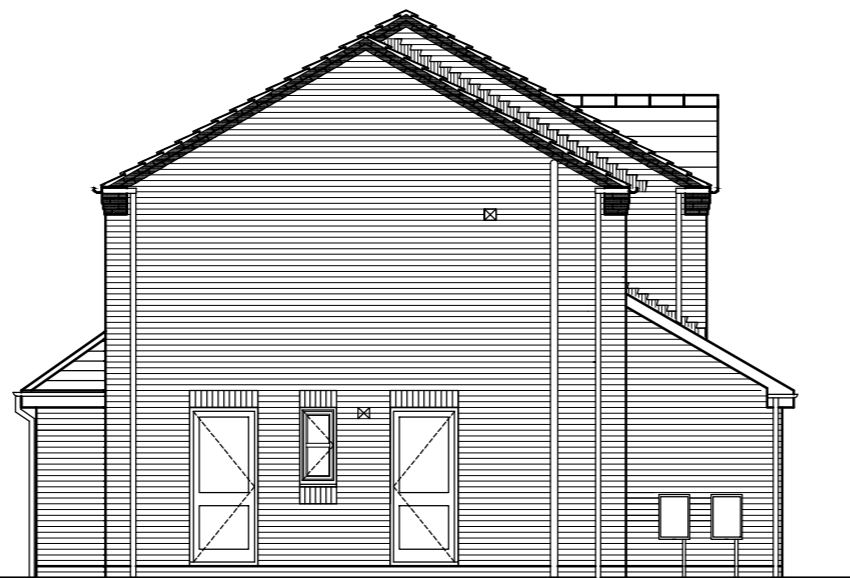
FRONT ELEVATION



SIDE ELEVATION



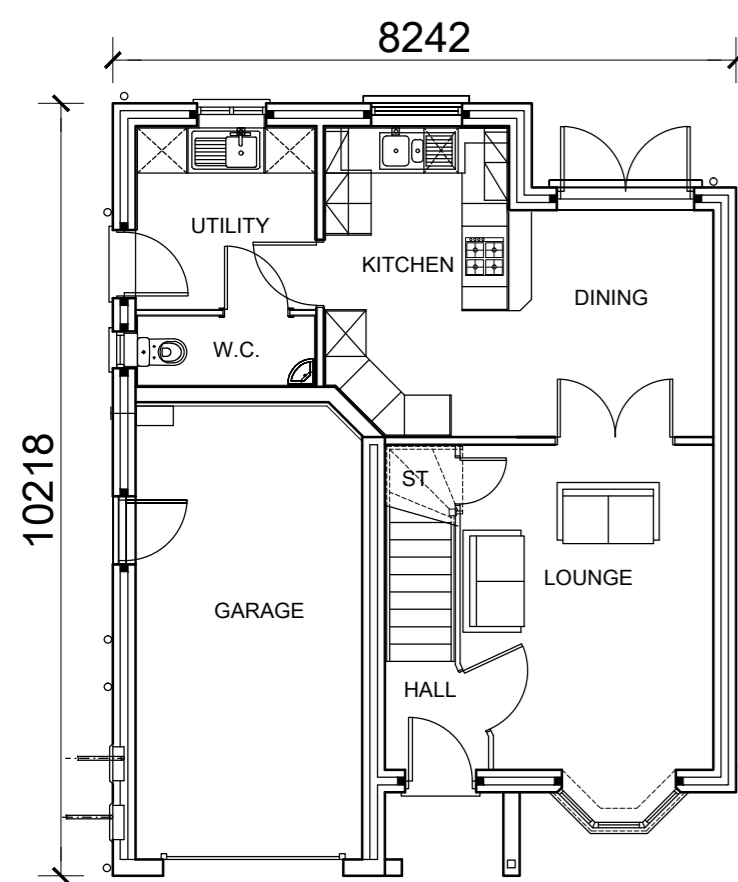
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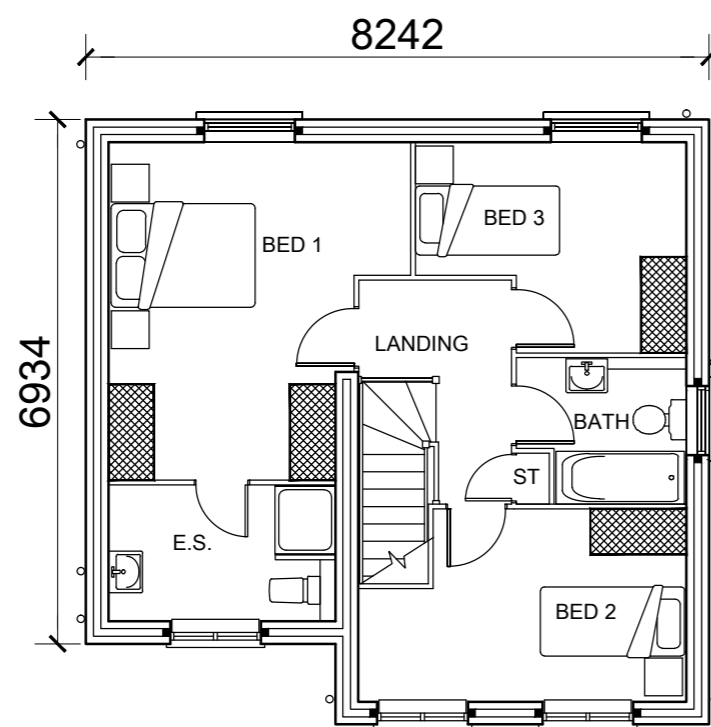
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STANDARD CGI REV (-)

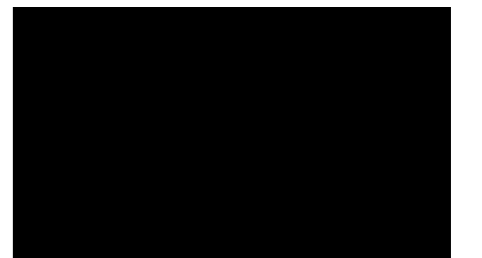


GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title **T E NUTS ORD**  
 FORMERLY T E RU ORD 2 PLUS

Org. Title **PART L 2013** 1056 SQ FT

P L N r S

date	drawn	checked	scale	org.no	rev
DEC 20	RDL		1:100@A2	NRS/3H/1056/L2013Q/PE01	-

MILLIMETRES 1,000 0 5,000 10,000 15,000 MILLIMETRES

SCALE BAR 1:100



FRONT ELEVATION



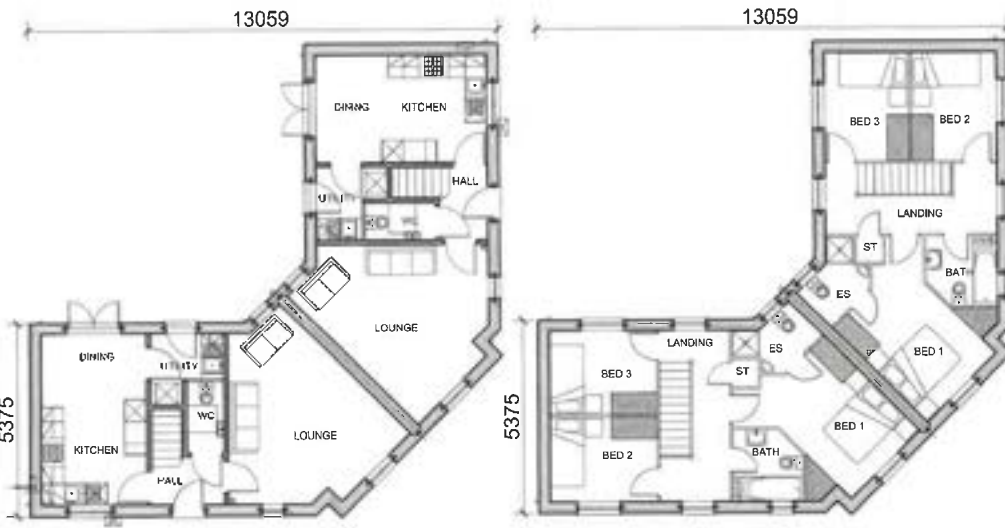
REAR ELEVATION



STANDARD CGI REV (-)



FRONT ELEVATION - on splay



GROUND FLOOR PLAN

FIRST FLOOR PLAN

Rev	Date	Amendment	By



Morris Homes (Group) Limited  
 Morland House,  
 Abchurch Road Walsley  
 Cheshire SK9 5MW  
 Tel: (01825) 544 444  
 Fax: (0145) 833 1845

Job Title

**THE DALTON SEMI**

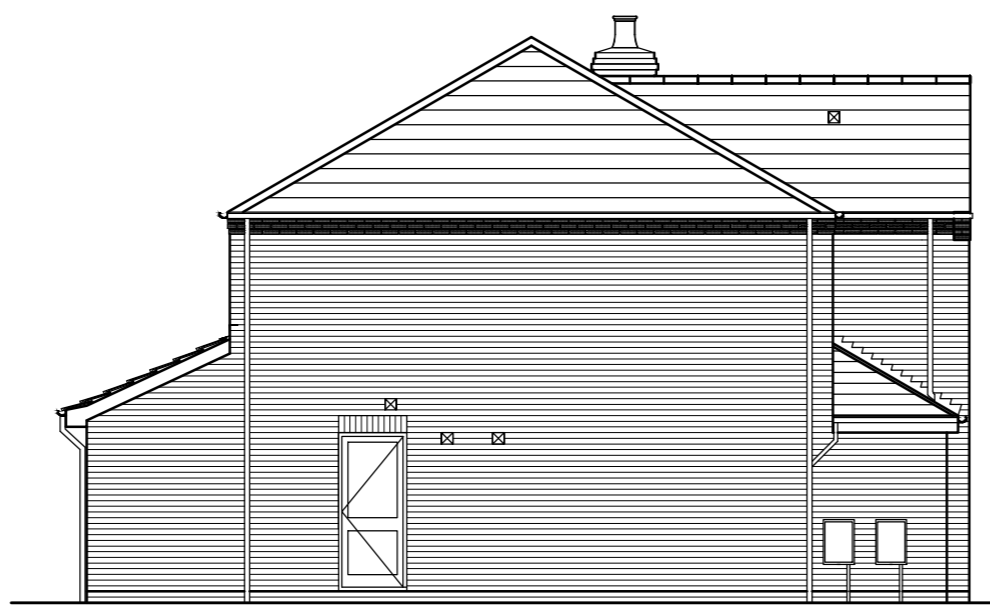
Dep. Title **PART L 2013Q** 938sq.ft

Planning Layout  
 New Wardrobe Specification

Rev	Date	By	Scale	Drawn	Checked	Rev
FEB 21		ROL	1:100@A2	NRS/SH/30SEM/1.2013Q/PE01		



FRONT ELEVATION



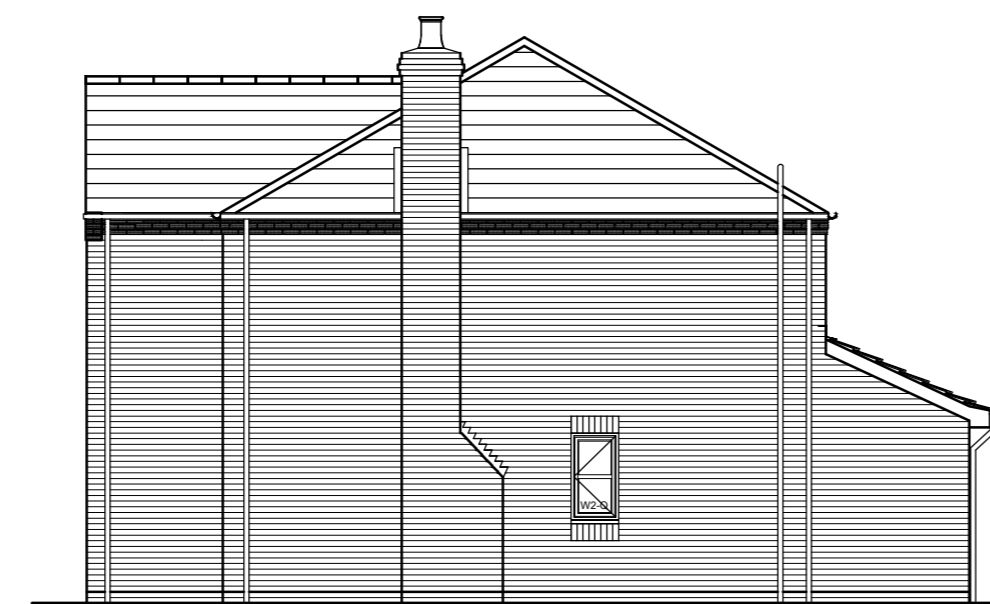
SIDE ELEVATION



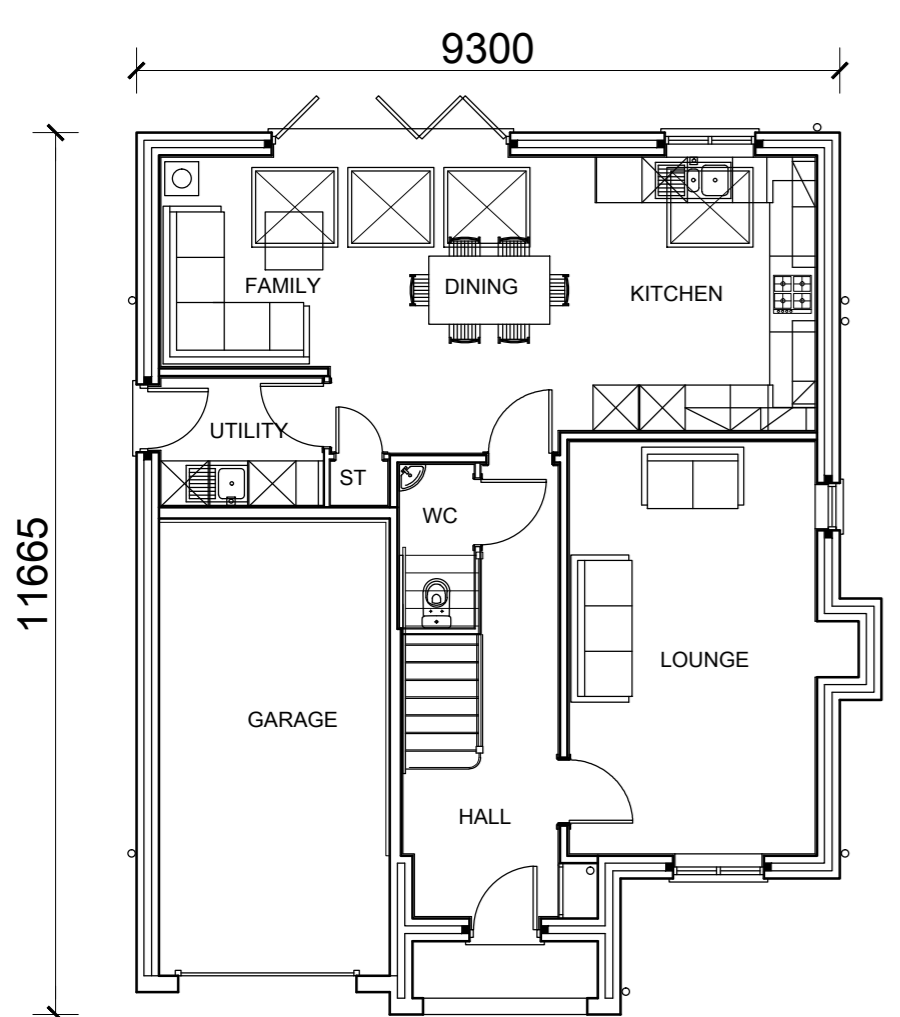
STANDARD CGI REV (-)



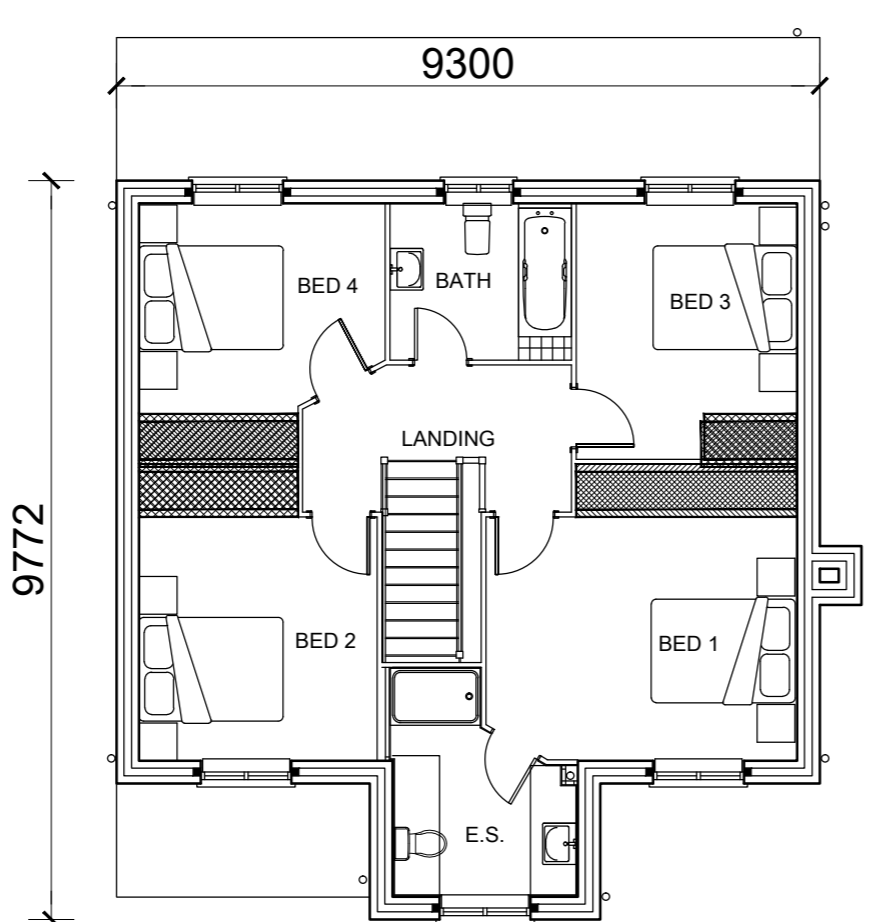
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR LAYOUT



FIRST FLOOR LAYOUT

Rev	Date	Amendment	Init
A	03.11.21	BED 2/4 STUDWORK & BED 4 DOOR REPOSITIONED TO SUIT WARDROBE. BED 1/3 STUDWORK & BED 3 DOOR REPOSITIONED TO SUIT WARDROBE.	RDL



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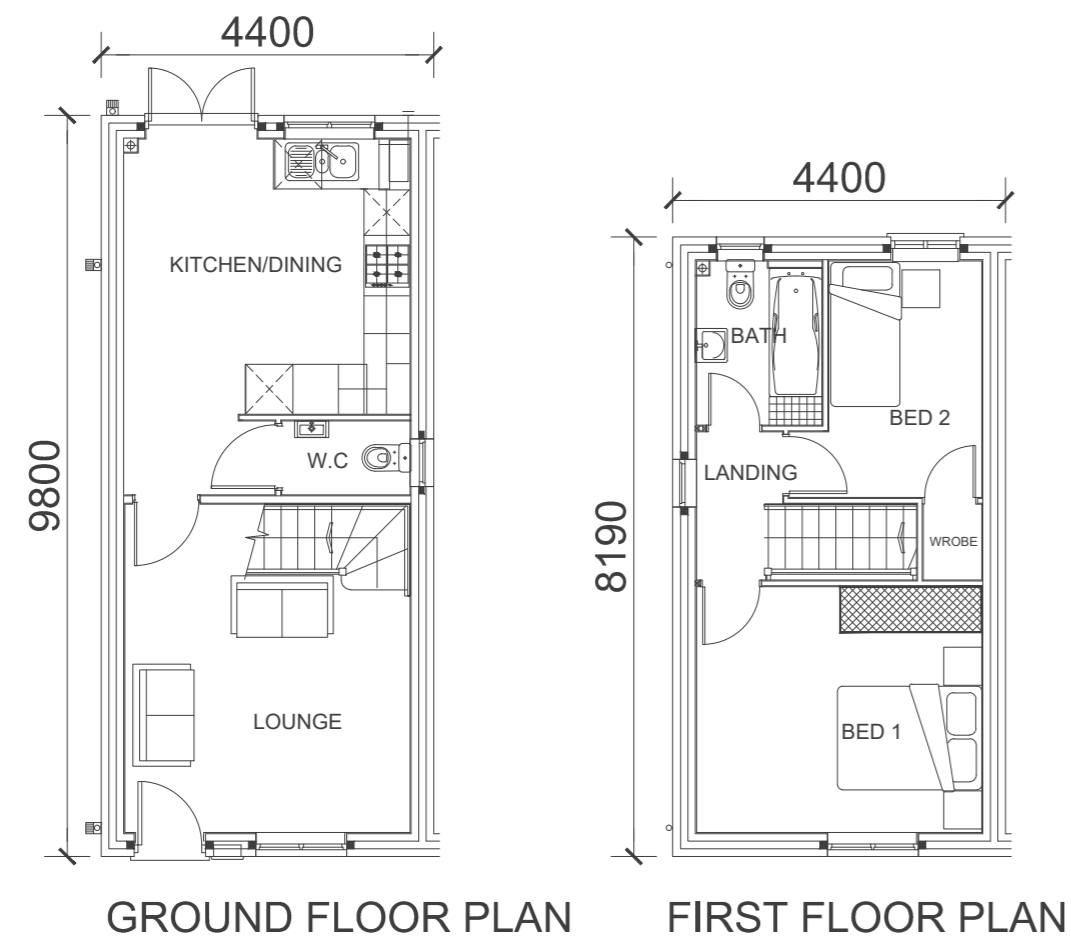
Job Title  
**THE ABINGDON**

Orig. Title  
**PART L 2013Q** 1469sq.ft  
 Planning Layout  
 New Wardrobe Specification

date	drawn	checked	scale	drwg.no	rev
MAR 21	SS		1:100@A2	NRS/4H/1469/L2013Q/PE01	A



CGI REV (-)



Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title  
**THE POYNTON**

Org. Title      **PART L 2013Q**      687sq.ft

Planning Layout  
 New Wardrobe Specification

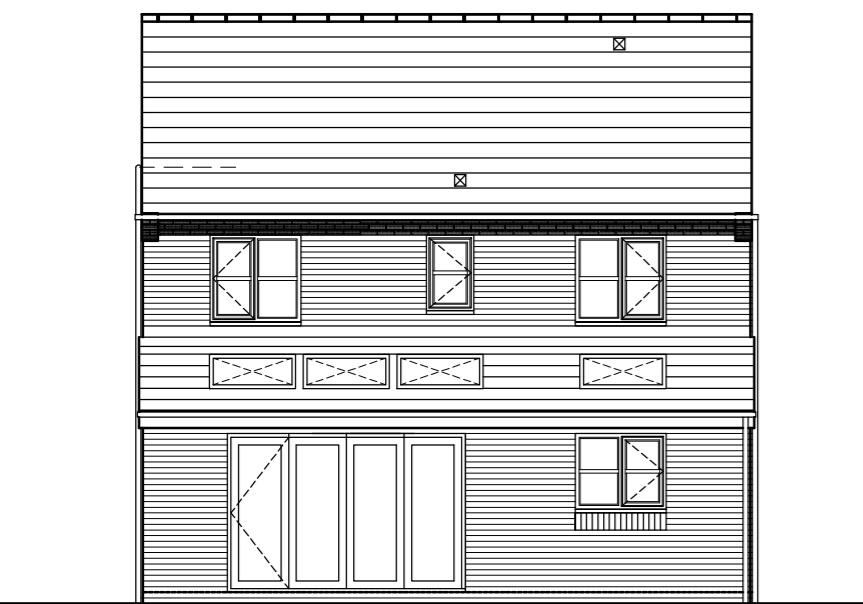
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FRONT ELEVATION



SIDE ELEVATION



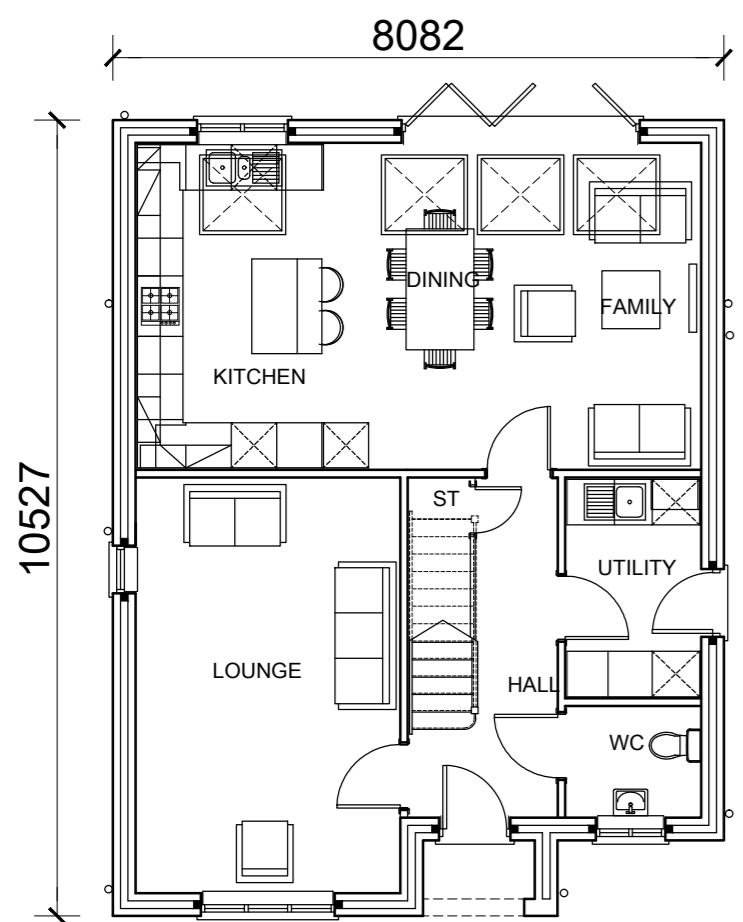
REAR ELEVATION



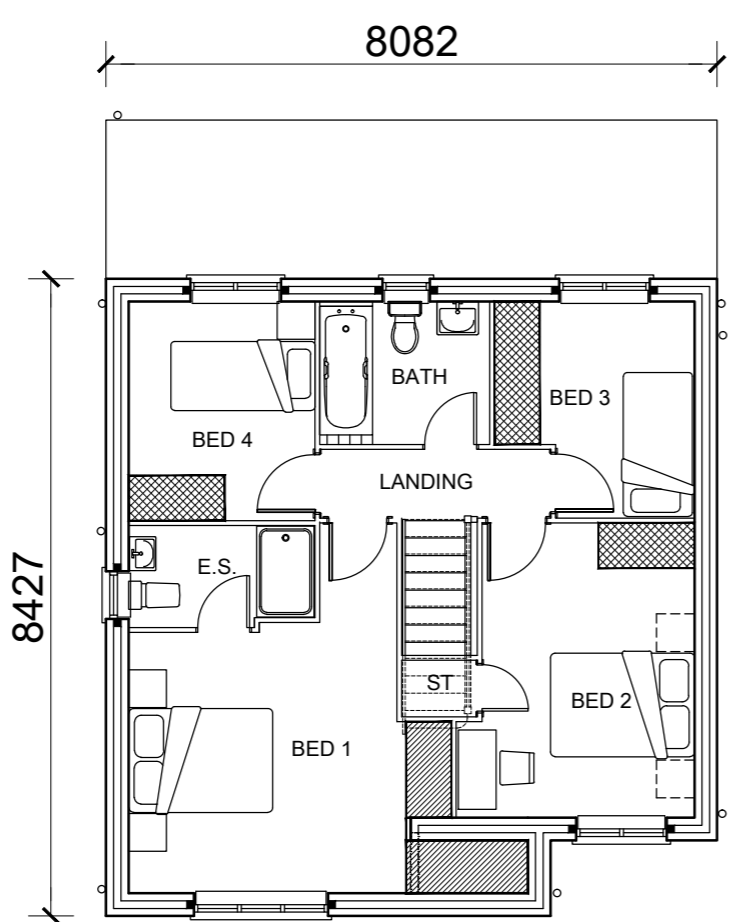
SIDE ELEVATION



STANDARD CGI REV (-)



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init
A	28.10.21	BED 3 WINDOW REPOSITIONED TO SUIT WARDROBE.	RDL



Morris Homes (Group) Limited  
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 Fax: (0845) 833 1845

Job Title  
**THE CRANLEIGH**

Dwg Title  
**PART L 2013Q** 1358sq.ft  
 Planning Layout  
 New Wardrobe Specification

date	drawn	checked	scale	dwg.no	rev
FEB 21	SS		1:100@A2	NRS/4H/1358/L2013Q/PE01	A

SCALE BAR 1:100



FRONT ELEVATION



SIDE ELEVATION



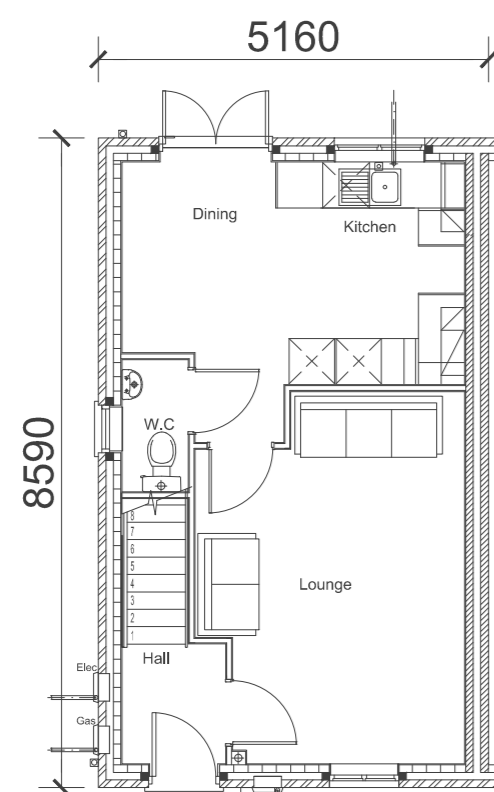
REAR ELEVATION



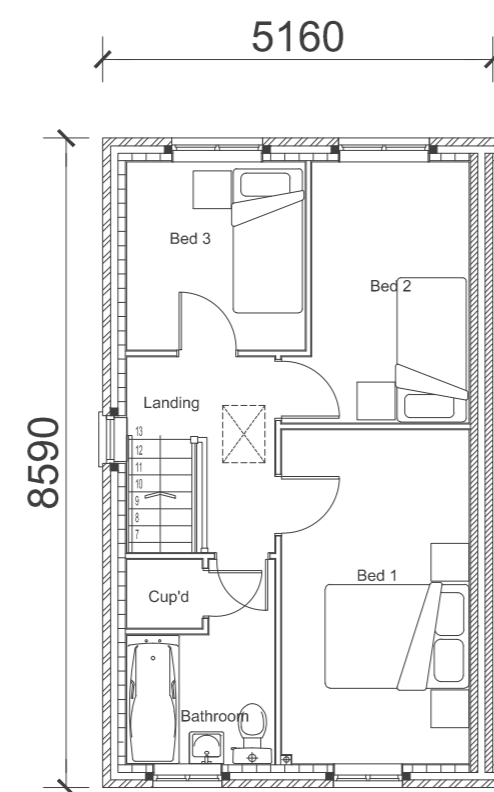
SIDE ELEVATION



CGI REV (-)

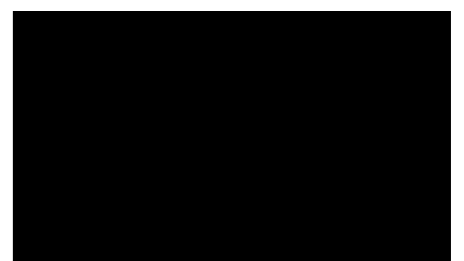


GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title  
**THE BRAY**

Drwg. Title **PART L 2013Q** 784sq.ft

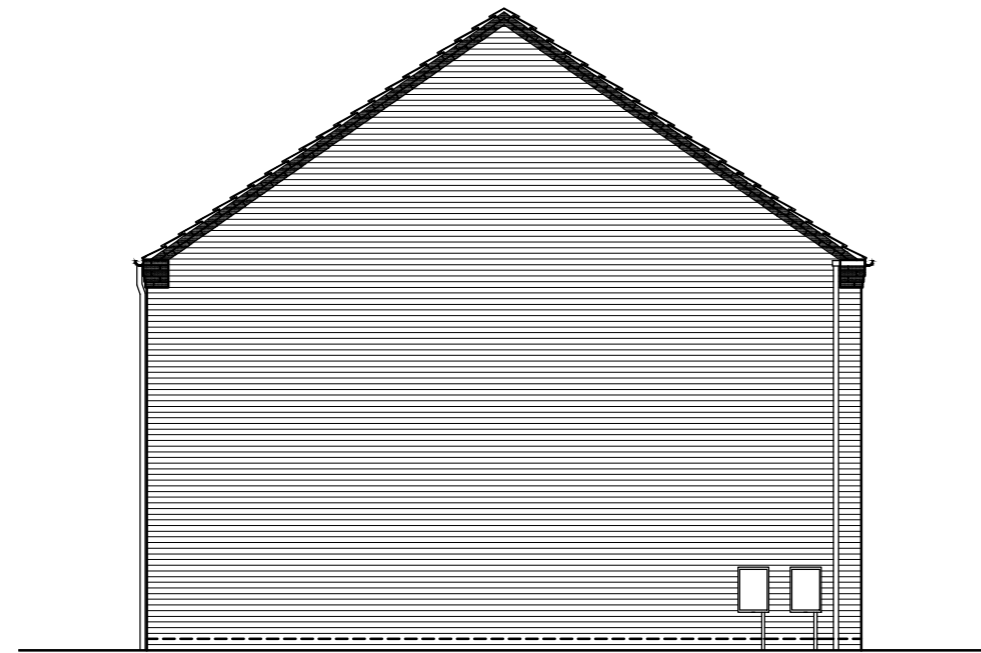
Planning Layout  
 New Wardrobe Specification

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Jun 21	SK		1:100@A2	NRS/2H/784/L/2013Q/PE01	-

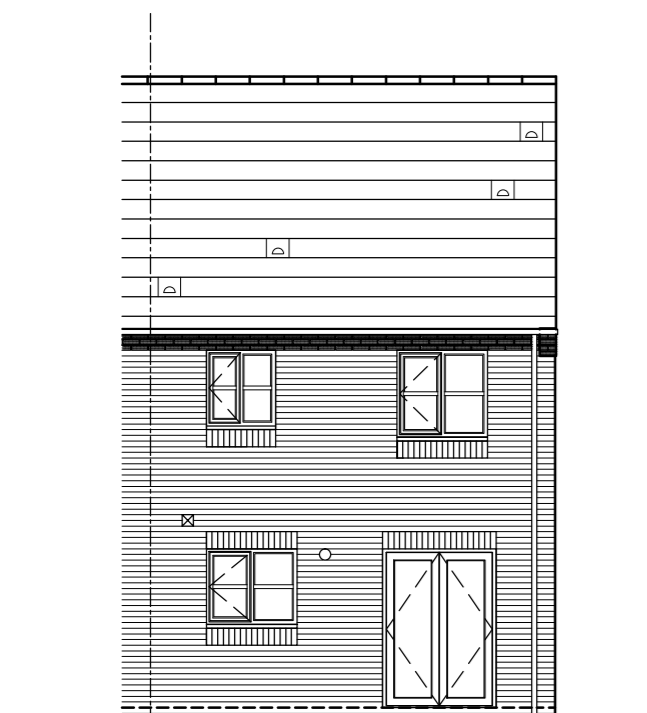
SCALE BAR 1:100



FRONT ELEVATION



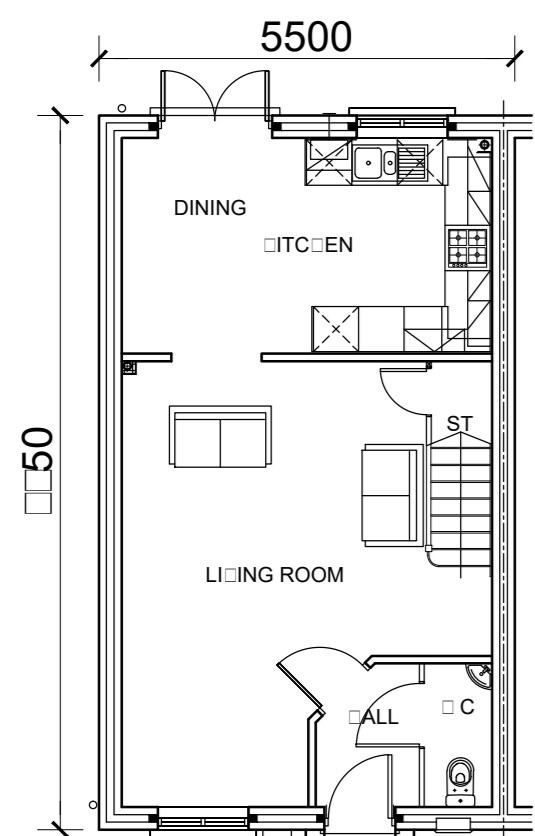
SIDE ELEVATION



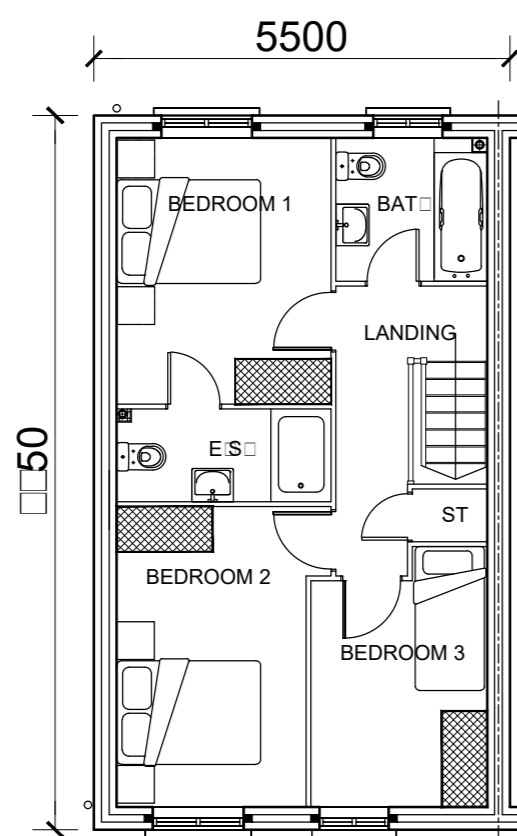
REAR ELEVATION



STANDARD CGI RENDERING



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title  
**THE DISLEY**  
 FORMERLY THE DIDSBURY SPECIAL

Org. Title  
**PART L 2013** 934 sq.ft

PROJECT NO. L  
 NRS/3H/934/L2013Q/PE01

date	drawn	checked	scale	drwg.no	rev
FEB 21	RDL		1:100@A2	NRS/3H/934/L2013Q/PE01	-



FRONT ELEVATION



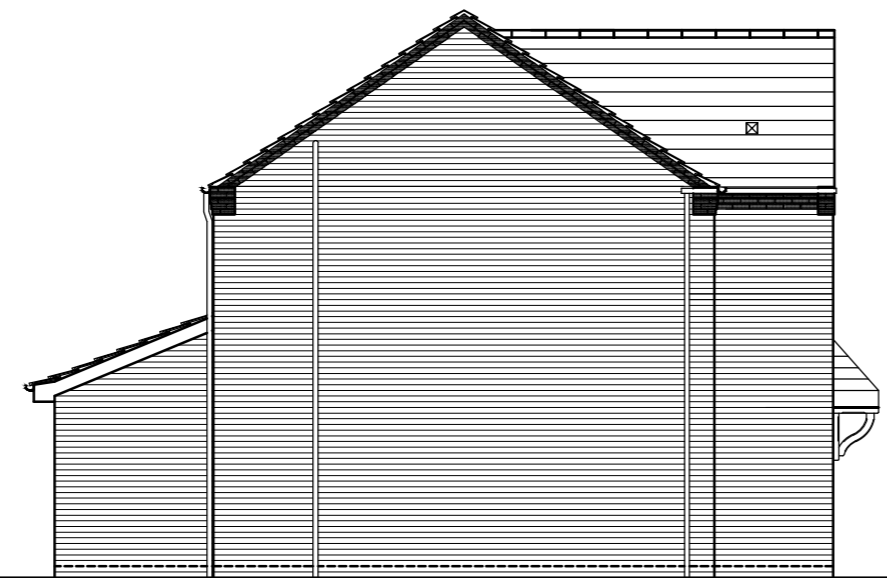
SIDE ELEVATION



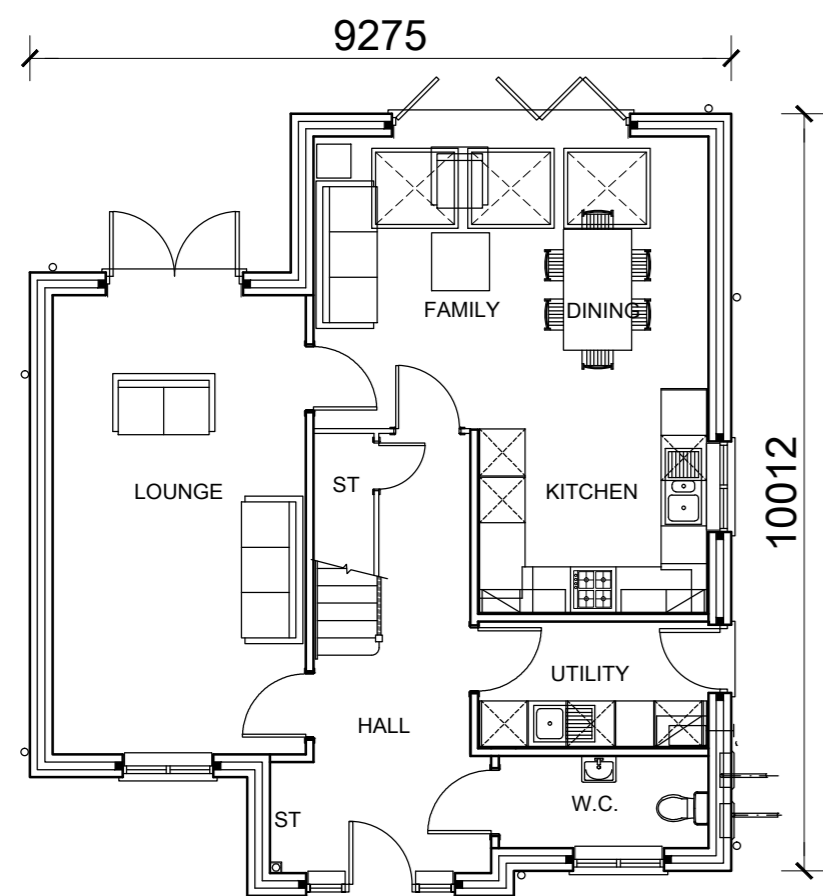
STANDARD CGI REV (-)



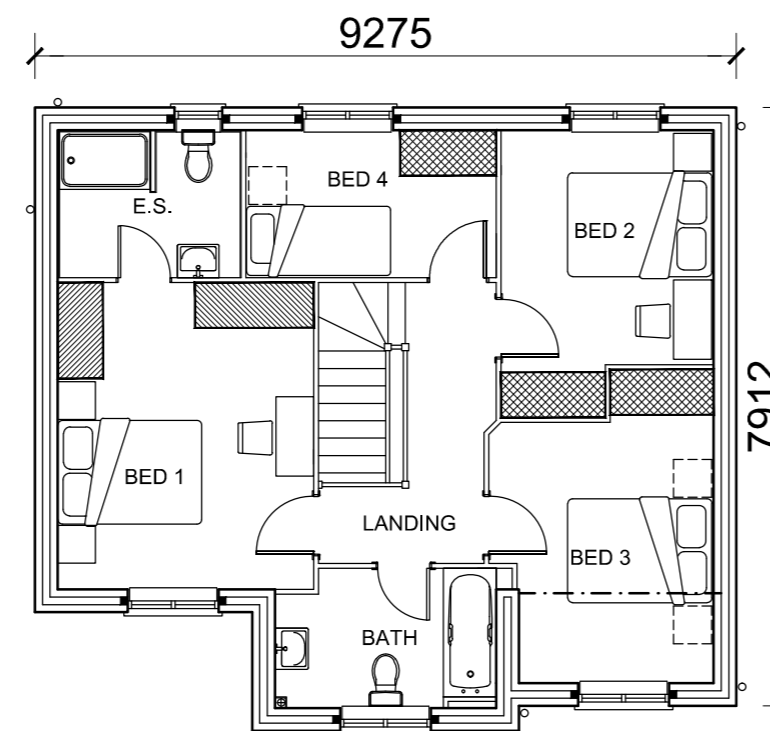
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init
A	29.10.21	WC DOOR CENTRALIZED, BED 2/3 STUDWORK & BED 2 DOOR REPOSITIONED TO SUIT WARDROBE.	RDL



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

Job Title  
**THE WARWICK**

Org. Title  
**PART L 2013Q** 1424 SQ FT

Planning Layout  
 New Wardrobe Specification

date	drawn	checked	scale	org.no	rev
DEC 20	RDL		1:100@A2	NRS/4H/1424/L2013Q/PE01	A

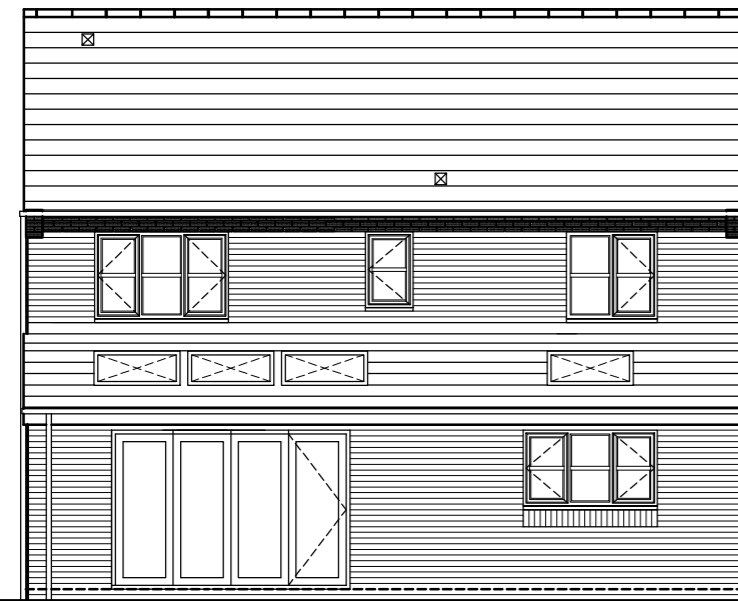




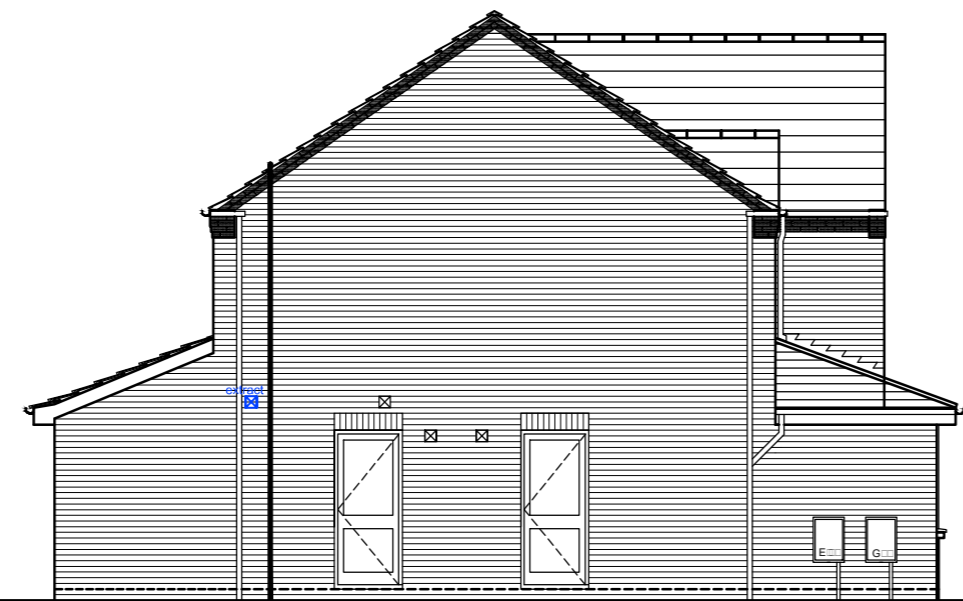
FRONT ELEVATION



SIDE ELEVATION



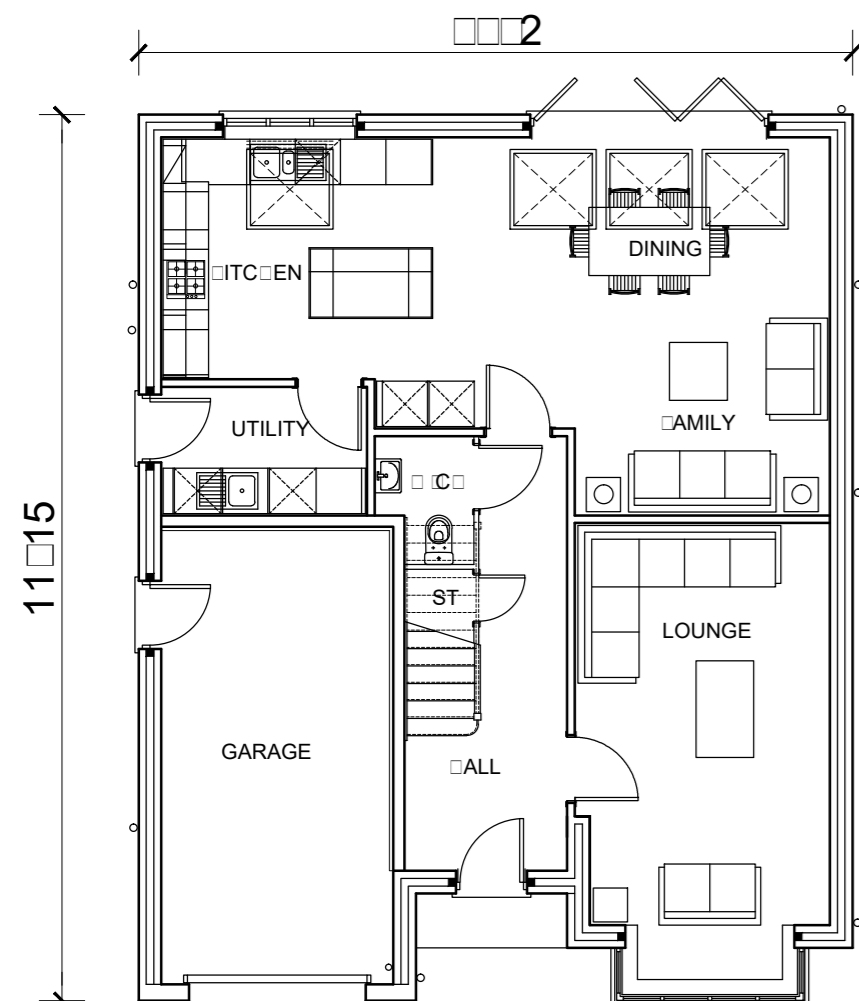
REAR ELEVATION



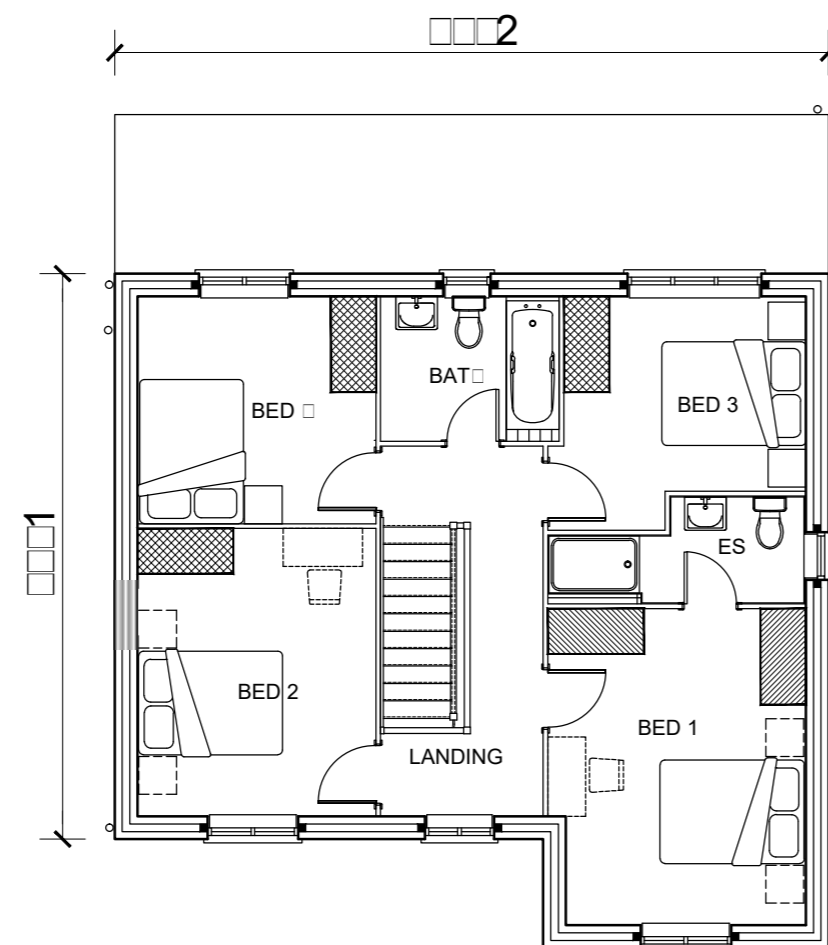
SIDE ELEVATION



STANDARD CGI RENDERING



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init



Morris Homes (Group) Limited  
 Morland House  
 Altrincham Road Wilmslow  
 Cheshire SK9 5NW  
 Tel: (01625) 544 444  
 Fax: (0845) 833 1845

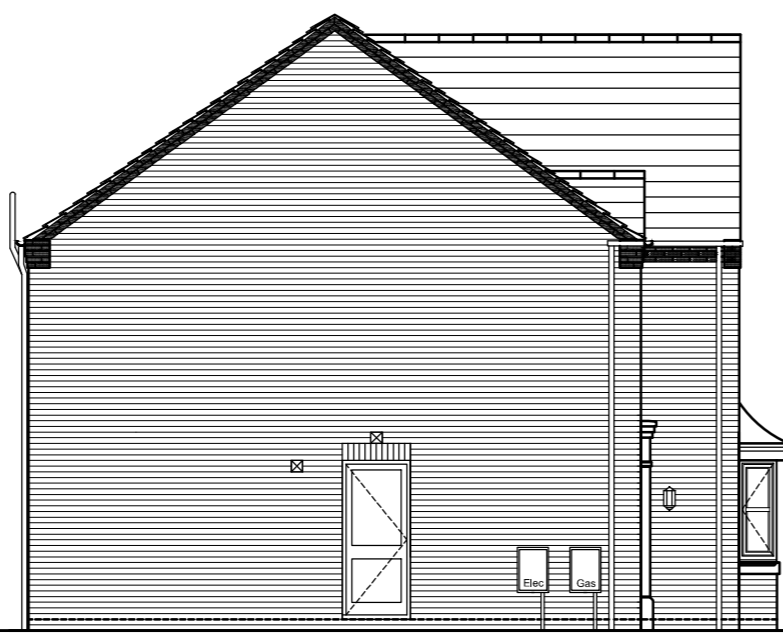
Job Title  
**THE NORWOL**

Orig. Title  
**PART L 2013** 1502sq.ft  
 P... L...  
 N... rdr... S...

date	drawn	checked	scale	drg.no	rev
MAR 21	SS		1:100@A2	NRS/4H/1502/L2013Q/PE01	-



FRONT ELEVATION



SIDE ELEVATION



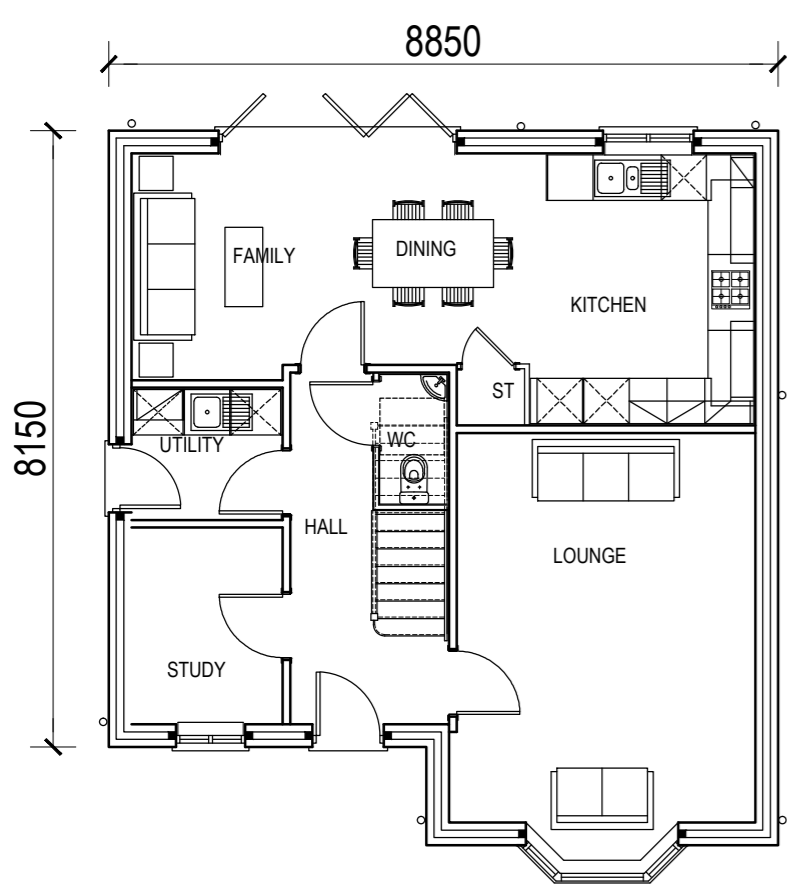
REAR ELEVATION



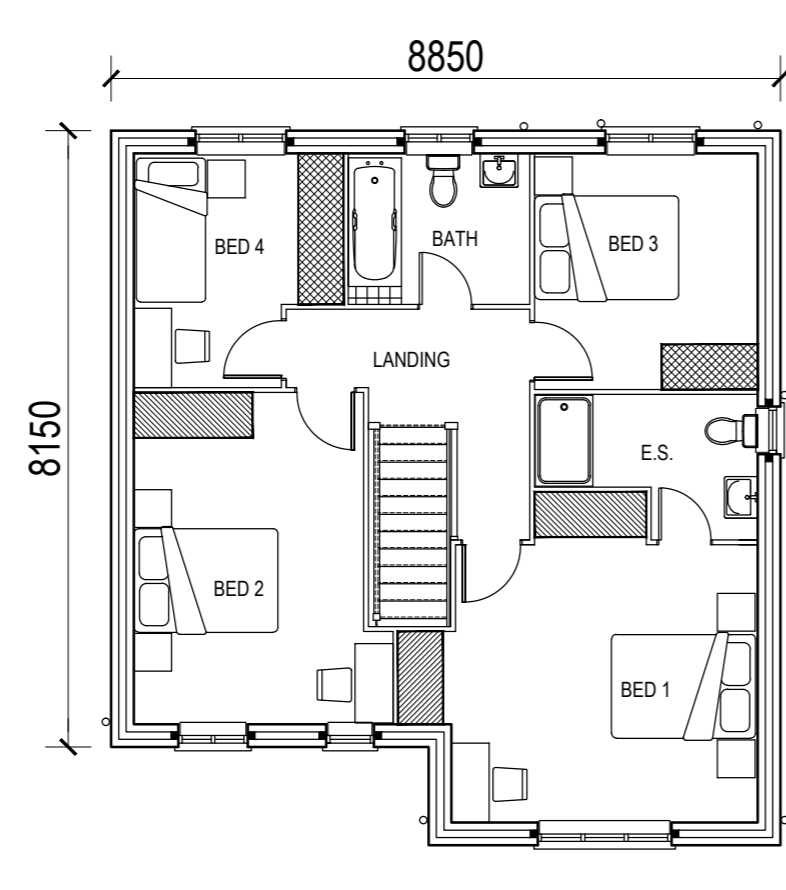
SIDE ELEVATION



STANDARD CGI REV (-)



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init
A	201021	BED 1/2 STUDWORK REPOSITIONED TO SUIT WARDROBE. BED 4 WINDOW REPOSITIONED TO SUIT WARDROBE. ENSUITE/BED 1 STUDYWORK & BED 3 DOOR REPOSITIONED TO SUIT WARDROBE.	RDL



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Job Title  
**T O E O ENLEY**

Org. Title  
**PART L 2013** 1462 SQ FT  
 P L N S  
 N O r d r S

date	drawn	checked	scale	org.no	rev
FEB 21	SK		1:100@A2	NRS/4H/1462/L2013Q/PE01	A

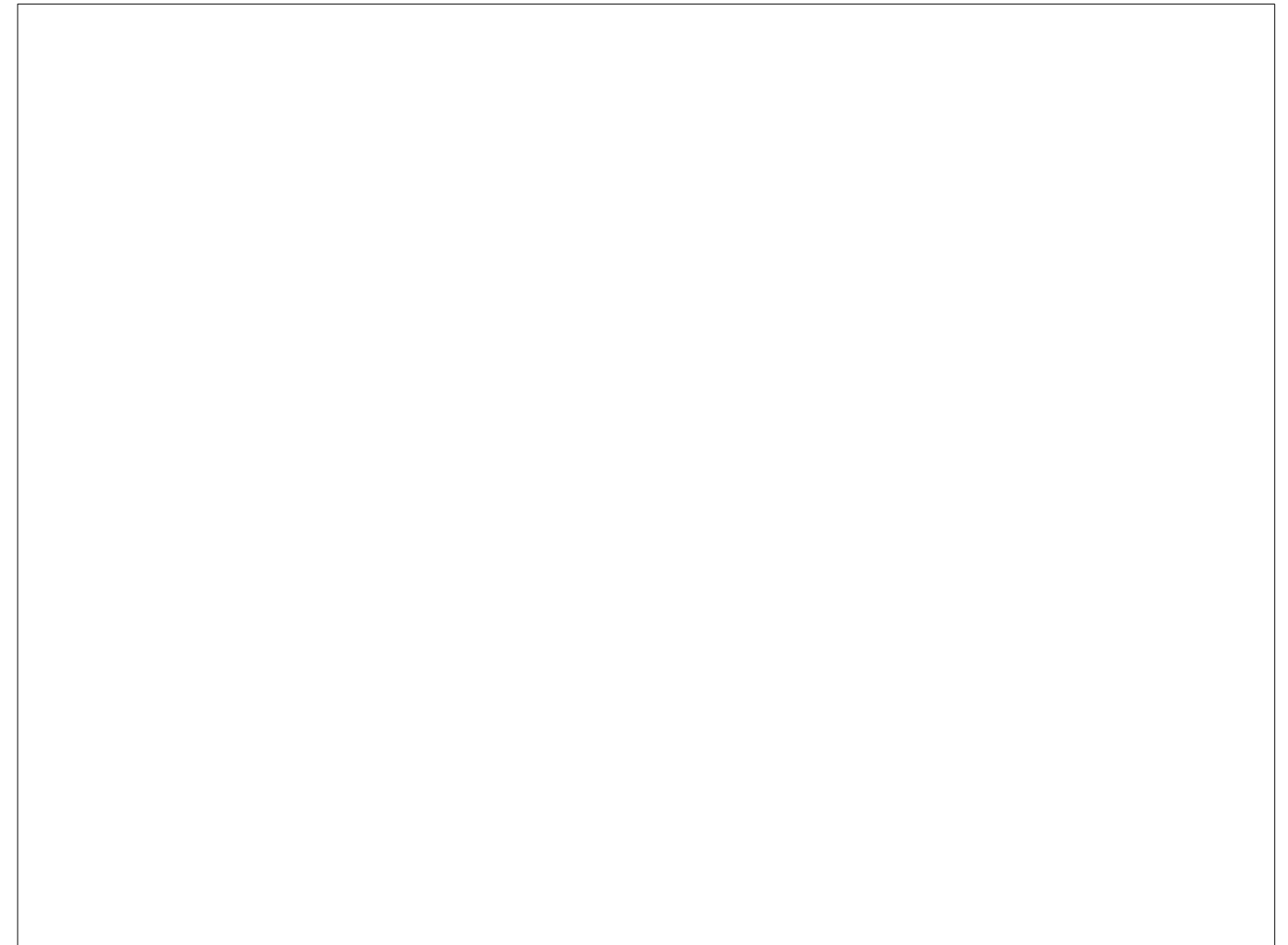
SCALE BAR 1:100



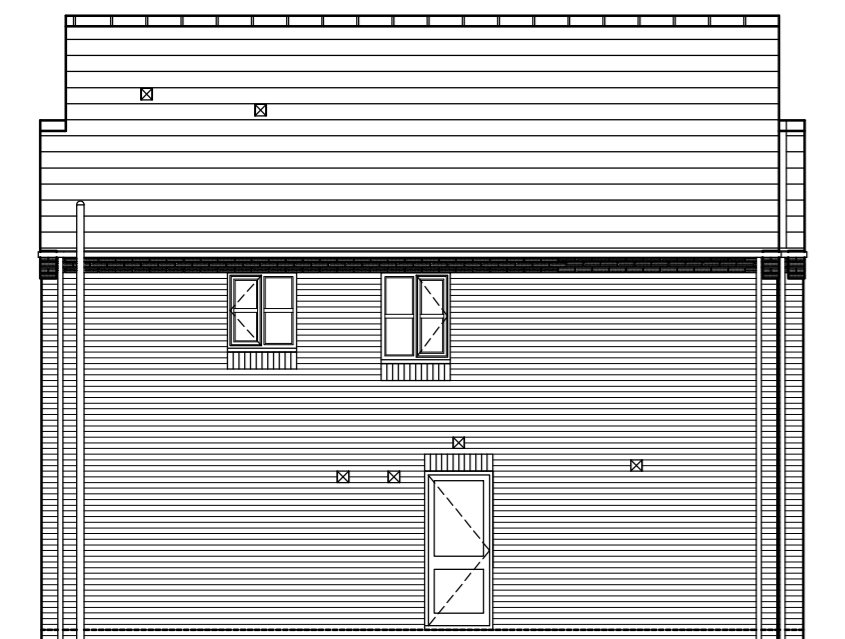
FRONT ELEVATION



SIDE ELEVATION



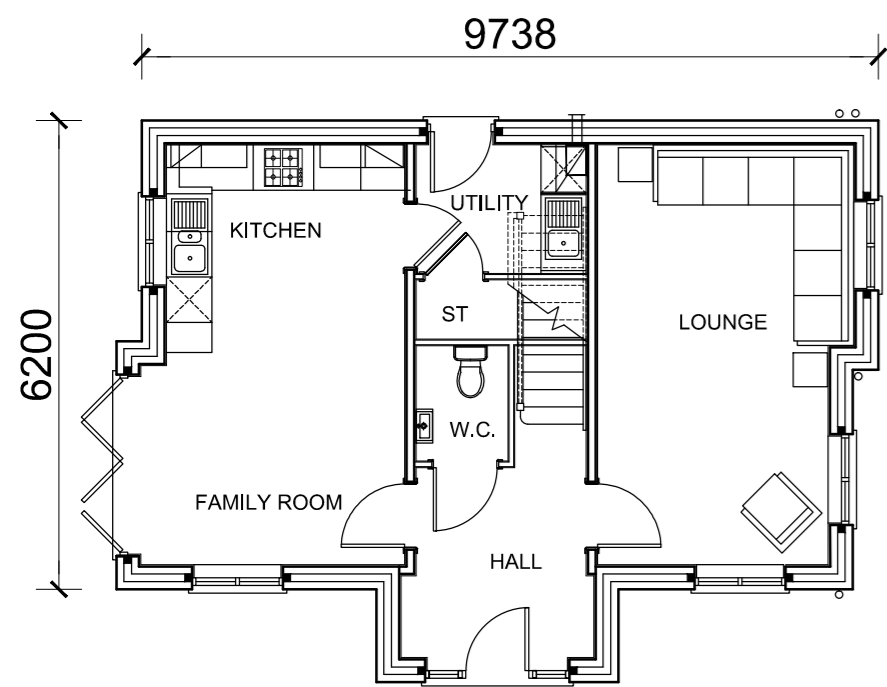
STANDARD CGI REV (-)



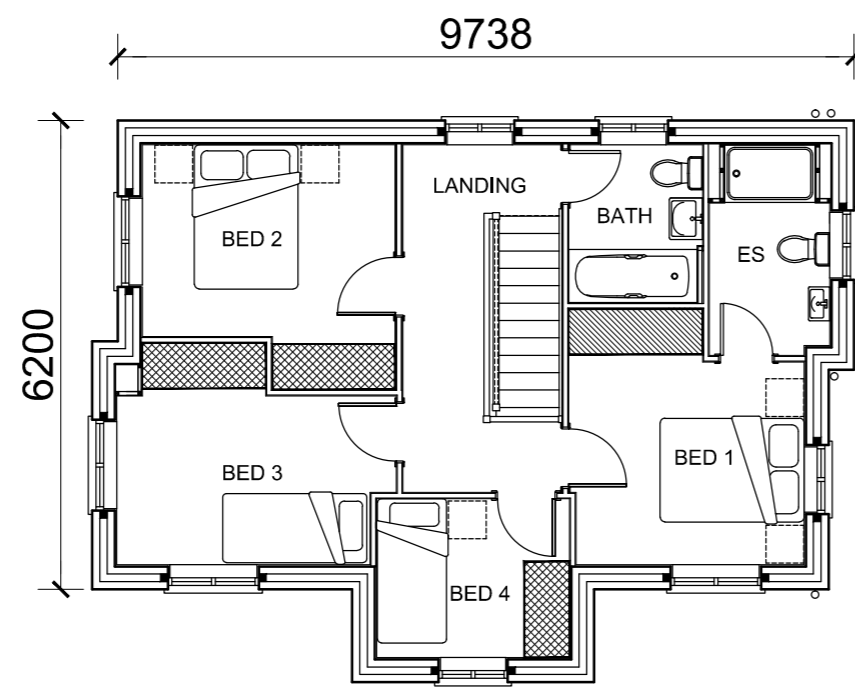
REAR ELEVATION



SIDE ELEVATION



GROUND FLOOR PLAN



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Rev	Date	Amendment	Init
B	12.10.22	METERS REPOSITIONED.	RDL
A	06.07.22	LOUNGE FURNITURE RECONFIGURED.	RDL



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Job Title  
**THE BRANCASTER**  
 (FORMERLEY THE BRERETON)

Org. Title  
**PART L 2013** 1169 SQ FT

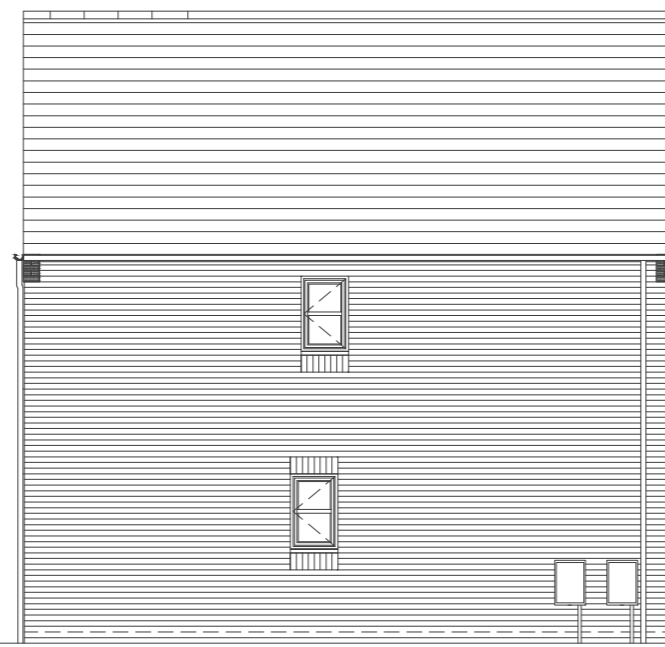
P L N S

date	drawn	checked	scale	drw.no	rev
MAR 22	RDL		1:100@A2	NRS/4H/1169/L2013Q/PE01	B

SCALE BAR 1:100



FRONT ELEVATION



SIDE ELEVATION

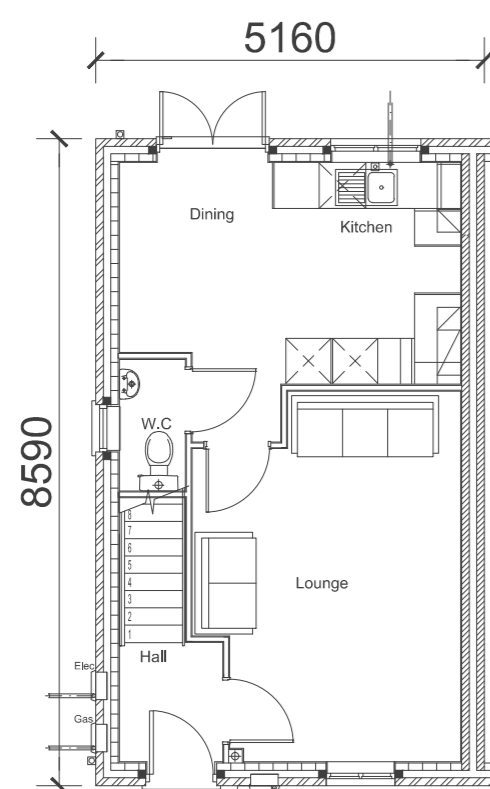


REAR ELEVATION

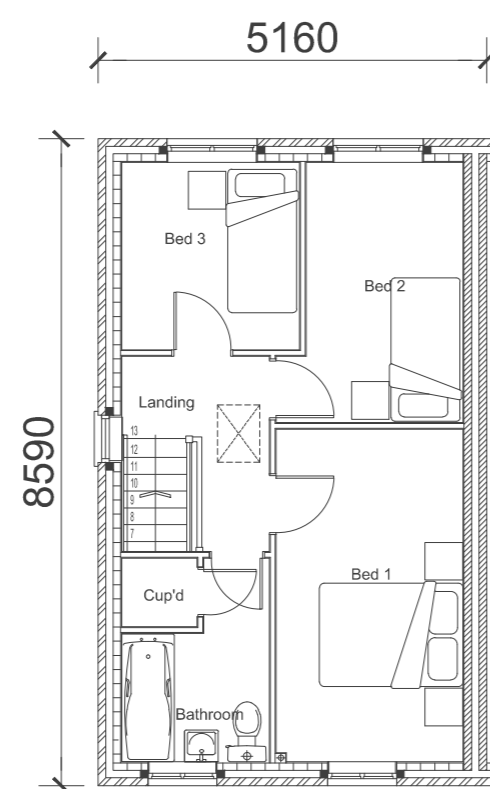
SIDE ELEVATION



CGI REV (-)

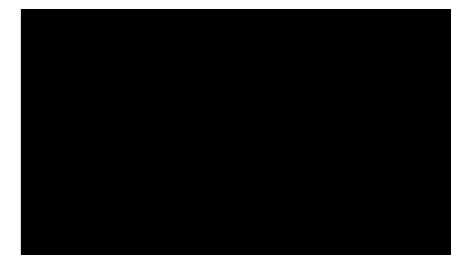


GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init



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Job Title	<b>THE BRAY</b>		
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Drp. Title	<b>PART L 2013Q</b>	784sq.ft
Planning Layout New Wardrobe Specification		

**PLOT 16**

date	drawn	checked	scale	drp.no	rev
Jun 21	SK		1:100@A2	NRS2H/784/L2013Q/PLOT16	-



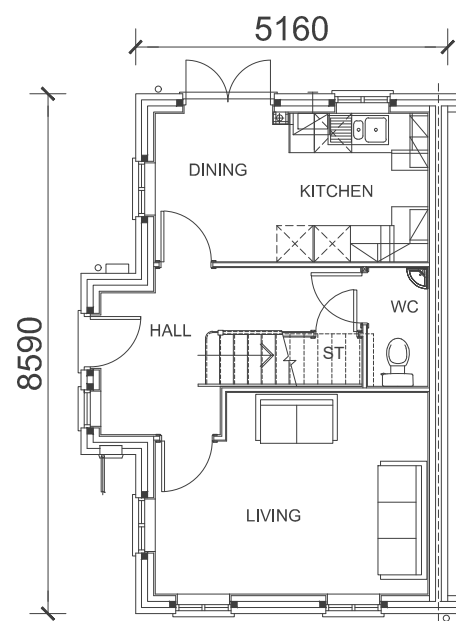
FRONT ELEVATION



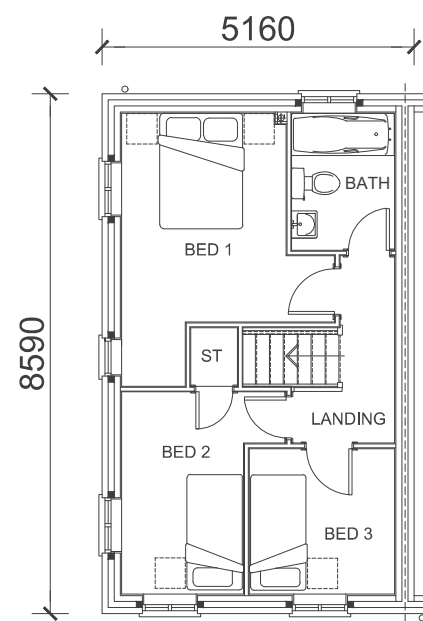
SIDE ELEVATION



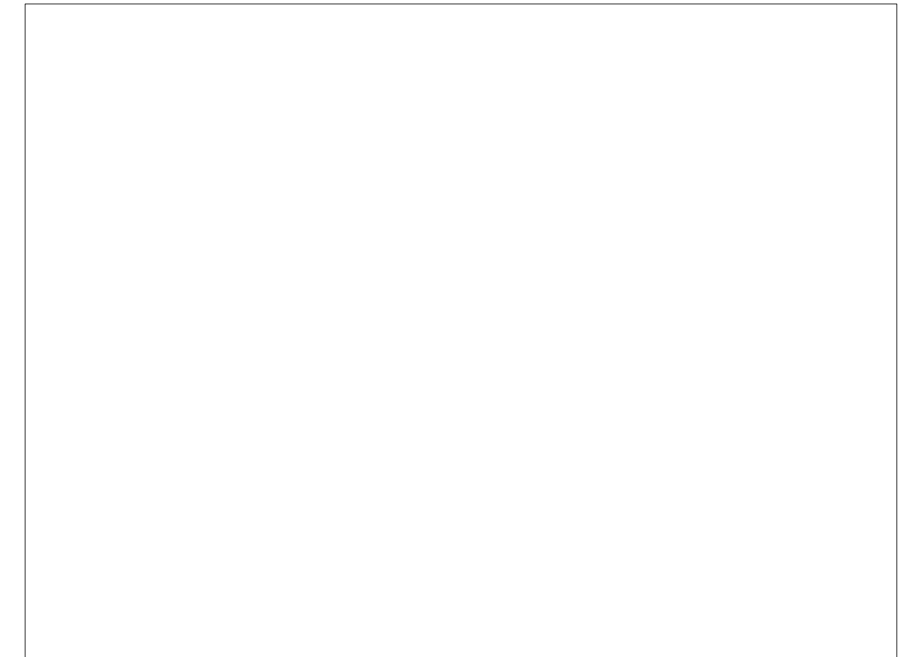
REAR ELEVATION



GROUND FLOOR PLAN



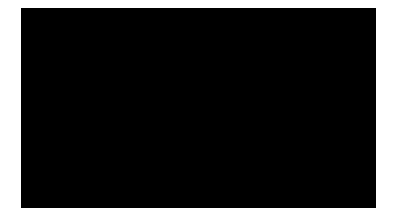
FIRST FLOOR PLAN



STANDARD CGI REV (-)

GROSS AREA 75.02sq.m/808sq.ft

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Job Title  
**THE CHELFORD**  
 (FORMERLY THE CHATSWORTH SA AFF)

Dwg. Title  
**PART L 2013Q** 808sq.ft

Portfolio Layout  
 New Wardrobe Specification

date	drawn	checked	scale	dwg.no	rev
OCT 22	RDL		NTS	NRS/AFF/3H/808/L2013Q/P01	-



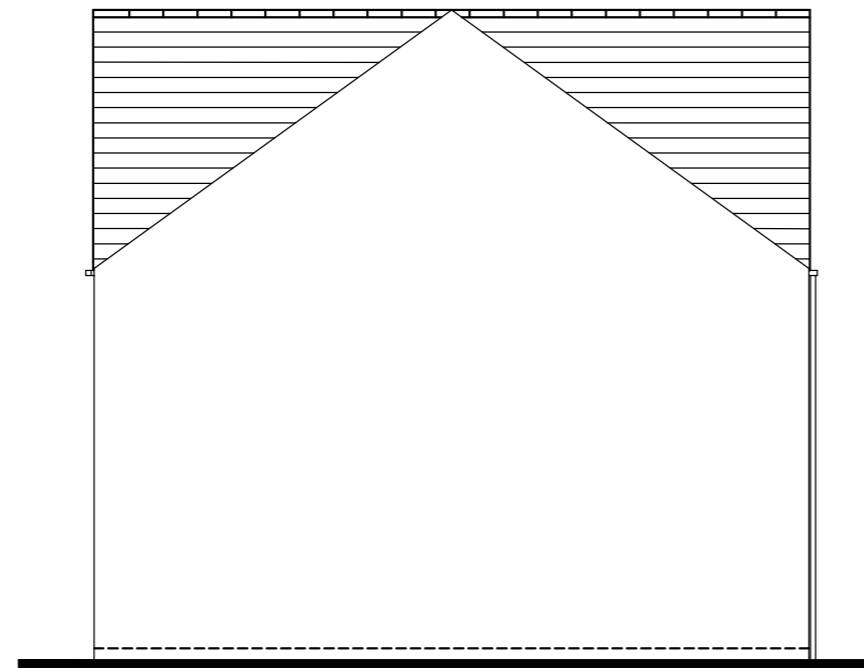
FRONT ELEVATION



SIDE ELEVATION



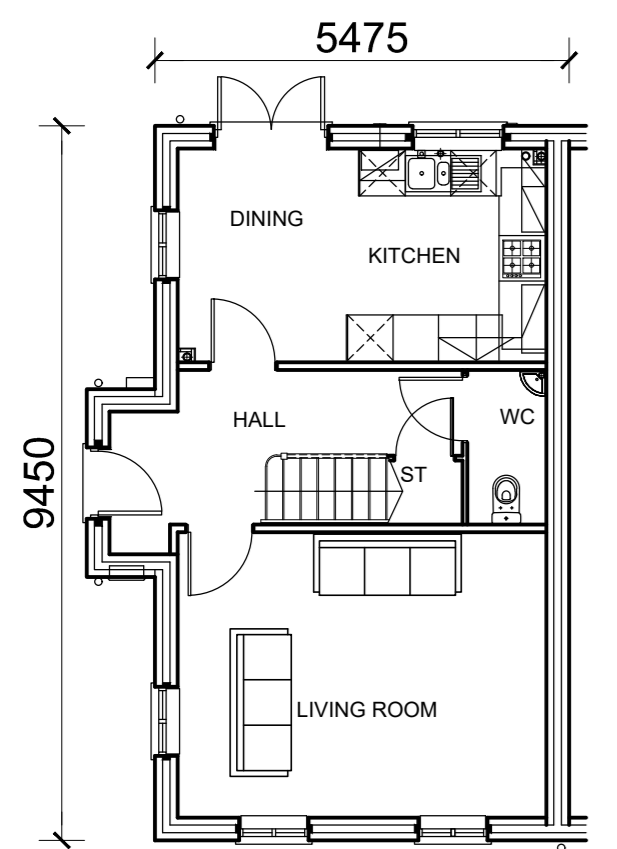
REAR ELEVATION



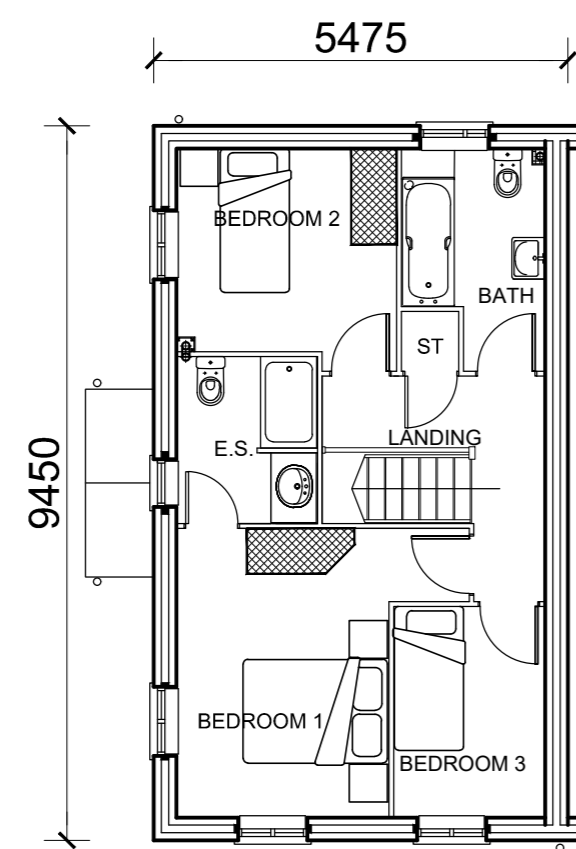
SIDE ELEVATION



STANDARD CGI REV (-)



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Rev	Date	Amendment	Init
A	27/03/23	Side elevation view corrected.	SJM



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Job Title  
**THE CAPESTHORPE**

Org. Title  
**PART L 2013Q 947sq.ft**  
 Planning Layout  
 New Wardrobe Specification

date	drawn	checked	scale	org.no	rev
FEB 21	RDL		1:100@A2	NRS/3H/947/L2013Q/PE01	A



Street Elevation A-A - 1:100



Street Elevation B-B - 1:100



Street Elevation C-C - 1:100



Street Elevation D-D - 1:100



Project Name	SPRINGSIDE ROAD, BURY
Client	MORRIS HOMES
Site No.	14/15/15 - BRAY
Scale	1:100
Date	12/11/2024
Drawn by	J. K.
Checked by	M. J.
Approved by	
Project No.	99230/05591