

Ward: Prestwich - Holyrood

Item 01

Applicant: Mr Murphy

Location: 2-4 Kestrel Close, Whitefield, Manchester, M45 6SB

Proposal: Demolition of end terraced dwelling (2 Kestrel Close) and construction of 1no. detached dwelling; Two storey side extension to 4 Kestrel Close.

Application Ref: 70353/Full

Target Date: 02/04/2024

Recommendation: Approve with Conditions

Description

The application relates to an end-terraced and mid-terraced dwelling located in a row of 4 properties on Kestrel Close. The existing properties have gardens to the front and rear with the end terraced property also having an area of garden to the side. Off street parking is currently provided on a driveway to the front/side of the dwellings. The site is bounded by residential properties, with Poppythorn Conservation Area located to the west of the site.

Planning permission is sought for the demolition of No. 2 Kestrel Close and the construction of 1 no. detached dwelling. The proposed new dwelling would be 2 storey in height, with parking provided to the front and a garden to the rear. A side extension to No. 4 is also proposed that projects approximately 2645mm from the side of the existing dwelling. Parking would be retained to the front of this dwelling, and an area of garden would be retained to the rear.

Relevant Planning History

56586 - Erection of detached two storey dwelling house - Refused 29/10/2013

57852 - Erection of new two storey dwelling (resubmission) - Approve with Conditions 09/10/2014

02474/E - Replacement dwelling and re-siting of party boundary with no.4 to increase size of existing dwelling - Enquiry completed 08/09/2020

Publicity

Letters sent to 20 neighbouring properties on the 13 February 2024

Site Notice posted on 14 February 2024

Press Notice published in the Bury Times on 15 February 2024

3 objections received in relation to:

- Impact on character of street scene
- Loss of grass verge
- Noise, asbestos, dust, blocking of access and safety concerns during construction
- Loss of light
- Existing plans show fence in the wrong location
- Location of proposed boundary will impact deliveries, bin collections and parking
- Potential damage to existing private shared driveway
- Impact on access/egress from driveways at No. 1 - 7 due to close proximity of wall to unadopted road
- Larger property will create more traffic

- Applicant has applied before and failed - no reason that the set precedent should be revisited on an even more adventurous project.

The objectors have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objections, subject to conditions in relation to the submission of a construction traffic management plan and implementation of the access works.

Environmental Health - Contaminated Land - No objections, subject to conditions in relation to imported materials and unforeseen contamination. Condition also requested in relation to EV charging points.

Waste Management - No response received

United Utilities (Water and waste) - No objections raised subject to a condition in relation to SuDs.

Greater Manchester Ecology Unit - There are no significant ecological issues associated with this development. Informative requested in relation to bats. Condition requested in relation to biodiversity enhancement.

Borough Engineer - Drainage Section - No response received

Conservation Officer - No response received

The Coal Authority - Falls within low risk area - request standing advice note is added as an informative

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

Development Plan and Policies

EN1/2	Townscape and Built Design
EN2/2	Conservation Area Control
EN2/1	Character of Conservation Areas
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/3	Extensions and Alterations
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
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), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within 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 and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle (Residential)

The National Planning Policy Framework (NPPF) should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework states that unless they have an adopted plan that is less than five years old that identified a five year supply of specific deliverable sites at the time of conclusion of the examination, then local planning authorities should identify and update annually a supply of specific developable sites to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing in certain circumstances set out in NPPF paragraph 226.

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 deliverable land 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). In addition to the housing land supply in the SHLAA, the joint Places for Everyone Plan was adopted with effect from 21 March 2024 and allocates significant strategic sites for housing within Bury.

The adopted joint Places for Everyone Plan Policy JP-H1 sets a requirement for an average of 452 homes per year over the plan period, with stepped targets starting from a minimum housing target of 246 homes per year from 2022-2025 (increasing in future years of the plan). Following the adoption of PfE the Council is able to demonstrate a 5 year supply with a 20% buffer.

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, 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.

The site is in a sustainable location for housing within the urban area and sitting outside the Green Belt.

Due to the housing delivery test result, the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply. However, the adoption of the Places for Everyone Joint Development Plan has resulted in new housing targets for the Borough and the allocation of strategic sites housing sites, which along with the identified housing land supply within the urban area enable the Council to demonstrate a deliverable 5 year supply of housing land, and will accelerate housing delivery within the Borough to meet housing needs.

The proposal would see the retention of 2 no. dwellings at the site as existing. As such the proposal would not lead to a loss or gain in residential properties. The proposal is therefore considered to be acceptable.

Layout and Design

Policy JP-H4 - Requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered. Therefore in accordance with Policy JP-H4 regard should be had to a minimum net residential density of 50 dwellings per hectare at this site. The total area of the site is 0.0715 hectares, which based on a total of 2 dwellings would result in a density of 27.9 dwellings per hectare. In this instance however, given that there would be no net gain or loss in dwellings at the site the current density would be maintained. As such the proposal is considered to be acceptable.

The site backs onto Poppythorn Conservation Areas. Policies EN2/1 and EN2/2 are therefore relevant. These policies require developments to preserve or enhance the character or appearance of Conservation Areas.

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 205 of the National Planning Policy Framework (NPPF) requires 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.

The immediate street scene is depicted by a mixture of terraced and semi-detached properties. The proposed dwelling is the same height as the existing dwellings and as such, it is considered that there would be no more harmful impact on the setting of the Poppythorn Conservation Area than the existing properties. The character appearance and setting of the conservation area would therefore be at least preserved. No objections have been raised to the proposal from the Conservation Officer.

Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments. Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build.

The proposed dwelling would be detached and sited in close proximity to the extended No.

4. The proposed dwelling would front Kestrel Close and includes a projecting single storey garage and front porch that would be broadly in line with the with the frontages of the adjacent properties which all have single storey front additions. The proposed dwelling would therefore be in keeping with the existing building line. The proposed ridge height of the dwelling would mirror those within the row and the proposed windows and doors are considered to be suitably aligned.

To the rear the proposed dwelling would have a single storey garden room addition. This addition would appear as a single storey extension that is not uncommon within a residential setting. The use of materials to match the existing properties within Kestrel Close is considered to be acceptable.

The proposal would maintain suitable residential amenity space for the existing dwelling at No. 4, and the proposed new dwelling. Parking would be provided to the front of the dwelling with areas of soft landscaping also retained.

Given the above it is considered that the proposal would comply with the policies H2/1, H2/2, JP-H3, JP-H4, EN2/1, EN2/2 and the NPPF.

Extension

In relation to extensions to existing dwellings Supplementary Planning Document 6 and Policy H2/3 seek to achieve a high standard of design that compliments the original building and does not have a detrimental impact on the character and appearance of neighbouring properties and the general street scene.

SPD 6 seeks to prevent two storey side extensions from causing a terracing effect by requiring a 1.5 metre set back to the main frontage or to the boundary. A gap of approximately 900mm appears to be proposed between the side elevation of No. 4 and the proposed new boundary. A further 900mm can be provided between the side elevation of the proposed dwelling, and the proposed new boundary. It is considered that both properties are unlikely to extend towards the 900mm towards the side boundary in the future and as such, a gap of approximately 1.8 metres can be retained between the properties to prevent the uncharacteristic linking up of dwellings.

The openings within the proposed extension are considered to be suitably aligned, and the use of matching materials is acceptable. The proposed single storey front extension would be in line with the existing front extension at the property and would therefore not project excessively from the front elevation of the existing dwelling and would maintain a gable roof as existing. The use of matching materials is appropriate.

It is therefore considered that the proposed extension would comply with Policy H2/3 and SPD 6.

Amenity

Neighbouring occupiers - New dwelling

There are no adopted aspect standards for new build residential properties however, SPD 6 provides guidance on aspect standards between residential properties in relation to householder extensions and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey

- blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

The proposed first floor rear bedroom windows would be located approximately 11.6 metres from the directly facing boundary exceeding the 7 metres required by SPD 6. The first floor rear bedroom windows would be located 21 metres from the first floor rear elevation of No. 26 Ash Grove exceeding the 20 metres required. The rear ground floor windows would be screened by the existing boundary fencing.

First floor side windows proposed would relate to a non-habitable rooms (bathroom and en suite) and therefore aspects are not applicable. No ground floor side windows are proposed.

The proposed first floor front windows would be located approximately 23 metres from the rear boundary of no. 33 Guest Road and would also be separated from this site by a highway.

The dwellings at No. 1 - 7 Kestrel Close are located to the north east of the proposed dwelling. No. 7, 5 and 1 Kestrel Close appear to have converted the original single storey projecting garages SPD 6 confirms that measurements are taken from the windows of the original neighbouring dwelling. As these windows were not original to the dwellings they are not protected in the same way. Porches/front door are also not considered to be habitable rooms.

A distance of approximately 13 metres can be provided between the proposed side gable and the front of No. 3. A distance of approximately 14 metres can be provided between the side gable and the original front elevation of No.5. A distance of approximately 15.7 metres can be provided between the single storey side elevation of the proposed dwelling and No. 7. The fencing, if assessed as if it were a single storey is located at least 6.5 metres from the frontages of all these dwellings. This would therefore comply with the aspect standards set out above.

The proposed single storey element would project more than 3 metres beyond the rear of the extended No. 4. However, as the nearest ground floor window is located within an extension and is part of the proposal it is considered that this relationship would not be unduly overbearing.

The proposal would therefore comply with the aspect standards as set out within SPD 6.

Neighbouring occupiers - Extension

SPD 6 and H2/3 seek to reduce the impact of proposals on the residential amenity of neighbouring properties.

The proposed two storey side extension would not project beyond the existing front and rear elevations of the dwelling.

At ground floor it is proposed to create a new front garage door and new rear kitchen window within the extension. The existing front garage would be converted into a study. These are not considered to be habitable room uses.

At first floor it is proposed to create a en suite window at the front which is a non habitable room. The existing internal layout would be slightly altered however the existing bedroom and bathroom windows would be retained in similar locations. The proposed first floor rear bedroom window would be located approximately 11.6 metres from the directly facing rear boundary exceeding the 7 metres required by SPD 6 and would be in the same location as

the existing bedroom window for No. 2.

It is therefore considered that the proposed extension would comply with UDP Policy H2/3 and SPD 6.

Future Occupiers - new dwelling

Policy JP-H3: states that all new dwelling must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

The proposal would comply with spaces standards for a 4 bed, 5 person dwelling as it would exceed 97 square meters and have at least one double bedroom. The master bedroom would comply with space standards for a double bedroom, whilst bedrooms 2, 3, and 4 would comply with space standards for single bedrooms.

A condition would be applied to ensure that the proposal would comply with Part M4(2) of the Building Regulations.

Access and Parking

Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

As per the existing dwelling the site would be accessed from Kestrel Drive. An area of service strip would be retained to the front of the proposed dwelling and parking would be provided within the curtilage of the site. The Traffic section have reviewed the parking and access arrangements and have raised no objections subject to conditions.

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

The proposed dwelling and extended dwelling would both have 4 no. bedrooms. SPD 11 states that 4 no. bedroom dwellings should provide a maximum of 3 spaces. 2 no. spaces are proposed for each dwelling complying with SPD 11.

Ecology

Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. Policy EN8/2 supports and encourages new woodland and tree planting within the borough.

A valid bat report has been provided. No evidence of bats was found and the building assessed as having very low bat roosting potential, with no dusk surveys required. As individual bats can on occasion turn up in unexpected locations an informative has been requested by GM Ecology Unit.

There appears to be no habitat for nesting birds, with no evidence of nesting on the building. No further measures are therefore required.

There appears to be a net loss of garden as a result of the development, with no significant wildlife issues to mitigate. With regards biodiversity net gain (BNG), it is unclear whether the development would have required a net gain assessment as it is borderline with regards the de minimis exemption threshold of 25 square metres of vegetation lost. As BNG is not yet mandatory, GM Ecology Unit have confirmed that they would regard it as unreasonable to request an assessment for such a very low loss of lawn.

Some form of mitigation/enhancement should however be required, such as a tree or a hedge or as suggested by the ecological consultant a bat box. This would be secured via condition.

Carbon and Energy

Policy JP-S2 sets out the steps required to achieve net zero carbon emissions.

The applicant has confirmed that design stage and as built stage energy assessments will be undertaken by an Accredited Energy Assessor, to support the preparation of detailed Building Regulation stage drawings and specifications, in compliance with current Building Regulations Part L. An electric vehicle charging point would also be provided and this has been secured via condition. As such the proposal would comply with the above policy.

Digital Connectivity

Policy JP-C2 requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable.

The dwelling is located within an urban setting and the applicant has confirmed that an Internet connection will be installed, operational and immediately accessible to network providers when occupiers move into new property. As such the proposal would comply with Policy JP-C2.

Response to Representations

The impact of the proposal in terms of visual and residential amenity and highways have been addressed within the main body of the report.

The existing site plan has been amended to show the correct location of the fence.

Problems arising from the construction period of any works, e.g. noise, dust, hours of working (covered by Control of Pollution Acts) are non-material planning considerations that are not relevant to the decision. A construction traffic management plan however has been conditioned.

The proposal does not extend outside of the existing curtilage of the site and as such the existing access to No. 1- 7 Kestrel Close would be maintained.

There have been 2 previous consents at the site. One was refused due to lack of information in relation to contaminated land, and failure to sign a S106. A detached dwelling was however approved at the site in 2014.

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 numbered 2020/881-01, 2020/881-02 Rev A, 2020/881-03, 2020/881-04 - Proposed first floor plans, 2020/881-04 Rev A - Proposed elevations and ground floor plans, 2020/881-06, 2020/881-07 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. The external finishing materials for the proposal hereby approved shall match those of the existing building namely:
Render
Bricks: TBS Buff Fleck and Autumn Fleck
Roof: Marley Ludlow tiles
Doors and Windows: UPVC
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. A biodiversity enhancement scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include native tree and shrub planting and the provision of a bat box. The approved scheme shall thereafter be implemented not later than 12 months from the date the buildings are first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. To secure the satisfactory development of the site in the interests of visual amenity and a net enhancement of biodiversity resources 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, Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity of Places for Everyone Joint Development Plan and Chapter 15 - Conserving and enhancing the natural environment of the NPPF.
5. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
 1. An investigation of the hierarchy of drainage options in the National Planning

Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;

2. (A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
3. Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
4. Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
5. Foul and surface water shall drain on separate systems.
6. The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN7/3 - Water Pollution and EN7/5 - Waste Water Management, Places for Everyone Joint Development Plan Policy JP-S4 Flood Risk and Water Environment and Chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

6. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;

The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc) submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

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

7. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.

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

8. Prior to occupation the applicant shall provide one electric vehicle (EV) charging point (minimum 7kW*) per unit (dwelling with dedicated parking). Photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted.

*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 pursuant to Places for Everyone Joint Development Plan Policy Policy JP-S2: Carbon and Energy.

9. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
 1. Photographic dilapidation survey of the adopted highway abutting the site in the event that subsequent remedial works are required following construction of, and statutory undertakers connections to, the dwelling;
 2. Access route for all demolition/construction vehicles to the site from the Key Route Network;
 3. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to the adjacent residential properties;
 4. The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway;
 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
 6. Confirmation of hours of operation, demolition, delivery & construction vehicle sizes that can be accommodated on the adjacent cul-de-sac that serves the site and number of vehicle movements;
 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
 8. 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;
 9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the demolition works and groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design and Places for Everyone Joint Development Plan Policies JP-C5: Streets for All and JP-C6: Walking and Cycling.

10. The revised access arrangements indicated on approved plan reference

2020/881-02 Revision A, incorporating the provision of a new service strip crossing in a position to be agreed on site with the Highway Authority, demarcation of the limits of the adopted highway, new driveway in a porous/permeable material and/or measures to prevent the discharge of surface water onto the adopted highway and all highway remedial works required to reinstate the adopted highway to its condition prior to commencement of the development, shall be implemented prior to the new driveway/dwelling hereby approved being brought into use/first occupied and thereafter maintained available for use at all times.

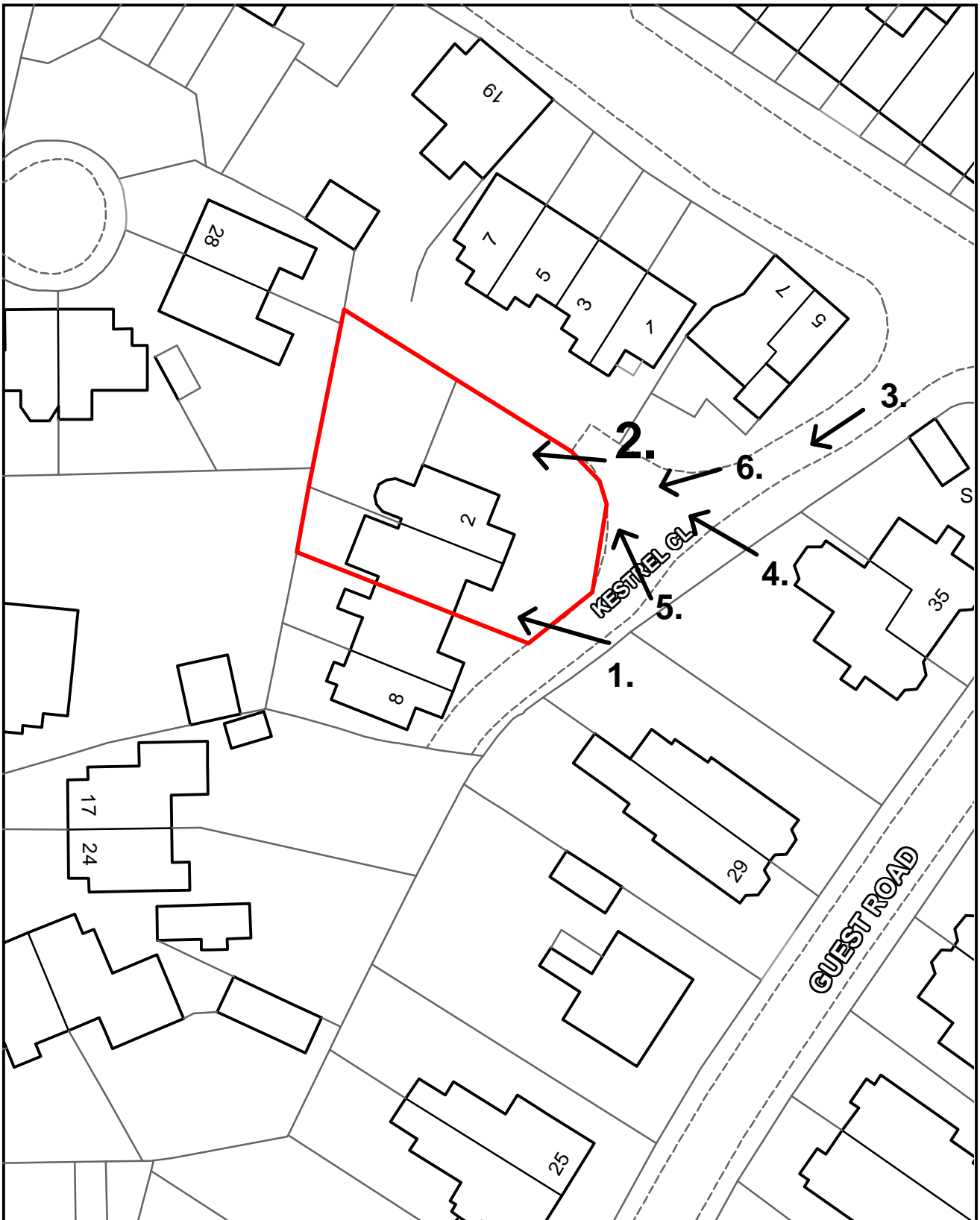
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

11. The dwelling hereby approved shall be built in accordance with the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.

Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

ADDRESS: 2-4 Kestrel Close, Whitefield,

Planning, Environmental and Regulatory Services

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Bury
Council

70353

Photo 1



Photo 2



70353

Photo 3



Photo 4



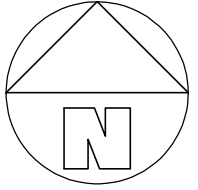
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Photo 5



Photo 6





LOCATION PLAN (Scale 1/1250)

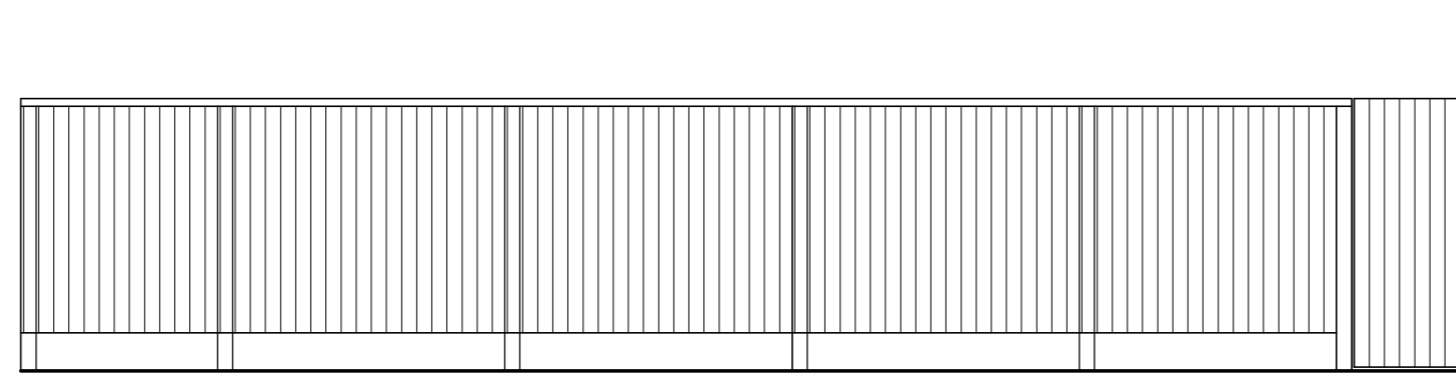


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REVISION DETAILS
REV

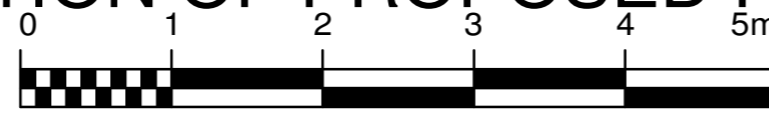
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Email: gordonnash@blueyonder.co.uk

CLIENT: MR. M. MURPHY
PROJECT: REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB
DRG. TITLE: LOCATION PLAN
DRAWING No: 2020/881-01 REV. Original
ISSUE DATE: 29/06/2020 SCALE: 1/1250 @ A4



Proposed new fence along new boundary between nos. 2 and 4 Kestrel Close and to extend existing north east boundary fence of No. 2. Treated timber panels, supported off 100mm x 100mm concrete posts. Gates to be made of treated timber T & G boards

ELEVATION OF PROPOSED FENCE (1/50)



SCALE BAR FOR 1/200

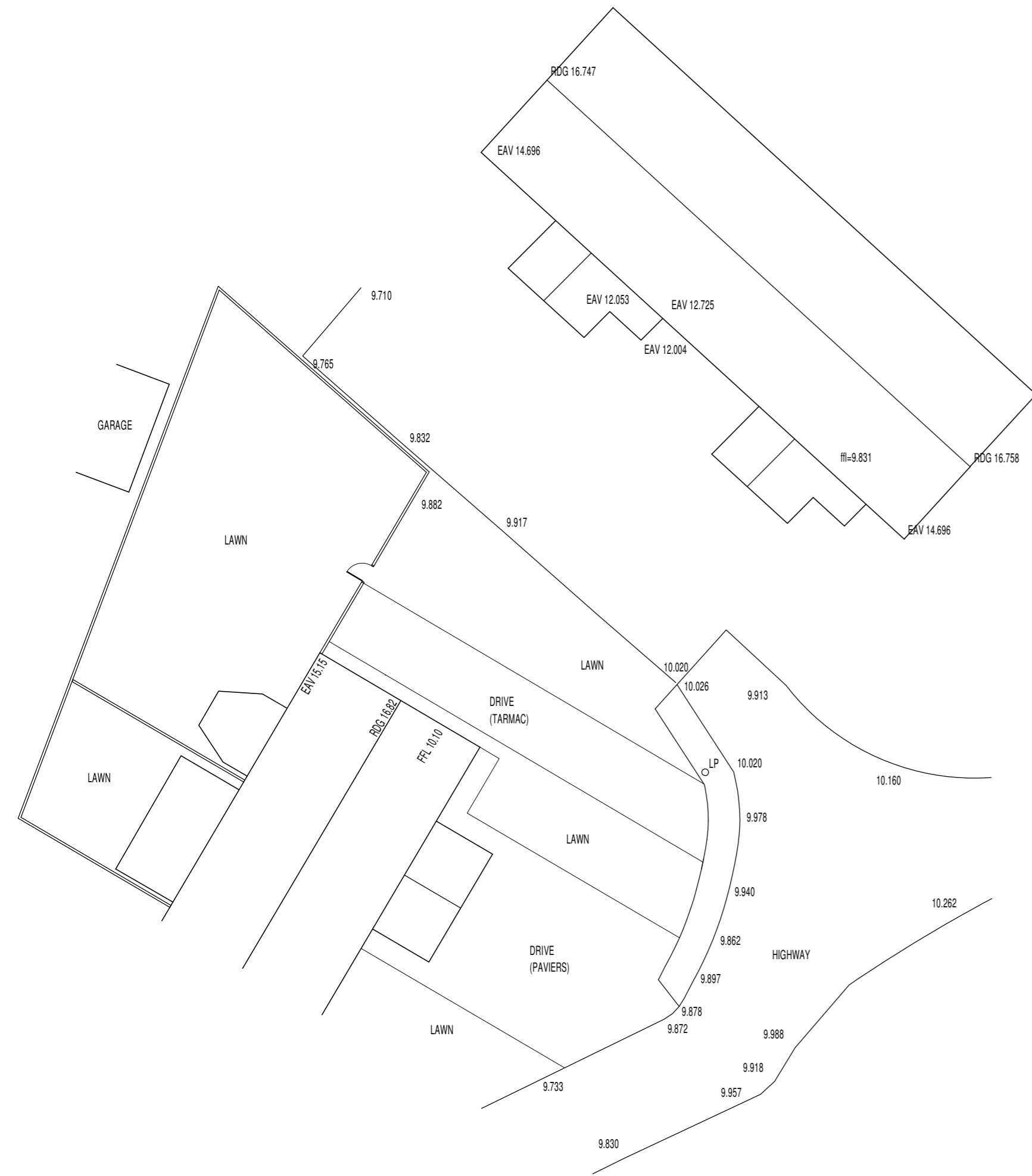
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This drawing must be read in conjunction with Building Regulation Specification No. 2021/900-04
 All structural alterations and works are to be in accordance with the appointed Structural Engineer's separate design calculations and details

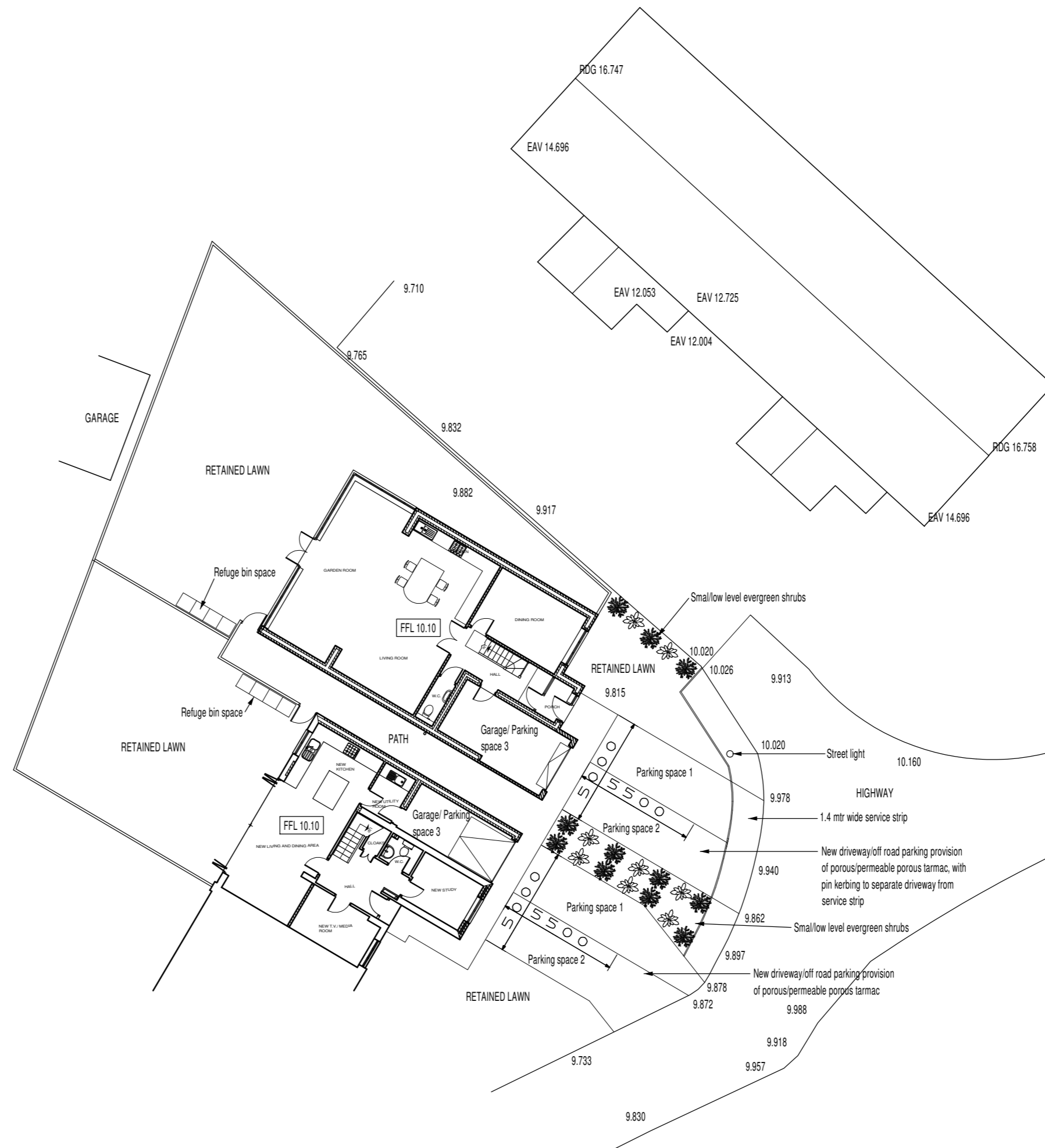
REVISION DETAILS
 REV A: Topographical surveyed levels and service strip added (20/03/2024)

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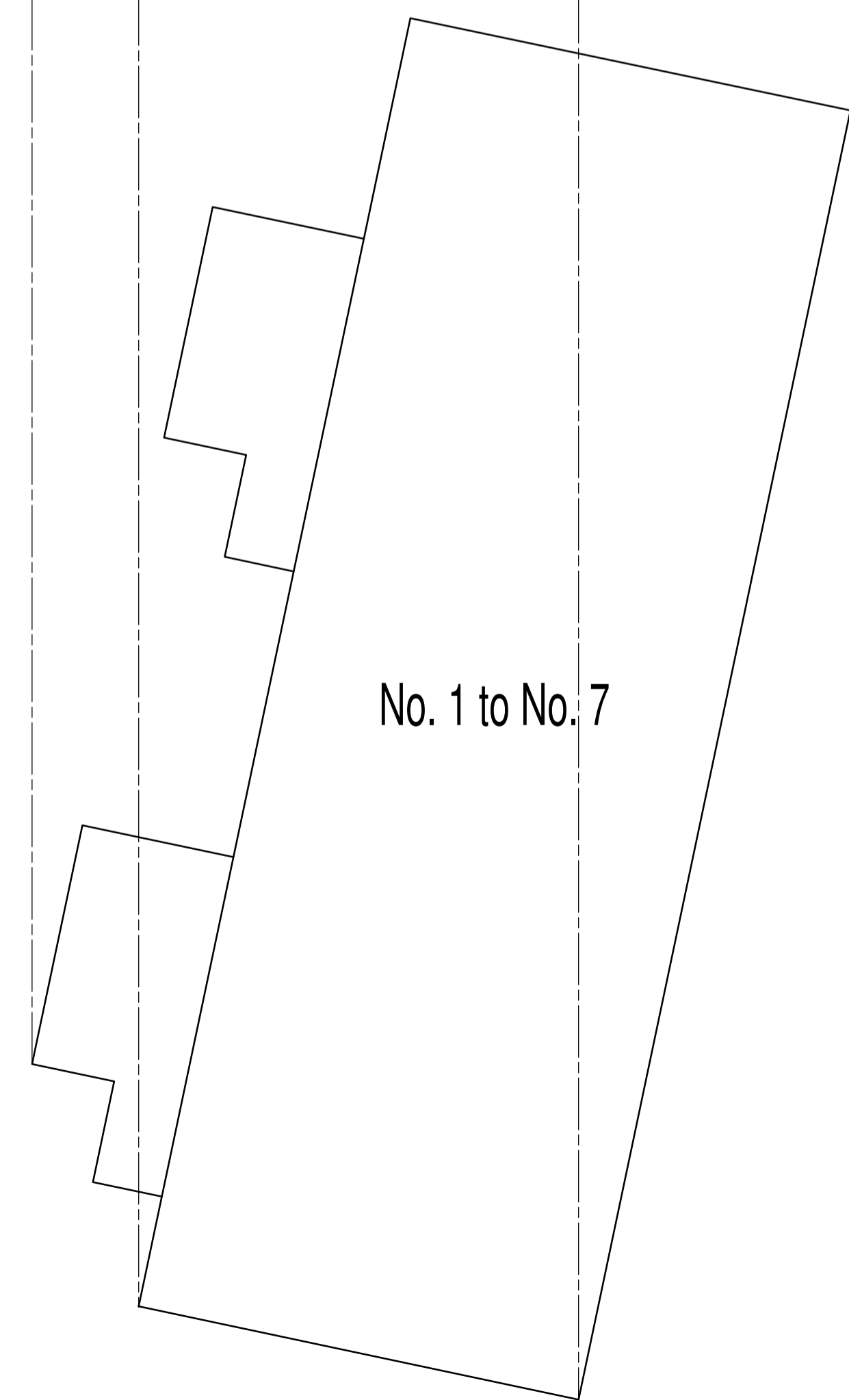
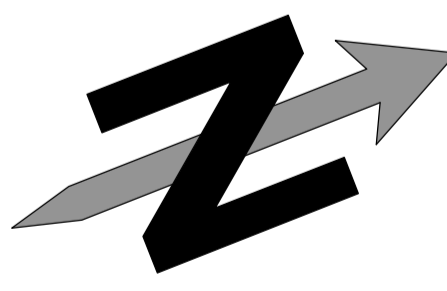
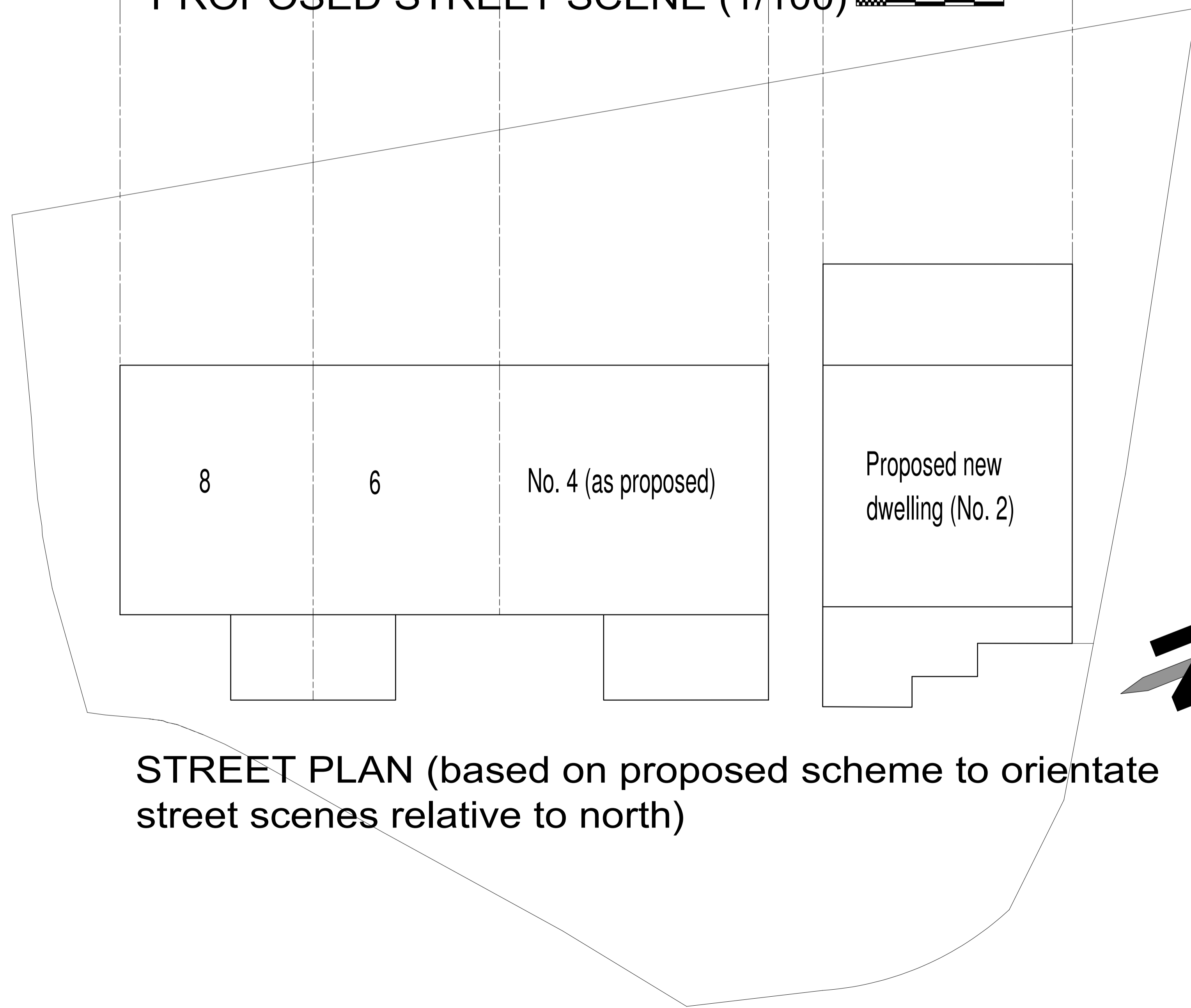
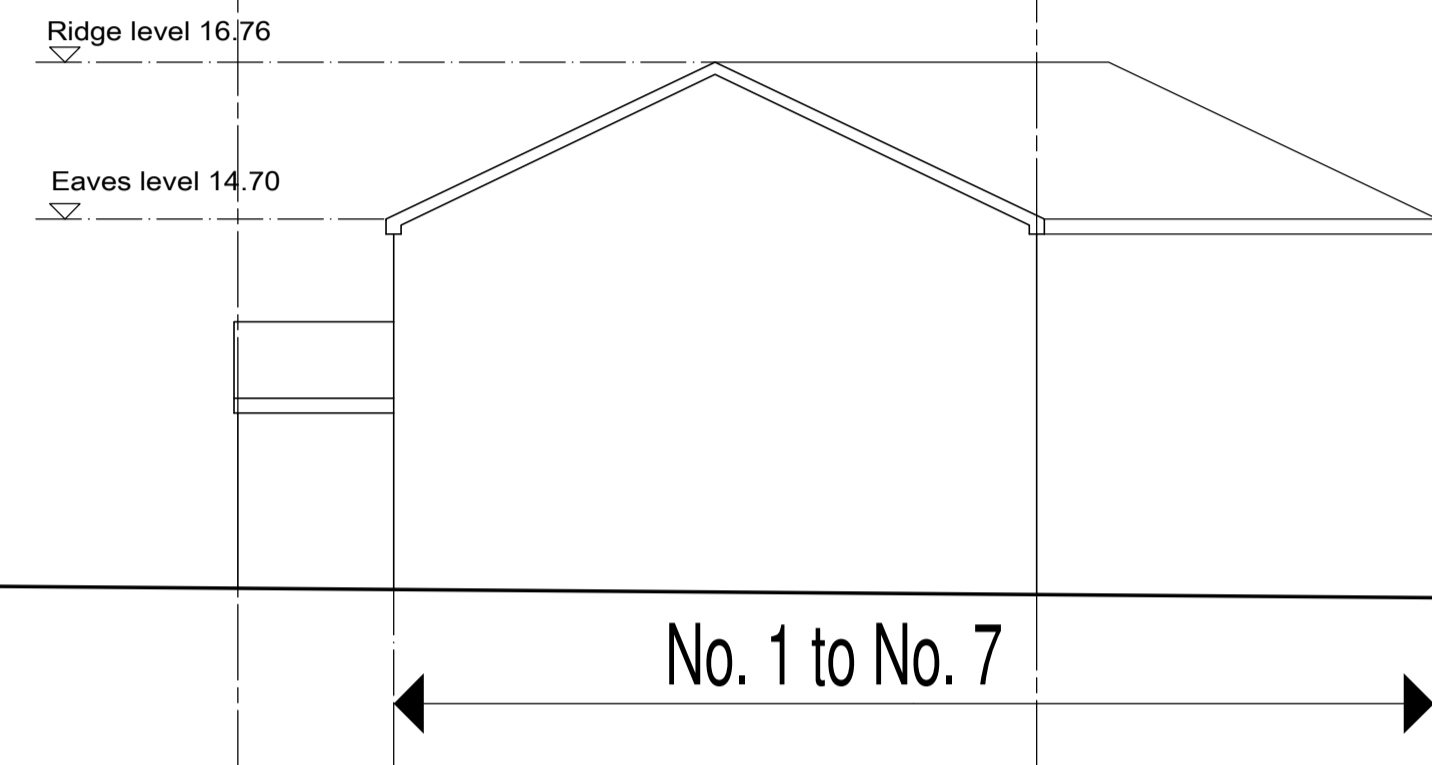
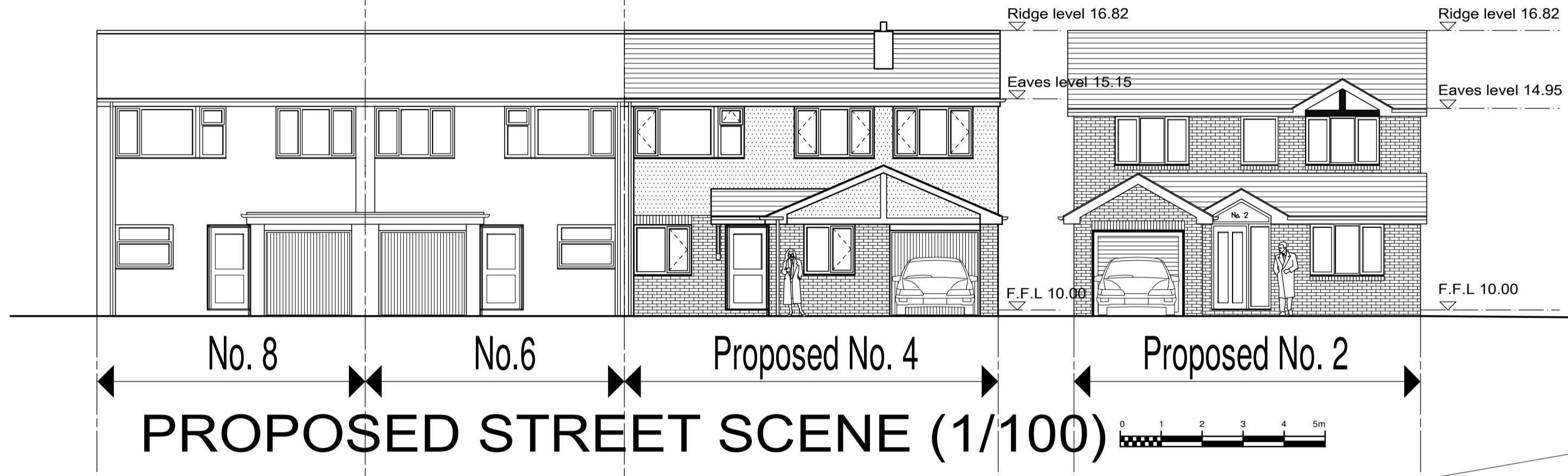
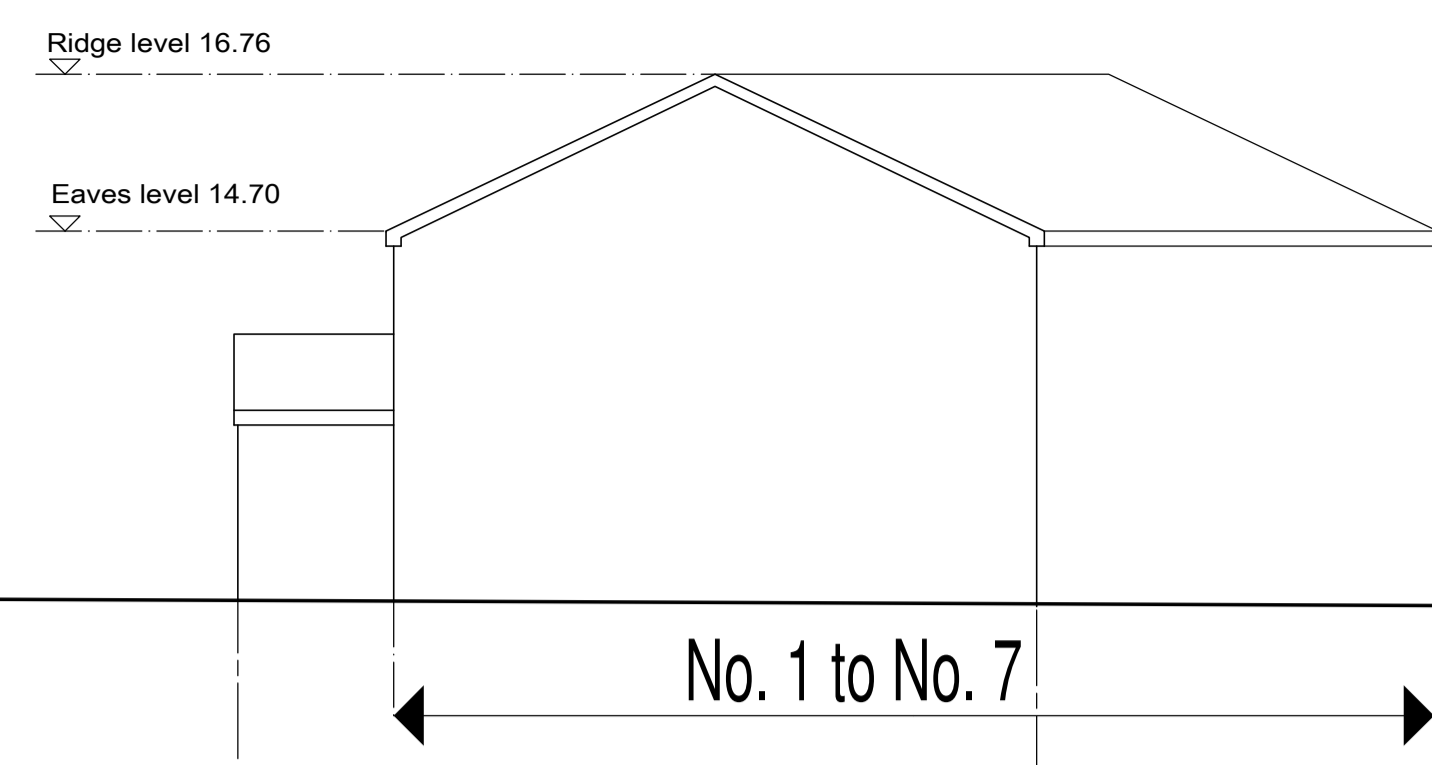
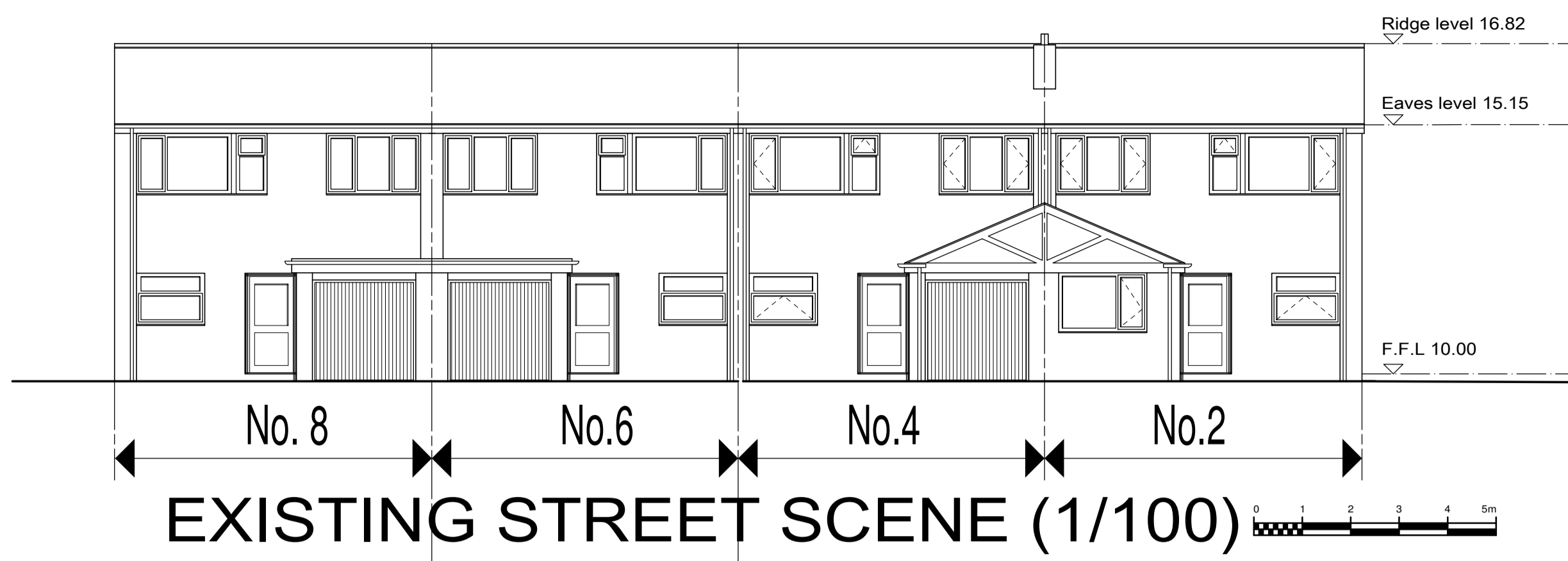
CLIENT: MR. M. MURPHY
 PROJECT: REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB
 DRG. TITLE: EXISTING AND PROPOSED SITE PLAN, AND PROPOSED FENCE ELEVATION
 DRAWING No: 2020/881-02 REV. A
 ISSUE DATE: 01/08/2023 SCALE: 1/200 & 1/50 @ A2



EXISTING SITE PLAN (1/200)



PROPOSED SITE PLAN (1/200)

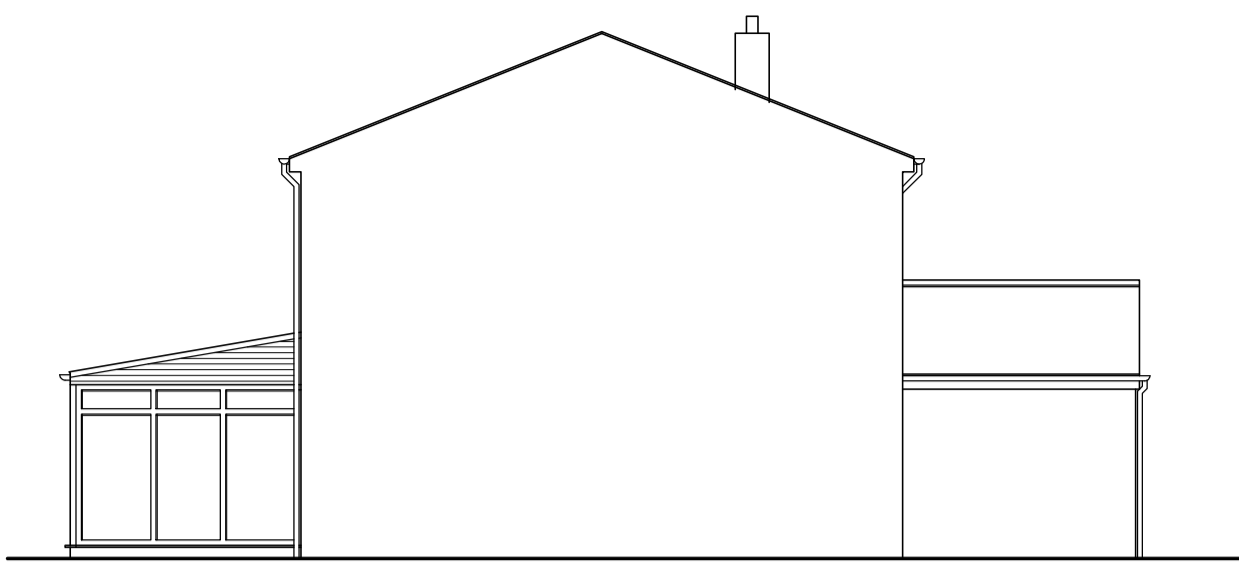


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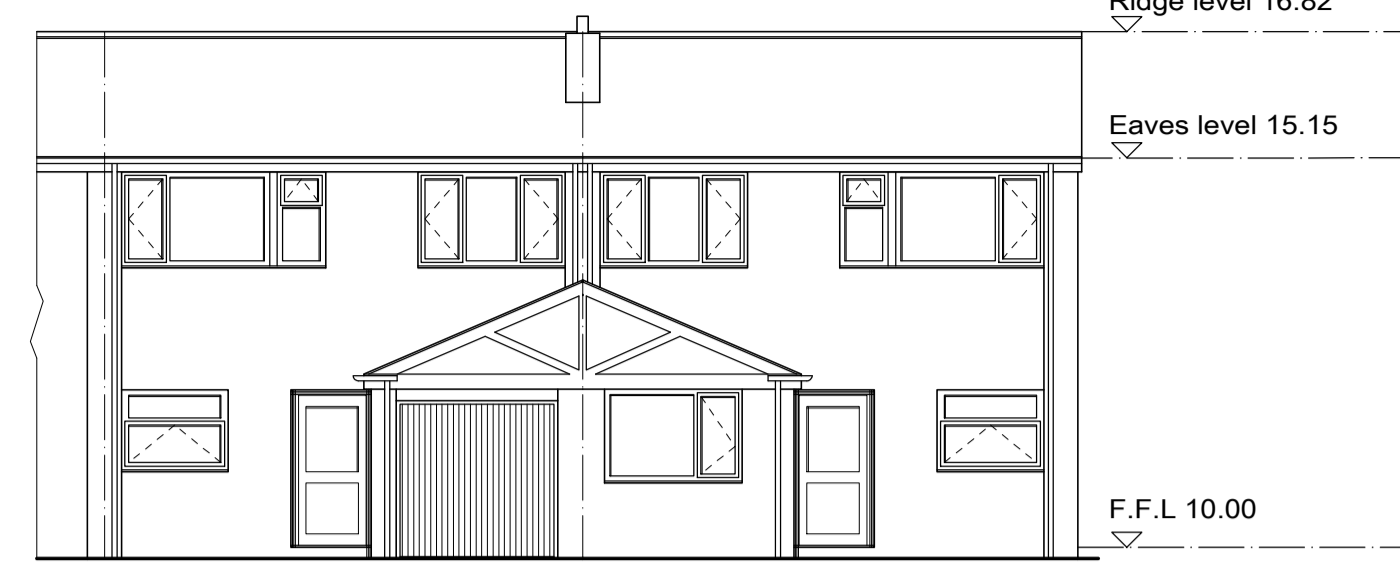
REVISION DETAILS	
REV	

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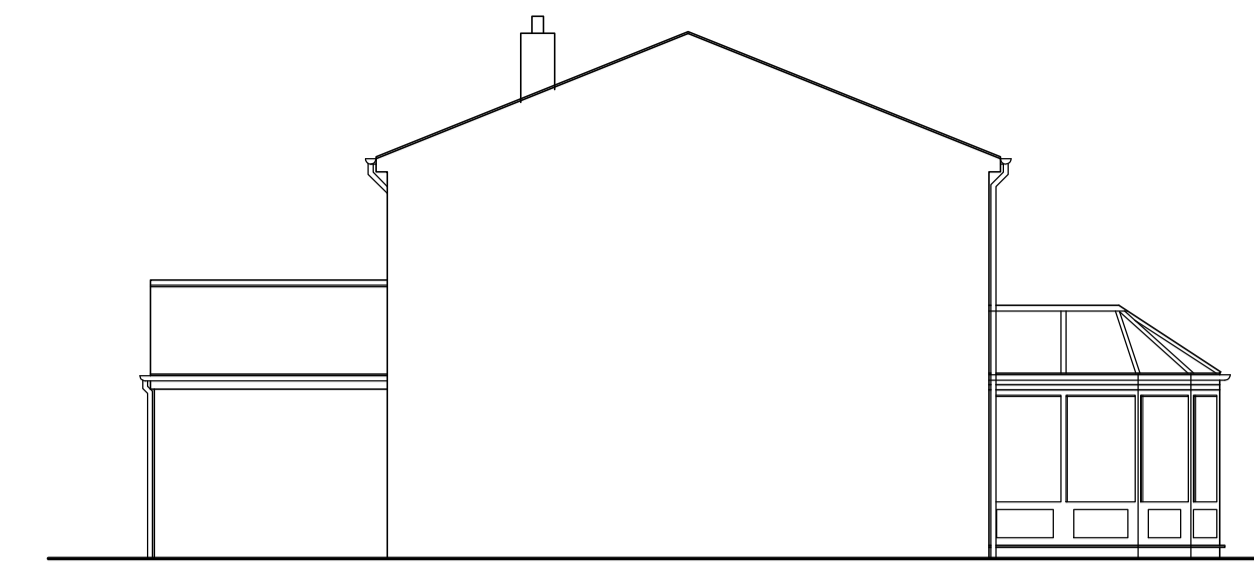
CLIENT: MR. M. MURPHY
PROJECT: REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB
DRG. TITLE: EXISTING STREET SCENE, PROPOSED STREET SCENE AND STREET PLAN
DRAWING No: 2020/881-07 REV. Original
ISSUE DATE: 15/01/2024 SCALE: 1/100 @ A1



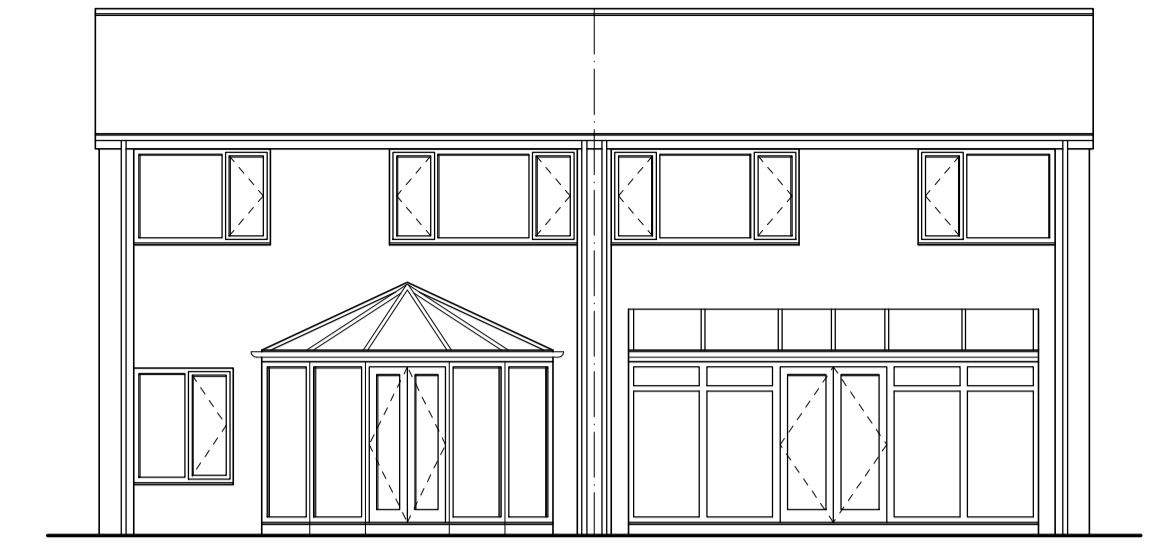
EXISTING FROM BOUNDARY BETWEEN No. 6 AND No. 4



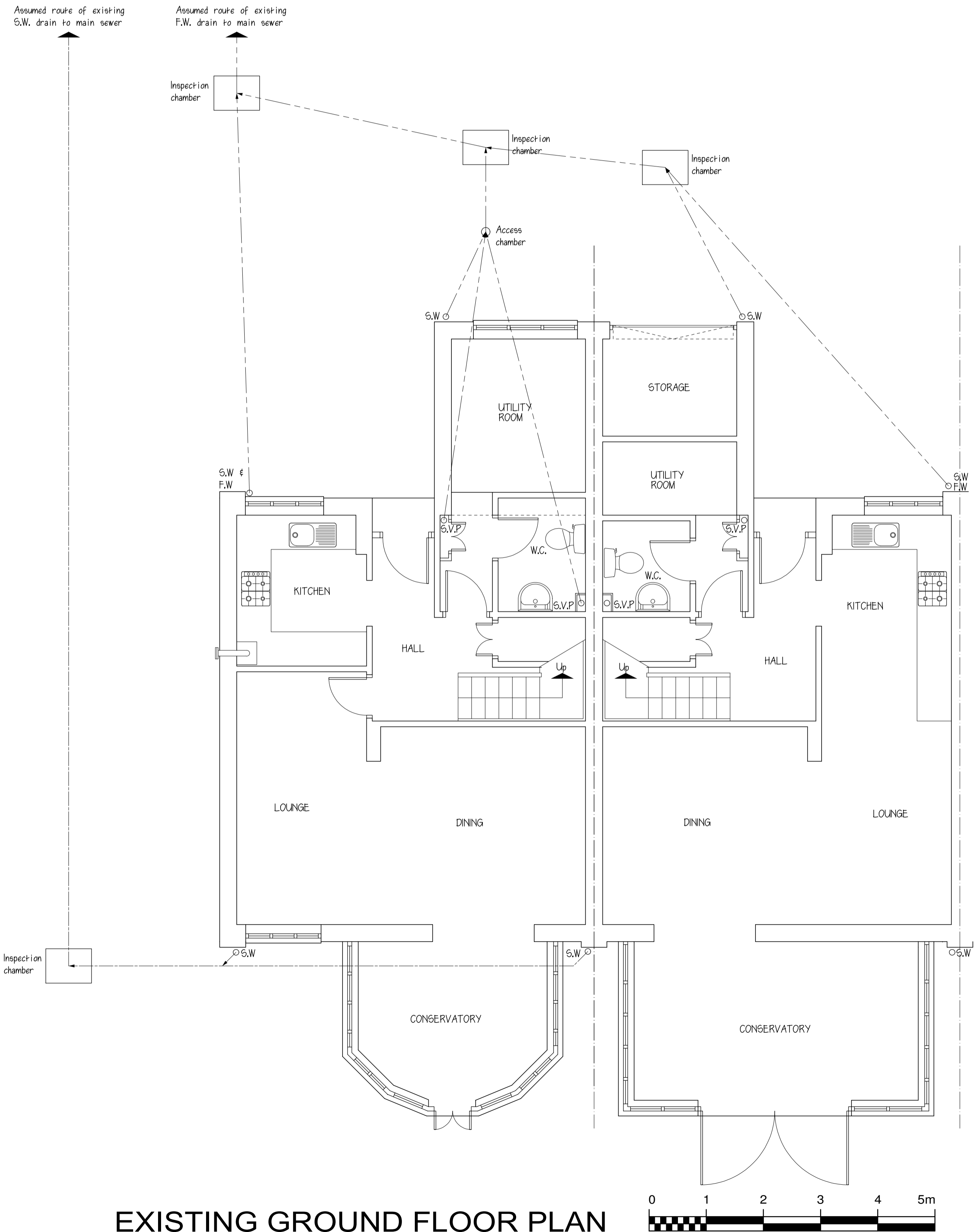
EXISTING FRONT (SOUTH EAST) ELEVATION



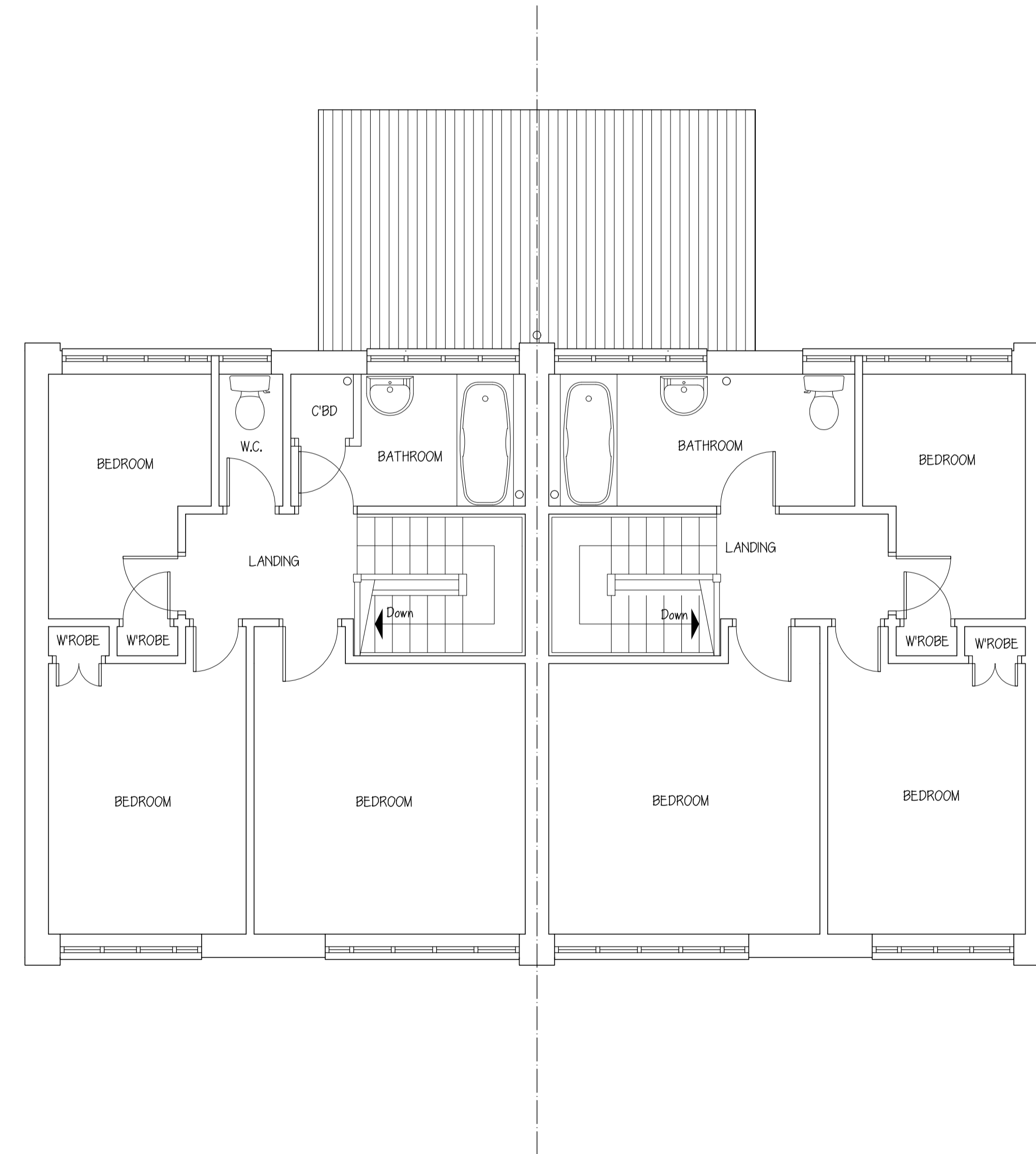
EXISTING GABLE (NORTH EAST) ELEVATION



EXISTING REAR (NORTH WEST) ELEVATION



EXISTING GROUND FLOOR PLAN



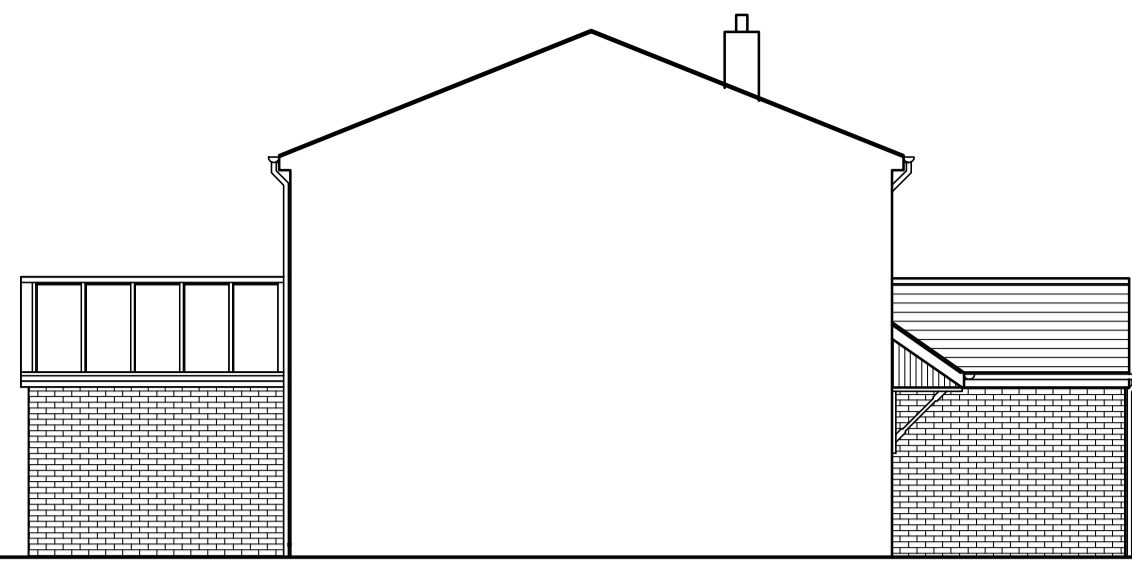
EXISTING FIRST FLOOR PLAN

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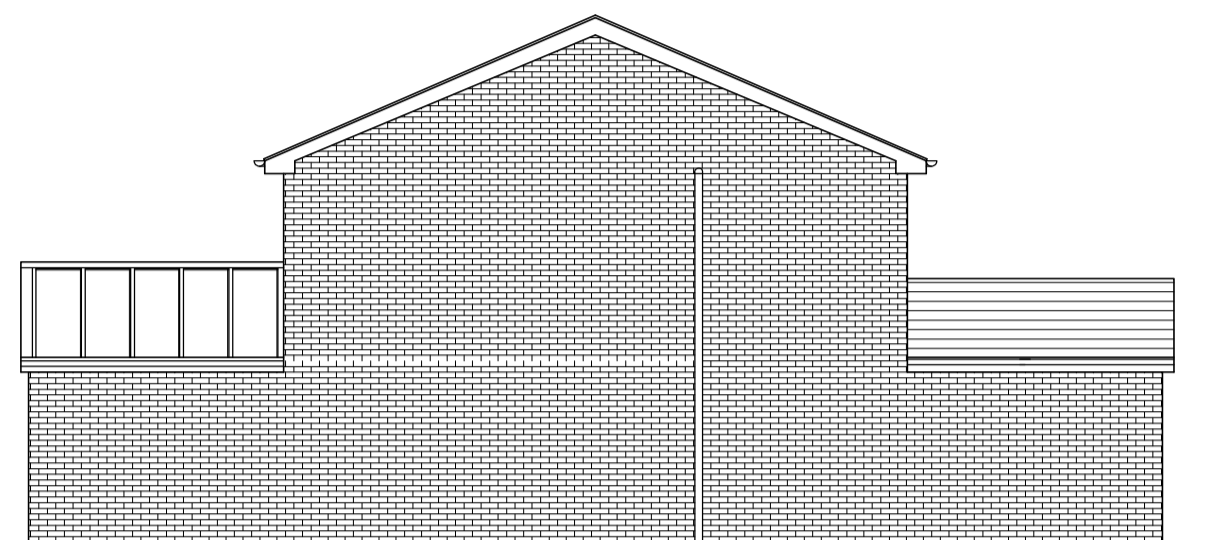
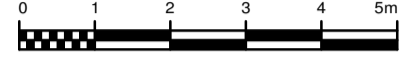
REVISION DETAILS
 REV

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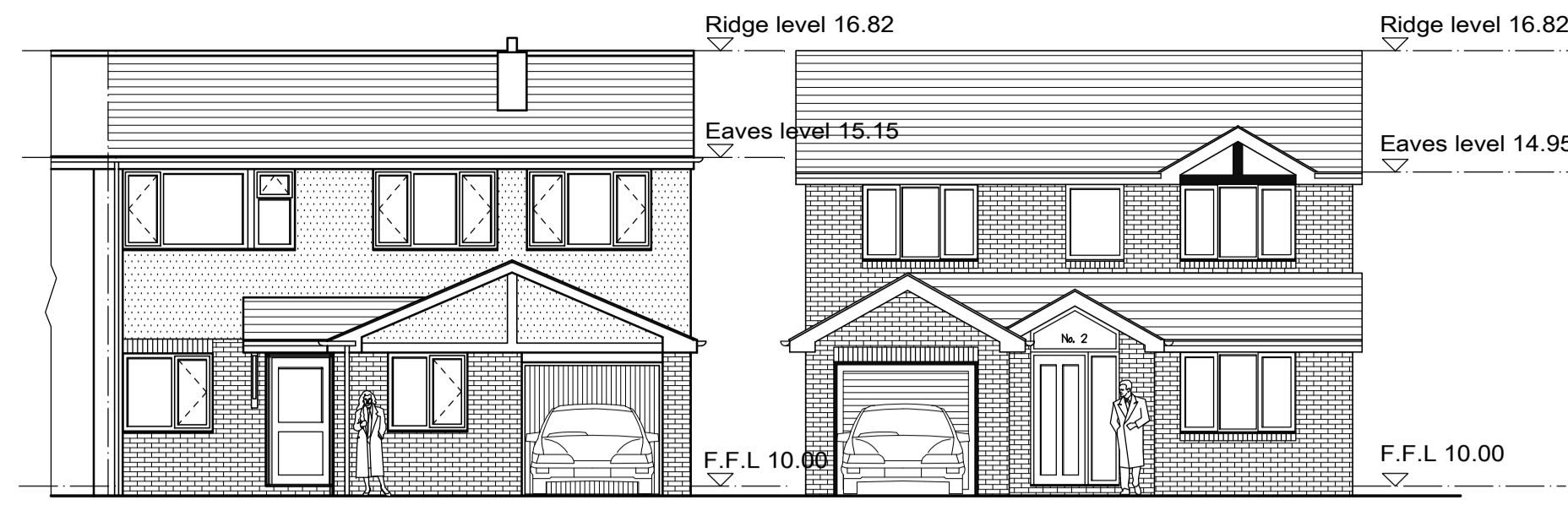
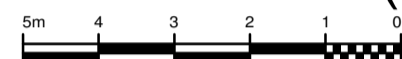
CLIENT: MR. M. MURPHY
 PROJECT: REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB
 DRG. TITLE: EXISTING ELEVATIONS AND FLOOR PLANS
 DRAWING No: 2020/881-03 REV: Original
 ISSUE DATE: 20/01/2023 SCALE: 1/100 & 1/50 A1



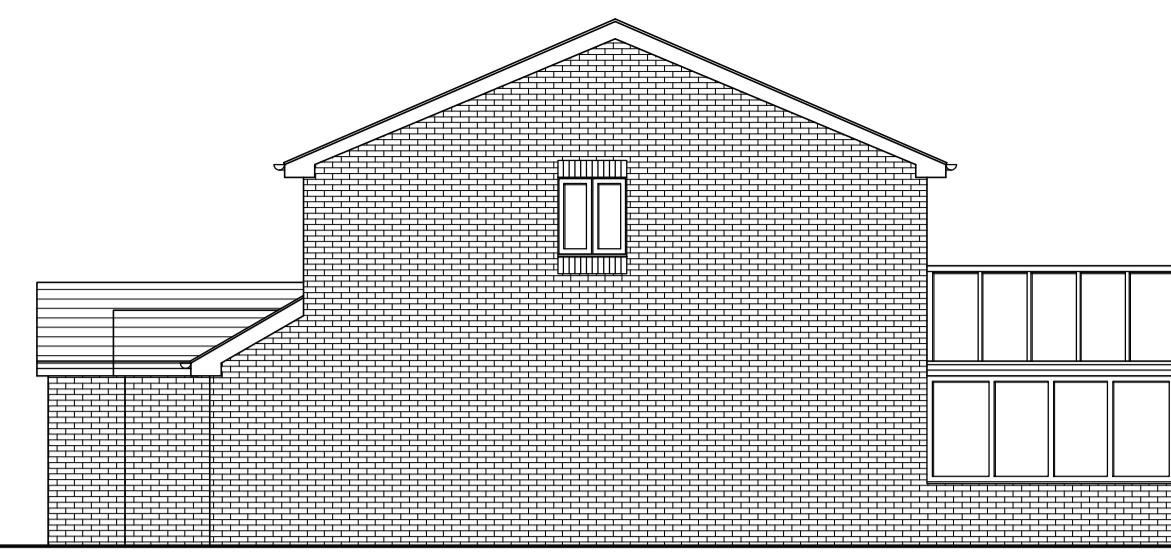
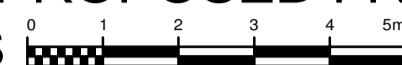
PROPOSED VIEW AT BOUNDARY BETWEEN No. 6 AND No. 4 (UNCHANGED)



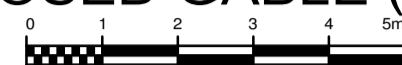
No. 2 PROPOSED GABLE (SOUTH WEST) ELEVATION



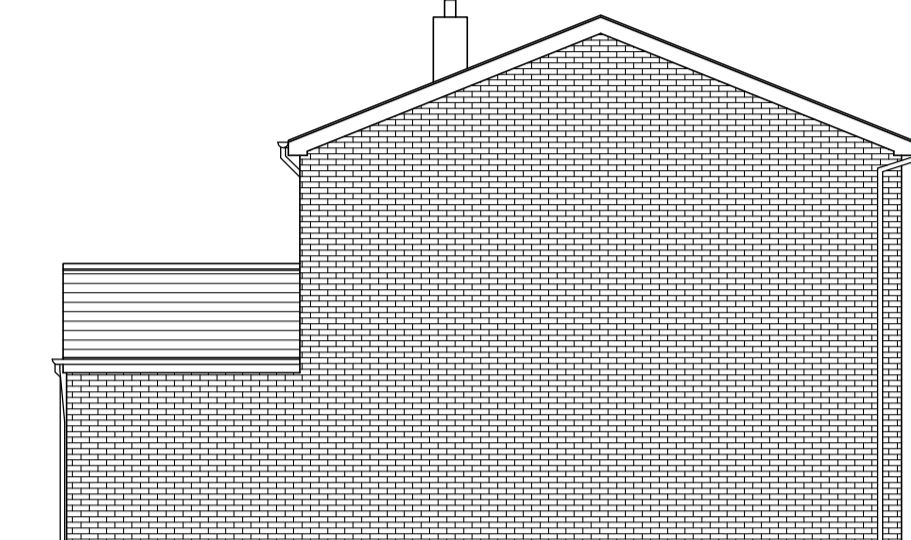
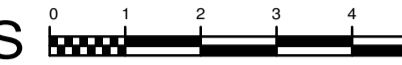
No. 2 & No. 4 PROPOSED FRONT (SOUTH EAST) ELEVATIONS



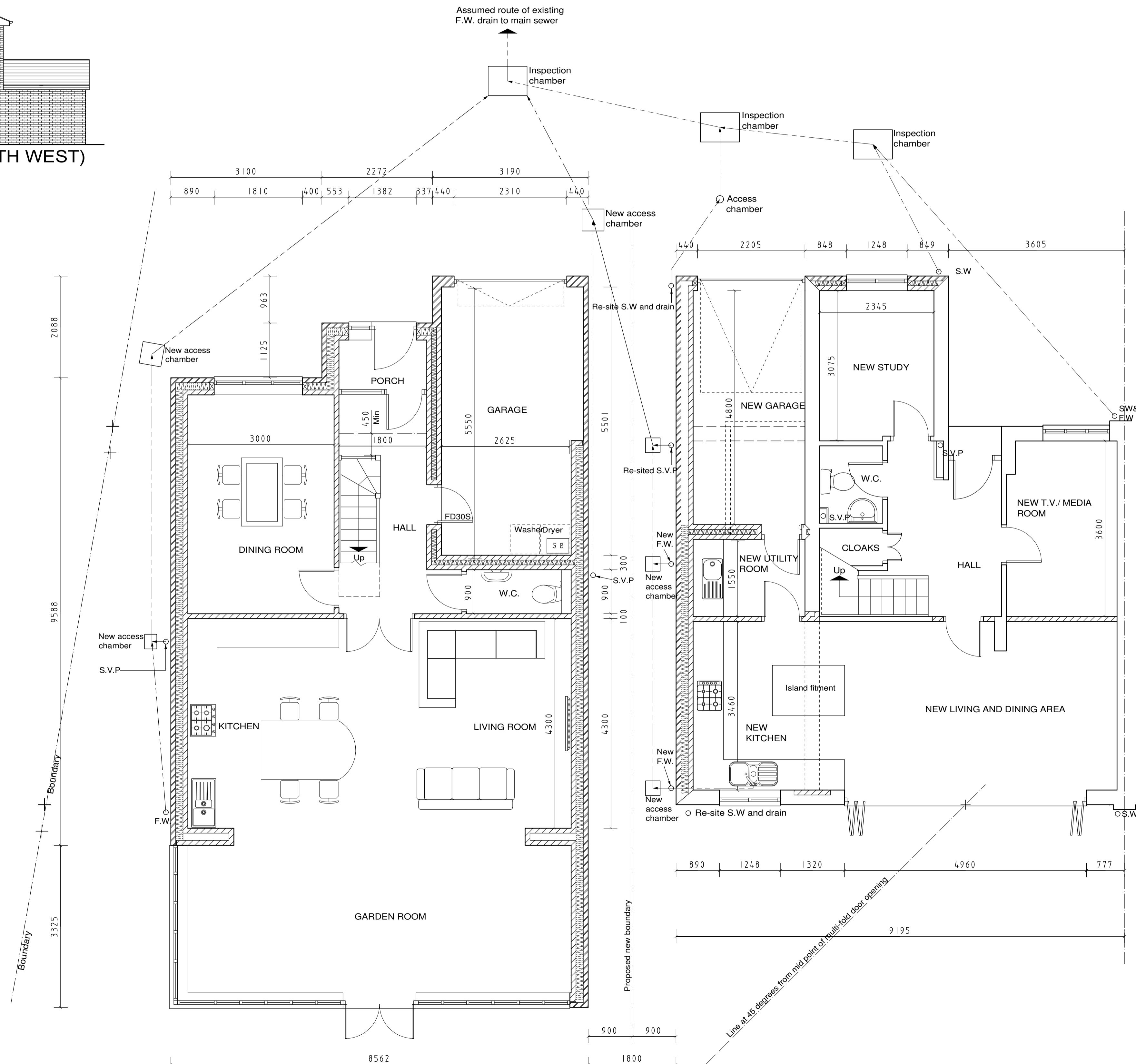
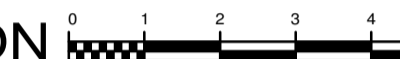
No. 2 PROPOSED GABLE (NORTH EAST) ELEVATION



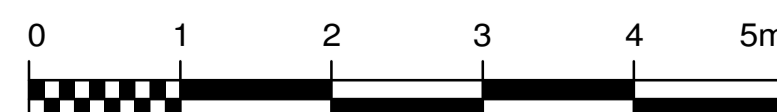
No. 2 & No. 4 PROPOSED REAR (NORTH WEST) ELEVATIONS



No. 4 PROPOSED GABLE (NORTH EAST) ELEVATION



PROPOSED GROUND FLOOR PLANS



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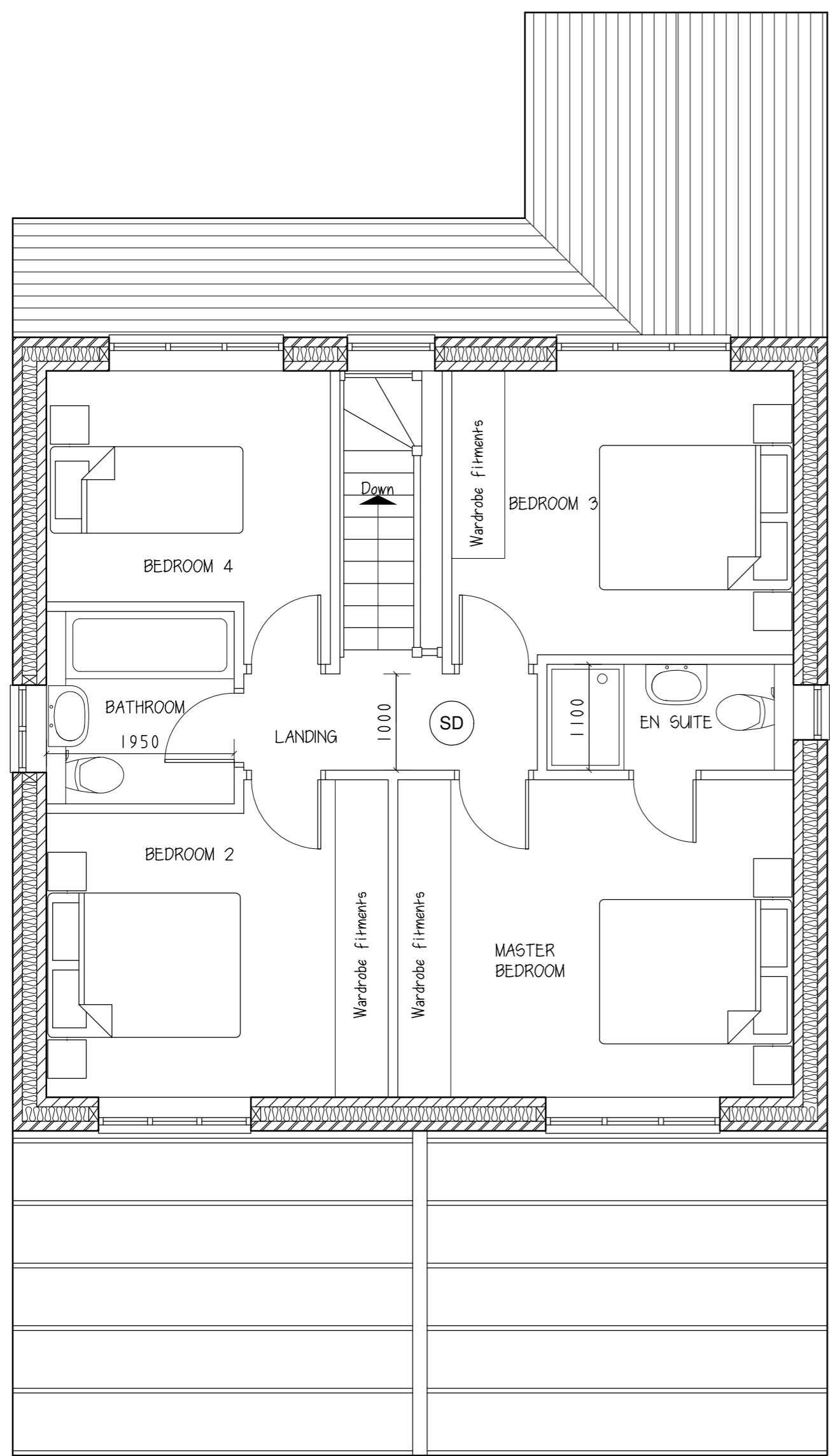
REVISION DETAILS
 REV A: Elevations added (20/03/2024)

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CLIENT: MR. M. MURPHY
 PROJECT: REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB
 DRG. TITLE: PROPOSED ELEVATIONS AND GROUND FLOOR PLANS
 DRAWING No: 2020/881-04 REV. A
 ISSUE DATE: 20/01/2023 SCALE: 1/100 & 1/50 A1

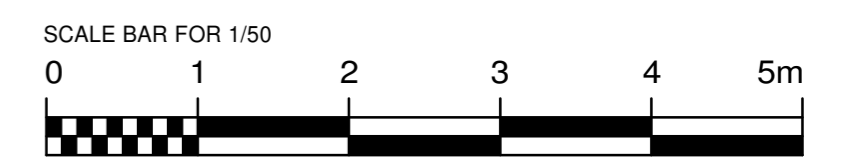
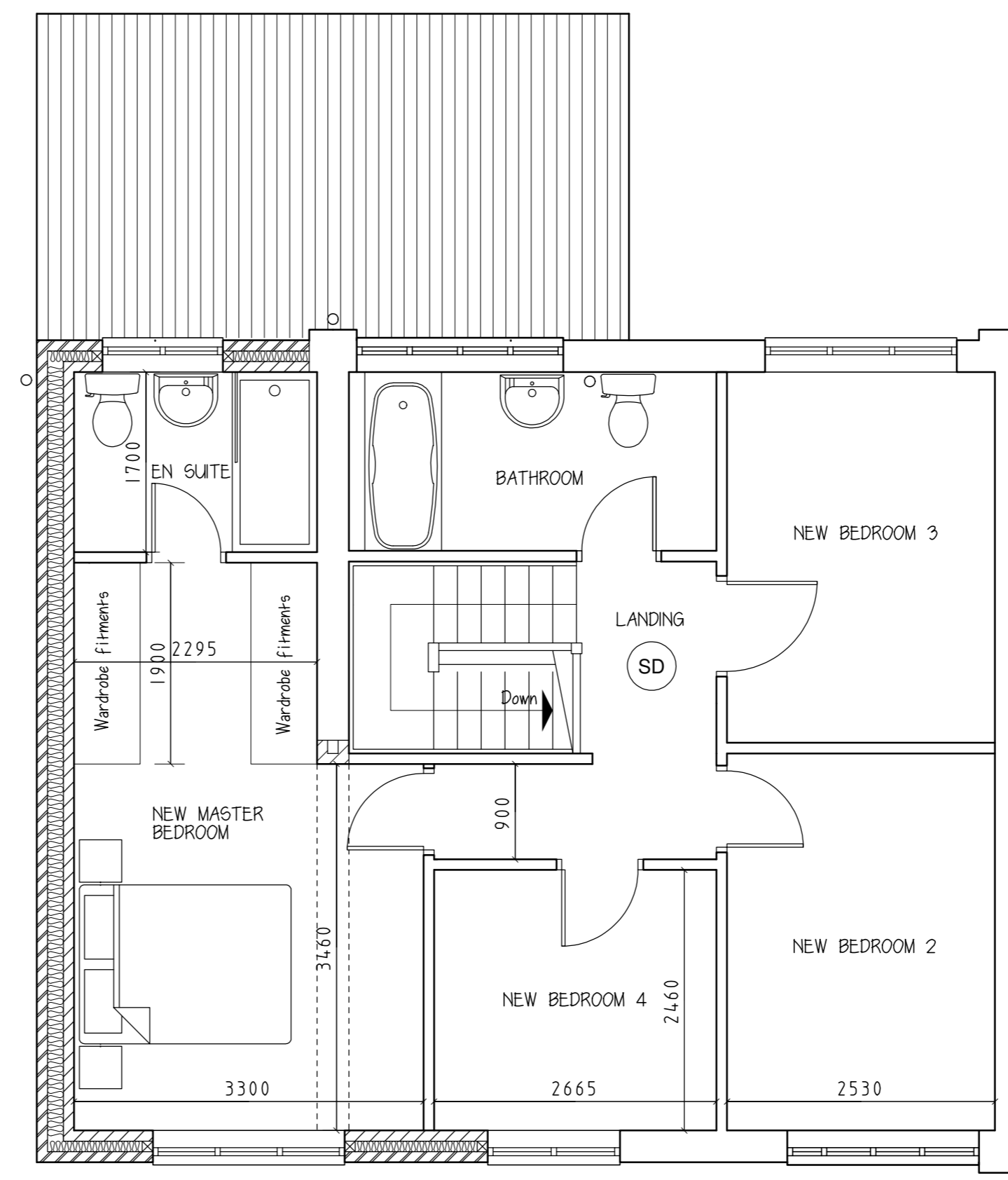
1002 1810 664 910 1264 1810 1002

2950 100 1062 100 3550



3600 100 4162

890 1585 3062 1810 1115



- Indicates direction of floor joist span
- Indicates that mechanical extraction is required
- Indicates approximate location of heating boiler
- Indicates a smoke detector/alarm is required
- Indicates a heat detector/alarm is required
- Indicates a carbon monoxide detector/alarm is required

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All structural alterations and works are to be in accordance with the appointed Structural Engineer's separate design calculations and details

REVISION DETAILS

REV	

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CLIENT:	MR. M. MURPHY		
PROJECT:	REPLACEMENT DWELLING AT 2, KESTREL CLOSE AND ALTERATIONS TO RETAINED DWELLING, AT 4, KESTREL CLOSE, WHITEFIELD M45 6SB		
DRG. TITLE:	PROPOSED FIRST FLOOR PLANS		
DRAWING No:	2020/881-04	REV.	Original
ISSUE DATE:	24/01/2023	SCALE:	1/100 & 1/50 @ A2

PROPOSED FIRST FLOOR PLANS

