

**Ward:** Ramsbottom and Tottington -  
Ramsbottom

Item 02

**Applicant:** Mr Jonathan Dean

**Location:** Unit, 1-2 Halter Inn Works, 11 Redisher Croft, Ramsbottom, Bury, BL0 9SA

**Proposal:** Demolition of existing industrial buildings and erection of 3 no. detached dwellings

**Application Ref:** 69702/Full

**Target Date:** 23/08/2023

**Recommendation:** Approve with Conditions

### **Description**

The site relates to an existing industrial building which operates as a metal components manufacturer and is accessed off Bolton Road West via Redisher Croft, (Bridleway 26RAM) and is within Holcombe Conservation Area. The site accommodates a single/two storey building formed in an "L" shape along the north and western sides with a hardstanding courtyard used for parking and servicing. Between the rear of the building and northern boundary is a smaller yard area which is used to store bins and which is bounded by a row of conifer trees along this site edge.

The site itself is fairly level and sits within a dip in Redisher Croft. There are 4 large detached residential properties which are located to the north at a higher level. Directly adjacent to the southern boundary is No 7 Holcombe Road, a residential stone built property. To the east runs a culvert beyond which is the Hare and Hounds public house. The land rises behind the site to the west and a wooded area. There is a blanket Tree Preservation Order (No 65) surrounding the site.

The access to the site is a single lane unadopted road and bridleway which is shared by the site, No 7 and the 4 houses on Redisher Croft.

The application proposes the demolition of the industrial unit and the erection of 3 no. detached 4 bed dwellings.

The business is seeking to relocate into new units at Chamberhall.

The proposed dwellings would be 2 storey with room in the roofspace served by rooflights. Elevations would comprise natural stone with a natural slate roof and conservation type rooflights. Windows are proposed as white painted timber frames with sandstone cills, heads and mullions.

Internally, accommodation would comprise living areas at ground floor, 3 no bedrooms at first floor and one bedroom en-suite in the roofspace.

To the rear would be a patio and garden which would be enclosed by the existing retaining wall. There would be 2 parking spaces at the front of each property and a visitor space in the southern corner next to plot 1.

The existing unadopted access off Bolton Road would be utilised. The owner of the access is not known and the applicant has signed the correct certification and publicised the application in line with statutory requirements.

### Background information

This application was originally submitted with a set of plans for a now lapsed development which had previously been approved in 2012 for 3 no. detached dwellings.

The previously approved scheme proposed 5 bed dwellings, 1m higher than the current

proposal and constructed from reconstituted stone, artificial slate roof, front door canopy and the front piked gable at almost three storey levels.

Whilst this scheme had previously been approved, National Planning Policy has been revised and updated numerous times and there has since been the introduction of the National Design Guide placing particular emphasis on the importance of good design and for developments to be sympathetic and assimilate appropriately into the local character and history.

Taking on board advice from the LPA, the applicant has revised the original plans to propose a scheme as described above.

### **Relevant Planning History**

24523 - 1 no dwelling - refused 1990

54975 - Proposed demolition of existing industrial buildings and erection of 3 no detached dwellings. - Approve with Conditions 03/07/2012

54976 - Conservation Area Consent for proposed demolition of existing industrial buildings and erection of 3 no detached dwellings. - Approve with Conditions 23/05/2012

63892 - Side extension with maximum height of 6.79m to existing workshops and laboratories - Approve with Conditions 11/06/2019

64777 - Siting of 2 no. storage containers - Approve with Conditions 20/12/2019

68618 - Siting of 2no. storage containers - Approve with Conditions 28/10/2022

13/0401 - Change of use to residential - 01/09/2013

19/0179 - Siting of 2 no. shipping containers - 09/10/2019

22/0119 - Breach of conditions of planning approval 64777 - 10/05/2022

### **Publicity**

Letters sent to 24 properties on 3/7/23.

Site notice posted 7/7/23.

Press advert 7/7/23

5 representations in total received.

4 objections 1 comment.

### **Objections**

#### Scale and layout

- The proposed houses are too tall, nearly 4m higher than highest point of existing buildings.
- A previous approval for an extension to the building was approved at only 6.79m to match the existing building.
- 3 properties on a site that size is too many and we believe the site layout and density lends itself to a maximum of 2 properties
- Negative impact on the vegetation and woodland immediately behind the properties from noise and light pollution. They will overshadow the existing properties
- The houses are positioned closer to Redisher Croft, and directly south of the existing houses - Nos 2,4,6&8 which would fully enclose the Croft.
- Less obtrusive if they were set back on the site along the existing building line.
- The holly hedges between the houses to be kept at a height of 1.5m are too high for drivers visibility perspective and dangerous to both the new and current residents using the access way.
- Enjoyed the natural light over the existing low rise buildings and the existing gaps for more than 23 years. The height and layout of the proposed properties would breach of our right to light.
- The height of the properties and 24 hour occupancy will obviously increase the light pollution and impact the bats, birds and other nocturnal wildlife.
- The site plan shows land in a neighbour's ownership.

#### Parking and access

- Parking is insufficient and will overflow onto the bridleway.
- Parking is dangerous with cars blindly entering the access road. Visitor parking is only suitable for 1 car.
- Parking unlikely to be sufficient for three 5 bed properties.
- The siting of Plot 3 will mean cars reversing will be doing so onto a blind bend making it dangerous for residents and the refuse collectors, delivery drivers, taxis and walkers entering and exiting the bridleway etc
- The Applicant does not own the access way. We, (and the other owners of the houses on Redisher Croft), have a legal right of way over the access way.
- It is likely that visitors would attempt to park on the access way impeding access to and from Redisher Croft.
- There is a covenant " to keep the access way clean and clear and unobstructed at all times" and "not to park or allow any motor vehicles to be parked on the access way which would obstruct the same". The Applicant should be reminded of its obligations contained in this deed and explain how this would be achieved during construction.
- The new development (if permitted) will not have any rights to use the Private Road.
- Deliveries to the new properties would have no turning facilities.
- At the moment, some of the land/roadway, owned by the residents of Redisher Croft is open, and used by vehicles for turning etc, without permission, we will now, have no alternative, but to look at measures to enforce restriction relating to Redisher Croft owned land/roadway, should the application receive approval, in order to endeavour to maintain Redisher Croft as a safe place to access/live.
- The open forecourt on the application site is used as a passing space to and from Redisher Croft, when being met by the likes of online food delivery vehicles or refuse collection lorries. If the development was to be allowed, the open forecourt would no longer exist.

#### Traffic

- Currently the factory has between 5-8 cars using the access way Monday to Friday usually once in a morning and once at night. The proposed development with a similar number of vehicles will double/triple the amount of traffic movement meaning an increased chance of an accident especially at the weekends.
- The access road is already operating beyond it's safe limitations on this busy junction, and increasing the traffic through it, without improving the traffic management at the junction and down the access road, will inevitably result in an unacceptable safety risk.

#### Construction access/safety/environmental issues

- No storage of the construction materials during the construction as there will be very little space on the site with 3 properties
- Nowhere for deliveries to pull off the access road, nowhere for construction parking etc.
- Construction vehicles/activities will cause a pollution risk operating directly adjacent to the river/woodland
- We are concerned about the hours of work and damage caused to the access way and our properties during construction.
- Concerns that the excavation of foundations for the adjacent, proposed house will have a detrimental effect on the retaining wall by undermining the foundations, with the potential for structural damage to the wall, and slippage to the access road for the properties on Redisher Croft.
- When existing building is demolished, what type/specification of retaining wall is proposed?
- There is little doubt we would be frequently obstructed from getting to and from our property.
- Utilities to the new site - as the current factory uses a septic tank, a new pumping station would be required to connect the new utilities to the main road. The laying of pipes/cabling will require the access way to be dug up and will block the access to Redisher Croft whilst this work is undertaken.
- There is a culvert to the river, between the access road, and Bridleway between the Hare & Hounds Public House, and No.2 Redisher Croft, that is of unknown structural

strength. Large Construction vehicles, which will inevitably drive onto this area, risk the collapse of the culvert.

#### Flood risk

- The overland flood route down the unmade bridleway to the east will wash down the bridleway materials (unmade ground) and flood the houses.
- Although changes to current drainage are proposed, the source of surface flood water still exists from the fields/cobbled pathway leading from Park Road to Redisher Woods. Are there plans to mitigate the issue at source? Otherwise, flood risk remains for new development.
- A recent new housing scheme, 66115 diverted the river flood water overland route, from Redisher Woods, so that it comes down the unmade bridleway between No.2 Redisher Croft, and the Hare & Hounds Public House. Flood water down this route will come at a very high velocity due to the gradient, and will wash down the unmade materials of the bridleway, with the proposed houses being directly in the route of this overflow.
- Serious concerns about, that the applicant plans to divert the existing water culvert, that runs parallel with this wall at present, closer to the retaining wall down the very narrow gap between the proposed end house and the retaining wall, it is unfeasible to do so without having an adverse effect on the retaining wall.

#### **Revised plans received to revise the height and design of the proposed dwellings and layout.**

##### **Re-notification of the amendments sent by letter on 16/10/23**

4 further objections received (same addresses as previous objections).

Issues raised are summarised as follows -

- Our original objections made to the application(above) still apply.

#### Scale and layout

- Note that a small number of amendments, namely the height of the proposed houses, changes to the internal layout reducing the number of bedrooms and the external front dividing hedges between the properties have become c. 4ft dividing walls. Whilst we welcome the changes to the height of the properties, our primary concerns as detailed in our original objection.
- I notice from historical records that an application for only one residential property here, was refused in 1990, presumably because the location was unsuitable. It is more so unsuitable now!
- The revised application is still over 36% higher than the existing and the most recently approved application and is not acceptable.
- The gable wall of the proposed houses is directly adjacent to Redisher Croft, with the full height of this house, up to ridge level fully "enclosing" Redisher Croft from the open, southern elevation.
- The site is not large enough to accommodate 3 houses of this size, I would suggest two, as an absolute maximum, and reduce the height to that of standard two storey houses, similar to the height of the existing buildings.

#### Land ownership/retaining wall -

- The plan drawings still detail the retaining wall for Redisher Croft as being owned by the applicant, which it is not.
- The proposed scheme details that part of the wall is to be buried below ground, due to raising the existing ground level, this could not only have a detrimental effect on the brickwork, but also hinder access to the foundations.
- Concerns that the excavation of foundations for the adjacent, proposed, house will have a detrimental effect on this retaining wall by undermining the foundations.
- Serious concerns about diversion of the existing water culvert.

#### Parking, traffic and access -

- Inadequate parking provision
- Increase in traffic
- Concerns regarding access/egress/turning around and within the site not been addressed.
- Lack of access and turning for services/deliveries.
- Dividing walls would impede visibility.
- Plot 3 is still an issue for cars entering / exiting Redisher Croft as cars reversing on or off this property will still be pulling out onto a blind bend.
- Impact on safety as children play on the road.

#### Construction access/safety/environmental issues -

- Still concerns about access and parking for construction vehicles and storage facilities and highway safety risks.
- Construction vehicles/activities will cause a pollution risk and risk the collapse of the culvert.

#### Pollution -

Concerns about drainage provision.

#### Flood risk -

- Concern of flood water from the new housing development at Redisher.
- Exacerbation of flooding in the area.
- Damage to the culvert.

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

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

**Traffic Section** - No objection subject to conditions

**Environmental Health - Contaminated Land** - No objection subject to conditions.

**Borough Engineer - Drainage Section** - No objection subject to condition and informatives.

**Waste Management** - No response received.

**United Utilities (Water and waste)** - No objection. Recommend an informative for the applicant to contact UU with regard to the location of the public sewer.

**Greater Manchester Ecology Unit** - No objection subject to conditions.

**Conservation Officer** - No objection.

**Public Rights of Way Officer** - No comments

**Environment Agency** - No objection subject to conditions.

**Coal Authority** - No objection subject to conditions

**Pre-start Conditions** - Agreed with pre-start conditions

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

NPPF	National Planning Policy Framework
EC2/2	Employment Land and Premises
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN8/1	Tree Preservation Orders
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
OL5/2	Development in River Valleys
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict

HT4	New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

## **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations including relevant policies in the emerging Places for Everyone Joint Development Plan. 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.

The Places for Everyone Joint Development Plan Document (PfE) is a joint plan covering nine of the ten Greater Manchester districts, including Bury, and is intended to provide the overarching framework to strategically manage growth across the boroughs.

PfE was published in August 2021 and subsequently submitted to the Secretary of State in February 2022. Inspectors have been appointed to carry out an independent examination of the Plan with the hearing sessions commencing in November 2022 and were concluding in July 2023. The examination of the plan is on-going.

Whilst PfE cannot be given full weight until it is adopted, its advanced stage of preparation means that it is now considered reasonable that the Plan (as proposed to be modified) should be given weight in the decision-making process in line with paragraph 48 of the National Planning Policy Framework.

Consequently, the principle of this application has been considered against the Plan (as proposed to be modified) and reference to relevant policies and proposals are made in this report.

### **Housing policy principle**

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, due to the sites location on land within the Conservation Area, the 'titled balance' does apply. Paragraph 11d)i of the Framework therefore applies in this case with the policies relating to development affecting the Conservation Area being of 'particular importance' in the assessment and determination of this application. This will be assessed throughout the report and the proposals compliance with paragraph 11d) determined within this report.

The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 181) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 68 in chapter 16); and areas at risk of flooding or coastal change.

UDP Policy EC2/2 – Employment Land and Premises Outside Employment Generating Areas, seeks the retention of such sites unless it can be clearly demonstrated that the land and premises are no longer suited, in land use terms, to continued employment use.

UDP Policy H1/2 - Further Housing Development will have regard to the following factors:

- the need to direct development towards the urban area;
- the availability of infrastructure;
- the need to avoid the release of peripheral open land;
- the suitability of the site in land use terms with regards to amenity, the nature of the local environment and surrounding land uses;
- other policies and proposals of the Plan.

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

#### **Loss of Employment land - principle of development.**

UDP Policy EC2/2 seeks to retain existing employment sites where they are considered suitable in land use terms. In this instance, however, there are considered to be significant land use constraints which undermine the suitability of the site for employment purposes. In particular, the access to the site is restricted in terms of both width and gradient and the site is closely adjoined by potentially incompatible residential uses. These factors have led to the conclusion that the site is unsuitable in land use terms for continued employment use. Consequently, the proposal is not considered to be in conflict with UDP Policy EC2/2.

The site is located in the urban area with residential properties close by on Redisher Croft and Holcombe Brook. There is existing infrastructure in place to support the scale of the development and as such the land use principle is considered acceptable.

#### **Conservation Area - principle of development**

The application site is within Holcombe Village Conservation Area.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires Local Planning Authorities in the exercise of their planning functions to pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

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

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

Paragraph 199 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 202 of the NPPF states where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Paragraph 206 of the NPPF states that local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

Paragraph 207 of the NPPF states that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 201 or less than substantial harm under paragraph 202, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

Paragraph 126 of the NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

Paragraph 134 of the NPPF states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or
- b) outstanding or innovative designs which promote high levels of sustainability or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.



The National Design Code - Planning practice for beautiful, enduring and successful places sets out the long-standing fundamental principles for good design that are: fit for purpose, durable and brings delight.

Policy JP-P2 (Heritage) of the Places for Everyone Joint Development Plan (as proposed to be modified) states that we will proactively manage and work with partners to positively conserve, sustain and enhance its our historic environment and heritage assets and their settings.

The original application submission has since been revised to the scheme which is now proposed in this application, with revisions made to the size, scale, design and materials for the proposed dwellings.

The proposal would now represent the simple vernacular form and materials of the historic dwellings that contribute to the character and appearance of the conservation area. As such the proposal would have a neutral impact and as such would preserve the character and appearance of the conservation area.

The proposal would therefore comply with the NPPF polices referenced above and would align with the objectives of the governments National Design Code and the Holcombe Village Conservation Area Appraisal and Management Plan.

### **Layout**

The layout of the proposed development has been primarily influenced by the access to the site and position of the adjacent properties. It is proposed to site the dwellings adjacent to No 7-9 Holcombe Road, set back into the site by approximately 6.5m to provide parking for 2 cars in front of each house with a visitor space located in the southern corner of plot 1. Each of the plots would be separated by a 1.2m high stone wall at the front.

There would be an access down to the side of each property leading to a patio and rear garden with bin store facilities which would be contained within the existing retaining wall along the rear boundary.

On either side of the site, the existing brick wall and line of conifers which runs along the northern boundary of the site adjacent to Redisher Croft would be also retained, as would the retaining wall to No 7-9 Redisher Croft.

The 3 houses could be readily accessed by Redisher Croft, particularly considering the lane has served the existing manufacturing unit for many years and there would be a sufficient level of amenity space and parking to support the development.

The scale for development for 3 no detached cottage type dwellings is considered to be appropriate in the character of the surrounding area and its setting within the Conservation Area and would achieve the objectives of the National Design Code in terms of its setting and context within the local surroundings.

As such, the proposed layout is considered acceptable and would comply with UDP policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development.

It is considered unnecessary to remove permitted development rights as the site is located in Holcombe Conservation Area which is restricted by an Article 4 Direction which removes permitted development rights for residential properties.

### **Scale, design and appearance**

The existing properties on Redisher Croft comprise No 7-9 which is a 2 storey stone built cottage and the later 1980's/early 1990's development of 4 no red brick built dwellings which front Redisher Croft to the north of the site. At the top of the access lane are 3 storey stone

dwellings and the houses to the south of the site on Park Lane are cottage types.

Paragraph 41 of the National Design Guide states that development should understand and relate well to the site, its local and wider context. Well-designed new development should respond positively to the features of the site itself and the surrounding context beyond the site boundary, enhancing positive qualities and improving negative ones.

Paragraph 48 of the National Design Guide states that well designed places and buildings are influenced positively by the history and heritage of the site, its surroundings and wider area, including cultural influences.

Holcombe's typical development reflects that of an upland collection of modest sized dwellings. Footprints generally are small and elevations typically stone with conservative window openings, simple elevations and slate roofs.

The development proposes a row of 3 cottage type dwellings of a traditional character and appearance. The dwellings would be 2 storey and set at a lower level to No 7-9 Redisher Croft and the 4 detached houses on Redisher Croft due to the topography of the land. The footprint of the properties would be reflective of cottage/terrace type dwellings which characterise the historic character of the area and as such would be of an appropriate scale and massing within the setting of the site and context of the Conservation Area.

Elevations would comprise natural stone with a natural slate roof and conservation rooflights. The use of painted timber framed windows with stone cills and headers would add detailing to the fenestrations and would be appropriate to the Conservation Area.

The properties would be divided by a low stone wall to the side of each driveway and this is also considered to be an acceptable feature within this small scale residential setting and context of the area.

It is therefore considered that the proposed dwellings would be acceptable in terms of scale, design and materials and have taken into consideration the special character and appearance of the Conservation Area. As such, the scheme would be in compliance with Policies EN1/2 - Townscape and Built Design, H2/1 - The Form of New Residential Development and EN2/1 - Character of Conservation Areas.

### **Impact upon surrounding area and residential amenity**

SPD 6 advises on acceptable separation distances between properties.

There would be a distance of 5m between the side elevation of plot 1 and the blank gable wall of No 7-9 Redisher Croft and as such there would be no issues of privacy or overlooking. The proposed dwellings would also be set back behind the front elevation of this property and at a lower height and ground level and as such would not be overbearing or dominant to this property. Aspect standards would be compliant with SPD6.

To the north are Nos 2-8 Redisher Croft with No 2 facing the site. There would be a distance of approximately 16.5m from the rear corner edge of plot 3 to the front elevation of No 2 and as such the side gable of the majority of plot 3 would not be directly opposite the front elevation of no 2. In addition, there would be no windows on the side elevation of plot 3 which would cause any issues of overlooking and there would be no direct interface from a habitable room window on No 2 Redisher Croft to the proposed dwelling.

No 2 is also elevated above the ground level of the site by almost 2m and the proposed dwellings would be lower in height comparative to this neighbour. There is also a row of conifer trees along the northern boundary of the site which would substantially screen the proposed dwellings when viewed from the houses on Redisher Croft. Aspect standards would be compliant with SPD6.

It is therefore considered that the proposed development would not have a detrimental impact on the amenity of neighbouring properties in terms of the scale, mass and position of

the new dwellings and would be policy compliant with H2/1, H2/2 and SPD6.

## **Highways issues**

### Access

The access to the site is from Bolton Road West. The access is a single width, short stretch of road which bends at the upper end. The lane is unadopted but tarmaced and well-maintained and carries a bridleway. The access currently serves the existing industrial unit, a cottage and 4 detached dwellings and has historically served these properties on Redisher Croft for over 30 years.

The existing site operates as a manufacturing unit where servicing and deliveries to and from the business would be carried out by vans and larger type vehicles. The site also provides parking for staff and visitors in the courtyard area. as such the site could be occupied and parking space utilised to its capacity, plus factoring in any deliveries which may occur.

Comparatively, it is considered that a domestic development for 3 no dwellings would not significantly intensify the use or occupation of the site to any significant degree considering the existing industrial use which could generate trips by heavy goods vehicles. The lawful use would also be able through permitted development and be able to change to an intensive use without planning permission thereby could reasonably create harmful levels of trip generations. Occupiers of both the existing and proposed dwellings would also not all be leaving or arriving at the same time and the layout of the access lane does not lend itself to be driven at fast or even moderate speed, users of the lane would automatically slow down and take care along the route.

For three dwellings it is considered that the scale of development would not significantly add to the volume of traffic to the extent to cause highway safety concerns. The highways officer has raised no objection to the residential development in view of the reduction in traffic that could result from the loss of the light industrial use with its replacement by 3 dwellings and considers the access to be acceptable.

The access to the site has been included in the red edge location plan and the applicant has served the requisite notices and as such satisfies the requirements of the certification of the application.

It is therefore considered the proposed development would be acceptable and comply with policies H2/2 and HT6/2.

### Parking

SPD 11 - Parking Standards in Bury states the maximum parking provision required would be 3 spaces for a 4 bedroomed dwelling. However, these are maximum standards and given the site is within a high access area where there is a regular bus service, the parking provision for each property is considered to be satisfactory.

The Highway Section have raised no objection to the proposed level of parking.

As such, the proposals are considered to comply with UDP Policy H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development and SPD 11.

## **Ecology**

GMEU have been consulted on the application and provides advice to the Council on ecology matters.

The application site is immediately adjacent to the Redisher Woods and Holcombe Brook Site of Biological Importance (SBI). GMEU would not consider that the proposed development would have a substantive effect on the special nature conservation value of the SBI, providing that precautions are taken during any demolition and construction works to avoid encroachment into the SBI.

GMEU would therefore advise that a Demolition and Construction Environmental Method Statement be prepared giving details of the measures to be taken to prevent harm to the natural environment during works. The Method Statement could be conditioned.

GMEU would accept the results of the bat surveys, that the buildings to be demolished are unlikely to support a bat roost, but note that the surrounding habitat is excellent for bats. Bats can be very mobile in their habits.

Therefore, GMEU would advise the applicant that if bats are encountered at any time during works, work must cease and advice sought from a suitably qualified person about how best to proceed. All UK bats and their resting places carry a high level of legal protection.

The site would benefit from the installation of two or three bat roosting boxes, which would be a useful biodiversity enhancement of the site. This can be conditioned along with the submission of a landscaping scheme.

The proposed development would therefore be acceptable and comply with Policies EN1/2, EN6/3 and H2/2 and the principles of the NPPF.

### **Flood risk and drainage**

The NPPF requires a sequential approach to the location of new development and is designed to ensure that areas at little or no risk of flooding are developed in preference to areas at high risk. The overall aim is to steer new development to Flood Zone 1. Where there are no reasonably available sites in Flood Zone 1, LPAs should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of Flood Zone 3 be considered.

The site is partially located within Flood Zone 1 and Flood Zone 2. The proposal is for residential development which is classified as 'more vulnerable' in Table 2 of the NPPF Technical Guidance. Table 3 of the NPPF Technical Guidance determines that 'more vulnerable' development is appropriate in Flood Zone 1 and 2 and the exception test is not required.

Whilst it is recognised that there may be a limited number sequentially preferable sites in Ramsbottom, Tottington and North Manor for three dwellings, the site is only partially located within in Flood Zone 2 and the NPPF determines that more vulnerable uses are appropriate in Flood Zone 2.

A flood risk assessment has been submitted with the application. The Environment Agency has reviewed the submitted flood risk assessment and have recommended the applicant adhere closely to the recommendations in the FRA and to meet the NPPF requirements in relation to flood risk and has provided a condition to secure this.

The Lead Local Flood Authority has no objections to the proposed development subject to a condition requiring details of surface water drainage proposals to be submitted and approved by the LPA.

UU have raised no objections to the proposed development and advise the applicant contact them directly with regards to determining the location of public sewers/wastewater pipelines. This would be included as an informative to the applicant

It is therefore considered that the sequential test has been met and the proposed development would be acceptable and comply with UDP Policy EN5/1 and the principles of chapter 14 and 15 of the NPPF.

In addition, the development at Redisher Works included works to the culvert, which passes by the site. The works involved opening up the culvert to increase the water capacity of it

which would be an improvement to the drainage conditions in the area

### **Coal Authority**

The Coal Authority (CA) records indicate that a coal outcrop runs through the south western portion of site and this may have been subject to unrecorded workings at shallow depth. If workings are present within the outcrop these may pose a potential risk to surface stability and public safety.

The CA note that this application is accompanied by a Desk Based Coal Mining Risk Assessment report (LKC 23 1356) prepared by LK Consult, dated June 28th 2023. The report has been based upon a review of coal mining and geological information, and concludes that unrecorded underground coal mine workings at shallow depth within a coal outcrop may be present beneath the site. The report identifies that unrecorded shallow working may pose a potential risk to the development site.

The report makes recommendations for ground investigations to be carried out on the site in order to establish the extent of any unrecorded shallow mine workings and to inform any remedial works and mitigation measures needed to ensure the site is safe and stable. A watching brief is also recommended during intrusive investigation work and groundworks to check for the potential presence of any unrecorded mine entries.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary.

The applicant should note that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property.

The Coal Authority have no objections to the proposed development subject to conditions for a scheme of intrusive investigations to be carried out and the implementation of any necessary remediation works to make the development safe. A verification report to confirm any works carried out will also need to be submitted for approval.

As such the proposed development is considered acceptable and would comply with the principles of the NPPF.

### **Air quality**

The site is not located within an Air Quality Management Area. Due to the scale of the development, it is considered unlikely that the development would create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

Bury Council has been identified by DEFRA as an area required to significantly improve air quality. Due to this requirement, and the requirements of the new building regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), it is recommended a condition be included to require each dwelling to provide an EV chargepoint.

### **Response to objectors**

- The clarify, the revisions to the scheme included reduction from 5 no bedrooms to 4 no bedrooms, reduction in height by 1m and changes to the design and appearance of the dwellings.
- A Construction Traffic Management Plan will be required to be submitted and approved by the LPA (condition 13).
- Red edge includes the access to the site including the area to the front of the site. The relevant certificate of ownership has been signed and appropriate notice served.

Therefore the statutory requirements for land ownership declaration has been carried out by the applicant.

- Should there be any encroachment onto private land this would be a private matter between the two respective parties.
- The dividing walls at the front of the property would be 1.2m high and set back from the access to provide adequate visibility when existing the site.
- The existing site has the ability to exercise their rights to prevent unauthorised access as does anyone else. The scheme provides parking and visitor spaces to meet planning requirements.
- The site was visited on 7/7/23 and all representations made to the application have been addressed in the report.
- Retaining wall - This would not be affected by the proposed development. The proposed plans show this would be retained and maintained in position. A risk assessment of the site would also be carried out prior to any demolition works.
- Issues around private rights of access and private covenants are all private civil matters. They are not material planning considerations.
- Issues of claims of right to light are private matters and for the respective parties to address, not the council. The site and development has been assessed in relation to making appropriate levels of separation, outlook and amenity as is required by exercising the public duty of the Planning Acts, National and local policy.
- The 1 no dwelling refused in 1990 related to only a small portion of the current site which was directly adjacent to the southern boundary. Refused for inadequate space for the dwelling and inaccurate plans.
- There have been no objections raised from any consultees including the Environment Agency, United Utilities, the Local Lead Flood Authority or the Traffic Section, subject to conditions which are deemed necessary to make the development acceptable and in accordance with the principles of the NPPF.
- All other issues relating to scale, size and position of the properties, access and parking, traffic, flood risk and construction have been covered in the above report.

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

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

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings Location plan 1411/105A - Site Location Plan; Proposed site plan 1411/103E - Site Plan; Proposed section 1411/102A - Sections (Section A-A and B-B); Proposed section 1411/106A - Section C-C; Landscaping planting plan dwg M458/HR/LAND01; Flood Risk Assessment by PGConsulting (PGC 765) 25/5/23 and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. No development approved by this planning permission shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority. This strategy will include the following components:
  1. A site investigation scheme, based on the information already submitted to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
  2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
  3. A verification plan providing details of the data that will be collected to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance, and arrangements for contingency action.  
The scheme shall be implemented as approved within agreed timescales.  
Reason. To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.
4. Prior to any part of the permitted development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.  
Reason. To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.
5. The development shall be carried out in accordance with the submitted flood risk assessment (ref PGC 765) and the following mitigation measures:
  - Finished floor levels shall be set no lower than 156.36 metres above Ordnance Datum (AOD)These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.  
Reason. To reduce the risk of flooding to the proposed development and future occupants pursuant to chapter 14 - Meeting the challenge of climate change, flooding and coastal change.
6. No drainage systems for the infiltration of surface water to the ground where adverse concentrations of contamination are known or suspected to be present are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.  
Reason. To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 174 of the National Planning Policy Framework.
7. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason. To ensure that the proposed piling, does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection'.

8. No development shall commence until;
- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past shallow coal mining activity; and
  - b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason. The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

9. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

10. Prior to occupation the applicant shall provide one electric vehicle (EV) charging point (minimum 7kW\*) per unit (dwelling with dedicated parking).

\*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

11. Details/Samples of the materials to be used in the external elevations and hard landscaping materials together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policies EN1/2, EN2/1, EN2/2 and H2/1.

12. The development hereby approved shall not be commenced unless and until a photographic dilapidation survey of the access to the site (Redisher Croft/Bridleway No.26, Ramsbottom) from the adopted highway has been undertaken and submitted to/agreed with the Local Planning Authority. Within one month of completion of the development, a further survey shall be undertaken to assess the condition of the route. Any remedial works required as a result of damage caused by demolition/construction traffic shall be undertaken at the



expense of the applicant to a specification and programme to be agreed with the Local Planning Authority.

Reason. To maintain the integrity of the adjacent Public Right of Way and in the interests of highway safety pursuant to Bury Unitary Development Plan Policies H2/2 - the Layout of New Residential Development, EN1/2 - Townscape and Built Development HT4 - New Development.

13. 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:
- Access route for all demolition/construction vehicles to the site from the Key Route Network;
  - Access point/arrangements for demolition/construction traffic from Redisher Croft/Bridleway No.26, Ramsbottom, taking into consideration the need to maintain safe pedestrian/vehicular access on the adjacent Public Right of Way and to the adjacent residential properties, and all temporary works required to facilitate access for demolition/construction vehicles;
  - If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to the adjacent residential properties;
  - The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway;
  - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
  - Confirmation of hours of operation, demolition, delivery & construction vehicle sizes that can be accommodated on the Public Right of Way that serves the site and number of vehicle movements;
  - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
  - Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials;
  - Measures to ensure that all mud and other loose materials are not spread onto the adjacent 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.

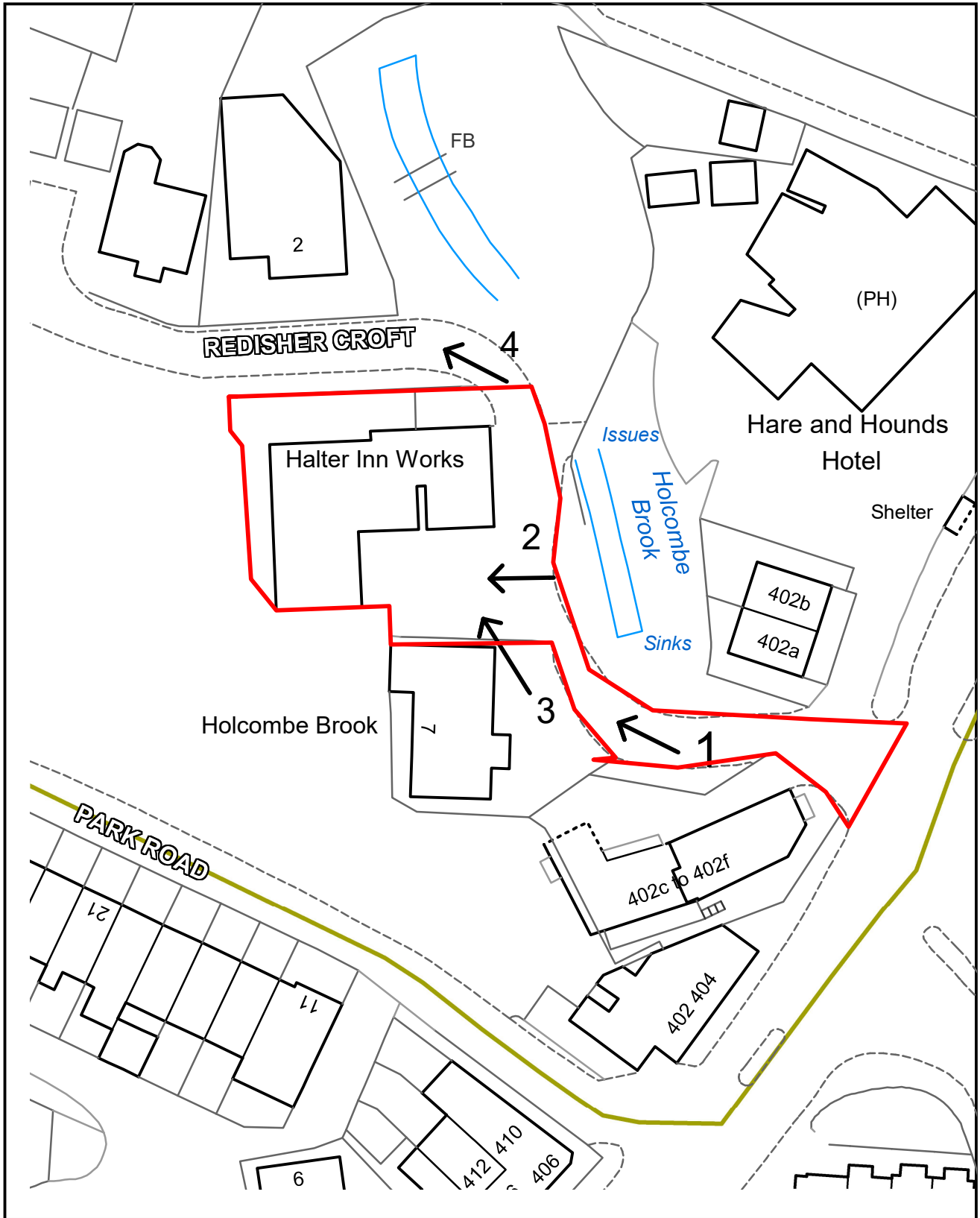
Reason. Information not submitted at application stage. To mitigate the impact of the demolition and construction traffic generated by the proposed development on the adjacent highways, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction 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 Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

14. The car parking indicated on the approved plans reference 1411 / 103 Revision E shall be surfaced with permeable/porous paving materials and made available for use to the written satisfaction of the Local Planning Authority prior to the dwellings hereby approved being occupied and thereafter maintained at all times.
- Reason. To ensure adequate off street car parking provision in the interests of road safety and minimise the discharge of surface water onto the adjacent Public Right of Way pursuant to policy HT2/4 - Car Parking and New Development and EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan.

15. No development shall commence unless and 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 and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.  
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
16. Notwithstanding the submitted landscaping plan, prior to commencement of the construction of the new dwellings hereby approved, a landscaping scheme shall be submitted to, and approved by the Local Planning Authority. The contents of the plan should include native tree and shrub planting and the provision of bat bricks/tubes within the new development and bat/bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
17. No development shall commence unless and until a detailed Construction Environment Management Plan, including measures to protect the Site of Biological Interest from dust, debris, run-off and pollution, have been submitted to and approved by the Local Planning Authority. The approved measures only shall be implemented prior to the commencement of development and retained throughout the construction period.  
Reason. To ensure the safe and secure development of the site in relation to the nature conservation of particular ecological significance of the Sites of Biological Interest pursuant to Bury Unitary Development Plan Policies EN6/1 - Sites of nature Conservation Interest (Sites of Special Scientific Interest, National Nature Reserves and Grade A Sites of Biological Importance), EC6/3 - Features of Ecological Value and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

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

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 69702

ADDRESS: Unit 1-2 Halter Inn Works



**Bury**  
Council

Planning, Environmental and Regulatory Services

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69702

Photo 1



Photo 2





69702

Photo 3

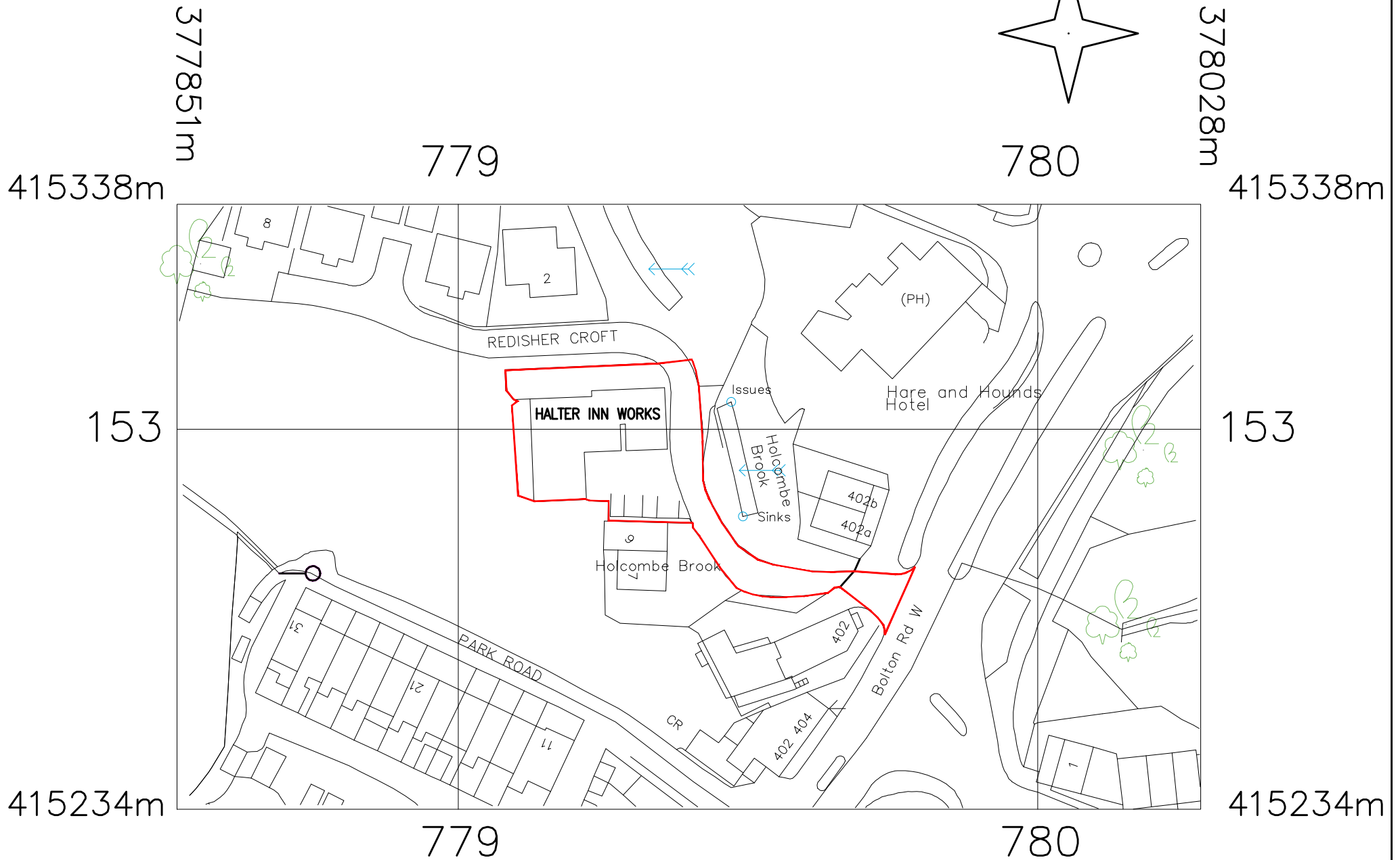
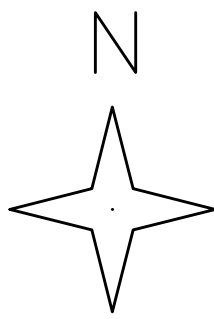


Photo 4

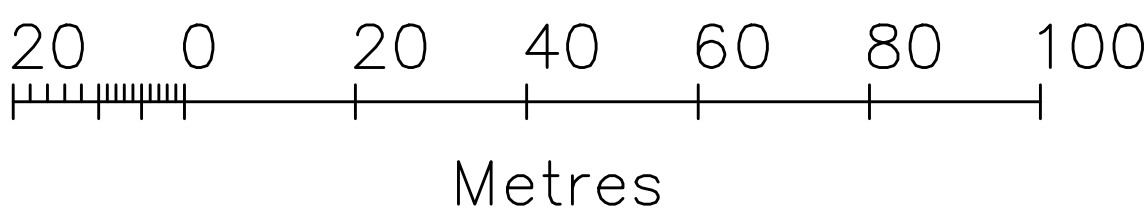




# Proposed Residential Development to Site at Redisher Finishing Techniques Ltd-



## LOCATION PLAN (1:1250)



**Revisions:**

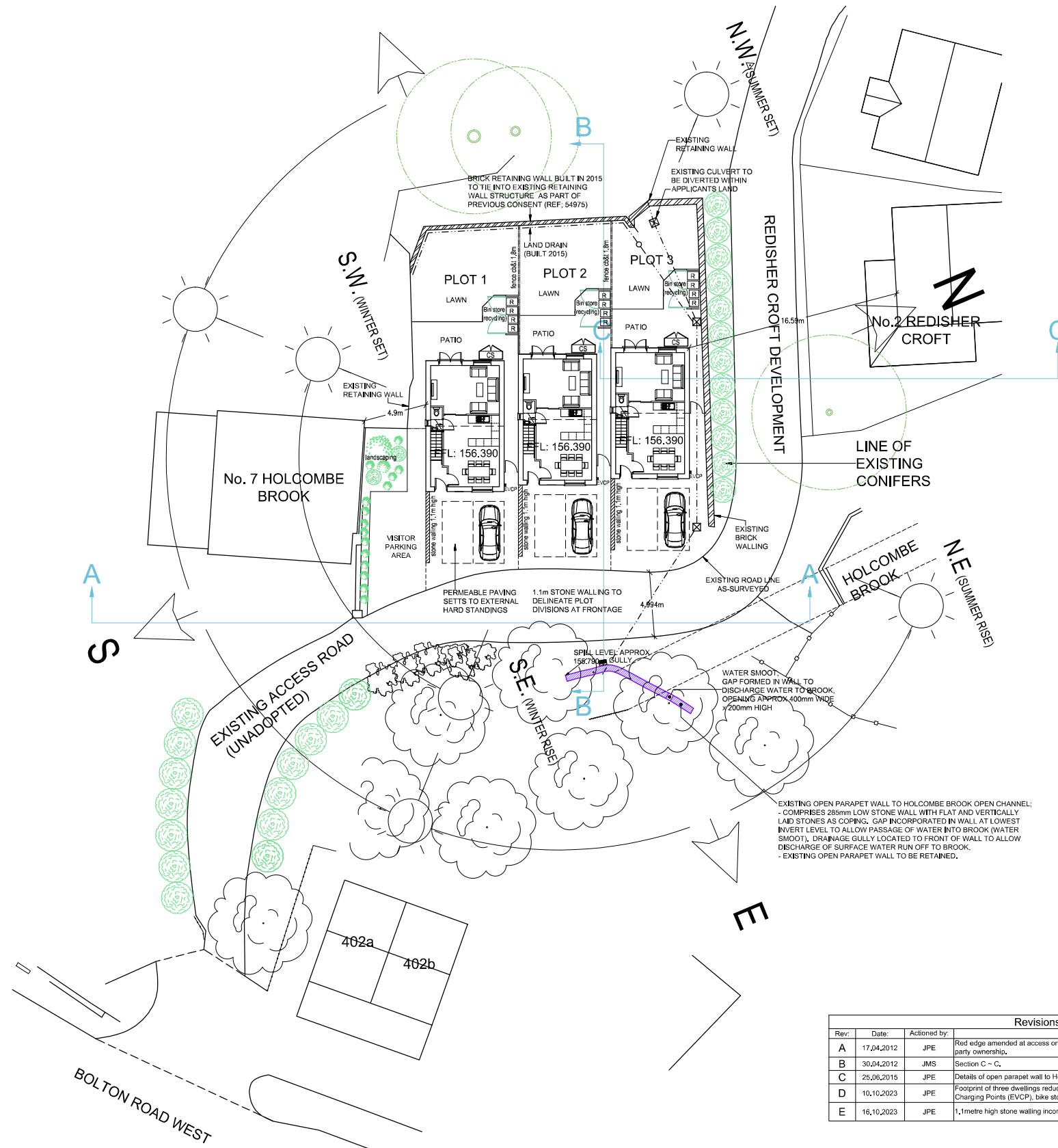
A - 01.05.2023 - JPE - Red edge amended to correspond with red edge of development area to previously approved site plan.

6 SCHOOL ST, RADCLIFFE, MANCHESTER, M26 3BP.  
 TEL: 0161 724 8027  
 FAX: 0161 725 9095  
 EMAIL: info@tommyerscough.co.uk

Client: Redisher Finishing Techniques Ltd  
 Project: Proposed Residential Development  
 Drawing Number: 1411 / 105A - Site Location Plan  
 Drawn By: JMS  
 Date: 22-09-11  
 Scale: A4 @ 1:1250  
 Checked By:

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# Proposed Residential Development to Site at Redisher Finishing Techniques Ltd.



## KEY TO EXTERNAL BOUNDARIES & EQUIPMENT

Each dwelling to have a rear garden with an area with amenity grass, and a flagged patio. Perimeter paths & patios to individual dwellings to be. Marshalls Richmond utility paving (colour - buff). Refer to landscaping design for details of hard & soft landscaping details.

Each dwelling to have a minimum of two off-street parking bays to be surfaced with permeable block paving to be Tobomora Hydropave 240 (colour - Charcoal), with demarcation of each space and soldier course to the perimeter of the parking area to each dwelling with Hydropave 240 (colour - Bracken).

Bin storage to be provided within rear garden areas (separate containers for general waste, plastic bottles, glass & paper, & garden waste).

Each dwelling to be provided with a single Mode 3 compliant Electric Vehicle Charging Point (EVCP) to be installed to the external wall of each dwelling directly adjacent to the parking spaces. The specification for the EVCP's are to be Rolek Wallpod EV Type 2 Mode 3 charging socket.

Electric Vehicle Charging Point (EVCP)

Each dwelling to be provided with a cycle store (capable of accommodating two cycles). To be metal storage unit for 2 bikes (colour - grey) by Asgard or similar & approved, galvanised steel, 3-point locking system, unit is securely bolted to the ground. Width: 90cm, depth: 190cm, height: 120cm.

Cycle store (CS)

## KEY TO BOUNDARY STRUCTURES & LANDSCAPING

fence c&dt 1.8m Plot divisions to rear gardens formed with new 1.5metre high close boarded timber fence plus 0.3metre trellis atop fence (1.8m overall height). Gaps to be left at base of fencing to be permeable to wildlife.

stone walling 1.1m high New 1.1metre high stone walling with stone coping for demarcation of plot frontages.

landscaping Indicative new landscape planting (refer to landscape planting plan M458/HR/LAND/01).

## IMPROVEMENTS TO LANDSCAPING, ECOLOGY AND BIO-DIVERSITY

- Proposed landscaping, and ecological and bio-diversity enhancements:
- One bat box (Greenwood Eco Habitat two crevice box) to be placed on site prior to commencement of works.
  - Bat box to remain onsite following completion of works as part of bio-diversity improvements.
  - For landscaping improvements refer to Landscape Planting Plan (M458/HR/LAND/01)
  - Existing trees retained (off site).
  - New holly hedges to be planted to rear garden boundaries (west), side boundaries (north) to rear gardens, and side boundaries (south) to frontage of development.
  - Area of ornamental planting to south boundary (tolerant of shade).
  - Bulbs planted with grass adjacent to rear boundary (west) of rear gardens.
  - Ornamental shrub planting to rear gardens and frontage of development.
  - Boundaries between dwellings to be permeable to wildlife, achieved by providing gaps in fencing.

OS BM:  
162.780

## Revisions:

Rev:	Date:	Actioned by:	Details:
A	17.04.2012	JPE	Red edge amended at access onto Bolton Road West to exclude slither of land in third party ownership.
B	30.04.2012	JMS	Section C - C.
C	25.06.2015	JPE	Details of open parapet wall to Holcombe Open Brook Channel shown to drawing.
D	10.10.2023	JPE	Footprint of three dwellings reduced with removal of front projection. Electric Vehicle Charging Points (EVCP), bike stores, and bin stores shown to plan.
E	16.10.2023	JPE	1.1metre high stone walling incorporated as demarcation of plot divisions at frontage.

Client: Redisher Finishing Techniques Ltd

Project: Proposed Residential Development

Drawing Number: 1411 / 103E - Site Plan

Drawn By: JMS  
Date: 22-09-11  
Scale: A1 @ 1:200  
Checked By:

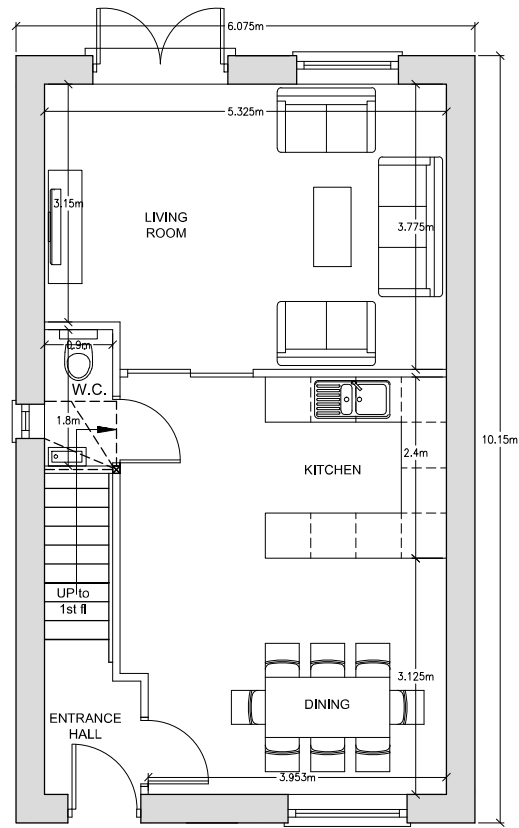
SITE PLAN AS PROPOSED (1:200)

0 2 4 6 8 10 12 14 16 18 20 40

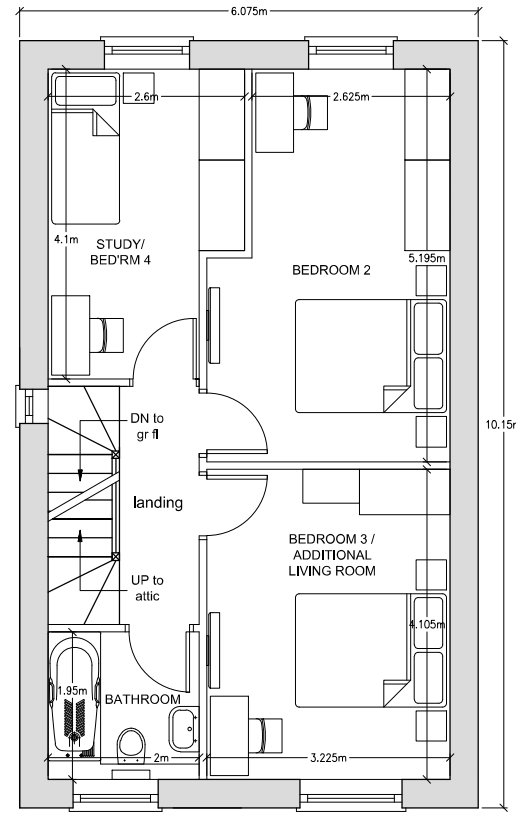
SCALE BAR (1:200) METRES



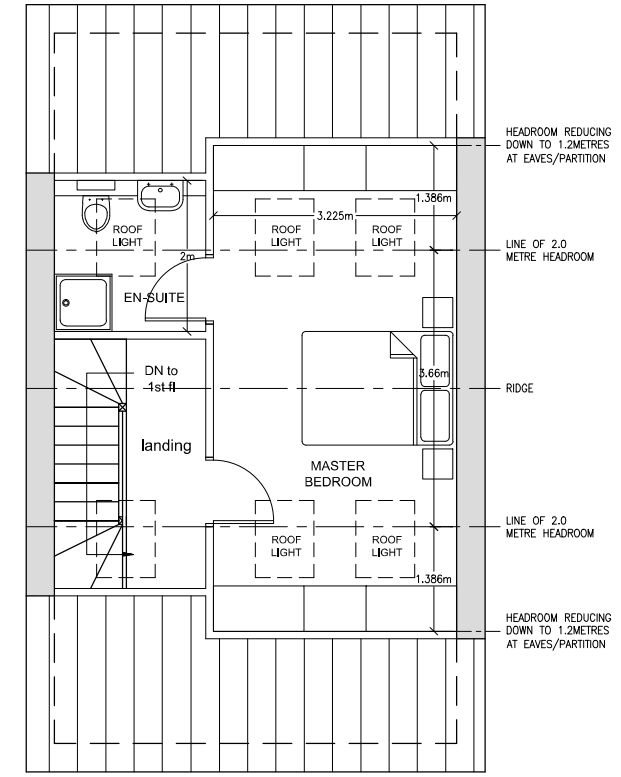
# Proposed Residential Development to Site at Redisher Finishing Techniques Ltd.



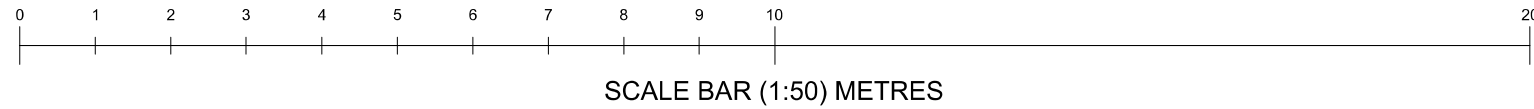
PROPOSED GROUND FLOOR PLAN (1:50)



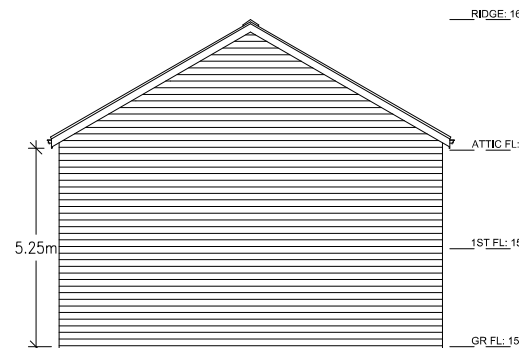
PROPOSED FIRST FLOOR PLAN (1:50)



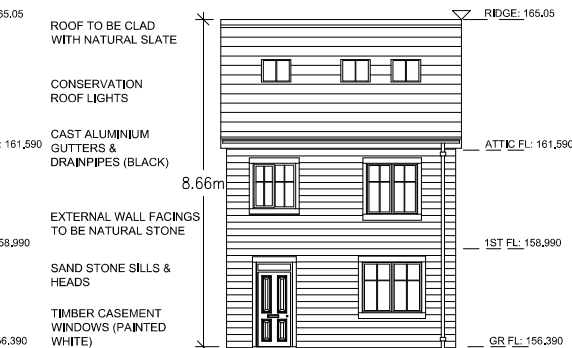
PROPOSED ATTIC FLOOR PLAN (1:50)



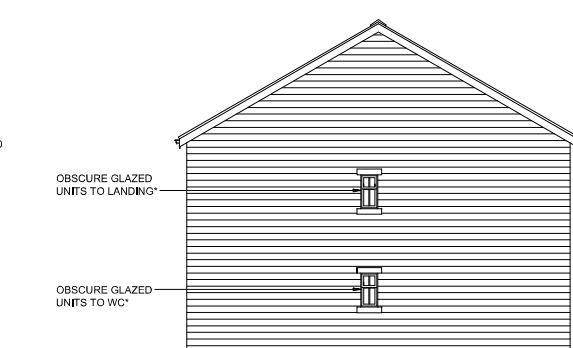
Revisions:			
Rev.	Date:	Actioned by:	Details:
A	10.10.2023	JPE	Internal layout amended with ground floor wc repositioned, stairs adjusted, and attic bedroom area redesigned to a single master bedroom. Elevations amended following comments from LPA with elevation treatment simplified, height of roof reduced by 1.0metre, roof pediment removed to front elevation, and canopy over entrance door removed.



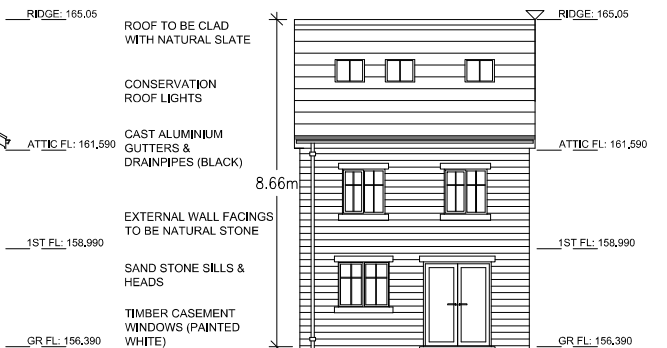
PROPOSED SIDE/NORTH ELEVATION (1:100)



PROPOSED FRONT/EAST ELEVATION (1:100)

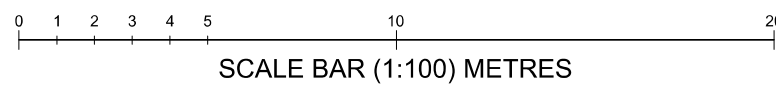


PROPOSED SIDE/SOUTH ELEVATION (1:100)



PROPOSED REAR/WEST ELEVATION (1:100)

- MATERIALS:**
- ROOFS TO BE CLAD WITH NATURAL SLATE
  - EXTERNAL WALL FACINGS TO BE NATURAL STONE
  - SAND STONE SILLS & HEADS
  - CAST ALUMINIUM GUTTERS & DRAINPIPES (BLACK)
  - TIMBER CASEMENT WINDOWS (PAINTED WHITE)
  - CONSERVATION ROOF LIGHTS

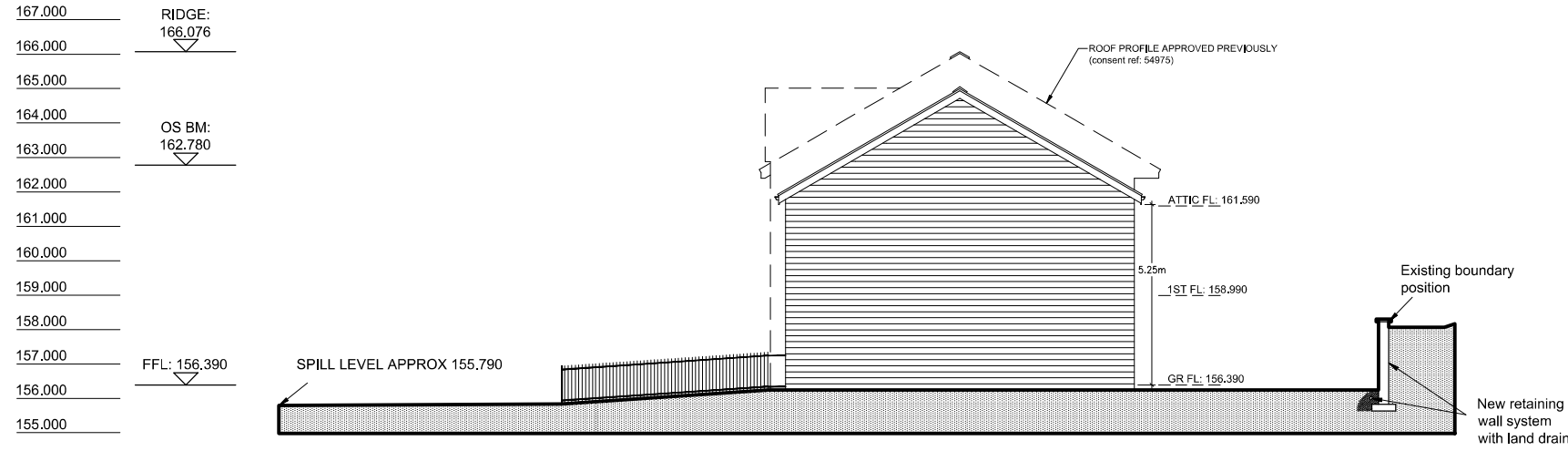


\*NOTE: OBSCURE GLAZED UNITS TO LANDING & WC WITH OBSCURATION LEVEL OF AT LEAST 3 ON THE PFKINGTON SCALE OF 1-5 (WHERE 1 IS CLEAR & 5 IS COMPLETELY OBSCURE).

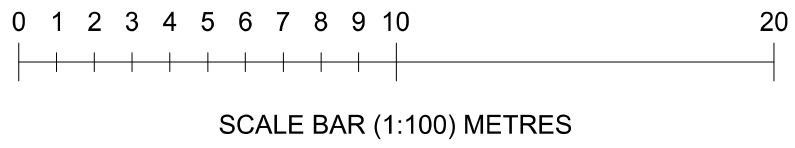
Client: Redisher Finishing Techniques Ltd  
 Project: Proposed Residential Development  
 Drawing Number: 1411 / 101A - Floor Plans & Elevations As Proposed.

Drawn By: JPE / JMS  
 Date: 22-09-11  
 Scale: A1 @ 1:50  
 Checked By:

# Proposed Residential Development to Site at Redisher Finishing Techniques Ltd.



Revisions:  
A - 10.10.2023 - JPE - Height of all three dwellings reduced by 1.0m (compared to consent ref: 54975), and elevations redesigned.



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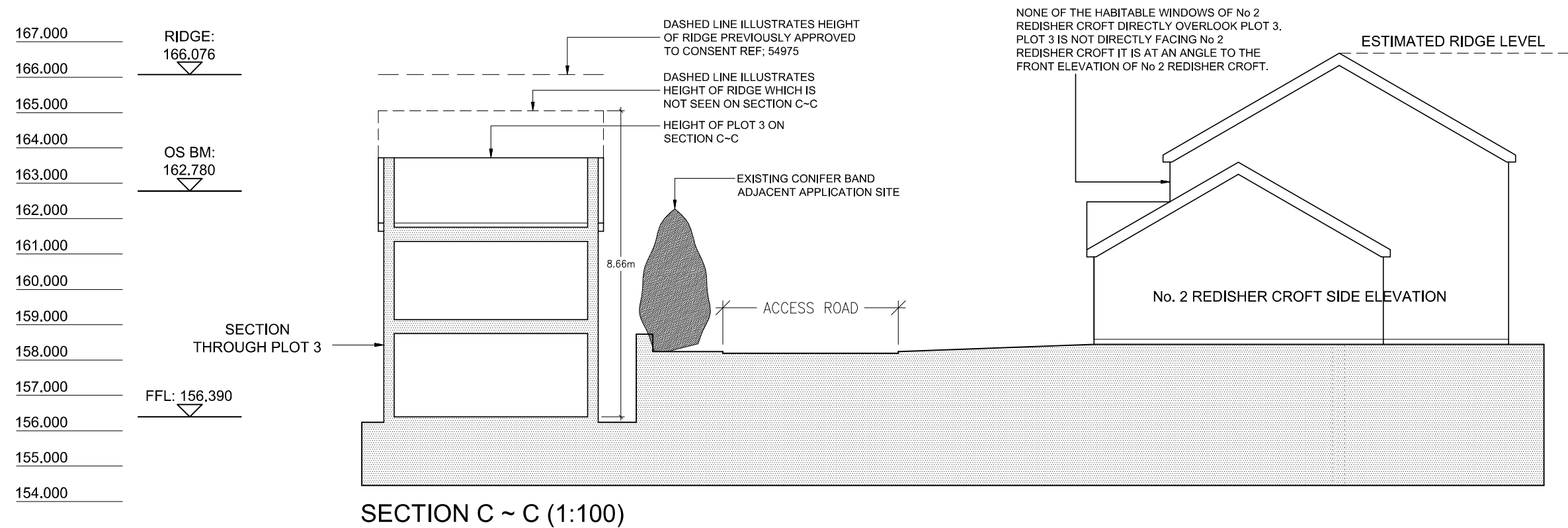
Client: Redisher Finishing Techniques Ltd

Project: Proposed Residential Development

Drawing Number: 1411 / 102A - Sections

Drawn By: JMS  
Date: 22-09-11  
Scale: A1 @ 1:100  
Checked By:

# Proposed Residential Development to Site at Redisher Finishing Techniques Ltd.



## Revisions:

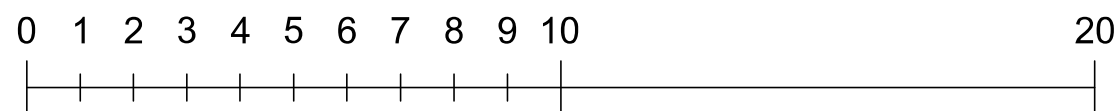
A - 10.10.2023 - JPE - Height of all three dwellings reduced by 1.0m (compared to consent ref; 54975), and elevations redesigned.

Client: Redisher Finishing Techniques Ltd

Project: Proposed Residential Development

Drawing Number: 1411 / 106A - Section C ~ C

Drawn By: JMS  
Date: 26-04-12  
Scale: A2 @ 1:100  
Checked By:



SCALE BAR (1:100) METRES

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