

Ward: Prestwich - Holyrood

Item 4

Applicant: Mr F Moghimi

Location: Land at rear of 7-11 Carisbrook Avenue, Whitefield, Manchester, M45 6UP

Proposal: Erection of 1 no.bungalow

Application Ref: 70763/Full

Target Date: 09/09/2024

Recommendation: Approve with Conditions

Description

The application site relates to a vacant backland plot which is located in the middle of an established residential estate. The site is overgrown with vegetation and trees and is bound by timber fencing, which forms the rear boundaries of the houses surrounding the site. There is an existing access into the site between Nos 9-11 Carisbrook Avenue, which runs the length of these 2 properties and opens out into the wider site area.

The majority of the site is relatively level, sloping gradually towards the rear. The houses on Tamworth Avenue to the north are located at a lower level by approx 0.5m.

The application proposes 1 No. 3 bed bungalow.

The proposed dwelling would be positioned more or less centrally within the plot with the front elevation facing Nos 7 and 9 Carisbrook. Amenity space would be to the rear of the property with a driveway, turning area and parking for 2 cars at the front. The existing access between Nos 7 and 9 would be utilised with a drop kerbed formed to the site entrance.

Accommodation would comprise living, dining and kitchen areas, porch, hall and 3 no bedrooms.

The site has previously been granted consent for 1 no bungalow approved in 2016.

Relevant Planning History

59509 - Erection of 1 no bungalow - Approved 18/3/2016

Publicity

Letters sent on 15/7/24.

Site notice posted 17/7/24.

Four objections received -

- Bury Unitary Development Plan Part 2: Chapter 6 : Environment - Section EN6 The land is a self-seeded scrubland that has been left to naturalise over a number of years and now forms a habitat for many species of animal and plants including a family of foxes that live in site. Allowing this development to go ahead would contradict this policy as the Council is committed to the conservation of the natural environment.
- Section H2/1 - The proposed development would have a detrimental effect to the existing surrounding properties who currently look out onto the land. The amenity of the

- natural scrubland would be lost and replaced with a residential dwelling.
- Section H2/2 - Whilst the plans show off road parking provision, access to the site is extremely constrained due to the proximity of the adjacent driveways and footpath and vehicles could not access the site safely. I would suggest a transport statement is needed to demonstrate vehicle tracking, including fire appliance and adequate access exists without being of detriment to the adjacent property.
 - All major housing developments are required to deliver at least a 10% net gain in Biodiversity. It is not clear from the application how the Biodiversity Net Gain obligations will be met.
 - Drainage -The proposal is on land that is lower than Carisbrook Avenue, the proposed water and sewer connections would therefore run uphill into the main sewer on Carisbrook Avenue. There is no proposal to overcome this.
 - Demand and overlooking - Whilst the development meets the overlooking threshold, because of the nature, scale and massing on the proposed development, relative to the surrounding properties it will be overlooked from all sides by all surrounding properties. This will have an impact on the demand and occupation of the property. Unoccupied properties can lead to an increase in crime and antisocial behaviour, The land as it is, currently does not attract any unauthorised access.
 - General - The design and access statement (pages 10, 11, 12) include a number of photographs that are not of this site. This makes me nervous therefore that full due diligence has been followed throughout the application process.
 - In conclusion I would suggest the harm of this development outweighs the benefit and therefore I believe planning permission should not be granted.
 - The loss of green space will impact the area.
 - I am worried by the potential for overlooking my property. The loss of privacy would impact my family.
 - The entrance is very small, I don't see how the large machinery needed will be able to get through. I do not want my property damaged. The noise of this work will have a huge affect on all the surrounding properties.
 - The entrance passage leading to the proposed property is very narrow and emergency vehicles such as fire engines / ambulances would not be able to access the property and the properties that the proposed property surround.
 - The proposed property will affect our privacy as the proposed building is at a higher level and will overlook my property.
 - The expected increase in vehicle movement associated with the development, will likely lead to congestion and pose safety risks to pedestrians, including children and elderly residents. The current road infrastructure is not designed to accommodate the development traffic volume, and this will negatively affect the quality of life for local residents.
 - Impact on parking in the area

Two comments -

- No proposed access to the site - imagine this would be a problem for the emergency services
- Many years ago police advised the overgrown site restricts access to the rear of the properties. Once the land is opened up this could cause a burglar's paradise
- Is the ground area safe for a new property?
- Question why this land was not built on in the first place
- There are some concerns / constraints I would like to see in place before I could consider myself as supporting this application.
- The land is so overgrown that it regularly causes damage to the surrounding fencelines, and it would be beneficial to have this permanently cleared to prevent this in the future.
- However, the developer has previously stated that the border is his responsibility, but no work has been conducted to maintain it (and residents have had to fund this themselves). It is in disrepair at several houses because of this, and if the developer believes it is their responsibility it should be replaced / repaired around the entire perimeter.
- Similarly, I believe that previous applications in 2004/2005 were rejected on the basis that a two-storey building was proposed. Whilst this is a bungalow, a constraint should be included that prohibits a 'dormer' style being built - as this would exacerbate any problems around privacy given the close proximity to existing houses.

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

Statutory/Non-Statutory Consultations

Traffic Management - No objection subject to conditions.

Drainage - No response received.

Environmental Health Contaminated Land and Air Quality - No objection subject to conditions

United Utilities (Water and Waste) - No objection.

The Coal Authority - No comments and request the Coal Authority's Standing Advice Note is sent to the applicant.

Greater Manchester Ecology Unit - No objection subject to conditions

Waste Management - No response received.

Pre-start Conditions - Applicant/Agent agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/6	Garden and Backland Development
EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
HT2/4	Car Parking and New Development
JP-S4	Flood Risk and the Water Environment
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-C2	Digital Connectivity
JP-S2	Carbon and Energy
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), 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

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.

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

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 allocates significant strategic sites for housing within Bury and will accelerate housing delivery within the Borough to meet housing needs.

Following the adoption of Places for Everyone, the Council is now able to demonstrate a deliverable 5 year supply of housing land when assessed against the adopted PfE housing requirement.

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%) 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.

In terms of housing delivery the Borough has under-delivered against the local housing need, and as a result the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

The site is considered to be in a sustainable location for housing within the urban area and sitting outside the Green Belt. The national requirement to significantly boost the supply of housing under the NPPF is a material consideration that would favour the residential development of this site in principle.

Consent has previously been granted on the site for a residential development for 1 no dwelling in 2016.

Layout and siting

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 70 dwellings per hectare at this site which would equate to 6 no houses on the site.

As set out in JP-H4, lower densities may be acceptable where they can be clearly justified by local housing market issues or site-specific issues. The access to the site and need to consider the aspect standards and amenity of existing neighbouring dwellings on this small site constrain the ability of the site to achieve 70 dwellings per hectare. As such, the proposal for 1 no dwelling is considered acceptable on this occasion.

Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character 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.

UDP Policy H2/6 - Garden and Backland Development gives special regard to factors relating to -

- the concentration of such development in the surrounding area
- the relative density of the proposal to that of the surrounding area
- the impact on neighbouring properties and the local environment
- access arrangements

The proposed dwelling would be orientated to face the rear elevations of Nos 7 and 9 Carisbrook which would be separated from the rear boundaries of these properties by 9.8m of driveway where parking for 2 cars and for visitors would be provided. At the rear, the garden would extend up to 19m at the furthest point providing sufficient amenity area and exceeding separation distances to neighbours. The existing waney-lap fence would be retained around the perimeter of the site.

The existing access off Carisbrook Avenue would be utilised with a new foot way crossing formed at the entrance and gates set back into the site to facilitate a vehicular access clear of the highway.

Given the irregularity of the site and its restricted access, it is considered that the proposal for 1 no dwelling would make best use of the land available and be acceptable on this occasion.

PfE Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes. All new dwellings must -

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

The proposal would comply with the nationally described space standards for a 3 bed dwelling and the applicant has confirmed that the dwelling would be built to accessible and adaptable standard in Part M4(2) of Building Regulations.

It is therefore considered the proposed development would be acceptable and would comply with Policies H2/1, H2/2, H2/6, JP-H3 and JP-H4.

Design and appearance

The application proposes a bungalow type dwelling which given its setting and site constraints is considered the most suitable solution to developing the site for a residential property.

The bungalow would have a footprint of approx 133 sqm with a ridge height of 5m. It would be brick built with interlocking roof tiles which would reflect the majority of the housing stock in the area.

Elevations and fenestration patterns would be uncomplicated, reflecting the modest style and scale of the dwelling. Details of the materials would be secured by condition.

Views of the site and the proposed development would only be from the surrounding properties and given the dwelling would be single storey, modest in size, massing and appearance and would be partly screened from views by the boundary fencing, it is considered there would not be a significant impact on the visual amenity of the area.

It is therefore considered the proposed development would comply with Policies H2/1, H2/2, H2/6, JP-H3 and JP-H4.

Impact on residential amenity

SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case, requiring a distance of 6.5m between a blank wall and directly facing window.

To the north, according to the submitted site section plans, the houses on Tamworth Avenue would be located at a lower level to the ground floor level of the proposed dwelling by approx 0.5m. There would be one window on the elevation which would face these houses which would be a narrow, high level window and views would be restricted. The distance of more than 16m from the rear elevation of the directly facing properties would be more than sufficient and the intervening fence would also provide a level of privacy between the two sites.

Separation distances to the houses to the east, south and west would exceed 20m and as such there would be comfortable levels of separation between the proposed new build and

surrounding development.

It is considered the proposed layout and setting of the dwelling would not compromise the privacy or outlook of the surrounding properties and would be in compliance with Policies H2/1, H2/2, H2/6 and SPD 6.

Access and parking

There is an existing 3.8m wide gated access into the site between Nos 9 and 11 Carisbrook Avenue which would be cleared to create the driveway access into the site with a dropped kerb provided at the entrance. Gates would be installed which would be set back into the site to ensure a vehicle could enter and exit without obstruction to the public footway.

Within the site, a drive would provide turning and parking for at least two cars with ample space to manoeuvre within the site to enable exit in a forward gear.

With the access works proposed, it is considered the scale of development to provide one dwelling in this location would not significantly intensify traffic to the area or create undue highway safety issues.

The Traffic Section have raised no objection subject to conditions for the implementation of the works to the access, the setting back of the gates by 5m and the provision of the parking prior to occupation. Approval of a Construction Traffic Management Plan would be required.

The proposed development would therefore comply with Policies H2/2, H2/6, JP-C5 and JP-C6.

Ecology

Summary

A thorough ecological report has been provided. Biodiversity net gain is likely to be an issue on this site. Other ecological issues include nesting birds, small mammals and invasive species.

Protected Species

GMEU agree with the ecological consultant that it is very unlikely that there are any protected species associated with this site. There are no suitable habitats on the site or within the zone of influence of the development. No further information or measures are required.

Nesting Birds

The scrub on the site provides high value habitat for nesting birds. It is very likely that birds nest on the site. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition to restrict the removal of vegetation would be included.

Other Wildlife

The dense scrub will provide cover and potentially breeding habitat for small mammals and could provide cover for other wildlife such as amphibians and reptiles. GMEU agree however with the consultant that reptiles are not confirmed from the Borough and that whilst garden ponds may be present nearby suitable for common frog and species such as smooth newt, the risks of such species being present is fairly low. GMEU also take on board the consultant's opinion that the site is also difficult to access for larger terrestrial wildlife owing to garden fencing and gate. On balance however the residual risk of harm and suffering to mammals is sufficient that GMEU recommend site clearance occurs under reasonable avoidance measures method statement and therefore recommend a condition

is applied to any permission that prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for mammals and amphibians will be provided to and agreed in writing by the LPA.

Invasive species

Two species listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) were recorded on the site, monbretia and variegated yellow-archangel. It is an offence to introduce or cause to grow wild any plant listed under this schedule. The consultant also lists other non-native and potentially invasive species but these are currently not covered by UK legislation.

Whilst the proposed site is a residential dwelling and therefore not wild and therefore any monbretia or variegated yellow-archangel not an issue on such a site, with no risk of spreading naturally from the site to the wild, there is a risk during construction of material contaminated with these species being transported off-site either accidentally or deliberately. GMEU therefore recommend a condition is applied to any permission that prior to any earthworks or vegetation clearance a method statement for the control of monbretia and variegated yellow-archangel will be provided to and agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The site is currently primarily dense scrub of a medium value habitat. This will be replaced by a garden and dwelling of low and negligible value habitats. The main wildlife issue is nesting birds.

With regards biodiversity net gain, GMEU have no issues with the baseline calculation for the site.

With regards the habitat creation scheme however, GMEU would note that the proposed trees and shrubbery would count as part of the vegetated garden habitat (which has not been included within the habitat creation scheme). The individual trees and mixed scrub do not count towards the post-development value under the BNG guidelines, which previously would have been accepted. The total area of vegetated garden should therefore be calculated and entered in to the habitat creation table to provide the final deficit. This will however be similar to that calculated. ie less than 1 biodiversity unit.

Off-site compensation will be required purchased from an off-site habitat bank or through statutory credits. Currently defra is struggling to register sites, therefore they may be technical difficulties with the developer purchasing the off site units in the short term. The unit shortfall may also generate viability issues for the developer dependent on the unit cost requested by the off-site provider. The small number of units required are not however a reason to refuse the development as ultimately such a small unit loss should be capable of being provided off-site and therefore the statutory biodiversity condition could be discharged.

In addition to the BNG requirements and to mitigate loss of bird wildlife, a condition for the provision of swift bricks and bird boxes in the development will be included.

The proposed development would therefore be acceptable and comply with Policies JP-G8 and the principles of the NPPF.

Coal Authority

The Coal Authority have reviewed the site location plan and confirm that the site would fall within a defined Development Low Risk Area and on this basis have no specific comments to make.

It is requested that the Coal authority's Standing Advice note is drawn to the applicant's attention and this would be included as an informative.

Response to objectors

- BNG is now mandatory for the type of site and development proposed and conditions have been included to require the statutory 10% uplift.
- The scale of development for 1 no dwelling and its location would not warrant a transport statement. The Highway Section have no objections subject to conditions.
- The location of the site would not prohibit access for the fire service
- United Utilities have been consulted and have raised no objection.
- A revised design and access statement has submitted with the incorrect photographs of the site removed.
- The site is privately owned and not publicly accessible. Given its enclosed position and does not contribute to the visual amenity of the area as an area of green open space.
- A Construction Traffic Management Plan would be required prior to development commencing (Condition 6).
- Permitted development rights have been removed to restrict further development unless planning permission is sought. This is to protect the residential amenity of adjacent occupiers.
- Issues of overlooking, impact on residential amenity, parking and access 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 proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. 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 - Location plan dwg SK.1; Planning drawing 01 rev C layout, elevations, floor plans); Proposed site layout 836-02 rev b; Revised proposed sections 836-04 rev a; Design and Access Statement (Digital connectivity) rev b; Energy Statement 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 shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

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

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

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

5. 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.

6. 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:

- 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;
- Access route for all demolition/construction vehicles to the site from the Key Route Network;
- 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 adjacent residential streets that serve 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 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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.

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 Policies EN1/2, JP-C5 and JP-C6.

7. The access arrangements indicated on approved plan reference 836-02 Revision B, incorporating the provision of a new footway crossing/the extension of the existing footway crossings on Carisbrook Avenue, 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 and following any statutory undertakers connections to the site, shall be implemented prior to occupation of the dwelling hereby approved.

Reason. To ensure good highway design and maintain the integrity of the adopted highway, in the interests of road safety pursuant to Policies H2/6, JP-C5 and JP-C6.

8. The gates indicated on approved plan reference 836-02 Revision B shall be inward opening and set back a minimum of 5m from the back of the adopted footway and thereafter maintained.

Reason. To ensure good highway design in the interests of pedestrian safety pursuant to Policies H2/6, JP-C5 and JP-C6.

9. The car parking and turning facilities indicated on approved plan reference 836-02 Revision B shall be provided before the development is first occupied and shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Policy H2/4.

10. Prior to any above groundworks, details samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before 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 Policy EN1/2 - Townscape and Built Design and H2/1 - The Form of New Residential Development.
11. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan list
12. Prior to the occupation of the development hereby approved, the development shall provide for -
1 x swift brick incorporated into the new dwelling;
2 x bird boxes incorporated into the landscaping or new dwelling
The installations shall thereafter be maintained.
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, JP-G8 - A Net Enhancement of Biodiversity and Geodiversity and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
13. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a nesting bird survey and method statement for clearance is provided by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
14. Prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for mammals and amphibians shall be provided to and agreed in writing by the LPA. The approved reasonable avoidance measures shall be implemented as approved.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
15. Prior to any earthworks or vegetation clearance a method statement for the control of monbretia and variegated yellow-archangel will be provided to and agreed in writing by the LPA. the scheme shall then be carried out in accordance with the approved details.
Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

16. The Biodiversity Gain Plan shall be prepared in accordance with the Ecological Assessment prepared by Dave Bentley dated 18/6/24 V2 and must include:
- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 - the pre-development biodiversity value of the onsite habitat;
 - the post-development biodiversity value of the onsite habitat, including an amended Biodiversity Net Gain Metric Calculation that ensure that the loss of the calculated units of medium distinctiveness scrub units should be replaced with the same broad habitat or with a more higher distinctive habitat.;
 - any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 - any biodiversity credits purchased for the development; and
 - any such other matters as the Secretary of State may by regulations specify.
- Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

17. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Biodiversity Gain Plan and including:
1. a non-technical summary;
 2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority,

has been submitted to, and approved in writing by, the local planning authority.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

18. The development hereby approved shall not be occupied unless and until:
- the habitat creation and enhancement works set out in the approved HMMP have been completed; and
 - a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority

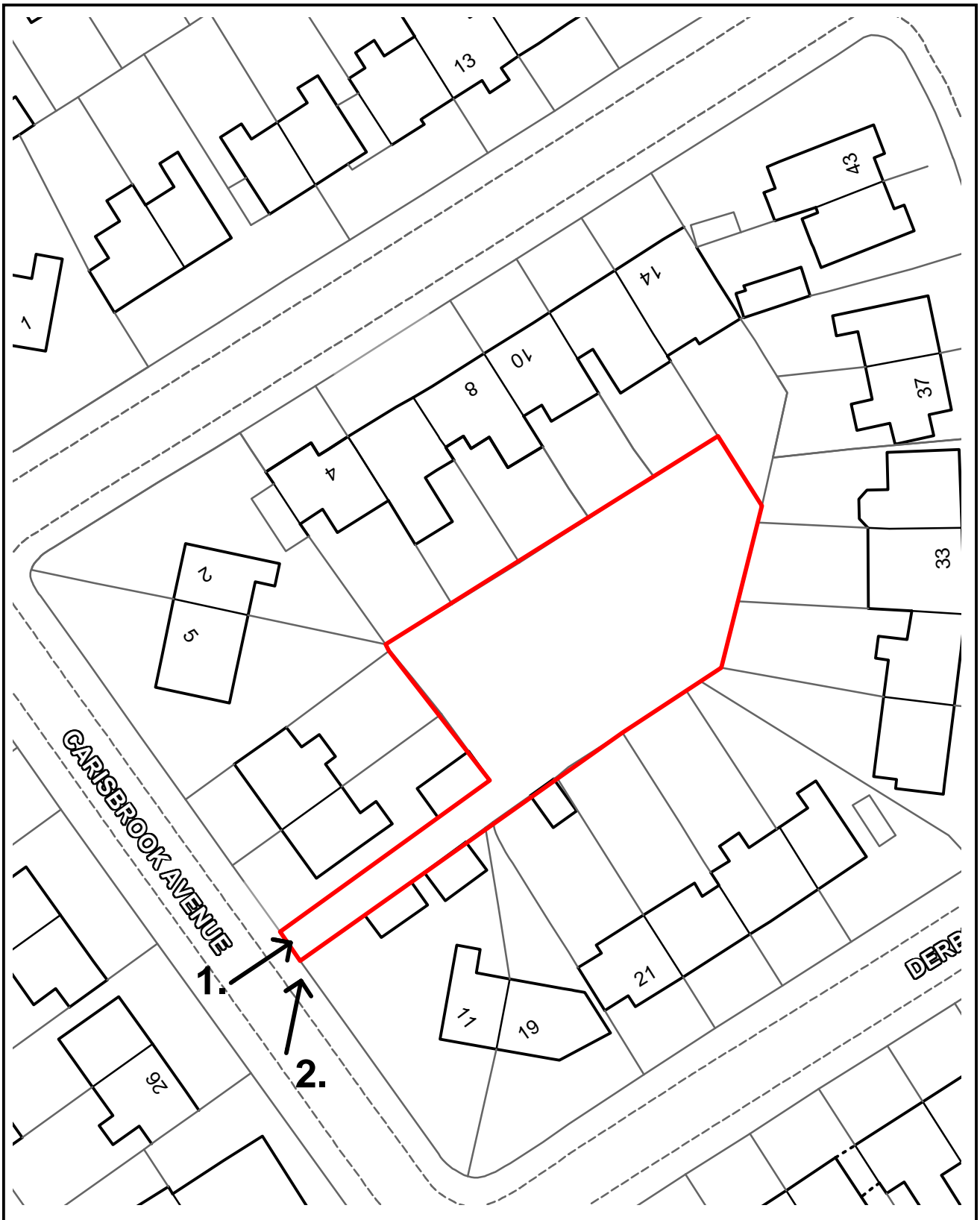
The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

19. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.
Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

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

viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 70763

ADDRESS: Land at rear of 7-11 Carisbrook Avenue, Whitefield, Manchester

Planning, Environmental and Regulatory Services

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Bury
Council

70763

Photo 1



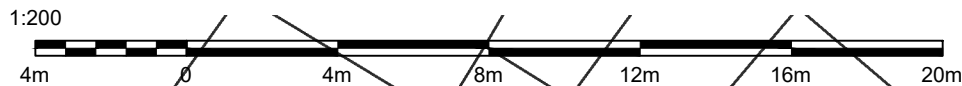
Photo 2



70763

Aerial





Oak tree to be retained

+ 7.710

- site to be cleared, turfed and maintained
- permeable paving to be hydropave concrete textured flags in charcoal colour way by Tobermore
- shrubbery as per planting table

Tree to be retained

proposed tree as per planting table

bin store location:-
1no general; 1no glass; 1no paper;
1no grass etc

All existing perimeter fencing consists of concrete posts with "Waney-lap" style timber panels and is to be retained

+ 8.010

Self-seeded "weed" saplings and undergrowth removed. Garden areas landscaped to owner's choice

+ 8.080

8.360

8.356

Outline of proposed bungalow
Proposed ground floor level 8.350

+ 8.180

+ 8.330

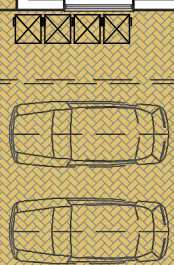
8.380

Section AA

X 7.830

X 7.890

X 8.150



9811

M.H.

+ 8.580

+ 9.180

22939

+ 9.730

5

1

New decorative steel gates and posts

All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to the client.
Information hereon is the copyright of the designer. Copying in full or in part is forbidden without the written permission from the designer.

Client	Mr Moghimi	Revision	b
Project	New Dwelling:- Land between 9 & 11 Carrisbrook Rd	Drawing Number	836-02
Title	Proposed Site Plan	Scale	1:200

DATUM
M.H. cover
10.000

5000

Form new footway crossing to L. A. Highways specification

+ 10.160

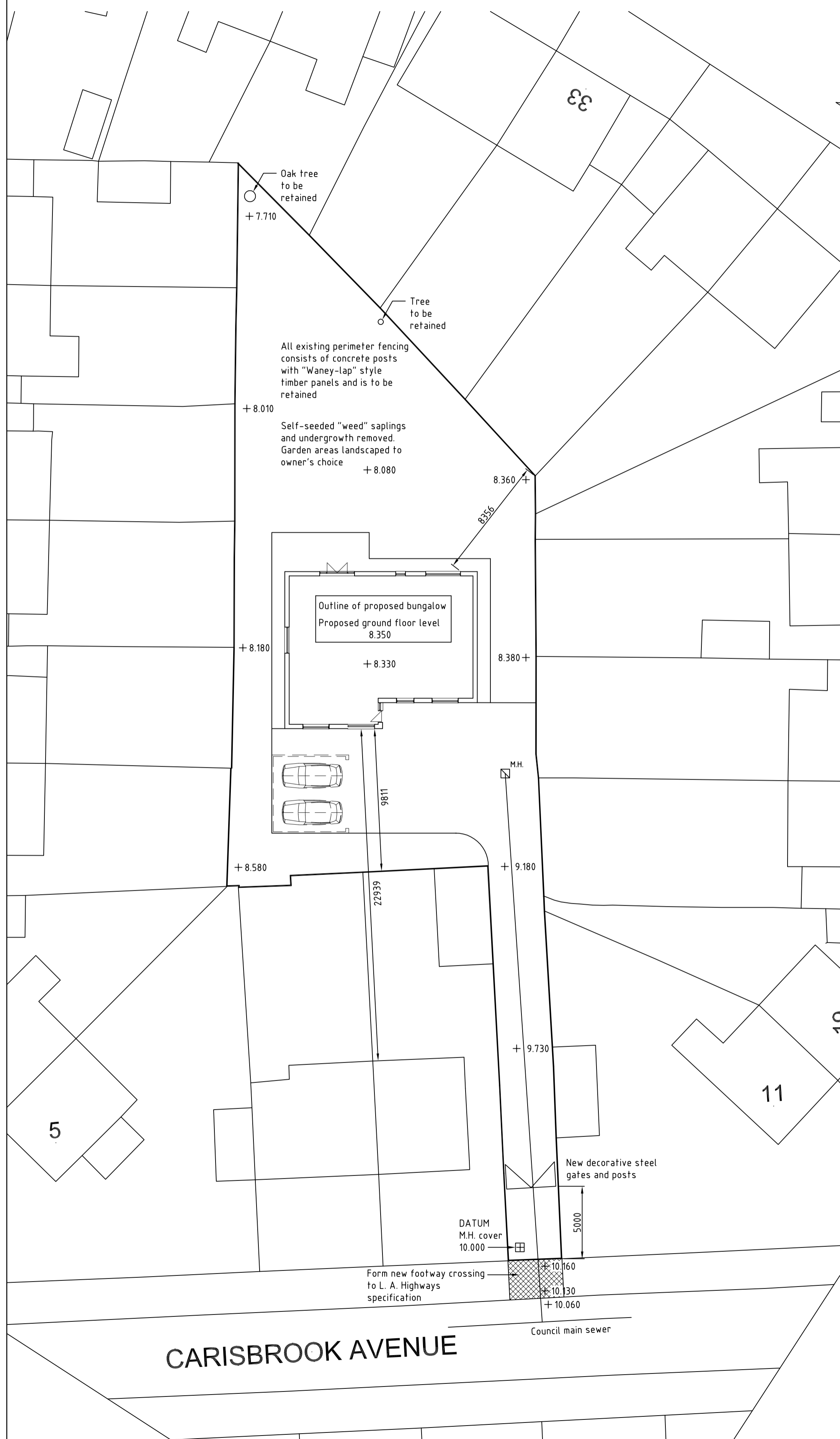
+ 10.130

+ 10.060

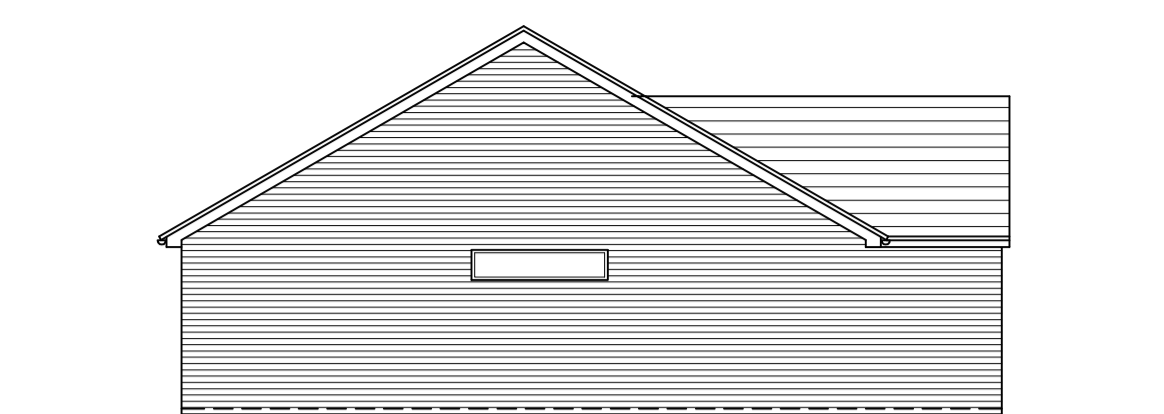
MAHE
Architecture

NOTES

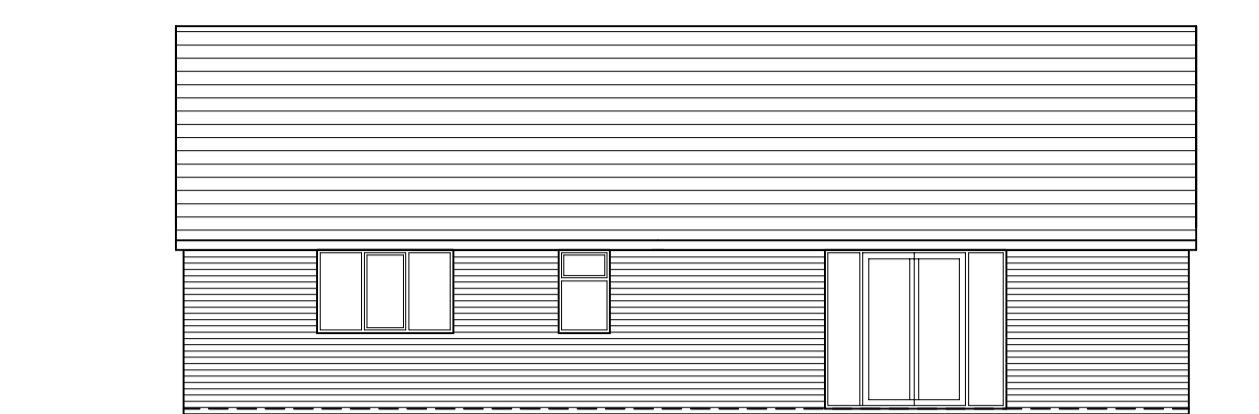
1. Roof covering: large format profiled concrete tiles, e.g. Marley Ludlow Major or Marley Modern, colour to L.A. approval
2. External walls: Facing brick to L.A. approval
3. Window and door frames: white UPVC
4. Rainwater goods: black UPVC
5. Entrance pathway and parking area: Tarmac.
6. Perimeter paths and patio: Precast concrete flags, colour natural
7. Garden areas generally laid to lawn with beds and borders to client's choice



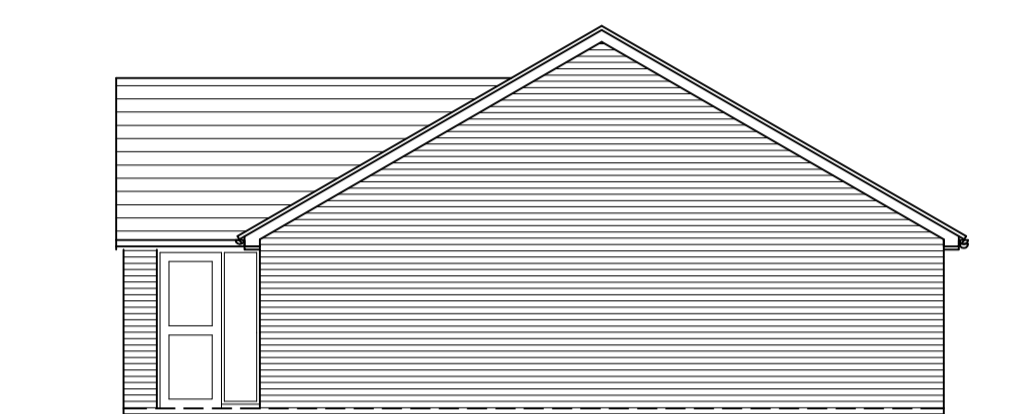
SITE PLAN 1:200 SCALE SHOWING LEVELS
DATUM = MANHOLE COVER ADJ FRONT GATE 10.000



NORTH WEST ELEVATION



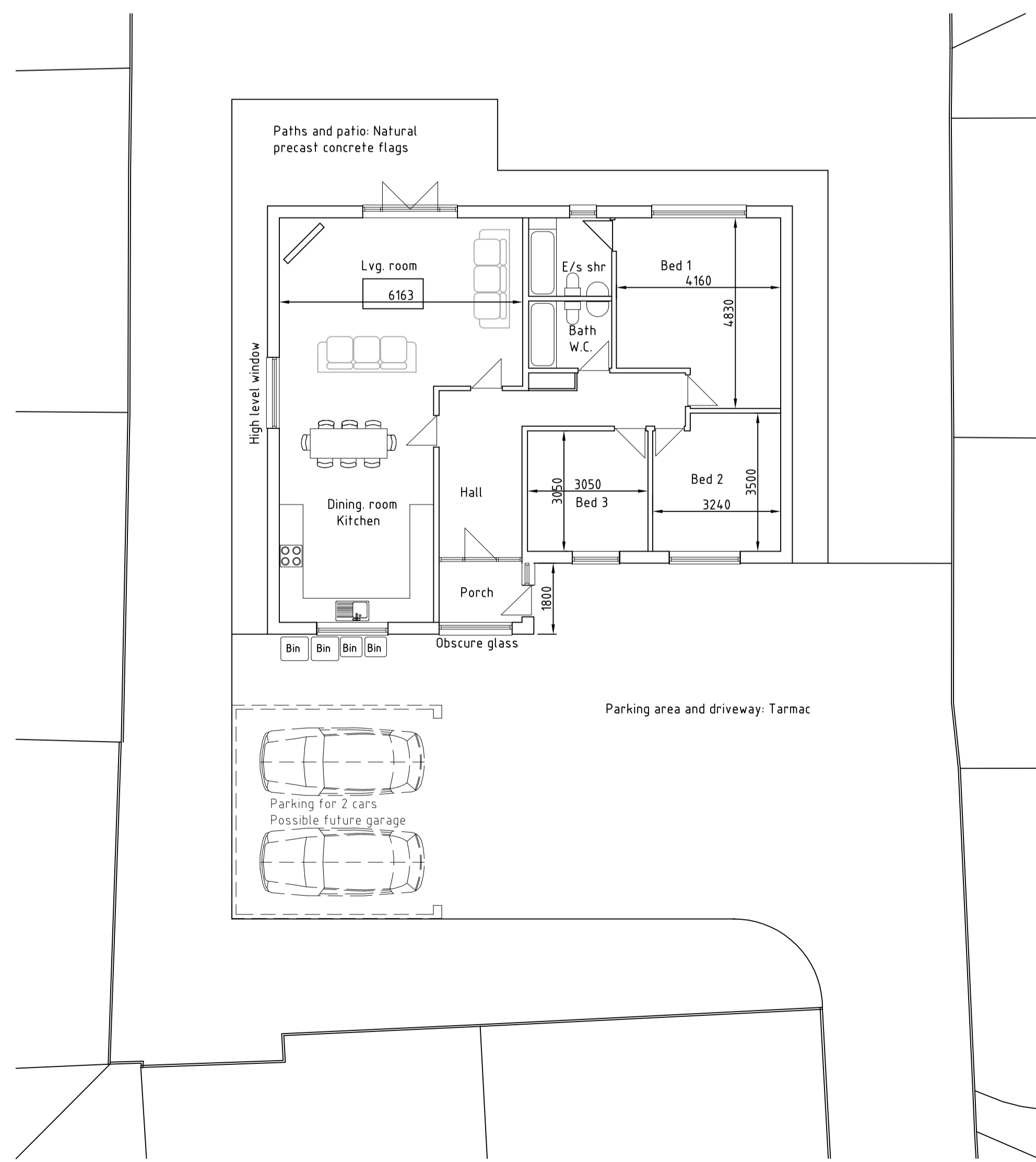
NORTH EAST ELEVATION



SOUTH EAST ELEVATION



SOUTH WEST ELEVATION



GROUND FLOOR PLAN 1:100 SCALE

rev	date	by	chkd
C	25.1.16		PNH
B	15.1.16		PNH
A	27.11.15		PNH

status	
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client **KATY MOGHIMI**

project **PROPOSED BUNGALOW ON LAND BETWEEN 9 AND 11, CARISBROOK ROAD, M45 6UP**

title **PLANNING DRAWING**

scales **1:50**

drawn	checked	approved	date
PNH			NOV 2015

contract no.	drawing no.	revision
12000	01	C

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