

<b>Title</b>	<b>Planning Applications</b>
<b>To:</b>	<b>Planning Control Committee</b>
<b>On:</b>	<b>02 September 2014</b>
<b>By:</b>	<b>Development Manager</b>
<b>Status:</b>	<b>For Publication</b>

### Executive Summary

The attached reports present members with a description of various planning applications, the results of consultations, relevant policies, site history and issues involved.

My recommendations in each case are given in the attached reports.

### This report has the following implications

**Township Forum/ Ward:** Identified in each case.

**Policy:** Identified in each case.

**Resources:** Not generally applicable.

**Equality Act 2010:** All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:  
The elimination of discrimination, harassment and victimisation;  
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;  
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

**Human Rights:** All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, I have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based

upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

## **Development Manager**

### **Background Documents**

1. The planning application forms and plans submitted therewith.
2. Certificates relating to the ownership.
3. Letters and Documents from objectors or other interested parties.
4. Responses from Consultees.

FOR FURTHER INFORMATION ON THE CONTENTS OF EACH REPORT PLEASE CONTACT INDIVIDUAL CASE OFFICERS IDENTIFIED IN EACH CASE.

**01 Township Forum - Ward:** Bury West - Church **App No.** 57475  
**Location:** Land at Wellington Street, Bury, BL8 2AX  
**Proposal:** New operational training and community safety awareness facility for the fire service including mock houses, tram and train training facilities, fire street, urban search facilities, ship facility and eight floor high rise structure.  
**Recommendation:** Approve with Conditions **Site Visit:** Y

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**02 Township Forum - Ward:** Ramsbottom + Tottington - Tottington **App No.** 57703  
**Location:** Land at Kirklees Lodges, Garside Hey Road, Bury, BL8 4LT  
**Proposal:** Community asset and education centre for environmental awareness including stables (equine therapy), paddock, car park and education centre/clubhouse  
**Recommendation:** Approve with Conditions **Site Visit:** Y

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**03 Township Forum - Ward:** Bury East **App No.** 57725  
**Location:** Bury Art Museum, Moss Street, Bury, BL9 0DF  
**Proposal:** Listed building application for installation of temporary sculpture (12 months) in alcoves at front of sculpture centre and library entrance.  
**Recommendation:** Approve with Conditions **Site Visit:** N

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**04 Township Forum - Ward:** Prestwich - Sedgley **App No.** 57767  
**Location:** Super Deli Kosher Meat and Grocery Shop, 53 Bury New Road, Prestwich, Manchester, M25 9JY  
**Proposal:** Erection of a new canopy on front elevation; Creation of 6 no. new car parking spaces; Creation of a new footpath front and side; Cladding over existing roller shutters to be replaced with brick work facade; Replacement roller shutter.  
**Recommendation:** Approve with Conditions **Site Visit:** Y

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**05 Township Forum - Ward:** Prestwich - St Mary's **App No.** 57784  
**Location:** Land to north of Beech House, Clifton Road, Prestwich, Manchester, M25 3HG  
**Proposal:** Erection of garage  
**Recommendation:** Approve with Conditions **Site Visit:** N

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**Ward:** Bury West - Church

Item 01

**Applicant:** Greater Manchester Fire & Rescue Service

**Location:** Land at Wellington Street, Bury, BL8 2AX

**Proposal:** New operational training and community safety awareness facility for the fire service including mock houses, tram and train training facilities, fire street, urban search facilities, ship facility and eight floor high rise structure.

**Application Ref:** 57475/Full

**Target Date:** 25/07/2014

**Recommendation:** Approve with Conditions

**A site visit is suggested by the Development manager given the unusual nature of the development and the size of the site.**

### **Description**

The application site comprises a site 3.78ha in size that was formerly used by Milliken's a floor covering manufacturer.

The site is relatively flat and has within the site a number of buildings that are vacant and of varying sizes. There is a significant amount of vacant land that had been used for servicing and parking within the site in conjunction with the main operations that used to be carried out at the site by Milliken.

The site is located within the Daisyfield Employment Generating Area (EGA) and is bounded to the north by the post officer sorting facility and other properties that are separated by Back Bolton Road that front on to Bolton Road; To the west is Wellington Street, which is the main accessway to the EGA, the river Irwell to the east and the Bury and Bolton canal to the south.

Greater Manchester Fire and Rescue Authority (GMFRA) have identified the need for a new operational training facility in the north west that would serve the ten boroughs of Greater Manchester and beyond.

The development would comprise the construction of a number of training scenarios which would have the ability to replicate different examples that the GMFRA might find themselves having to respond to in real life. To this extent, the development would also provide opportunities for Fire and Rescue crews from further afield including Cheshire, Cumbria, Lancashire and Merseyside.

The training scenarios would include an internal training area within a large warehouse building, a 'fire street', a collapsed building, a water scenario including jetty and ship fire, urban search and rescue to include a high rise facility of some 8 storeys in height, housing scenarios, culvert and sewer system, collapsed house, a trench and cutting area, a (dummy) chemical spillage and transport scenarios. Essentially residential, commercial and industrial scenarios and these would take place both inside and outside reflecting the nature of the scenario.

The new facility would also look to provide wider community safety campaigns by having interactive self-guided and accompanied tours, allowing visitors to experience training scenarios first hand at the visitor centre. The site will also feature an immersive learning zone to enhance the learning experience and demonstrate the importance of safety at home and on the road.

After extensive searches the site was selected from an original list of 20 sites as the one

which most closely met their needs which were established in February 2012.

- The site is large enough to contain all the necessary training and community functions.
- Existing features on the site provide an ideal environment for a diverse range of training scenarios, including the river and lodge.
- The site also boasts excellent links to the road network, and it is not envisaged that the operation of the site will have a negative impact on local traffic flows.
- The site is located in a predominantly industrial area of Bury which would minimise potential disturbance to local business and residents.

The applicant states that the site was chosen for its remoteness and would not therefore impact upon amenity. The centre would be available 24 hours per day and 7 days per week, with any late night training taking place indoors and remote to sensitive uses. The main use of the site would concentrate operation to between 7am and 11pm daily. The community safety centre would be operational between 9am and 5pm and on an appointment basis.

Parking for some 47 vehicles would be provided and space for 3 coaches. Access to the site would be from Wellington Road, off Bolton road and would be from the further south of the site near to the canal.

Initially, the applicant expects that visitors would be 1 coach per day increasing to no more than 3 and to arrive from 10am until 2pm. Other visitors are anticipated not to exceed 20. Permanent staff is likely to be approximately 10 in number.

### **Relevant Planning History**

No relevant planning history.

### **Publicity**

The application was publicised through letter notifications sent to 334 addresses including Millett Street, Sankey Street, Tenterden Street, Railway Terrace, businesses on/Off Wellington Street, Wlashe Street, Bolton Road, Doctors Lane, Fold Street, Arthur Street and Daisyfield on 25/4/14. A full list of the addresses can be found on the working file.

Site notices were put around the site on 2nd May 2014 and a press notice was published in the Bury Times on 25/4/14.

The applicant has also undertaken their own publicity through meeting schools, residents and businesses in the locality as well as published articles in the Bury Times and information on their own website.

As a result of this publicity, there have been 1 letter of objection from The Bacon Factory Heys Street and a comment from the Manchester Bolton & Bury Canal Society (see consultees section below). Issues raised include:

Objection: More consideration needs to be given to the impact on the access roads and parking in the area. All access to the site is regularly down to one lane because of the lack of adequate parking facilities. On Heys Street there are regularly reversing large 40 tonne vehicles to gain access to our site meanwhile The Post office workers and British Gas engineers park throughout the area from 6-7 am through to the afternoon and the general public use the road to gain access to the postal sorting office through out the day. This causes considerable congestion.

Most days large vehicle transporters park opposite the site itself on Wellington St, in order to deliver vehicles to the car sales companies in the area and the local taxi rank park along the road awaiting calls. Along Arthur st access is regularly reduced by the users of the Martial arts centre and local fast food takeaways.

On Buxton street, the only area of all day free parking , vehicles park on both sides of the

road all day, reducing it to one lane.

The application makes no mention of the extreme difficulty experienced by businesses and workers in the area already to find adequate parking and access without adding another (according to the application's figures) 176 car movements in the area every day.

I believe access for the fire service in and out for anything larger than a car will be extremely difficult at times, these issues are not ones that can be solved by further imposing parking restrictions, causing further damage to local businesses and impositions on their employees.

What is needed is the creation of additional parking facilities, perhaps the council/the fire service could include this in their plans as given the weight of traffic in the area and the considerable parking problems, any such venture would prove a wise investment with only a small charge to the users necessary, perhaps invite the private sector to invest?

Either way without additional parking the application is flawed and will cause considerable disruption to local firms and employees.

The respondents has been notified of the Planning Control Committee meeting.

### **Consultations**

**Traffic Section** - No objections. Indications are that there are no significant concerns as traffic generation would be significantly less than the former industrial use.

**Drainage Section** - No objections subject to conditions.

#### **Environmental Health :-**

**Contaminated Land** - No objections subject to conditions relating to contamination removal where necessary and gas ingress prevention..

**Air Quality/Pollution Control** - It is recognised that the modelling of fugitive emissions can be very difficult. However the applicant's consultants have used their experience and knowledge to model the likely impacts and all methods have been clearly described and justified where necessary. The conclusion is that the impact of the development will be negligible and this is accepted by the Environment Section.

**Canal & River Trust** - No objections in principle. Add conditions relating to the provision of historical information panels about the site's past, details relating to the excavation of the channel of the canal, details relating to Barlow's Bridge within the site and the re-siting of some aspects of the development so as not to impact upon the canal line within the site. Further work is being undertaken with regards to the conditions from this consultation and will be finalised/confirmed in the supplementary.

**Environment Agency** - No objections. Add conditions concerning drainage, an evacuation plan relating to flood risk, finished floor levels being set to a particular level.

**Greater Manchester Police - designforsecurity** - No response received.

**National Grid** - No objections.

**United Utilities (Water and Waste)** - No objections. There is a sewer crossing the site that and no built development would be permitted. Easements will also be required for access and maintenance. Drainage comments and water comments have also been provided with no objections to the proposals.

**The Coal Authority** - Initial objection due to the nature of the development and the relationship to close to surface former workings. An Update response is to be provided in the supplementary agenda.

**Fire Protection Dept Bury Fire Station (Part B)** - No objections.

**Greater Manchester Ecology Unit** - No initial objections. Some additional details required concerning the river wall in terms of habitation and a series of conditions relating to ecological mitigation.

**G M Archaeological Advisory Service** - No objections. Add condition relating to the need for archaeological study in relation to a written statement of investigation.

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

EC2/1 Employment Generating Areas

EN1	Built Environment
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN10/2	Riverside and Canalside Improvement in Urban Areas
EN3	Archaeology
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/3	Water Pollution
EN7/4	Groundwater Protection
EN7/5	Waste Water Management
HT2/4	Car Parking and New Development
HT6/3	Cycle Routes
HT5/1	Access For Those with Special Needs
RT4/7	The Manchester, Bolton and Bury Canal
NPPG	National Planning Policy Guide

### **Issues and Analysis**

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

### **Principle**

In terms of the principle of the proposal, the site sits within a wider area designated as the Daisyfield Employment Generating Area under UDP Policy EC2/1. Under this designation, development will only be allowed for B1, B2 or B8 uses. Other uses will only be permitted where they constitute limited development or where it would not substantially detract from the area's value as an EGA.

The application site covers a significant area and cannot be regarded as constituting limited development in the context of Policy EC2/1. The issue is then whether the training centre would substantially detract from the area's value as an EGA. In this regard, it is necessary to consider whether the training centre would have an adverse impact on other existing businesses in the area. In this respect, it is not considered that a fire training centre would be a particularly sensitive use and that it would be resilient to the activities of surrounding business operations. As such, it is unlikely that the use of the site would lead to the imposition of restrictions on the activities of any of the surrounding businesses.

The use of the site as a fire training centre would lead to the loss of an existing, vacant employment site that could potentially be reused for employment purposes. However, it is considered appropriate to balance this issue against the fact that a concentrated area of employment use is likely to be the most appropriate location for accommodating such a use and that the site offers key features that are integral to providing the GMFRS with an ideal environment for a diverse range of training scenarios. In this respect the requirements of the GMFRS and the opportunities offered by the application site are unique.

Furthermore, the proposal represents a significant investment in the Borough which would also bring strong community benefits given the inclusion of a Community Safety Centre as part of the wider proposal.

In summary, although the proposal would lead to the loss of employment land within an EGA, it is considered that the use of the site would not adversely affect other businesses in

the area and the unique nature of the proposal means that an existing employment area represents an appropriate location for a fire training centre. Furthermore, the location, characteristics and features of the application site mean that it meets the wide ranging requirements of the GMFRS. This, coupled with the community benefits that would arise, means that, on balance, the proposal is considered to be acceptable in principle.

**Design and Layout Approach** - The new Operational Training Facility for Greater Manchester Fire & Rescue Service has been principally driven by the need for fire and rescue scenario fidelity and the need to deliver a community safety message to the general public.

The approach has also attempted to retain existing features where possible. Most significant of these features are the original Barlow's Bridge and the line of the canal running through the site. GMFRS have been cognisant of the need to maintain these structures and to preserve the ability to reinstate at a later date. We have provided a separate document that details the historical context of these features and demonstrates our desire to minimise development impact upon them.

The site offers significant opportunities to maintain and reuse existing structures for these purposes and this has been taken onboard. Where structures are reusable they have been; as with the main Community Building and the Vehicle Garage along with a number of other smaller structures including the security lodge at the Wellington Street entrance.

Many of the existing building envelopes and external works structures on the site have however come to the end of their design life and these envelopes have been replaced with new, ensuring longevity and enhancement to the sites aesthetic.

Where new structures have been provided these have been specifically designed to ensure training fidelity; the need to create realistic environments that will fully immerse the fire fighters within their training. They also need to create the typical real scenarios that may occur in a live situation. Each new building has been provided specifically to address a particular operational need whether it is dealing with a road traffic accident, a train incident or a fire in a multistorey block of flats.

The site would be split between the operational function of the fire service and the community awareness facility. The demarcation between the two is clearly defined to ensure safety and security. The existing southern end of the site provided an opportunity to develop car parking in an area of existing hard standing and utilise the existing large warehouse structure for a new Community entrance and safety awareness facility.

The site generally provides facility in four quadrants; community; fire street; hazmats; and transport. The existing entrance off Wellington Street, opposite Buxton Street utilises existing site roads to access various parts of the site. It provides access to the northern area of the site adjacent the Irwell via the historic Barlow Bridge. This northern area of the site has been developed in the past but currently does not contain any existing infrastructure.

New access roads and buildings have been provided to this area to replicate a typical street scene with residential, commercial and multi storey buildings provided alongside tram lines and street furniture. This 'fire street' is a critical part of the fidelity requirements for the site.

Many of the existing site features have been retained and are utilised in their original condition. These structures are of a scale to suit the proposed reuse which includes a visitor entrance and experience and an internal operational demonstration area in the existing warehouse adjacent the Irwell. The provision of a vehicle garage to the industrial building adjacent the reservoir is consistent with the plan dimensions and height of this

structure. The security lodge adjacent the Wellington Street site entrance is being refurbished internally and will accommodate security, administration and seminar functions.



New structures and buildings on the site have been provided consistent with the Fire Services training needs and to provide fidelity in use. Residential training facilities including detached houses, terraced houses and flats have been shown on the plans to be consistent with typical dimensions for these structures. The flats would be located in an 8 storey high multistorey facility, which would enable the Fire Service to recreate realistic operational conditions for fire fighters and replicate the physical and mental issues that result in fighting a fire or carrying out a search and rescue exercise at height. The site is substantial in size and there are high rise industrial buildings to the south that provide existing context for high rise buildings. Furthermore, the site is not on any main road frontage and the main roads are well enclosed by existing development such that the buildings on the site, including the high rise building would not be particularly visible or prominent.

Commercial training facilities including an office / retail space, a workshop / garage and a high rise office would be consistent with typical dimensions for these properties. The high rise office scenario has been located in the multi-storey building alongside the residential flats providing a dual use opportunity.

The roof of the multi storey building will also be utilised provide high ropes training. The multi storey building has been located in the lowest part of the site on 'firestreet' to minimise its height impact within the development.

Other facilities on the site including the ship scenario, the industrial scenario, the rail scenario, collapsed structure scenarios and confined spaces have all been provided to ensure minimal impact on the site and all have been provided consistent with the need to create a realistic training opportunity and are consistent with real facilities but do not impact on the visual appearance of the site.

The existing site boundaries are generally being retained as existing and are primarily galvanised steel pallisade fencing panels. Masonry site boundaries adjacent the river are generally in a poor state of repair and these will receive restoration works to ensure future longevity and integrity.

Existing site hardstandings are generally concrete, a remnant of the previous industrial use. These hardstandings are being retained and repaired where possible as they provide an excellent base for fire service vehicular traffic. New areas of hardstanding are generally to be concrete to provide a resilient surface to the extensive trafficking from fire service vehicles.

The car park to the southern end of the site has been overlain with a macadam surface due to issues with levels and surface water dispersal and to provide a more welcoming entry experience for the public.

New fire scenario structures including the mock residential properties, commercial buildings, collapsed structure and the like have all been proposed to be constructed from traditional materials found in these building types in real life (clay masonry and concrete roof tiles) to enhance realism and to provide a robust finish for fire protection. The 'elephant building' would principally be a transport garage and general storage facility.

Principal existing building structures on the site would be retained with over cladding to improve appearance, thermal performance and life cycle costs. The Community Safety facility would be extensively overclad to provide a more welcoming facility and opportunity to create a focus.

As such the development would have no significant impact upon the area and would not conflict with EN1/2.

**Access and Car Parking** - Current access into the site is from major estate roads that are constructed to highways standards with footpaths and street lighting. All provide level and safe access off Wellington Street. Access from the classified road network to the site is

gained from Bolton Road (A58) via the traffic signals at Arthur Street. Both Arthur Street and Wellington Street to and beyond the site accesses are protected by working day waiting restrictions. However, within the site boundary the on-site access roads have deteriorated and / or are none existent and would require repair and additional provision to enable the safe and effective use of the full site area.

Car parking is currently available to the south of the site. However this is an informal arrangement with no delineation of parking bays or restrictions on parking numbers. The parking is generally located on what appears to be floor slabs of previously demolished buildings. Parking is not permitted to an area believed to have basements from a previous building use, which is defined by a post and rail fence.

The application is accompanied with a transport assessment, which sets out the demands that the previous use of the site generated and the proposed demands arising from the proposals under consideration.

The previous use's demands are important in the consideration of access in that they set out how the highways to and from the site carried significant traffic movements (also in consideration of the other uses in the vicinity) and what degrees of change would be anticipated from the current proposals.

The site would be split such that the car parking areas would be well away from operational training areas and the site would be laid out so that the main entrance building provides security for the site and the first point of reference upon arrival. Parking would be provided for both staff and visitors and the development would also make provision for coach parking, to limit the need for reliance upon single mode transport. There are no specific levels of provision contained within the adopted SPD for car parking and new development. As such, the levels of provision must be determined on their own merits.

The site is well served by bus services with links to extensive travel opportunities particularly from local transport interchanges. Cycle parking would be provided and space for motorbikes. The transport Statement and associated travel plan recognises that there may be local issues in terms of parking and suggests that there ought to be a scheme submitted, secured through a planning condition, to strengthen the existing waiting restrictions in the vicinity of the operational site access. The Council's Traffic team has no objections to this proposal. Crews involved in training will arrive by their own tenders and visitors would arrive by coach. This would mean that day to day staff number (around 10 people) and other trainees would be unlikely to utilise all of the available parking and that based upon the 'spread of demand' throughout the day, the levels of provision are considered acceptable and compliant with HT2/4 and SPD11.

The area is typical of multi users with different vehicles and is consistent with an employment generating area. Planning land allocations would encourage the use of this application site, whether it be for this proposal or any other employment use and therefore there would always be an increase of traffic above the levels evident today. The key point is that in terms of the likely generation of traffic and movements for a site of this size, the proposals would generate a relatively modest level of traffic increase above current ones and therefore is considered to be acceptable.

**Air Quality** - As part of a new training development on the site to maintain realism, the training will be based upon live fire under controlled situations, and as such a large amount of smoke would be expected to be produced, which is an environmental hazard, with the smoke containing unburned particles and other harmful chemicals which could spread offsite.

In order to maintain the Fire Service's environmental commitments and to comply with the pollution regulations, the training facility is to be provided with smoke cleaning facilities that would reduce the contaminants released into the atmosphere to as low as possible given

the available technology. This report aims to outline the available methods of smoke cleaning, the most suitable system type and other design and operational considerations.

As part of the application proposals, there are consultant reports on the mechanical screening facilities to be used and also dispersion modelling has been carried to determine any residual effects.

Receptors assessed include adjoining businesses and other land uses in all directions from the site and including the residential properties and Grammar school to the east of the site across the river. Typically the modelling uses a 2x2km cartesian grid.

The training rigs would involve the construction of dwelling house within a larger portal frame building, where smoke could accumulate under the roof. As such, the facility has been subject to a smoke production model that has determined the likely smoke extract rate necessary for a mechanical system that will draw the smoke out at roof level. It is proposed that a suitable smoke cleaning system is provided to the mechanical extract system that will limit the amount of pollutants released into the atmosphere.

Control of the quality of the air controlled by the Environment Act 1995 and is enforced by the Local Authorities. The strategy document produced by DEFRA identifies the main pollutants that are monitored, and includes 'Particulate Matter' from combustion sources, Oxides of Nitrogen, Sulphur Dioxide, aromatic Hydrocarbons, Benzene and Carbon Monoxide, all of which will be produced in the combustion processes at the Training Centre.

Control of pollution from industrial sources is enshrined in the Pollution Prevention and Control Act 1999. Bury is part of the Greater Manchester Air Quality Network, which covers ten local authorities and comprises of a network of monitoring stations.

The proposals would seek to use different types of mitigation to prevent air borne pollution from burns. These would include the use of both wet and dry mechanical scrubbers that would remove pollutants. These can be capable of removing 95% of particles that are greater than 5 microns in diameter.

A spray tower scrubber is the simplest type, which consists of an open vessel with one or more sets of spray nozzles. Typically, the gas stream enters from below and passes upwards through the spray. This process is also available in a horizontal process, but is not as efficient. To improve the efficiency of the extraction of smaller particles, a system like a Venturi Wet Scrubber is used, where the waste gas stream is accelerated to atomise the liquid and improve gas/air contact.

The by-product of the scrubbing process is slurry, which the contents would have to be disposed of. As the content is inert, then it can be disposed of via landfill, however were any contents to be hazardous and would therefore require specialist disposal. Some systems have a 'de-watering' process that separates the water from the slurry and feeds it back into the scrubber system, leaving a dry waste. The slurry should be disposed of by a company that is compliant with Environmental Management Standard ISO 14001.

The modelling data using datasets of relatively local meteorological conditions and localised air quality monitoring data. The results in the report confirms that the impact upon human receptors is not expected to cause adverse effects and is not likely to lead to exceedences of the annual mean or 1 hour pollutant levels within the air quality monitoring boundaries. These findings are not disputed by the Council's Air Pollution team.

### **Canal and Historical Context**

The site has been previously developed and historical uses that have left a legacy of archaeological features. These include a canal (infilled) running through the site from north to south, with Barlow's bridge, which is still present crossing the canal in the centre of the site. There were also various historical mills on the site formerly including Barlow's Croft Bleach Works, Elton Paper Mill, Victoria Mill (cotton), Albert Mill (cotton, cotton

spinning and engineering works) and New Victoria Mills (cotton spinning). Reservoirs and filter beds to the south and North West of the site serving previous mill works have been subsequently infilled. Numerous water channels / infrastructure associated with reservoirs, filter beds, the canal, River Irwell and works.

As part of the design process and a programme of archaeological work has been undertaken to establish and record historical features of the site where building works are likely to disturb these features. The site work for this has now been completed and a final report is awaited from the archaeologists. This report will be made publicly available on publication.

The disused canal and Barlow's Bridge are the most visibly significant of the site's historical features. The bridge is in poor condition but is to be repaired. The trust has provided a separate document that has looked at the new developments effect on the canal and the bridge and provided this to the applicant.

The applicant has carried out load testing of Barlow Bridge to establish its capacity to continue to take vehicular traffic. These tests have shown that it still has adequate bearing capacity. It is the intent within the development proposals to carry out repairs and renovations to a number of existing structures on the site, including buildings, retaining walls, Barlow's Bridge, the canal and the only remaining mill wall backing onto the proposed Community Building.

The Canal and River Trust have been involved in both pre-application meetings and have been a key driver in the consideration and process to inform the proposals. The Trust is keen to ensure that the proposed development does not obstruct any potential restoration of the Manchester, Bolton & Bury Canal to navigation. Policy RT4/7 of the adopted Bury Unitary Development Plan states that "The Council will protect and safeguard the Manchester, Bolton and Bury Canal and support proposals for its restoration.

Proposals for canalside development will be expected to enhance the canal environment and not prejudice its restoration. The Trust notes that the proposal does not appear to include the erection of any new permanent buildings or structures within the line of the canal, and that no works are proposed to Barlow's Bridge that may obstruct navigation beneath it. They are pleased to note that the applicant has sought to demonstrate how the layout of the proposed facility can be adapted to allow for the restored canal in the Canal Design and Historical Context Statement.

The proposal to use the canal to the north of Barlow's Bridge for the siting of a ship training scenario is supported in principle, and ideally these works should involve the full restoration of this section of the channel to navigable standards. The Trust also supports the proposal to include educational panels informing visitors of the historic canal-related use of the site. The Trust have recommended conditions to enable the above matters to be delivered/incorporated.

### **Ecology**

The application site lies within the riverside corridor where UDP Policy EN6/3 and EN6/4 seeks wildlife protection and enhancement in the corridor or the identification of ecological features. There are a number of ecological features and constraints associated with the site including the river and embankment, culverts outflows, river headwalls, mill pond, tree cluster, vacant buildings and an open unused site.

The Greater manchester Ecology Unit have been consulted on the proposals and consider that there are no fundamental objections to the scheme, subject to the inclusion of a number of planning conditions and the requirement for additional information.

Bats - All bar one building were assessed as no to low bat roosting potential despite the location. The final building was assessed as medium potential and two emergence surveys carried out in August and September. One bat was recorded emerging from the

building. The roost was assessed as being an occasional roost for low number of pipistrelle. A Natural England License will be required to destroy or disturb the roost. Current guidance is that Ecologically Protected Species licenses should now be conditioned through planning controls.

The results of the bat daytime inspection survey are shown in an addendum report following the response made by GMEU. In summary, no bats or signs of bats were recorded during the survey and the target features were assessed as offering no/low bat roost potential due to their construction. Taking this information into account, it was mutually agreed with GMEU that no further survey effort (i.e. nocturnal survey) is deemed necessary. Additionally, it was agreed that no further nocturnal surveys of the former mill wall are required prior to determination. The wall was re-inspected during survey of the other structures and no evidence of bats (e.g. droppings) was found as would be expected if the mill wall was being used as a maternity roost. Furthermore, the mill wall faces north and is therefore a sub-optimal site for use by a maternity colony.

Other Protected Species - GMEU are generally content with the overall assessment that other protected species are unlikely to be present on the site. However whilst correctly not picked up on the desk top search both otter and kingfisher are known to use the Irwell adjacent to the site, with records up and downstream ie the Irwell will form part of the territory of both these protected species. It is unlikely that the works will have any negative impacts on the Irwell as a habitat for either of these species. Informatives should however be added to any permission regarding the potential of these species to be present.

Whilst there is only a low risk of otters being present, the applicant has been reminded and has acknowledged that under the Habitat Regulation it is an offence to disturb, harm or kill otters or their place of rest. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.

The applicant is reminded that Kingfishers are protected under schedule 1 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to take, injure or kill a kingfisher or destroy its nest, eggs or young. It is also an offence to recklessly disturb the birds close to their nest during the breeding season. If a kingfisher is found to be nesting on or near the site during the development work should cease and a suitably experienced ecologist employed to how best to safeguard the kingfisher(s).

Nesting Birds - GMEU agree with the ecologists assessment of the bird nesting potential on site. A condition should be imposed to control any tree removal where nesting birds may be using as a habitat.

Invasive Species - Japanese knotweed, himalayan balsam and giant hogweed have been identified on the site all covered by schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). Method statements for avoidance/control/eradication of all three species will be required. These can be covered via condition.

Mill Pond - The mill pond is fenced off so it was not possible to undertake a full investigation by the ecologists of the waterbody. The mill pond appears to be concrete/stone lined with steep (c45°) banks. These have been colonised by a range of habitats including scattered willow scrub, tall ruderals, rank grass and dense ivy. Reedmace is present around the northern margins of the waterbody and there are some patches of Japanese knotweed. The pond is likely to support a range of species groups including amphibians (smooth newt and common frog and toad), wildfowl (coot, moorhen and ducks) and fish (probably cyprinids considering that the pond was formerly used by the local angling club). The pond is therefore likely to be a feature of site value importance.

The pond will not be affected by the proposed development and will remain insitu. Pollution will be prevented during the construction and operational phases through the installation of interceptors around its perimeter. Japanese knotweed will be treated and eradicated prior to

development commencing.

Other Features of Ecological Value and Wildlife Corridor - A number of trees will be lost as a result of the development, features of ecological value under Bury Councils UDP policy EN6/3. These are not subject to any Tree Preservation Order. Similarly the mill pond will be covered under this policy, which whilst retained could be indirectly impacted upon by the development. Finally the River Irwell is a major strategic Wildlife Corridor covered under UDP policy EN6/4. The corridor is already weak at this point. The development provides an opportunity to enhance this feature. The development should seek to achieve no nett loss of biodiversity in line with section 109 of the NPPF. I would therefore recommend that mitigation for the loss of trees occurs through enhancements to the River corridor and around the Mill Pond.

The ecologist has identified Wild Service Tree (*Sorbus torminalis*) On the site. If true this would be the first record for Greater Manchester and the GMEU would object to its removal. However the identification of the tree was erroneous and does not have the same value or status of importance.

Given the above, it is considered that there would be no undue impact upon ecology as a result of the development with the use of appropriate planning conditions.

**Response to objections** - This has been dealt within in the parking and access section of this report.

**Conclusion** - This proposal would bring forward an extensive vacant site and would introduce a unique training facility to the Borough. The development proposed would incorporate many mitigating features through controls achieved through planning conditions and in so doing would ensure that the site would maintain and assist riverside and canalside improvements and maintainance of historical features.

The development would not have any significant impact upon neighbours, air quality or traffic levels and would bring a number of jobs to the site and value to the borough as a diversification and importance facility to the fire Authority.

**Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

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 Paragraphs 186-187 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:  
PLANS:  
External Hardstandings sheet 1 of 4 1805.25 (0) 111 Rev P3

Retaining walls to Fire Street GA Plan 1805.25 (0) 107 Rev P3  
Multi storey building plans sheet 1 of 2 1805.25 (2) 306 Rev P8  
Multi storey building plans sheet 2 of 2 1805.25 (2) 307 Rev P8  
Security Lodge – Proposed plan and Elevations 1805.25 (4) 302 Rev P3  
External hardstandings sheet 3 of 4 1805.25 (0) 113 Rev P3  
External hardstandings sheet 2 of 4 1805.25 (0) 112 Rev P4  
Retaining walls to Fire Street elevations and sections 1805.25 (0) 108 Rev P3  
GA and RC Details of foundation to ship 1805.25 (0) 122 Rev P3  
Unmade areas 1805.25 (0)205 Rev P2  
Existing buildings 1805.25 (0) 204 Rev P2  
Swept path analysis for 12.4 Hydraulic Inspection platform 7357-003  
Swept Path Analysis for 2.4 Hydraulic Inspection Platform (option 2) 7357-002  
Swept path analysis for Hydraulic Inspection Platform (option 1) 7357-001  
Security Lodge – existing plans and elevations 1805.25 (4) 301 Rev P1  
Elephant Building – existing plans, elevations and sections 1805.25 (3) 301 Rev P2  
Commercial building – section 1805.25 (2) 502 Rev P4  
Fire House – Elevations 1805.25 (2) 407 Rev P4  
Pump house – existing and proposed layouts 1805.25 (0) 302 Rev P2  
Existing and proposed gas meter building layouts 1805.25 (0) 301 Rev P2  
Roads 1805 (0) 208 Rev P2  
External works details 1805.25 (0) 127 Rev P2  
Sundry structures sheet 1 of 2 1805.25 (0) 206 Rev P2  
Below ground foul drainage to community building 1805.25 (0) 126 Rev P1  
Pontoon and access to lodge 1805 (0) 125 Rev P3  
Pontoon and River access 1805.25 (0) 124 Rev P3  
GA and RC details of trench collapse scenario 1805.25 (0) 123 Rev P3  
Community building – Existing elevations 1805.25 (1) 401 Rev P2  
External hardstanding sheet 4 of 4 1805.25 (0) 114 Rev P3  
Domestic terraced level 2 and roof plans 1805.25 (2) 304 Rev P6  
Domestic terrace levels 0 and 1 plans 1805.25 (2) 303 Rev P7  
Ground Improvement layout 1805.25 (0) 109 Rev P3  
Community building – demolition plan 1805.25 (1) 305 Rev P1  
Community building – existing sections 1805.25 (1) 501 Rev P1  
Distressed building scenario 1805.25 (0) 606 rev P2  
USAR area detail 1805.25 (0) 602 Rev P6  
Collapsed structure scenario 1805.25 (0) 607 Rev P2  
Briefing shelter detail 1805.25 (0) 601 Rev P3  
Electrical services – external lighting Isolux plot 96-G-02b Rev B  
Domestic detached 1 plans 1805.25 (2) 301 Rev P7  
Community building – existing floor plan 1805.25 (1) 301 Rev P3  
Commercial detached plans 1805.25 (2) 305 Rev P7  
Proposed site sections 1805.25 (0) 502 Rev P1  
Site plan – proposed signage locations 1805.25 (0) 213 Rev P2  
Existing site sections 1805.25 (0) 501 Rev P2  
Ship scenario 1805.25 (0) 608 Rev P5  
Sundry structures sheet 2 of 2 1805.25 (0) 207 Rev P2  
Rail and tram platform detail 1805.25 (0) 604 Rev P4  
Existing site plan 1805.25 (0) 202 Rev P1  
Electrical services – external lighting tabulated results 96-G-01a Rev B  
Swept path analysis of a 15.0m luxury coach 7935-002 Rev A  
Combined services – MEPH External services layout 96-G-01 Rev C  
Safety centre – ground floor proposal 2342-001 Rev C  
Swept path analysis of a single deck bus 7935-001  
Swept analysis for 12.4 hydraulic platform at Wellington Street viaduct 7357-005  
Swept path analysis for DB32 Fire Appliance (option 2) 7357-004  
Safety centre – first floor proposal 2342-002 Rev C  
Swept path analysis of a 12.0m coach 7935-003  
Industrial fire scenario area 1805.25 (0) 603 Rev P3

Community building proposed ground floor 1805.25 (1)302 rev C1  
 Location Plan 1805.25 (0)201 rev P5  
 Proposed site drainage layout sheet 1 of 4 1805.25 (0) 115 rev T2  
 Proposed site drainage layout sheet 2 of 4 1805 (0)116 rev T2  
 Proposed site drainage layout sheet 3 of 4 1805.25 (0) 117 rev T1  
 Proposed site drainage layout sheet 4 of 4 1805.25 (0) 118 rev T1  
 Domestic bungalow sections 1805.25 (2) 504 rev C1  
 Multi storey building sections 1805.25 (2) 503 rev C1  
 Section – domestic 1805.25 (2) 501 rev C1  
 Elephant building proposed elevations 1805.25 (3) 401 rev C1  
 Multi storey building elevations 1 and 2 sheet 1 of 2 1805.25 (2) 405 rev C1  
 Multi storey building elevations 3 and 4 sheet 2 of 2 1805.25 (2) 406 C1  
 Domestic detached bungalow 2 elevations 1805.25 (2) 402 rev C1  
 Domestic detached 1 elevations 1805.25 (2) 401 rev C1  
 Community building proposed sections 1805.25 (1) 502 C1  
 Domestic detached bungalow 2 plans 1805.25 (2) 302 rev C1  
 Community building proposed elevations 1805.25 (1) 402 rev C1  
 Domestic terrace elevations 1805.25 (2) 403 C1  
 Proposed Masterplan 1805.25 (0) 203 C1  
 Community building existing and proposed roof plans 1805.25 (1) 304 C1  
 Community building proposed first floor plan 1805.25 (1) 303 C1

## **REPORTS**

Archaeology Assessment Report by University of Salford ref 07/2014;  
 GMFRS Community Facility Desk Research Report 16 December 2013;  
 Urban Regen Stage 1 & 2 Site Investigation January 2013;  
 Environmental Acoustics Report by Cheshire Environmental Associates 9/4/14;  
 Extended Phase I Habitat Survey by Middlemarch Environmental Ltd August 2013  
 Report Number: RT-MME-114747-01;  
 Sanderson Associates Travel Plan ;  
 BGH Drainage Design Strategy;  
 Exova CFD Analysis Report 302486/AC4561R dated 27/3/14;  
 Canal Design and Historical Context Statement 04.04.14;  
 GMFRS Planning Submission statement April 2014-08-22;  
 Sanderson Associates Flood Risk Assessment ref:7650/DH/001/01 April 2014;  
 BGH Structural Assessment of Buildings to be demolished ;  
 Sanderson Transport Assessment Ref: 7932/001/01 April 2014;  
 BGH Design & Access Statement 25/03/14;  
 Archaeological Desk-Based Assessment Matrix Archaeology August 2013 Report  
 2013-10 project code MA538;  
 Bat Report October 2013;  
 Air Quality Impact Assessment report 13038/1 AMEC Environment and  
 Infrastructure UK Limited January 2013;  
 14.07.02 – LK Group Commentary on Planning Comments – BGH LLP Edit;  
 Revised Remediation Strategy Project no. 321733-02 (00) July 2014;  
 Shallow Mining Report L0312 SFK (TLC643) April 2014;  
 Responses to consultees feedback;  
 Coal risk assessment 321733-R03 (00); Ecology report,  
 Dunelm Ecology Addendum June 2014;  
 Environmental Data in Support of an EIA Screening Opinion April 2014 1381.01.  
 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. Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted



to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.

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. 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. 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 11 - Conserving and enhancing the natural environment.

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

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

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 11 - Conserving and enhancing the natural environment.

7. All instances of contamination encountered during the development works which do not form part of an approved Remediation Strategy shall be reported to the Local Planning Authority (LPA) immediately and the following shall be carried out where appropriate:

- Any further investigation, risk assessment, remedial and / or protective works shall be carried out to agreed timescales and be approved by the LPA in writing;

- A Site Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the development being brought into use.

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 11 - Conserving and enhancing the natural environment.

8. Following the provisions of Condition 4 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved 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 alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
9. Prior to the commencement of development, full details of a scheme of educational panels informing visitors about the historic canal-related use of the site and proposals for the restoration of the canal, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The approved scheme shall be carried out in accordance with the approved details and approved timescale with the Local Planning Authority.  
Reason - To enhance the opportunity for the restoration of the Manchester, Bolton & Bury Canal by increasing awareness in accordance with Policy RT4/7 of the Bury Unitary development Plan.
10. Prior to the commencement of development, full details of the works to excavate the channel of the Manchester, Bolton & Bury Canal to enable the siting of the ship scenario, and all other works to renovate or repair the remaining canal infrastructure including Barlow's Bridge, the canal washwalls and towpath, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust. The works to the canal infrastructure shall be carried out in accordance with the approved details.  
Reason - To safeguard the heritage value of the Manchester, Bolton & Bury Canal infrastructure and to allow for the restoration of the canal in accordance with Policy RT4/7 of the adopted Bury Unitary Development Plan.
11. Other than the development hereby approved, no further works within the line of the Manchester, Bolton & Bury Canal as indicated on Historical Context Drawing 1805.25.(0)215) or alterations to the remaining canal infrastructure including Barlow's Bridge, the canal washwalls and towpath, shall be carried out without the approval of the Local Planning Authority in consultation with the Canal & River Trust.  
Reason - To safeguard the heritage value of the Manchester, Bolton & Bury Canal infrastructure and to allow for the restoration of the canal in accordance with Policy RT4/7 of the adopted Bury Unitary Development Plan.
12. Demolition works of the northern wall as identified in the Dunelm Ecology Report page 9, para. 3.1.2 October 2013, is likely to cause harm to pipistrelle bats and shall not in any circumstances commence or be removed or altered unless the local planning authority has been provided with either:
  - a) a license issued by Natural England pursuant to Regulation 53, of the Conservation of Habitats and Species Regulations 2010 authorising the specified activity/development go ahead: or
  - b) a statement in writing from the relevant licensing body to the effect that it does

not consider that the specified development will require a license.

Reason - The development has identified that there are likely to be protected bat species utilising part of the site, which should not be affected unless and until appropriate approvals have been provided pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

13. No works shall be carried out to the trees that would disturb nesting birds between 1st March and 31st August inclusive in any year unless otherwise agreed in writing with the Local Planning Authority.

Reason - In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

14. No development shall commence until full details of a scheme for the eradication and/or control of Japanese Knotweed (*Fallonia Japonica*, *Rouse Debraene*, *Polygonum Cuspidatum*) and Himalayan Balsam (*Impatiens Glandulifera*) and giant hogweed is submitted to and approved in writing by the Local Planning Authority. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.

Reason. To ensure that the site is free from Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape

15. Prior to any earthworks an ecological mitigation and enhancement plan and landscape management plan, including long- term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The content of the plan should include elements to mitigate for loss of trees shrubs, bird nesting habitat, bat roosting habitat, enhancement of the Irwell Corridor and enhancement of the Mill Pond. The approved plan will be implemented in accordance with the approved details.

The scheme shall include the following elements:

- detail extent and type of new planting including landscape schedule largely based on native species.
- detail of all retained soft landscaping within site boundary.
- details of long term maintenance and management regimes, including adequate financial provision and named body responsible for management plus production of detailed management plan
- details of any new habitat created on site i.e., new species rich grasslands.

Reason - In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

16. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the extension hereby approved being brought into use.

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.

17. Prior to the commencement of development a scheme shall be submitted that provide details of provisions and shelters for cycle parking, two wheeled motorised vehicle parking and a scheme for directional traffic signage from the A58 Bolton road. The approved details shall be implemented and be available for use before the development is brought into use.  
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.
18. Prior to the commencement of development a scheme relating to the enhancement of the waiting restrictions on Wellington Street and in the vicinity of the operational site access shall be submitted to and approved by the Local Planning Authority. The approved details shall be implemented and be available for use before the development is brought into use.  
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.
19. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) by Sandersons (ref: 7650/DH/001/01) and the following mitigation measures detailed within the FRA:
1. Provision of a sustainable surface water drainage system based on soakaway/infiltration as outlined in the drainage strategy by BGH.
  2. Provision of an evacuation plan to the satisfaction of the LPA in accordance with section 9 of the FRA..
  3. Identification and provision of safe route(s) into and out of the site to an appropriate safe haven.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

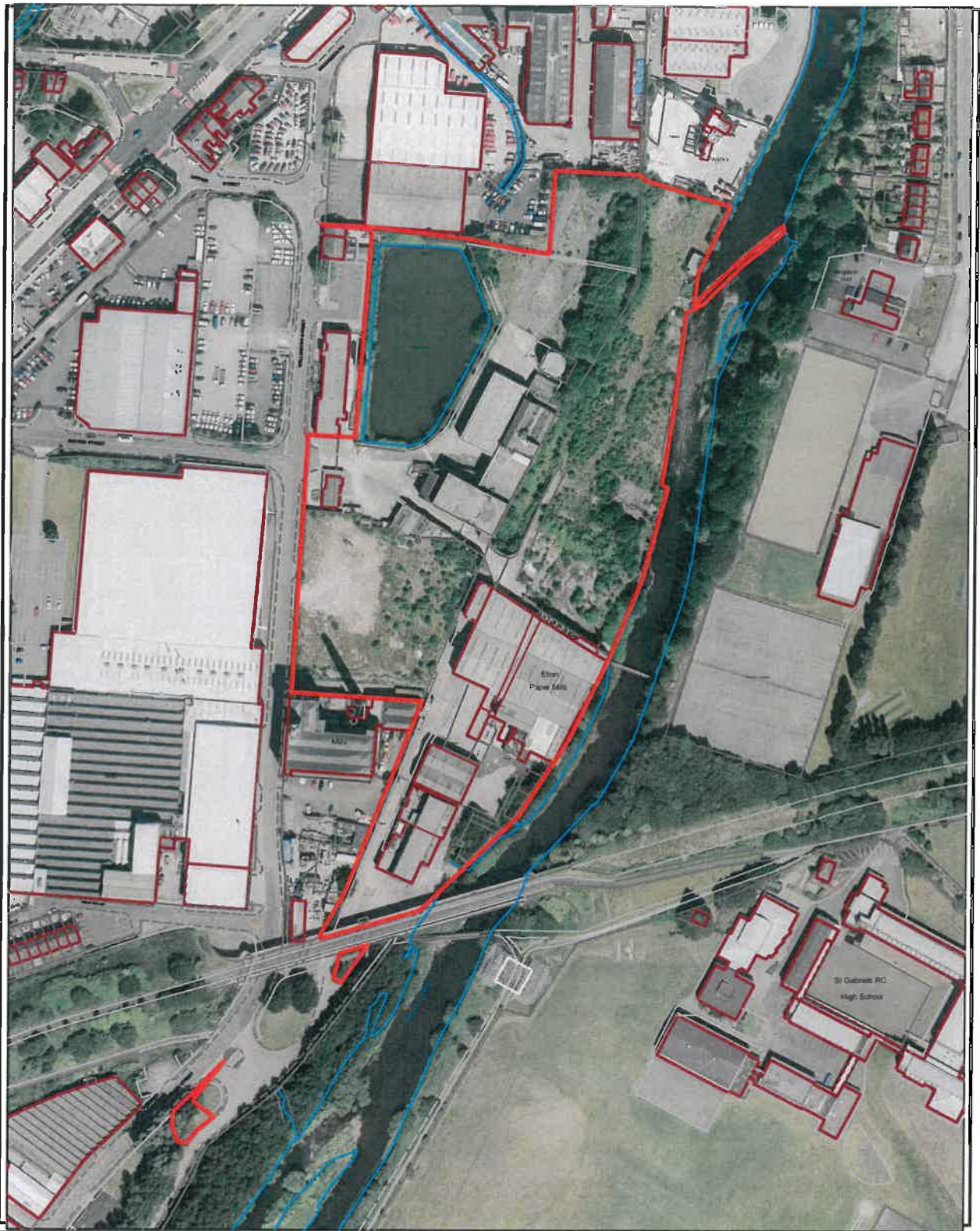
Reason - To reduce the increased risk of flooding and pursuant Chapter 10 of the National Planning Policy Framework and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.

20. No development shall take place until a scheme for the provision and management of an 6 metre wide buffer zone alongside the River Irwell shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from new built development including lighting; and could form a vital part of green infrastructure provision. The schemes shall include:
- *plans showing the extent and layout of the buffer zone*
  - *details demonstrating how the riparian buffer zone and ecological network will be protected during development and preferably enhanced as part of scheme design.*
  - *details of any proposed new structures, retaining walls, river access areas, footpaths, fencing, lighting etc.*

Reason - Land alongside river corridors is particularly valuable for wildlife and it is essential this is protected pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

21. No development shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological works. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
1. A targeted archaeological watching brief during development ground works
  2. A programme for post investigation assessment to include:
    - analysis of the site investigation records and finds
    - production of a final report.
  3. Provision for an information board to dissemination to disseminate the results of the site investigation.
  4. Provision for archive deposition of the report, finds and records of the site investigation.
  5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.
- Reason - To record and advance the understanding of the significance of the historic building fabric/ below ground remains for archival and research purposes pursuant to In accordance with NPPF paragraph 141 and policies EN3/1 – Impact of Development on Archaeological Sites, EN3/2 – Development Affecting Archaeological Sites and EN3/3 – Ancient Monuments of the Bury Unitary Development Plan.

For further information on the application please contact **Dave Marno** on **0161 253 5291**



**PLANNING APPLICATION LOCATION PLAN**

**APP. NO 57475**

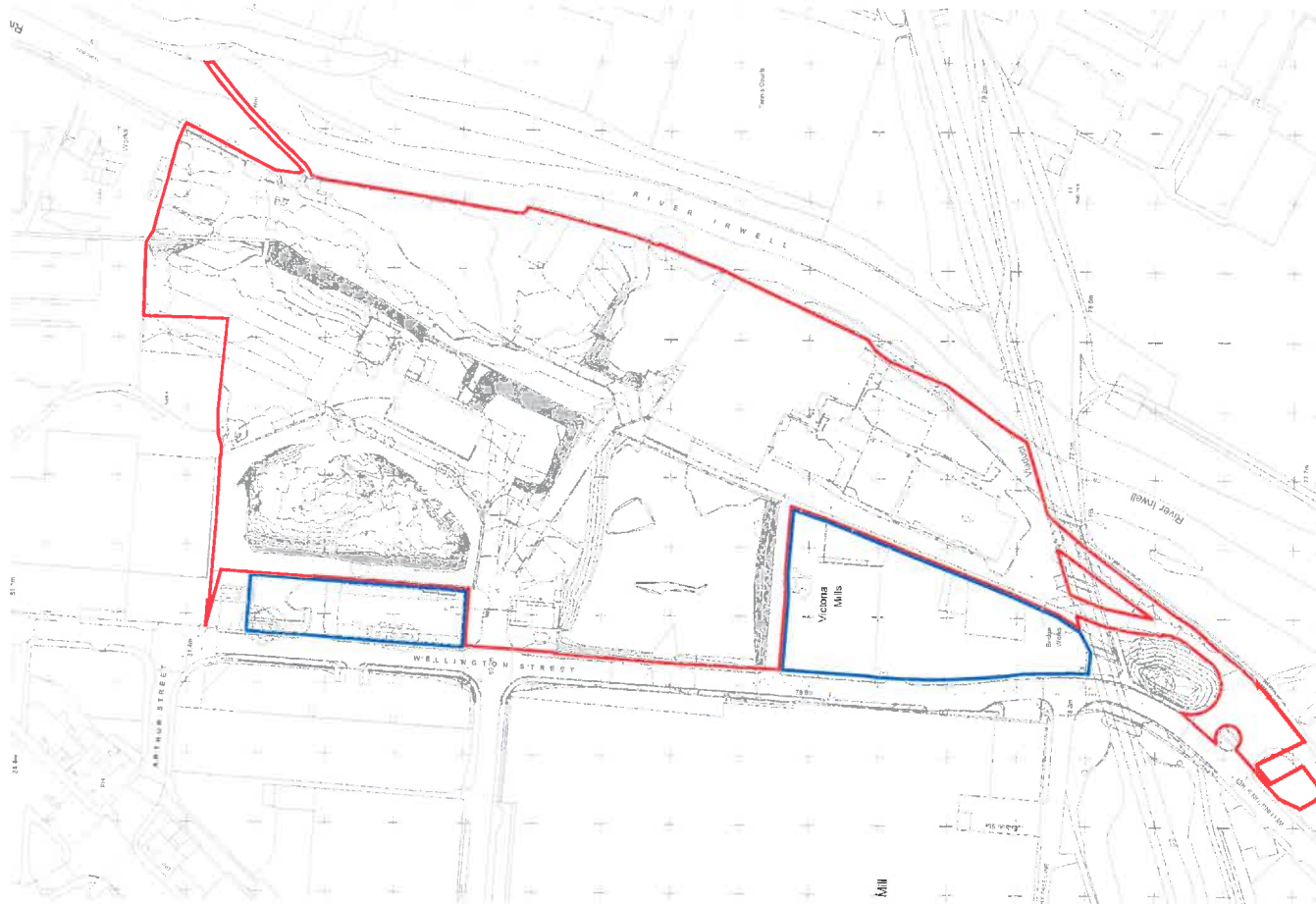
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Bury**



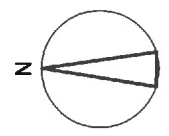
**Bury**  
COUNCIL

**Planning, Environmental and Regulatory Services 1:1250**

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status  
**PLANNING**



P5	RED LINE BOUNDARY ALTERED TO SOUTH OF SITE	MG	16.06.14
P4	RED LINE BOUNDARY ADJUSTED SOUTH OF WALLCOT	MG	08.04.14
P3	RED & BLUE LINE BOUNDARIES ADJUSTED	MG	03.04.14
P2	RED LINE & BLUE LINE BOUNDARIES ADJUSTED, DRAWING EXPANDED TO COVER MORE AREA	SMT	19.03.14
P1	INITIAL ISSUE	SMT	16.12.13
	revision	by	date

**BGH** Architects  
Consulting Engineers  
Quantity Surveyors

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Bolton BL1 1PR  
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F: 01204 625488  
email@bghbolton.co.uk

**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION (NORTHERN)**

project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMFRS**

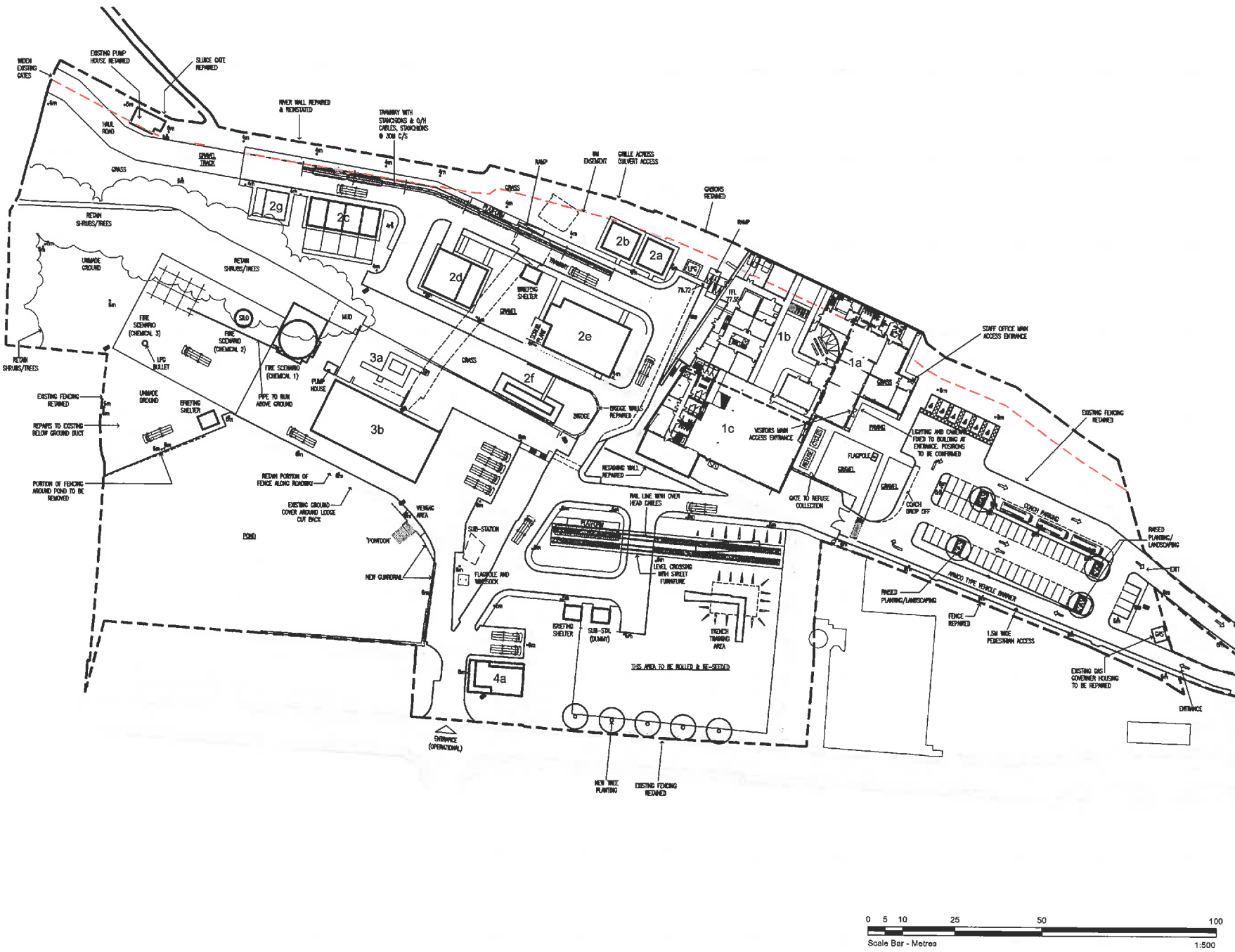
drawing  
**LOCATION PLAN**

drawn SMT date 27.11.13  
approved date

scale **1:1250** **A2**

drawing no **1805.25.(0)201** rev **P5**

dept. ARCHITECTURAL 



STATUS **CONSTRUCTION**

Schedule of Buildings

Area 1		
1a	Welcome Area	
1b	Home Safety	
1c	Indoor RTC	
Area 2		
2a	Domestic Disturbed Evacuation Building 1	
2b	Domestic Disturbed Evacuation Building 2	
2c	Domestic Trained Evacuation Building	
2d	Commercial Evacuation Building	
2e	Multi-Storey Evacuation Building / CPRT	
2f	Shop Complex	
2g	Distressed Building	
Area 3		
3a	USAR Below Ground/Close	
3b	Change	
Area 4		
4a	Control & Dispatch Building	

4m	4 Meter Column at 10m bnc roadway lanterns 100 SCM roadway lantern and 1 No. HGI Roadway Lantern		
6m	9 Meter Column with 150W HGI Floodlight 100W HGI Roadway Lantern		

█ Note: See Formwork & Robbed Dig for details  
█ Column Mounted Fixed Dome CCTV Camera

C1	CONSTRUCTION FILE	MD	08/07/14
	revision	by	date

**B.G.** Architects  
Consulting Engineers  
Quantity Surveyors  
email: bg@bradshaw.co.uk

18 Stonehill Street  
Belper DE11 1PH  
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F: 01294 626468

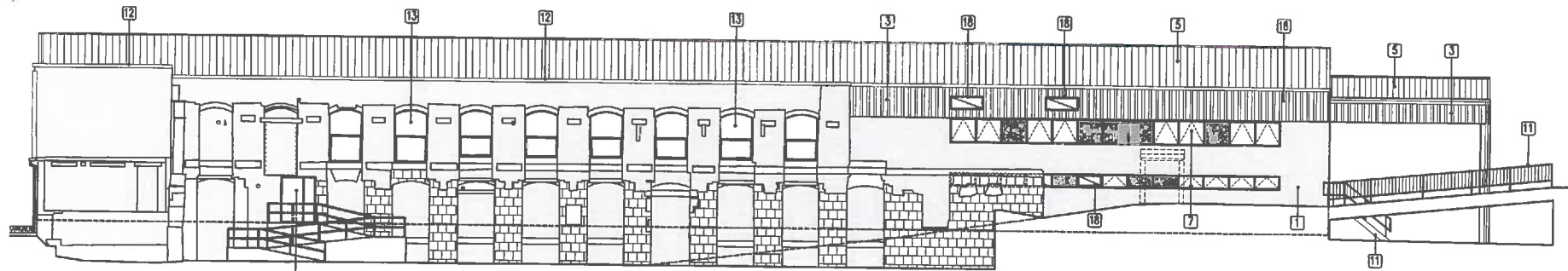
**Bradshaw Gass & Hope LLP**  
client: **KIER CONSTRUCTION (NORTHERN)**

project: **OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMFRS**

drawing: **SITE PLAN**  
**PROPOSED MASTERPLAN**

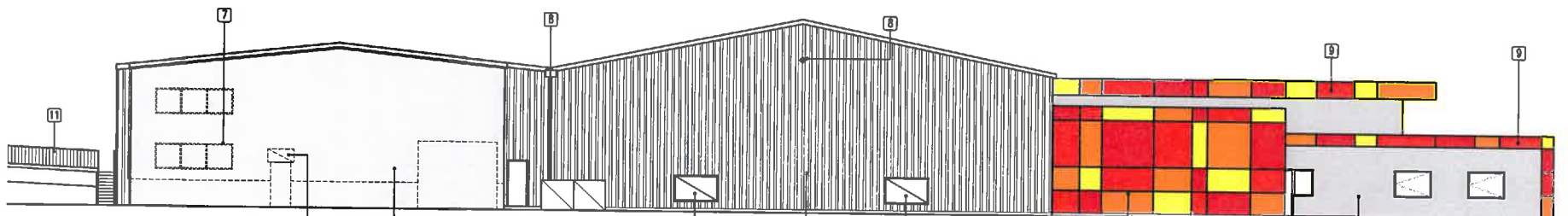
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approved		date	
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drawing no.	<b>1805.25.(0)203</b>	rev	<b>C1</b>
dept.	ARCHITECTURAL		R.I.B.A.



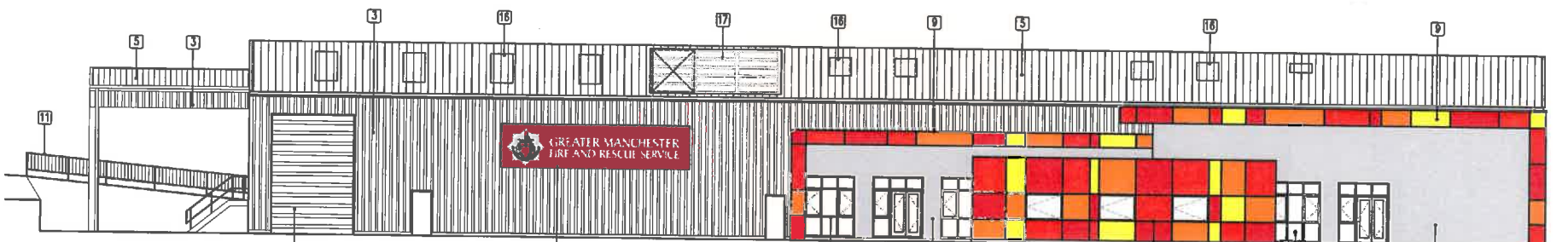


Proposed North Elevation

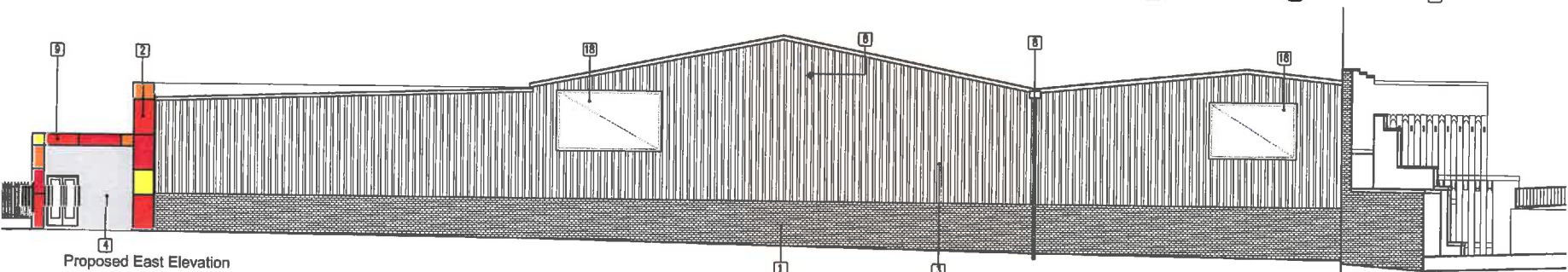
NOTE : SEE DRG NO. 1805.25.(0)150 FOR HERITAGE WALL TREATMENT DETAILS



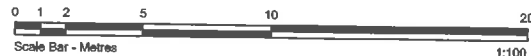
Proposed West Elevation



Proposed South Elevation



Proposed East Elevation



CONSTRUCTION	
Materials Legend	
Ref	Description
1	Existing Facing Brickwork (made good where necs.)
2	New Treace Wall Cladding
3	New Built Up Terracotta Wall Cladding
4	Render Finish to existing Brickwork
5	New Concrete Roof Cladding
6	Curtain Walling
7	PPC Aluminium Framed Ribbed Windows With Clearing Lights
8	PPC Aluminium FRFP & Insoler
9	Canopy Cladded With Treace
10	Slip-way
11	Existing Stone & Half-raised Polished
12	Existing Porphyry Paved
13	Brick up openings to be opened up and finished out with new Glazing
14	Existing Roller Shutters to be overhauled and maintained to be fully operational
15	Extent of Existing Buildings to be Demolished
16	New Roof Lights
17	PPV's (see thermal panels identified with cross)
18	New Louvers
19	Rebuild up openings to be opened up and new door canopy created with new ramp
20	New Flax Timberblock

C1	DISMANTLED BRICK	NO	07.07.14
	revision	BY	DATE

10 Berrymill Street  
Bolton BL1 1PR  
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**Bradshaw Gass & Hope LLP**

Client  
**KIER CONSTRUCTION (NORTHERN)**

project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMFRS**

drawing  
**COMMUNITY BUILDING PROPOSED ELEVATIONS**

drawn MB date 14.04.14

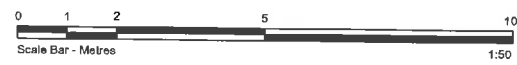
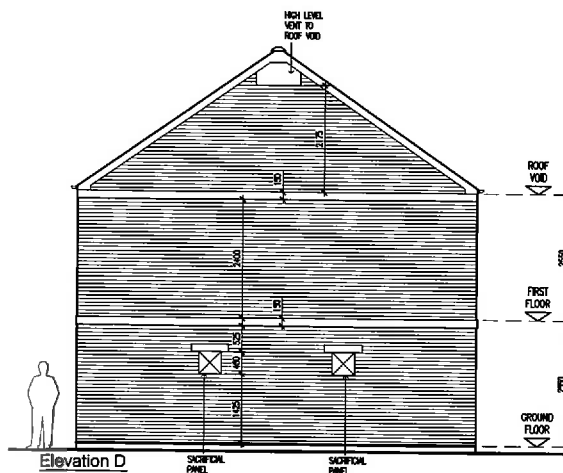
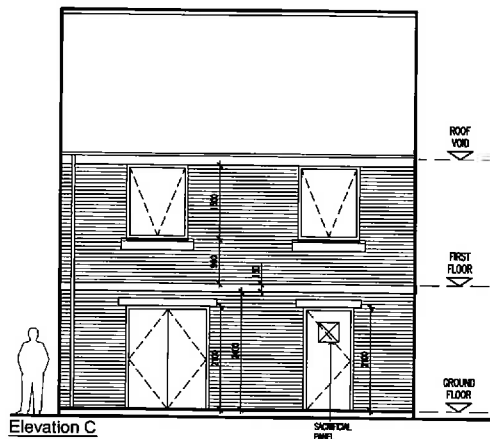
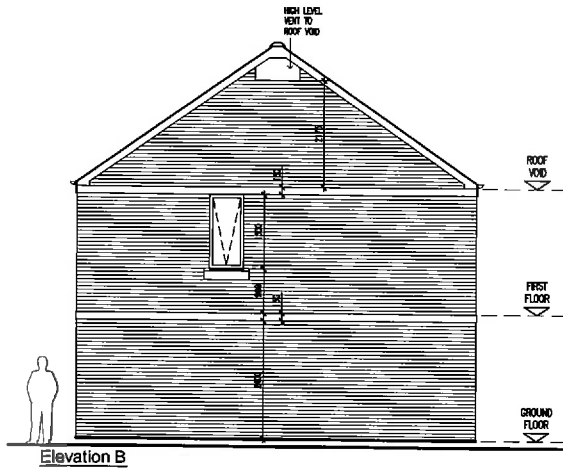
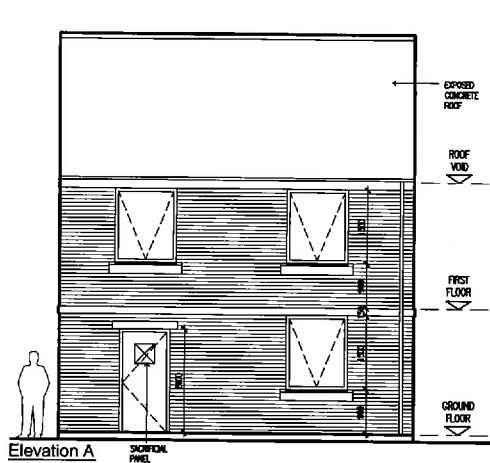
approved date

scale 1:100

drawing no 1805.25.(1)402 rev

dept. ARCHITECTURAL





**CONSTRUCTION**

FOR SPECIFICATION NOTES REFER TO  
DWG. 1805.25.(2)401


REV	REVISION	BY	DATE

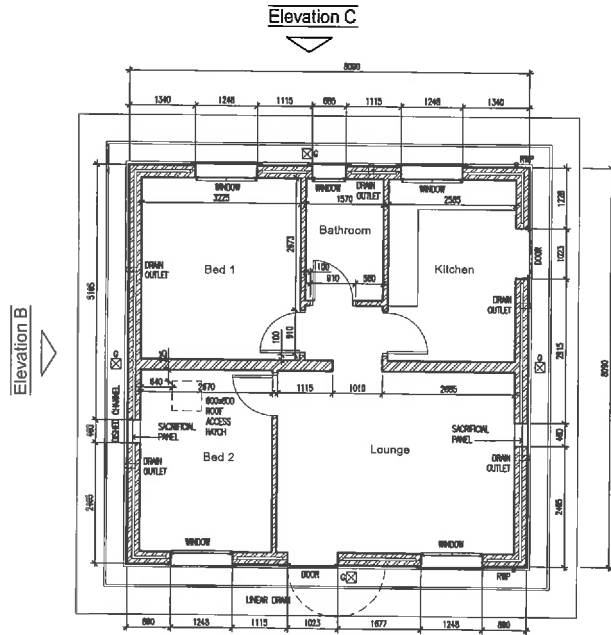
**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION (NORTHERN)**

project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR, FOR GMFS**

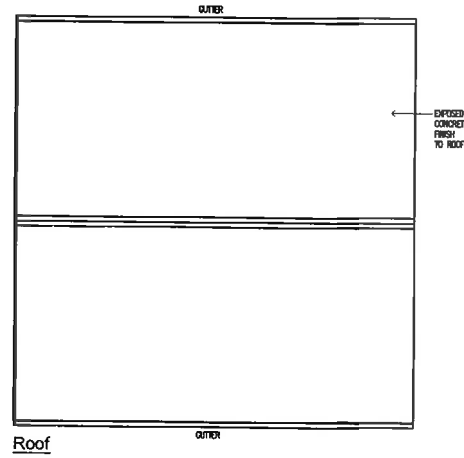
drawing  
**ELEVATIONS DOMESTIC DETACHED 1**

drawn	JA	date	
approved		date	
scale	<b>1:50</b>		<b>A1</b>
drawing no	<b>1805.25.(2)401</b>	rev	<b>C1</b>
discipline	<b>ARCHITECTURAL</b>		

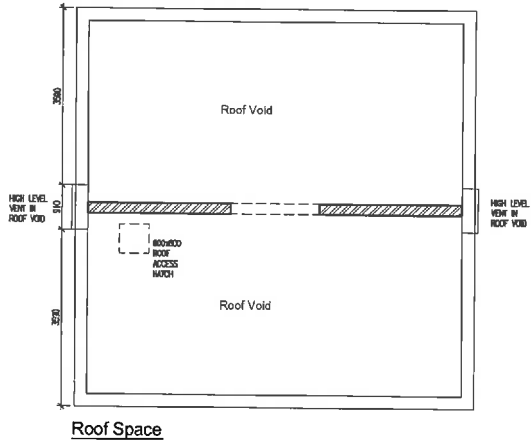


Elevation B

Elevation D



**Elevation A**



**SPECIFICATION NOTES**

- GROUND FLOOR**  
SLAB OF 150MM RC40 CAST IN-SITU SUSPENDED CONCRETE SLAB. SLABS ON CHORD BEAMS, SEE S/E DRG 1805.25.2(2)(14), 142 & 143 FOR MORE DETAILS.
- EXTERNAL WALLS**  
102.5MM CLAY FACING BRICKWORK (TO BS EN 771-1) OUTER LEAF, BOTTOM 20% COURSES ARE TO BE CLASS B ENGINEERING BRICK (TO BS EN 771-1), SIMILAR CLEAR DWTY. 102.5MM ENGINEERING BRICK INNER LEAF. LEAVES ARE TO BE TIED TOGETHER USING PROPRIETARY STAINLESS STEEL WALL TIES (TO BS EN 846-1). Cavity is to BE CLOSED AT DOOR REVEALS & WINDOW REVEALS / SILLS BY RETURNED BRICKWORK INNER LEAF.
- INTERIS**  
PRE-CAST CONCRETE LINTELS (TO BS EN 845-2) TO OPENINGS WITH INNER & OUTER LEAVES OF EXTERNAL WALLS AND TO INTERNAL WALLS. STEEL WINGS USED ON EXTERNAL WALLS WHERE WINDOWS REACH UP TO SOFFIT TO TAKE CONCRETE ROOF.
- WINDOW CILLS**  
PRE-CAST CONCRETE CILLS (TO BS 8500).
- INTERNAL WALLS (GENERAL)**  
102.5MM CLAY FACING BRICKWORK (TO BS EN 771-1)
- INTERNAL WALLS (DRESS WALL)**  
102.5MM CLAY FACING BRICKWORK (TO BS EN 771-1)
- EXTERNAL DOORS**  
FINED SOLID STEEL SHEET PANELS WITH STEEL ANGLE FRAMEWORK, FINISH T.B.C.
- INTERNAL DOORS**  
44 T16. LAMINATE DOORS WITH 4MM PLYWOOD FRAMES.
- DOOR LOCKS**  
ALLOW FOR PINE BROWN CHERRY / LUCKS TO ALL DOORS. EXACT COVER/FRAMES ARE TO BE CONFIRMED.
- EXTERNAL WINDOWS**  
FINED SOLID STEEL SHEET PANELS WITH STEEL ANGLE FRAMEWORK, FINISH T.B.C.
- ROOF STRUCTURE**  
PRE-CAST CONCRETE UNITS TO FORM MAIN ROOF STRUCTURE.
- FASCING**  
GALVANISED PRESSED STEEL EDGES & VERGE FASCING. FINISH T.B.C.
- ROOFING**  
GALVANISED HALF ROUND STEEL OUTER & CIRCULAR STEEL DOWNPIPES. FINISH T.B.C.
- POINT OF FINE ROOMS**  
ALLOW FOR 20% ROOMS TO BE LINED OUT (20% WALLS + 20% CEILING) WITH INSULATED STEEL SHEET LININGS.
- DRAWDING**  
MECHANICALLY OPERATED FABRICATED STEEL VENT PROVIDED TO ALL WINDOWS (SEE ELEVATIONS FOR LOCATIONS).
- SACRIFICIAL PANELS IN WALLS**  
ALLOW FOR 20% OPENINGS (400MM X 400MM) WITH HINGERY WALLS TO RECEIVE SACRIFICIAL PANELS. OPENINGS ARE TO BE POSITIONED 1500MM (TO CILL) AFFL. EXACT LOCATIONS ARE TO BE AGREED.
- SACRIFICIAL PANELS IN DOORS**  
ALLOW FOR 20% OPENINGS (400MM X 400MM) WITH TIMBER DOORS TO RECEIVE SACRIFICIAL PANELS. OPENINGS ARE TO BE POSITIONED 1500MM (TO CILL) AFFL. EXACT LOCATIONS ARE TO BE AGREED.
- THERMOCOUPLES**  
ALLOW FOR 30% HOLES (APPROX. 20MM DIA. EXACT DIA. T.B.C.) PER ROOM FOR THE INSTALLATION OF THERMOCOUPLE PROBES. HOLES ARE TO BE POSITIONED 10% AT LOW LEVEL, 10% AT MID LEVEL & 10% AT HIGH LEVEL. EXACT LOCATIONS ARE TO BE AGREED.
- THERMAL CAMBERS**  
ALLOW FOR 10% STEEL CORNER SHELF (200MM X 300MM) TO EVERY ROOM.
- BUILDING SERVICES**  
ALL MECHANICAL & ELECTRICAL BUILDING SERVICES ARE TO BE DESIGNED & DETAIL BY SPECIALIST CONSULTANT. SEE SEPARATE DRAWINGS / SPECIFICATIONS FOR DETAILS.

**CONSTRUCTION**

revisions	MG	date

C1 construction name MG 30.06.11

revision by date

**BGRH** Architects  
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enquiries@bolton.co.uk

**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION (NORTHERN)**

project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMFRS**

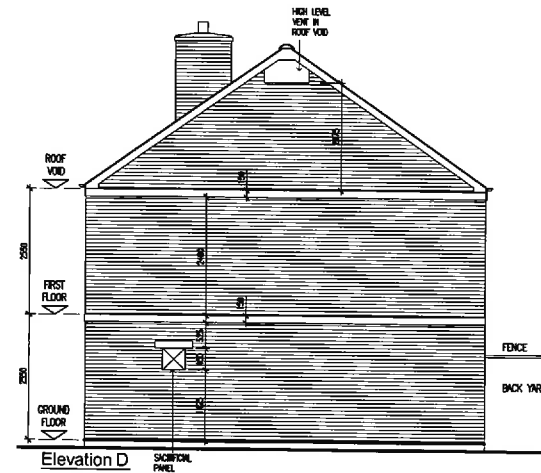
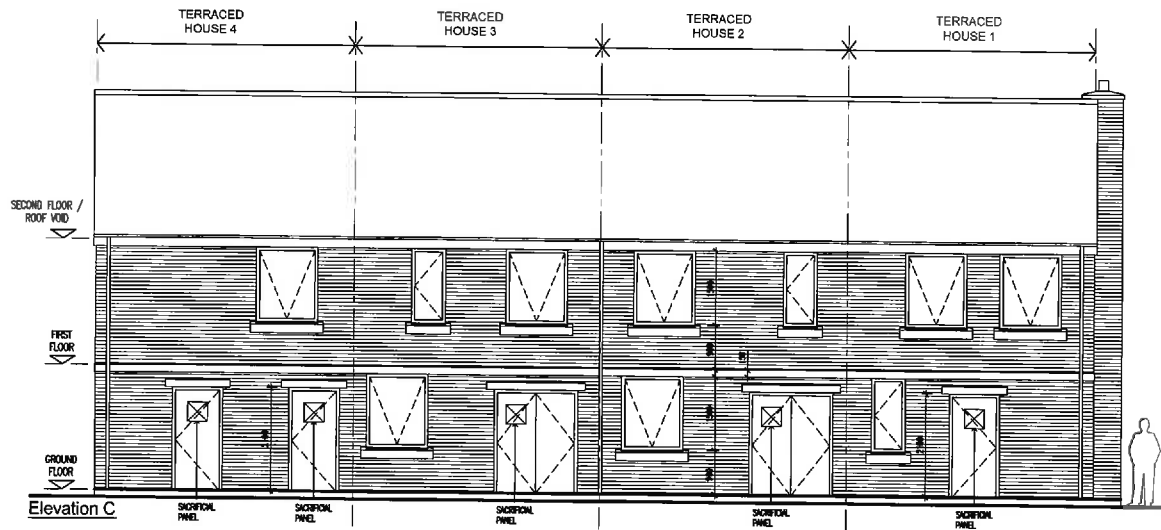
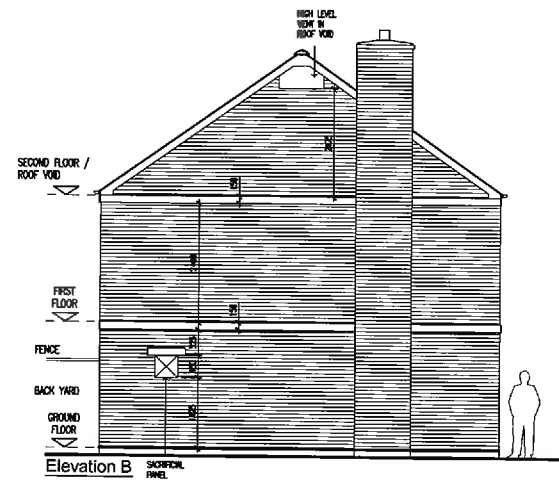
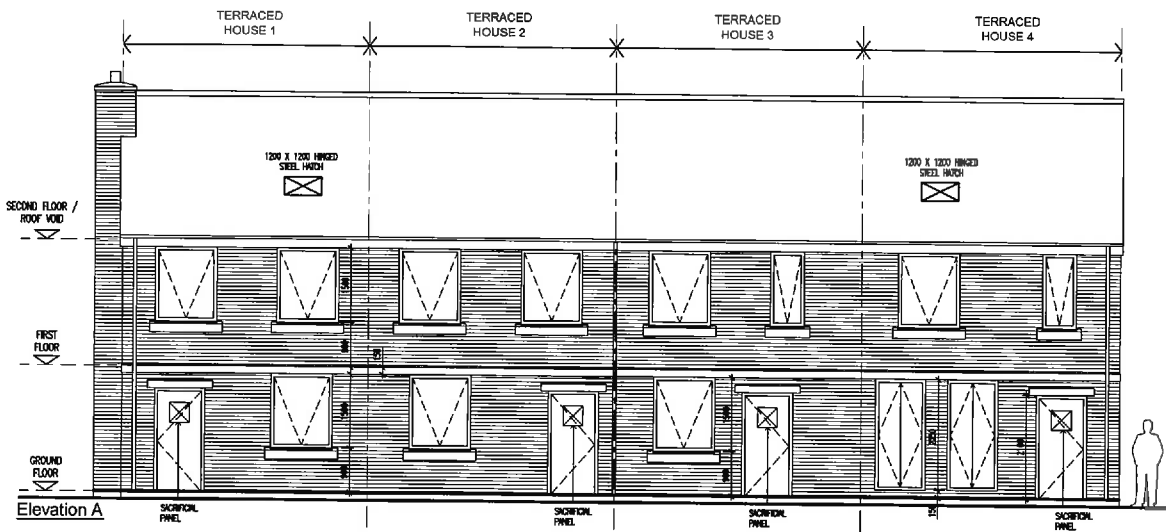
drawing  
**PLANS DOMESTIC DETACHED BUNGALOW**

drawn	MG	date	02.06.11
approved		date	
scale	1:50		
drawing no.	1805.25.2(2)302	no.	C1
dept.	ARCHITECTURAL		

A1  
RIBA







<b>CONSTRUCTION</b>			
FOR SPECIFICATION NOTES REFER TO DWG: 1805.25.(2)301			
C1	CONSTRUCTION ISSUE	MC	01/07/11
	revision	by	date

18 Brunel Street  
Baton Hill, 179E  
Architects  
Consulting Engineers  
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44444@topbobbin.co.uk  
T: 01204 620321  
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**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION  
(NORTHERN)**

project  
**OPERATIONAL TRAINING &  
COMMUNITY SAFETY CTR.  
FOR GMFRS**

drawing  
**ELEVATIONS  
DOMESTIC TERRACE**

drawn	JA	date	
approved		date	
scale	1:50		A1
drawing no	1805.25.(2)403	rev	C1
discipline	ARCHITECTURAL		RIBA



**PLANNING**

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P6 GULLIES ADDED AND MOVE TO REFER TO SEE BRGS	MC	11.04.14
P5 SIDE SACRIFICIAL PANELS ADDED	MC	28.03.14
P4 ACCESS COVERS ADDED LADDER TRAINING SEWARD ADDD.	MC	19.03.14
P3 ARRANGEMENT REVISED	SMT	25.02.14
P2 REVISION 'Y' SKIPPED DUE TO P4 UPLOAD ERROR	SMT	25.02.14
P1 METAL ISSUE	SMT	20.01.14
revision	by	date

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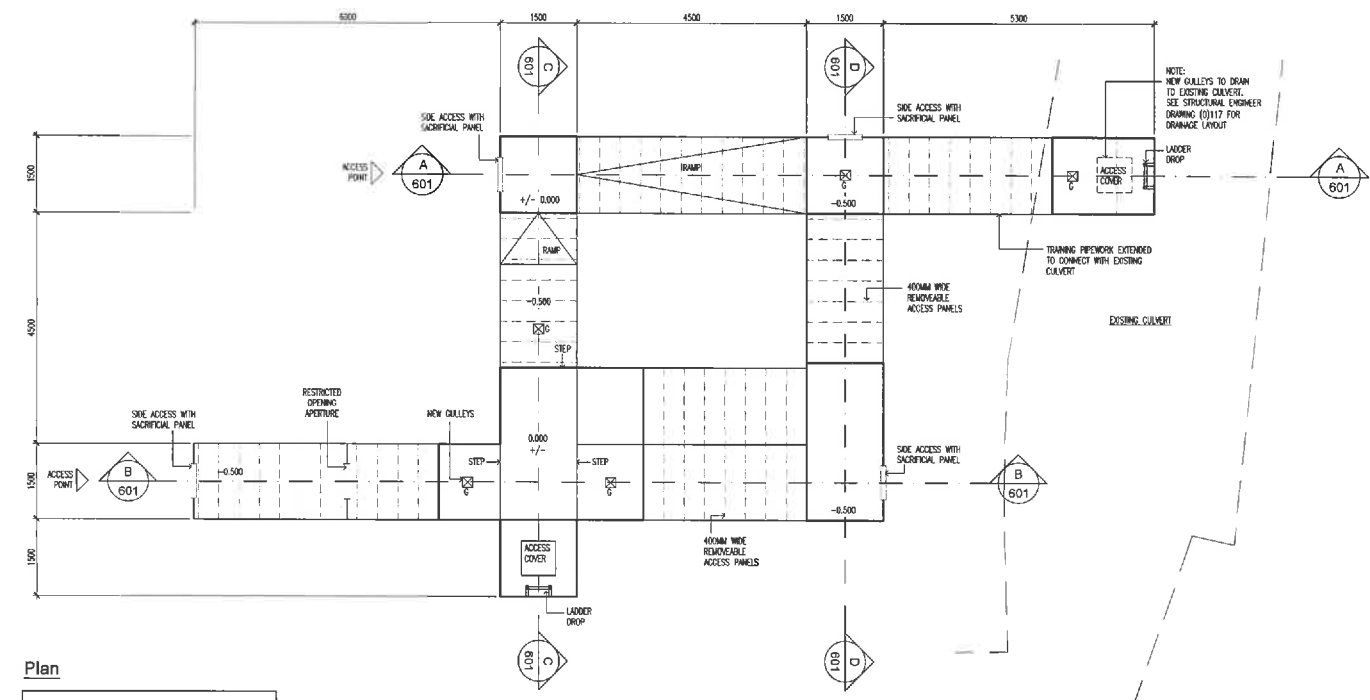
**Bradshaw Gass & Hope LLP**

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client	KIER CONSTRUCTION (NORTHERN)
project	OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMFS
drawing	USAR AREA DETAIL

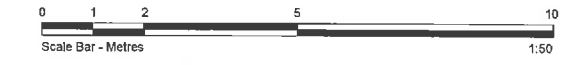
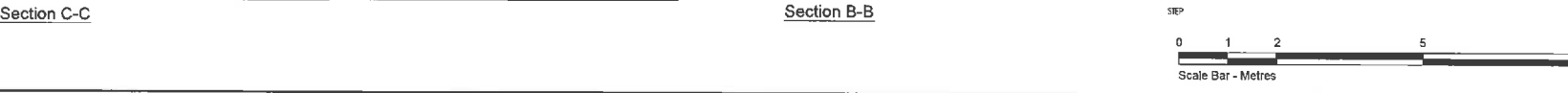
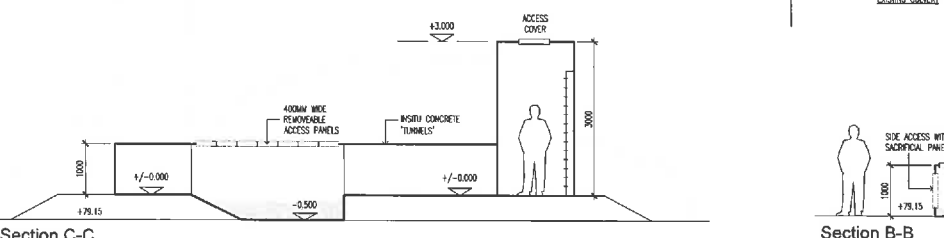
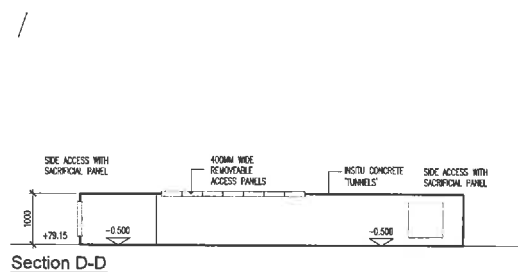
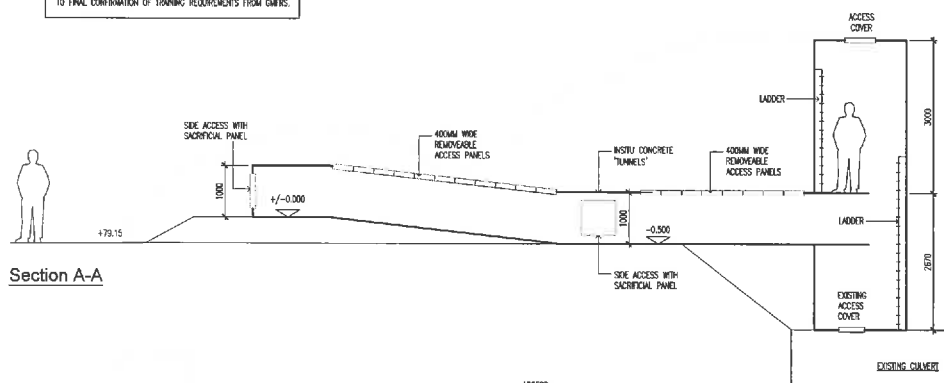
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drawn	SMT	date	01.01.14
approved		date	
scale	1:50		A1
drawing no	1805.25.(0)602	rev	P6
dept	ARCHITECTURAL		R   B   A



**Plan**

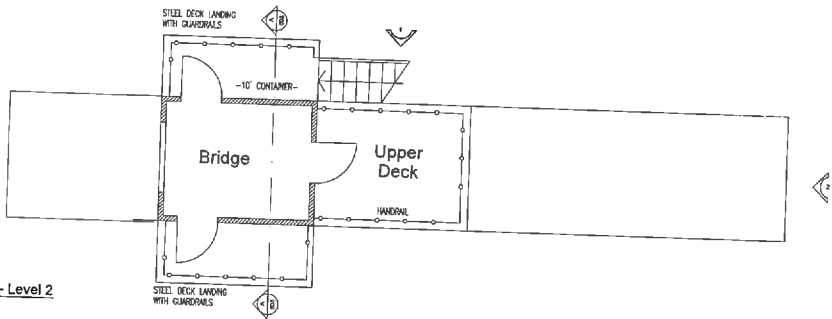
NOTE: ARRANGEMENTS SHOWN ARE PRELIMINARY AND ARE SUBJECT TO FINAL CONFIRMATION OF TRAINING REQUIREMENTS FROM GMFS.



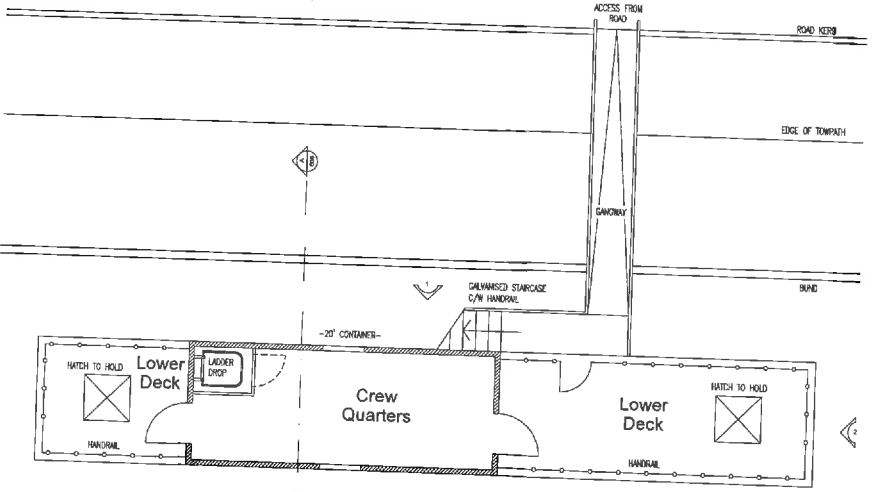




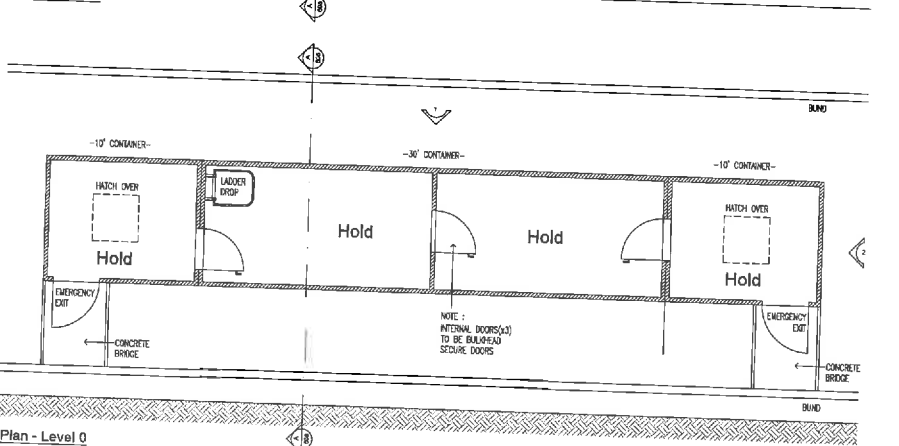
**PLANNING**



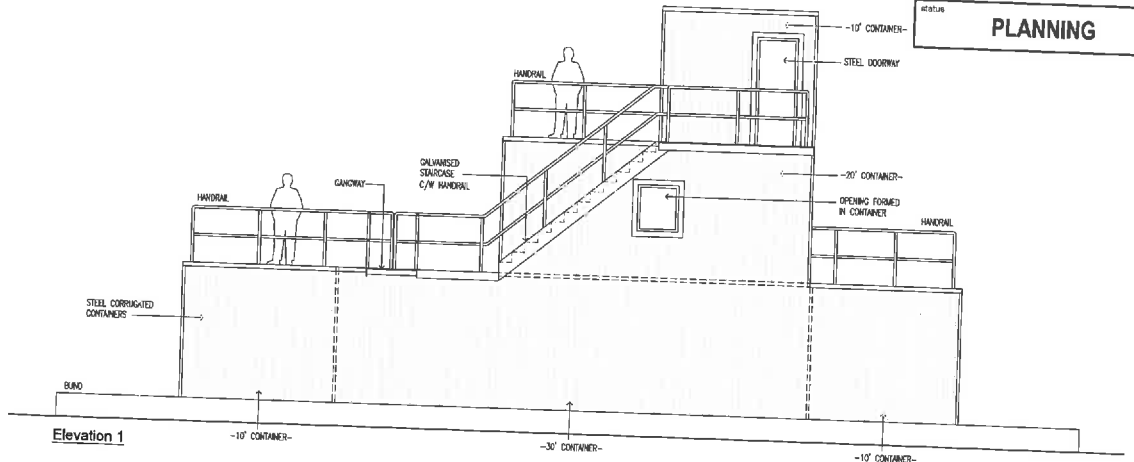
Plan - Level 2



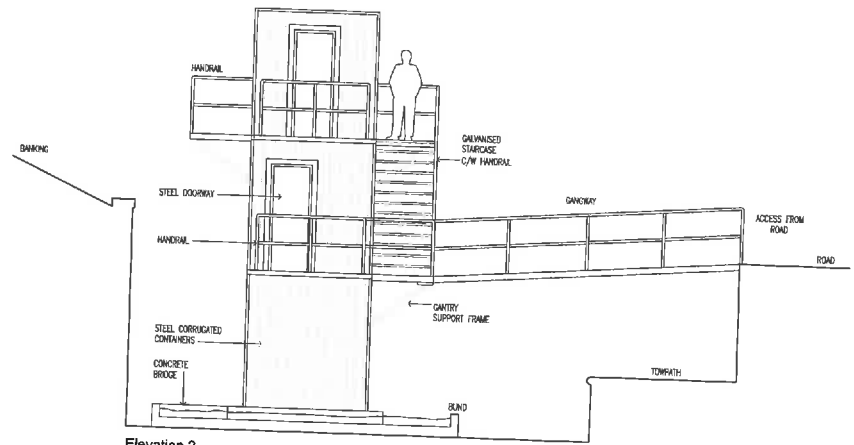
Plan - Level 1



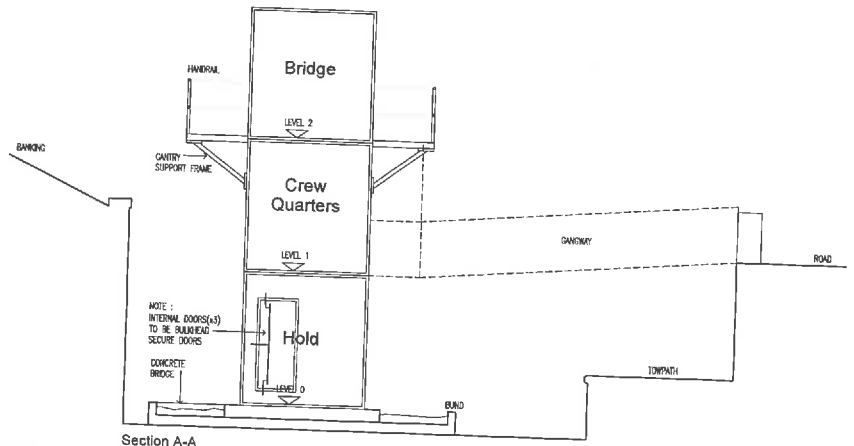
Plan - Level 0



Elevation 1



Elevation 2



Section A-A

P5	BRIDGE TO BE CONCRETE	MC	08.04.14
P4	METAL BRIDGE ADDED TO LEVEL 0 EMERGENCY ACCESS POINTS	MC	04.04.14
P3	ELEVATIONS UPD	MC	25.03.14
P2	CONTAINER ARRANGEMENT UPDATED: ACCESS AMENDED	SMT	18.03.14
P1	METAL ISSUE	MC	11.03.14
	revision	by	date

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Quantity Surveyors

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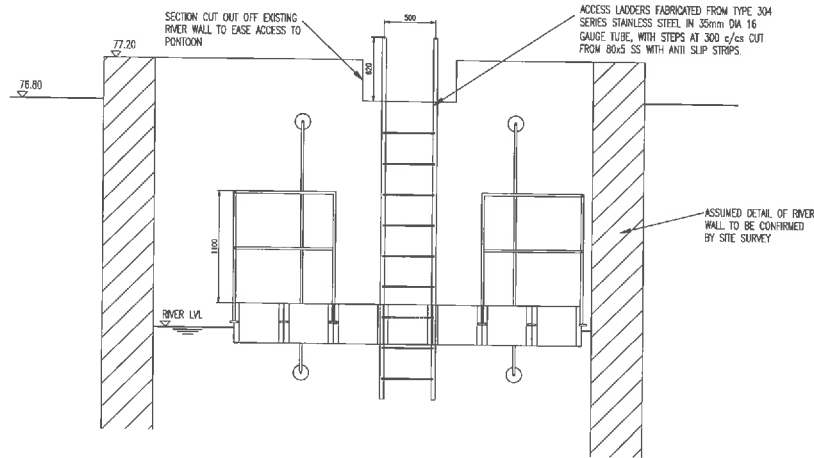
**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION (NORTHERN)**

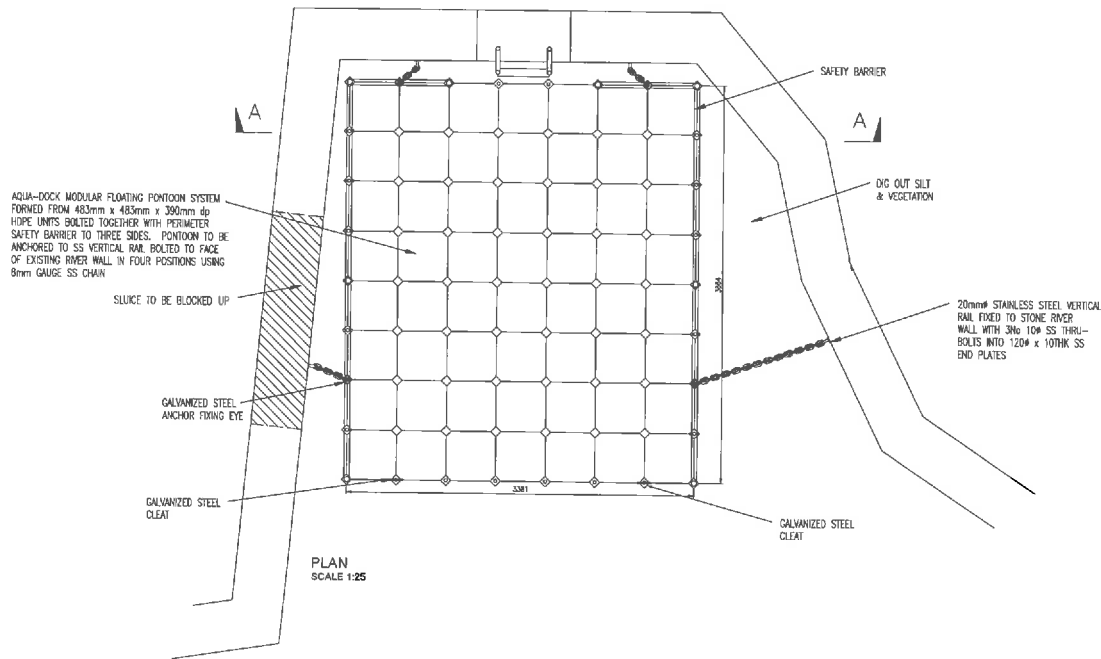
project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMF&RS**

drawing  
**SHIP SCENARIO**

drawn	MG	date	03.03.14
approved		scale	
scale	1:50		A1
drawing no	1805.25.(0)608	rev	P5
dept.	STRUCTURAL		



SECTION A-A  
SCALE 1:25



PLAN  
SCALE 1:25

STATUS

## FOR PLANNING

**NOTES**

DO NOT SCALE FROM THIS DRAWING. ANY DIMENSIONAL DISCREPANCIES TO BE REPORTED TO THE ENGINEERS

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S DRAWINGS AND SPECIFICATIONS

ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE RELEVANT SPECIFICATIONS AND BRITISH STANDARDS

THE CONTRACTOR SHALL ENSURE THE STABILITY OF THE BUILDING AND ANY ADJOINING STRUCTURES IS MAINTAINED AT ALL STAGES OF CONSTRUCTION. THE CONTRACTOR SHALL DESIGN, INSTALL AND MAINTAIN ANY NECESSARY TEMPORARY WORKS.

revision	by	date
P3	DRIVING REARRANGED & NOTES ADDED	TZ 10.04.14
P2	BOAT WAY OFF, SLUICE TO BE BLOCKED UP	MC 04.04.14
P1	INITIAL ISSUE	ARC 04.03.14

Architects  
Consulting Engineers  
Quantity Surveyors

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**Bradshaw Gass & Hope LLP**

client  
**KIER CONSTRUCTION (NORTHERN)**

project  
**OPERATIONAL TRAINING & COMMUNITY SAFETY CTR. FOR GMF&RS**

drawing  
**PONTOON & RIVER ACCESS**

drawn	AC	date	Feb 2014
approved		date	
scale	1:25@A1		A1
drawing no	1805.25(0)124	rev	P3
dept.	STRUCTURAL	DISTRICT E	

**Ward:** Ramsbottom + Tottington - Tottington

Item 02

**Applicant:** The Enterprise Centre Ltd

**Location:** Land at Kirklees Lodges, Garside Hey Road, Bury, BL8 4LT

**Proposal:** Community asset and education centre for environmental awareness including stables (equine therapy), paddock, car park and education centre/clubhouse

**Application Ref:** 57703/Full

**Target Date:** 22/08/2014

**Recommendation:** Approve with Conditions

### **Description**

The site comprises part of a field adjacent to Kirklees Lodge some 0.11ha in area.

The field is bounded by an unadopted road that links Brandlesholme Road to the Kirklees Trail, the Greenmount Bird Sanctuary and the Kennels and Stables for the Hunt as well as a number of residential properties and farmers fields. This unadopted road also contains Footpath No.44, Tottington. The principal vehicle access to the site will be along this road although there are other pedestrian access points to the site, via Kingsbury Close and other statutory footpaths.

The frontage to the site is formed by a timber rail fence with a gate that serves the existing informal car park on the site that is used by the anglers who use the Kirklees Lodge for fishing. The western boundary is formed by the lodge itself and the eastern boundary by a 4m high field hedgerow. The northern boundary opens on the remained of the field to which the site forms part. The site slopes down from north to south towards the road and east to west towards the lodge in the south east corner. The fall across the site is 1.5m. The site is located on one of the main access points to the Kirklees Valley, Kirklees Trail and is located on the edge of the associated Local Nature Reserve.

The proposal is for the site to be used for a social enterprise project that will bring together the existing angling use on the site with outdoor recreation in terms of the stables use and environmental education in terms of awareness of the natural environment and the significance of this area to informal outdoor recreation. It will be jointly operated by The Naturally Enterprising project and Bury District Anglers Society.

The proposal is to build two timber buildings, one a stables 15m long for 4 ponys and store together with a similar sized building to be jointly used by the enterprise as a training/education room and fisherman's room with yard area for the ponys between the two buildings. These two buildings, together with a separate composting toilet will be located close to the lodge on the western end of the site. To the east of the building block, a small paddock is proposed 15m square. Between the buildings and paddock and fronting onto the road, an extension to the existing car park is proposed and to be formed from of natural materials. It will contain a turning area to allow vehicles to enter and leave the site in forward gear, a passing place close to the entrance on the road and 2 disabled parking spaces with 16 additional spaces.

### **Relevant Planning History**

'The Ranch' was the original social enterprise project located some 150m from the site on the Tottington village side of the Kirklees River.

### **Publicity**

29 Neighbouring properties at 46 to 72 Kingsbury Close, Brandlesholme Hall Farm Cottage, Brandlesholme Old Hall Farm, Brandlesholme Old Hall, Brandlesholme Hall, Brandlesholme Hall Farm, Old Mews, 1 - 3 Old Mews, 1 - 5 Ivy Cottages, Hunt Kennels and Green Mount Wild Bird Sanctuary were written to on the 27th June 2014 and 12 objections have been

received from 46, 48 x 2, 52, 54, 57, 70 x 2, 72, 117 Kingsbury Close, 1, 3 Old Hall Mews, 1, 5 Ivy Cottages and The Farmhouse, Old Hall Mews and these can be summarised as follows:

- Potential vehicular conflict with the horses, pedestrians and other traffic using the road
- Parking on verges blocking the road
- Not necessary and other sites could be found in existing premises
- Potential for increased traffic on the Miller Brook Estate which is already over crowded with vehicles
- Vehicular access from Miller Brook Estate is hazardous due to its steep incline
- The existing passing place developed as part of the Miller Brook Estate has no signage and is used by anglers
- Unadopted road is unsuitable for most types of vehicles and increased use will exacerbate problems
- Who is going to pay for the maintenance of the lane?
- The proposal is a security risk when the premises are un-attended
- No risk assessment policy has been submitted for children visiting the site
- The applicant has not demonstrated an ability to run the project
- The application contravenes UDP and Green Belt Policies
- The proposal will have an adverse impact on ecology
- Loss of privacy to properties on Kingsbury Close from overlooking
- There are too many parking spaces
- There are not enough parking spaces

2 letters of support have been received from 32 Cockey Moor Road and Communities and Wellbeing Department, Bury Council and their comments can be summarised as follows:

- The existing work carried out with the Enterprise Centre clearly demonstrates a beneficial impact of the participants particularly with developing new skills, motivation and an understanding of the natural environment and animals.
- The applicant has a proven track record of working with young people and enhancing the lives of the people who attend her courses.

All parties who have made representations have been informed of the Planning Control Committee.

### **Consultations**

**Traffic Section** - No objections subject to a condition on additional passing places to be provided along the vehicular access to the site.

**Drainage Section** - No comments received.

**Environmental Health Contaminated Land/ Air Quality** - No objections subject to standard conditions.

**Environmental Health Pollution Control** - No objections

**Public Rights of Way Officer** - No objections subject to a condition on additional passing places to prevent vehicular pedestrian conflict.

**Greater Manchester Ecology Unit** - No objections subject to a condition requiring a 'environmental construction method statement' to be submitted.

**United Utilities** - No objections

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

OL1	Green Belt
OL5/2	Development in River Valleys
EN6/4	Wildlife Links and Corridors
RT3/2	Additional Provision for Recreation in the Countryside
NPPF	National Planning Policy Framework
EN6/2	Sites of Nature Conservation Interest LNR's
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
OL1/2	New Buildings in the Green Belt
OL4/7	Development Involving Horses

OL6/1	New Uses and Development of the Countryside
RT3/3	Access to the Countryside
RT3/4	Recreational Routes
HT5/1	Access For Those with Special Needs

### **Issues and Analysis**

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

### **Principle**

**Green Belt** - The site is located within the Green Belt and as such it needs to be assessed against both National and Local Policies. The land in question is already used as informal parking for the Bury and District Angling Club and has a redundant stables from a previous 'horsiculture use' and as such its use for outdoor recreation is established, consequently the principle concern is the development of the new buildings on the site. Consequently Paragraph 89 of the NPPF is of pivotal importance. This makes it clear that new buildings in the Green Belt are inappropriate unless they meet one of the exceptions. One of these being 'provision of appropriate facilities for outdoor sport, outdoor recreation ...., as long as it preserves the openness of the Green Belt and does not conflict with the purpose of including land within it'. The stables, paddock and facilities for the anglers clearly fall into this category and as such buildings on the site can be appropriate providing their impact will preserve the openness of the Green Belt. As such the proposal accords with both the NPPF and Unitary Development Plan Policy OL1.

**Visual Amenity** - The proposed buildings are to be of timber construction and of a type that is common in rural settings. They have a low ridge height of 3m and the timber construction is appropriate will blend in with the surrounding area. The buildings are set well into the site and are screened by the high hedgerow to the east. Because of the difference in levels and garden fences to the properties on Kingsbury Close, they will not be readily visible from these properties and when viewed from the east, across the Kirklees Lodge, they will be viewed with the back drop of the high filed hedgerow. As such the buildings will not impact adversely on the openness or character of the Green Belt and are acceptable. As such the proposal conforms with the NPPF and Unitary Development Plan Policies OL1/2 - New Buildings in the Green Belt, RT3/2 - Additional Provision for Recreation in the Countryside and OL4/7 - Development involving Horses

**Access** - The application has been supported by a Travel Plan although the scale and type of development would not statutorily require its submission. The plan demonstrates that the applicant has carefully considered how the site will be accessed by vehicular traffic and pedestrians. While it is possible to access the site through the Miller Brook Estate this is not the route that the centre will use for vehicular access. The application includes the road from Brandlesholme Road to the site within its application areas as the principal access. This is currently the access used by the Hunt and Greenmount Bird Sanctuary which are located to the west of the site as well as serving a number of residential properties. The site will continue to be used by anglers and the new car park arrangements will mitigate the need for anglers to either park on the road or in the Miller Brook Estate and as should improve the current situation. Having assessed the travel plan the proposed use of the centre for outdoor recreational purposes, the intensity of use of the road by both cars and minibuses, which will be the principal method of transport to the centre for visitors, will amount to 340 movements a year and a similar number for the staff who will be encouraged to car share, a total of 680 movements over 170 days or 4 movements a day in terms of normal operation, over and above the anglers usage which is already established. The travel plan has clearly identified the need for alternative arrangements to be made for

managing vehicles should the centre be used for events such as fishing competitions and 'open days' and as such it is not considered that the additional traffic on the road would be such as to warrant refusal of the application. As such the proposal conforms with Unitary Development Plan Policy RT3/3 - Access to the Countryside, RT3/4 - Recreational Routes and OL6/1 - New Uses and Development in the Countryside.

**Access to those with special needs** - The development is designed so as to provide access for all the site and would have 2 disabled parking spaces immediately adjacent to the stables with level access throughout the buildings. As such the proposal accords with Unitary Development Plan Policy HT5/1 - Access for those with Special Needs.

**Public Footpath** - The road also incorporates a public right of way and as such the potential for vehicular pedestrian conflict. The general configuration of the road means that vehicles only travel at low speeds and along much of the road's length there are ample opportunities for vehicles and pedestrians to pass without conflict. In addition there are a number of wider sections of the road that act as informal passing places for vehicles which further mitigate against conflict with pedestrians. However, two areas have been identified by the highways team where additional informal passing places will need to be created by trimming of overgrown hedges and 'stoning' of the highway verge. The applicant has indicated that they would accept a condition requiring these to be provided and as such a condition is recommended and has been included. As such the proposal would accord with Unitary Development Plan Policy HT6/2 - Pedestrian Vehicular Conflict and RT3/3 - Access to the Countryside.

**Parking/Servicing** - The existing car park is currently not demarcated. The proposed car park will have 2 disabled parking spaces and 16 laid out other vehicular parking spaces. The Council has no set standards for this type of use but given that the lodge has a maximum of 12 pegs for fishing and that each angler comes by car this will mean that 4 spaces plus the disabled spaces will be available for visitors to the Enterprises centre. Given the Travel Plan and assessment of vehicular movements, this will mean that the proposed parking should be adequate for the development. As such the proposal would accord with Unitary Development Plan Policy HT2/4 - Car Parking and New Development.

**Residential Amenity** - The vehicular access from Brandlesholme Road to the site passes a number of residential properties but given the frequency of vehicular movements it is not considered that these will be so detrimental to residential amenity so as to warrant refusal of the application. In terms of the properties on Kingsbury Close, the formalisation of traffic arrangements for the fishing lodge and the centre should mean that the disturbance from vehicular movements and parking on the estate, should be mitigated. While the use of the road at the end of the gardens of these properties will generate some disturbance it is not considered that it would be so great as to be a material consideration. The proposed new buildings are located over 30 m from the rear garden fences of these properties and this accords with the distance requirements set out in SPG 10 for Equestrian Development separation from residential properties. As such it is considered that the proposal will not impact so greatly on the residential amenity of these properties as to warrant refusal. As such the proposal would accord with Unitary Development Plan Policy OL6/1 - New Uses and Development in the Countryside and OL4/7 - Development Involving Horses.

**Ecology** - The application was supported by a Design and Access Statement that looked at this issue. In addition Greater Manchester Ecology Unit was consulted on the proposed development. They assessed the scheme independently and have stated 'The proposed development is adjacent to part of the Kirklees Brook Site of Biological Importance (SBI). Although the development will only directly affect a small part of the SBI there will be indirect effects arising from increased public use of the site. However, given the type of facility planned and the expected uses of the site for raising environmental awareness and for environmental education I would not consider that the planned-for relatively low-key use of the site will be substantively harmful to the special nature conservation value of the SBI. I therefore have no objections to the proposal on nature conservation grounds.' It is recommended that a condition be imposed on any consent granted requiring a

environmental construction method statement to be submitted. As such the proposal would accord with Unitary Development Plan Policy EN6/2 - Site of Nature Conservation Interest.

**Objections** - The principle issues concerning compliance with policy, access, pedestrian vehicular conflict, parking, visual and residential amenity as well as ecology have been dealt with in the report above. The maintenance of the road is a matter for the owners of the road and not a consideration in this application. The issue of the need for the proposal and the experience of the operators of the site are not material planning considerations. Regarding security, these buildings are similar to many agricultural and or equestrian buildings built in the countryside. As such an advisory is recommended to be imposed on the application that the applicant should seek the advice of the Greater Manchester Policies Secure by Design Unit and implements any recommendations that they may have regarding this issue.

**Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

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 Paragraphs 186-187 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 Drawing No. 1, 2 and 2/2A 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. Prior to the commencement of works on the site a scheme demonstrating to provision of two informal passing places on the unadopted highway between the site and Brandlesholme Old Hall Farm, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall then be implemented before the development is first brought into use.  
Reason. To ensure good highway design in the interests of road safety and to accord with Unitary Development Plan Policy HT6/2 - Pedestrian Vehicular Conflict.
4. No development approved by this permission shall be commenced until a environmental construction method statement has submitted to and agreed in writing by the Local Planning Authority. The agreed scheme shall be implemented prior to the commencement of works on site and maintained during the construction period.  
Reason. To preserve and protect the Local Nature Reserve/SBI and to accord with Unitary Development Plan Policy EN6/2 - Sites of Nature Conservation Interest (LNR's and Grade B and C SBI's)
5. The parking and passing place indicated on the submitted plans shall be implemented to the written satisfaction of the Local Planning Authority before the development is brought into use.

Reason. To ensure good highway design in the interests of road safety and to accord with Unitary development Plan Policy HT2/4 - Car Parking in New Development and HT6/2 - Pedestrian Vehicular Conflict.

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 validity 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 11 - Conserving and enhancing the natural environment.

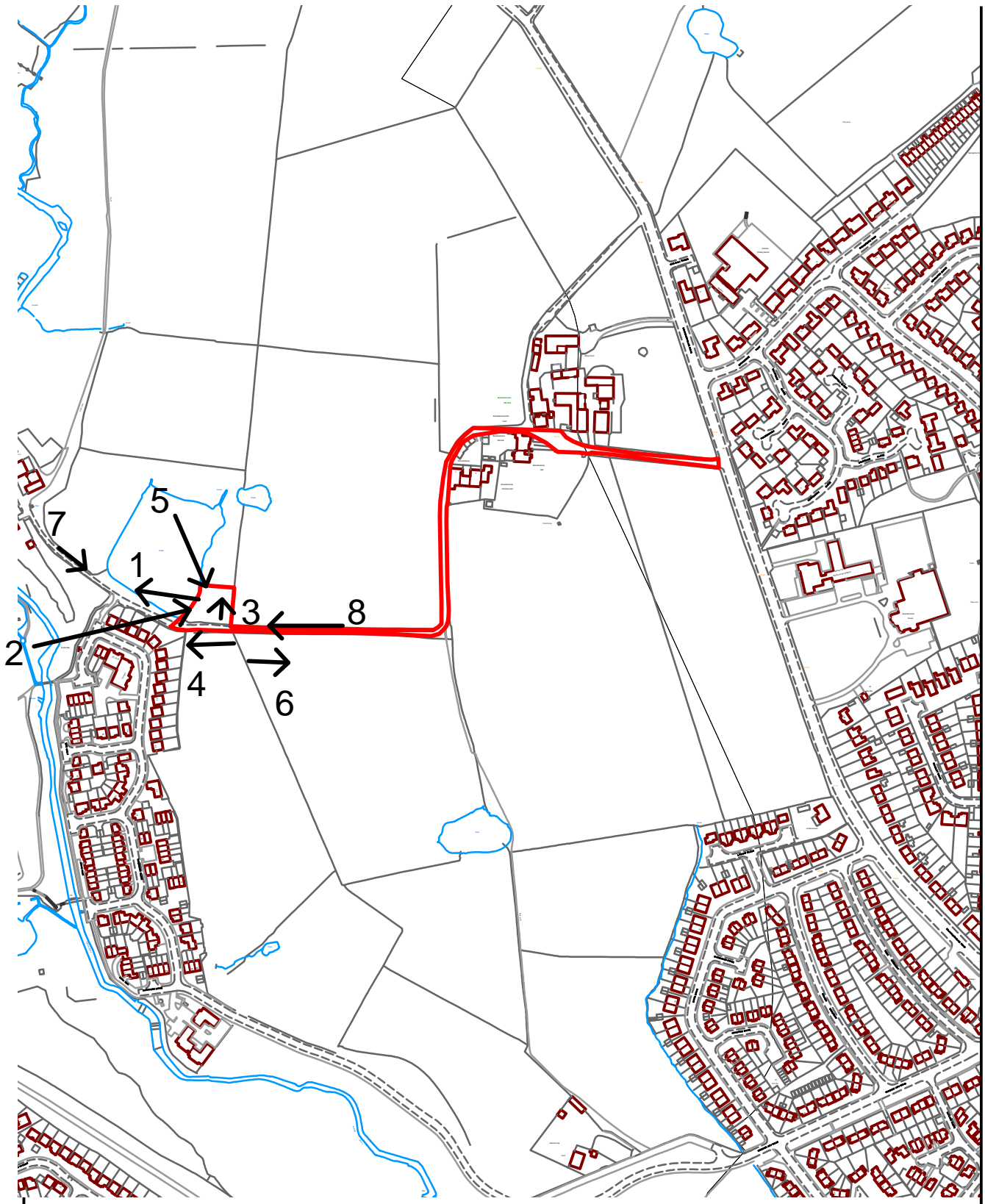
7. Following the provisions of Condition 6 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved timescales; and  
A Site Verification 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 alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

For further information on the application please contact **John Cummins** on **0161 253 6089**



# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 57703

ADDRESS: Land at Kirklees Lodges, Garside Hey Road  
Bury



**Bury**  
COUNCIL

Planning, Environmental and Regulatory Services **1:1250**

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57703

Photo 1



Photo 2



57703

Photo 3



Photo 4



57703

Photo 5



Photo 6



57703

Photo 7



Photo 8



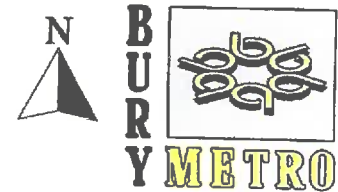
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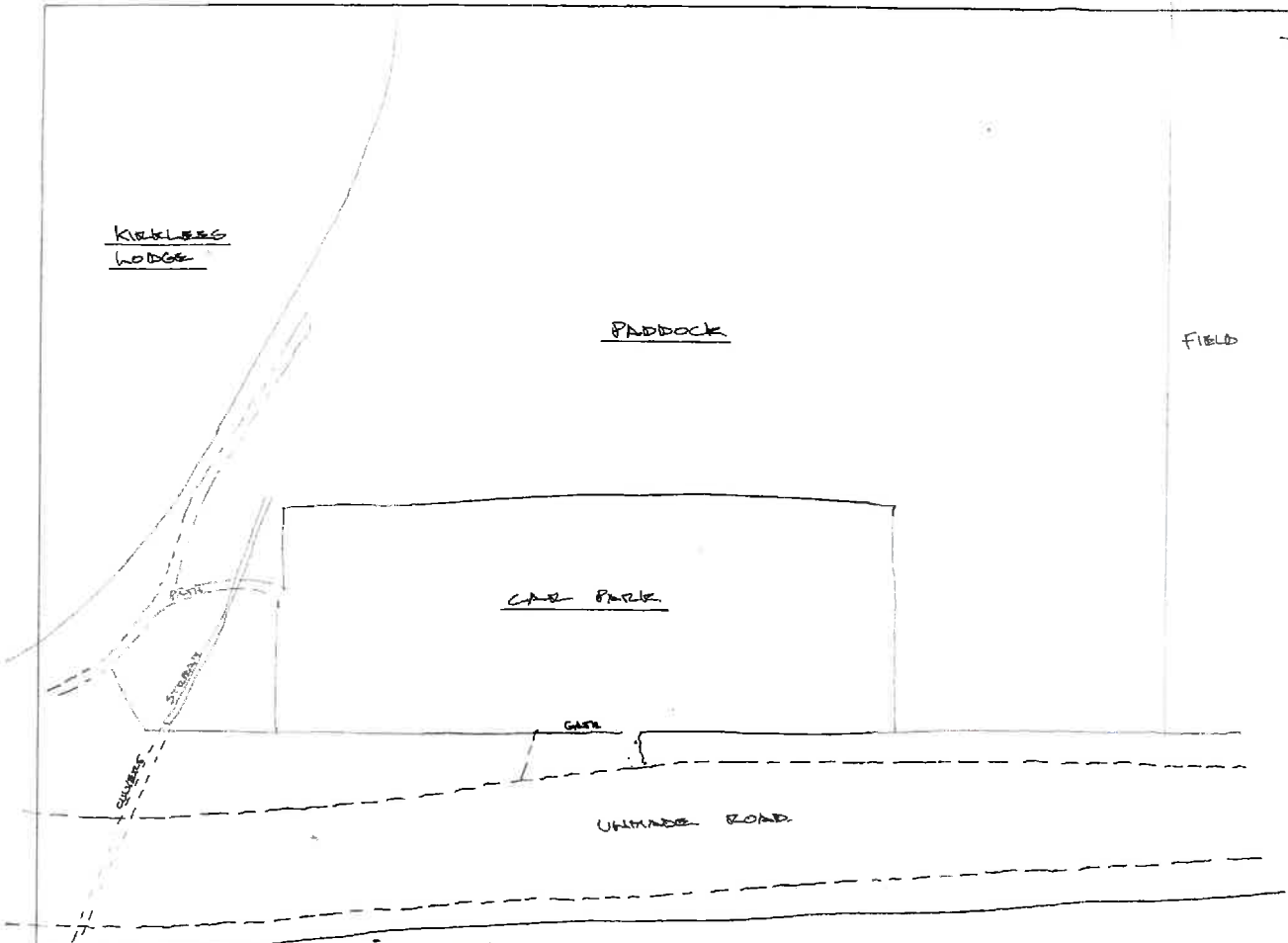


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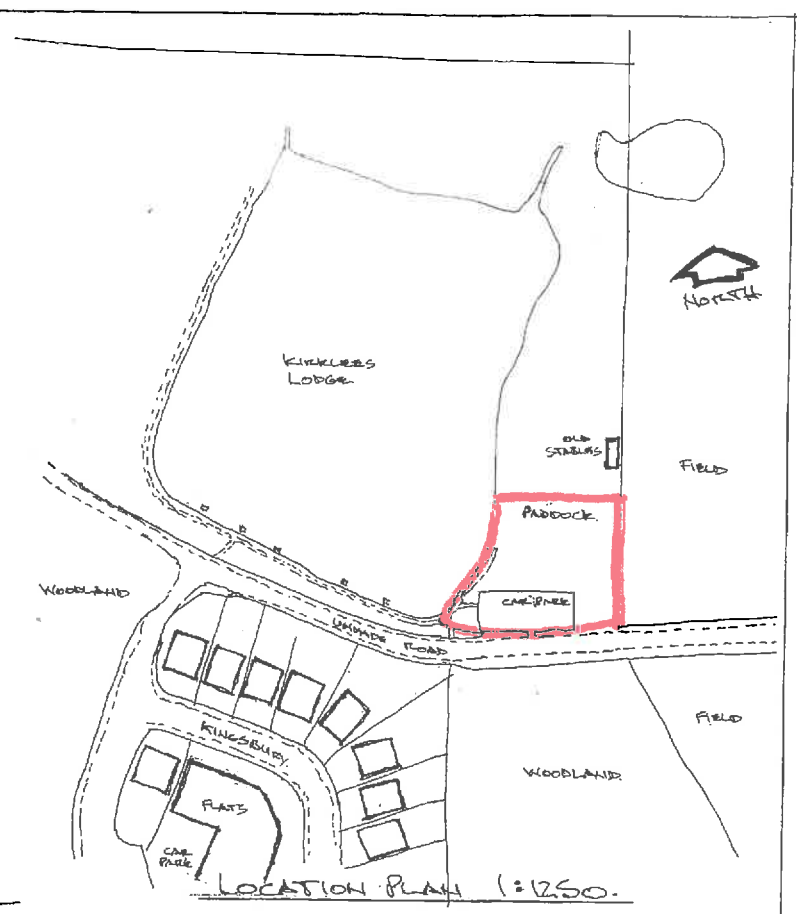
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SITE PLAN 1:200



Architectural & Building Services

NEIL BUTTERWORTH

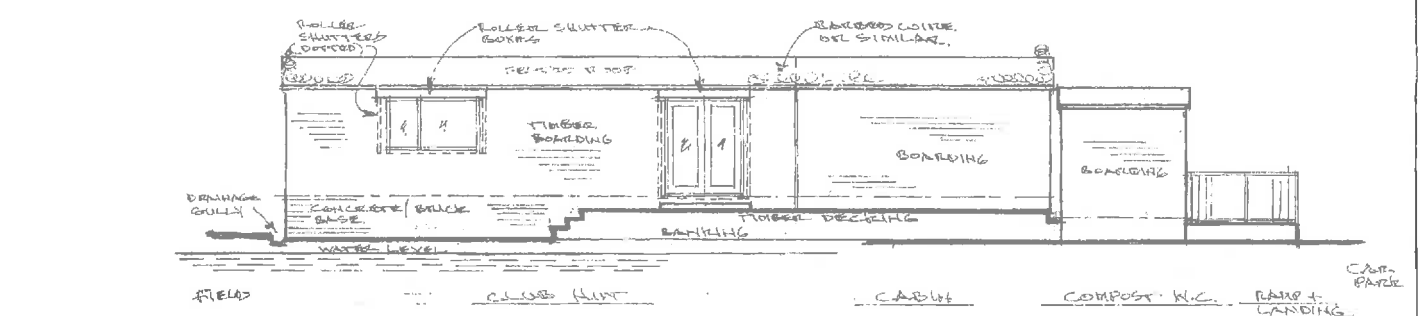
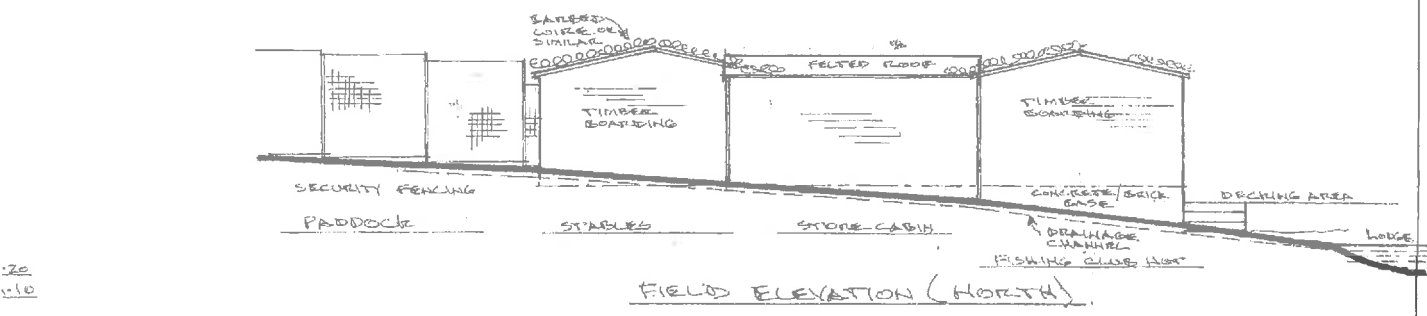
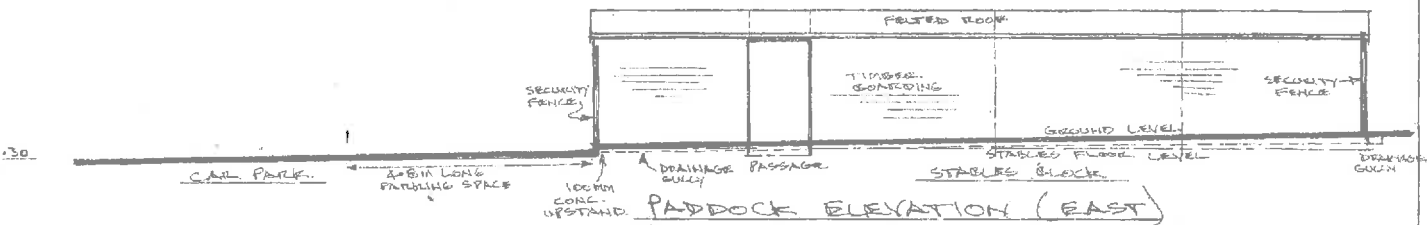
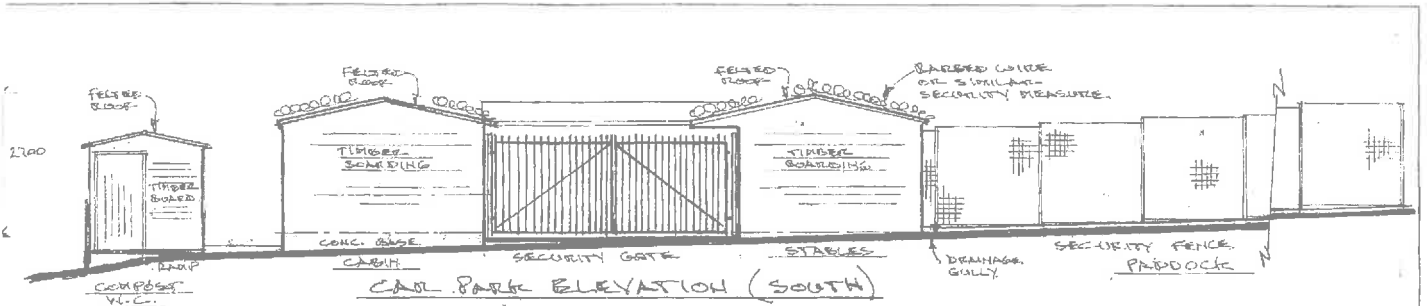
Tel: (01204) 853518  
Mobile: 07785 275483

89 Higher Ainsworth Road,  
Radcliffe, Manchester M26 4JJ

Job Title **PROPOSED ENTERPRISE CENTRE /FISHING FACILITIES, ON LAND AT KIRKLEES LODGES, OFF BRANDLESHOLME RD., BURY.**

Drawing Title **EXISTING SITE PLAN /LOCATION PLAN.**

Scale <b>1:200</b>	Date <b>MAR. 14</b>	Drawn by <b>N.B.</b>	Drawing No. <b>1.</b>
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Also - flat changed stables level (doors on paddock side) as the doors would have to be higher; and thus stable block would be higher than fishing block.

Nest

Architectural & Building Services

NEIL BUTTERWORTH

Tel: (01204) 853516  
Mobile: 07785 275483

89 Higher Ainsworth Road,  
Raddcliffe, Manchester M26 4JJ

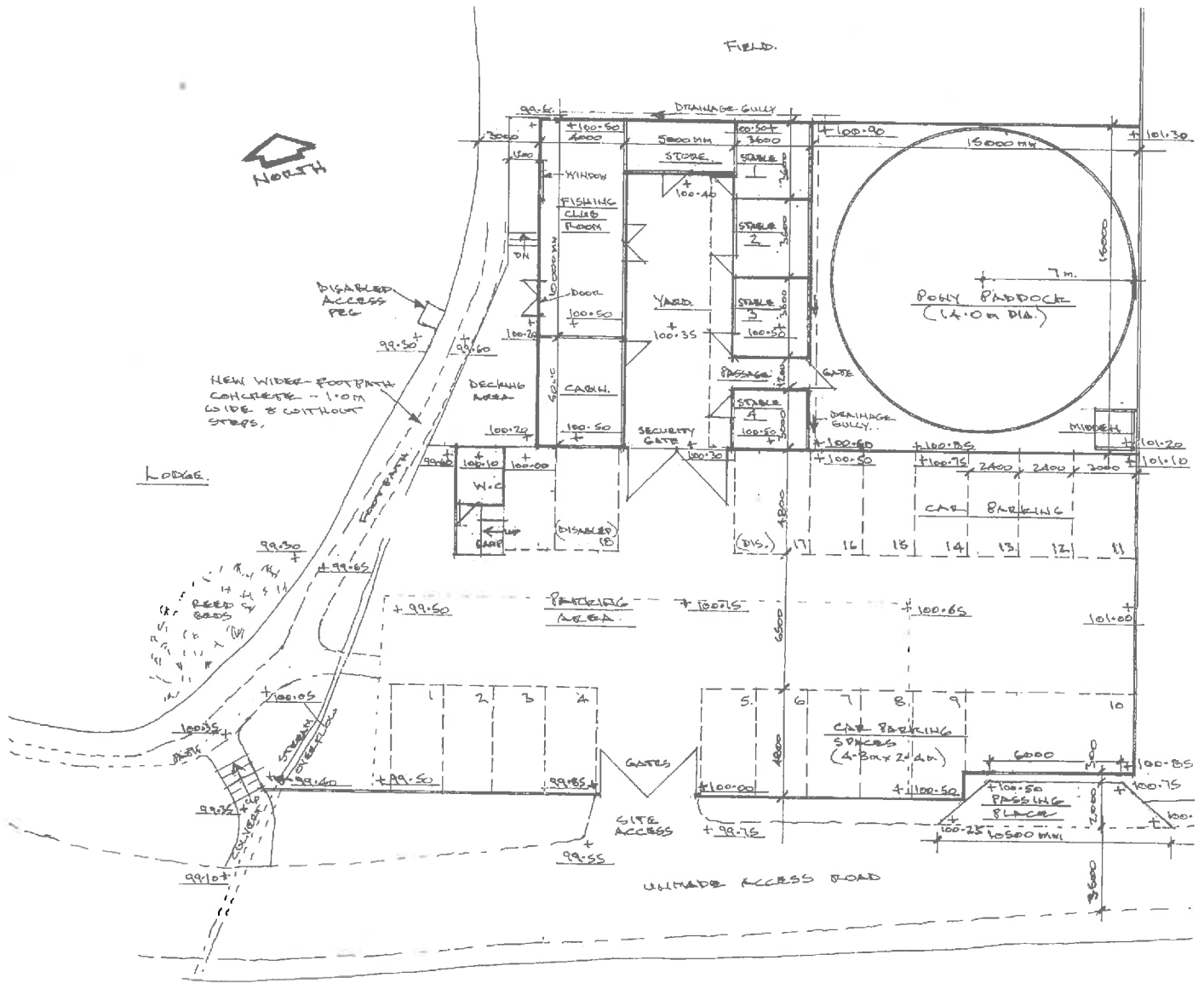
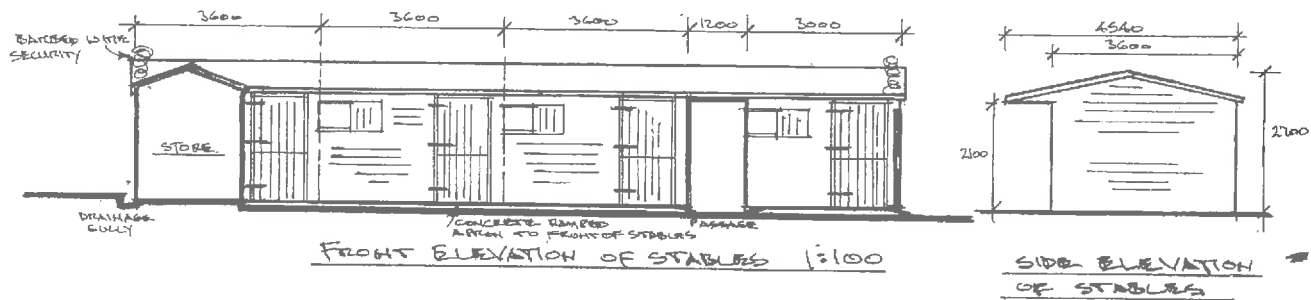
Job Title PROPOSED ENTERPRISE CENTRE FACILITIES,  
ON LAND AT KIRKLEES LODGES,  
OFF BRANDLESHOLME RD., BURY.

Drawing Title PROPOSED PLANS & ELEVATIONS

Scale 1:200, 1:100	Date MAR. 14	Drawn by N.B.	Drawing No. 2
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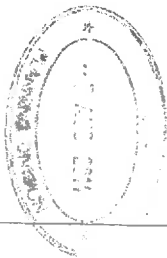
**SITE PLAN. 1:200.**

REV. A - VEHICLE PASSING PLACE TO BE FORMED OUTSIDE OF CAR PARK & PARKING SPACES REDUCED. S.O.B. 14 N

**PROPOSED ENTERPRISE CENTRE / FISHING FACILITIES ON LAND AT KILKILLES LODGES OFF SHADDESLOTTIE RD, BURY**

**PROPOSED PLANS & ELEVATIONS**

SCALE 1:200, 1:100 DWG NO 2/2A



**Applicant:** Mr Chris Holland

**Location:** Bury Art Museum, Moss Street, Bury, BL9 0DF

**Proposal:** Listed building application for installation of temporary sculpture (12 months) in alcoves at front of sculpture centre and library entrance.

**Application Ref:** 57725/Listed Building Consent

**Target Date:** 25/08/2014

**Recommendation:** Approve with Conditions

### **Description**

The application relates to the Central Library, Sculpture Centre, Museum and Art Gallery in Bury, which is a Grade II Listed Building located within the Bury Town Centre Conservation Area. The adjacent building to the south is Textile Hall which is linked by a corridor to the library. The building is located at the corner of Moss Street and Silver Street and the art gallery and museum front onto Moss Street.

The building is an example of a neo-classical design and architecture dating back to 1901. It is two storey and constructed in stone blocks and ashlar with a multi hipped slate roof and has a basement level containing the museum and archives which is accessed from Moss Street. The main entrance to the library/sculpture centre is not the original lobby, it was added to the building around the late 1970's, and is accessed off Manchester Road via a set of stone steps with handrails.

Following the grant of listed building consent for internal alterations in January 2014, part of the library now forms the sculpture centre.

The site is bounded by several listed buildings - St Mary's Place, Manchester Road, St Marie's RC Church, the Art Picture House, the former Barclays Bank, the Fusiliers Museum and the war memorial.

The proposed development involves the provision of 2 metal sculptures within the alcoves to each side of the entrance to the library and sculpture centre. The proposed sculptures would be 'free form' in design and constructed from a powder coated aluminium frame with lightweight floral elements in a range of bright colours attached. Each of the sculptures would be fixed to 2 points in the alcove and each fixing would consist of 3 metal studs.

The proposed sculptures would be in position for 12 months. On removal of the proposed sculptures, the fixing points would be made good with mortar to match the stone on removal of the artwork. The structures themselves are permitted development but listed building consent is required as the proposals would result in the alteration of the character of the building in terms of its architectural and historical interest.

### **Relevant Planning History**

43990 - Listed building consent - neon text artwork on gable wall fronting Back Knowsley Street 3.3 metres long by 0.23 metres deep at Bury Art Gallery, Moss Street, Bury. Approved with conditions - 18 March 2005.

52443 - Replacement of existing main entrance doors and frame; replacement of 4 windows to right hand gable elevation; pointing and new rainwater goods at Public Library, Art Gallery and Museum, Moss Street, Bury. Approved with conditions - 28 May 2010

52535 - Listed building consent for the replacement of existing main entrance doors and frame; replacement of 4 windows to right hand gable elevation; pointing and new rainwater

goods at Public Library, Art Gallery and Museum, Moss Street, Bury. Approved with conditions - 28 May 2010

56987 - Listed building consent - Schedule of works include; stud partitions removed, new stud walls between archways, curved partition wall creating new entrance corridor for library, automated single door and set of double doors installed between library and sculpture centre, uplifting carpet tiles and reinstate original parquet floor, new carpet tiles to new library area, new led spotlighting to sculpture area, decoration throughout at Bury Central Library, Manchester Road, Bury. Approved with conditions - 22 January 2014.

### **Publicity**

The neighbouring properties were notified by means of a letter on 7 July and a press notice was published in the Bury Times on 17 July. Site notices were posted on 9 July 2014.

6 letters have been received from the occupiers of Chiltern Drive, 31 Berkshire Court, Brooklands, Wilson Street, Bury, 11 Tor Avenue, Greenmount and 113 Burnley Road, Edenfield, which have raised the following issues:

- The proposal is out of keeping with the building.
- The proposal would detract from the main use of the building, which is a library and not a sculpture centre.
- The proposed sculptures would not complement the period building.
- Have reservations as to how the sculpture would be attached to the building.
- It would be better to have the sculptures inside the building.
- The proposed sculptures are unnecessary and would not enhance the Grade II listed building.
- The appearance of the listed building would be cheapened by the addition of garishly-coloured pieces of metal.

An objection has been received from Councillor Walker, which has raised the following issues:

- The library forms part of the architectural features of Bury along with the Textile Hall, St Marie's Church, the former Barclays bank and further along the Parish Church.
- The Council has a duty to preserve the dignity of this fine building (library).
- The proposed installations would be multi coloured, very large, metal objects, which would be placed in an intrusive position for a year (not very temporary).
- This is a Council officer applying to do this to a listed building.
- The proposal is totally out of keeping with the listed building.

The objectors and Councillor have been informed of the Planning Control Committee meeting.

### **Consultations**

None required.

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

NPPF	National Planning Policy Framework
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN2/3	Listed Buildings

### **Issues and Analysis**

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

specifically mentioned.

**Design and impact upon the listed building** - The NPPF states that when determining applications for heritage assets, local planning authorities should take account of:

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

When considering the impact of a proposal on the 'significance of a designated heritage asset', great weight should be given to the asset's conservation. The more important the asset, the greater the weight should be. 'Significance' can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

Therefore, in order to assess the impact of the proposed development upon the listed building, the significance and appearance of the building must be assessed first.

The building is of grand neo-classical design with two main, highly detailed and decorated elevations to Silver Street and Moss Street. The Moss Street entrance provides access to the art gallery and the Silver Street entrance provides access to the newly completed sculpture centre and library. The building is of two tall storeys with a basement level set in a well, and this level contains the museum and archive. The building is square in form and is constructed in stone blocks of both plan and rusticated ashlar, with a slate covered multi-hipped roof. The ground floor level is set above street level and is accessed by stone steps.

The Silver Street elevation is symmetrical, with two projecting bays containing ionic columns, cruciform windows, strong string courses, decorated friezes and figures and above eaves level, these are topped by tall bays with decorated pediments with balconies and balustrades. Between the bays is a central entrance set forward of the first floor and formed from a three arch arcade with a central doorway and alcoves to each side with balustrades.

Therefore, the significance of the building is in:

- The completeness of the building's exterior design and level of preservation;
- The building's scale and impact on the streetscene;
- It's neo-classical detailing and level of decoration;
- The Victorian interpretation of classical orders and novel re-working of traditional design combinations;
- It's contribution to the character of the area through its location, impact and relationship with other buildings of the 19th/20th century.

The proposed development would consist of two sculptures which would be located within the alcoves to the sides of the entrance on Silver Street. The proposed artwork is modern in design and as such, would represent a departure from the traditional design of the building.

Paragraph 58 of the NPPF states that 'developments should respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.'

The proposed artwork would be striking and modern in design but would represent appropriate innovation detailed within paragraph 58. The proposed modern sculptures would make it clear that these are a modern addition to the building, thus enabling the building behind to be read. The proposed artwork would be located within the alcoves and as such, would not be visible from the wider streetscene views of the building and Conservation Area. The proposed development would announce the location and function of the sculpture centre, which has secured the use of the listed building and has the

potential to have a positive impact within the Cultural Quarter of the town. The proposed artwork would be in place for a 12 month period and as such, any impact upon the design and character of the listed building would be a temporary one.

The proposed sculptures would be attached to the building at two points by a bracket with 3 screws. As such, the impact of the proposed development upon the fabric of the listed building would be localised to 12 holes from screws in the short term. The proposed development states that these holes would be made good with mortar to match the stonework, which would be controlled by a condition. Therefore, the proposed development would not cause any long term damage to the fabric of the building.

Therefore, the proposed development would represent an addition to the building, but would preserve and enhance the character of the Grade II listed building and the conservation area. The proposed development would be in accordance with Policy EN1/2, EN2/1, EN2/2 and EN2/3 of the Bury Unitary Development Plan and the NPPF.

**Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

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 Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

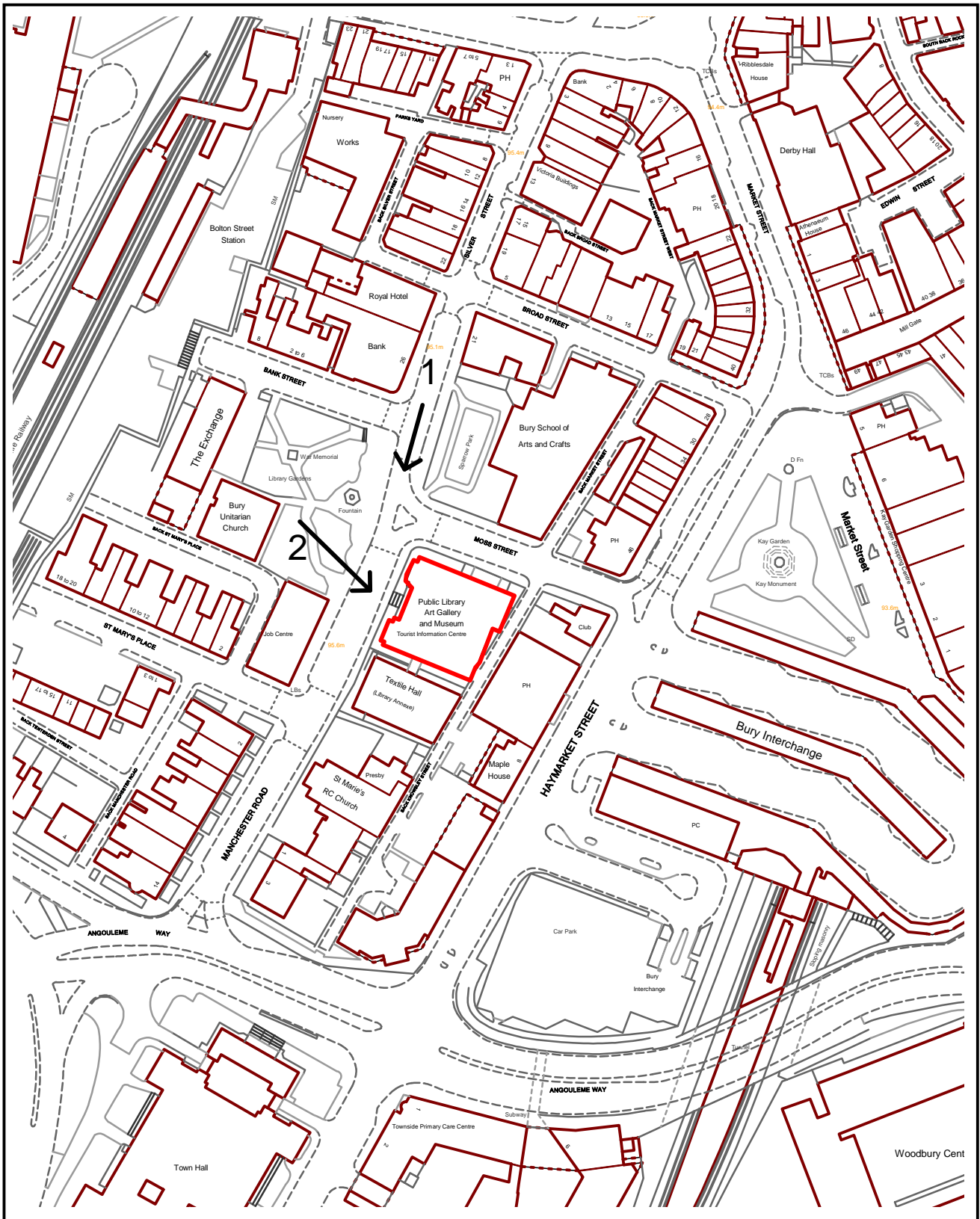
**Conditions/ Reasons**

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.  
Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
2. This decision relates to all plans and supporting documents received on 30 June 2014 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. Prior to commencement of works, a notice of intent to start the works hereby approved, including a timetable schedule of the works, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved timetabled schedule.  
Reason - To ensure that the development is carried out in accordance with the approved plans, to protect the fabric of a listed structure/building during implementation and pursuant to Policy EN2/3 – Listed Buildings of the Bury Unitary Development Plan.
4. When the artwork is removed after a period of 12 months from the date of the decision, the works hereby permitted shall be reversed and the building shall as far as practicable be restored to the condition in which it was immediately prior to the carrying out of the permitted works. The details of the reversal works shall be submitted and approved in writing and only the approved works shall be carried out.  
Reason. In order to preserve features of special architectural or historical interest and as provided for under Section 17(1) (a) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

5. The permission hereby granted is for a limited period only, namely for a period expiring on 3 September 2015 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued at the end of the said period.  
Reason. Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the development is of a temporary nature only pursuant to policies of the Unitary Development Plan listed below.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 57725**

**ADDRESS: Bury Art Museum  
Moss Street  
Bury**

**Planning, Environmental and Regulatory Services 1:1250**

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**Bury**  
COUNCIL

57725

Photo 1



Photo 2





Sculpture dimensions in each alcove





**MIXED MEDIA**  
permanent materials & finishes


- laser cut marine grade aluminum shapes 1mm - 5mm

- architectural grade UV resistant polyester powder coating

- vivid metallic aluminum coloured anodising

- mirrored gold 3mm aluminum composite panel

- mirrored polished sphere



- Bolting four main organic sections to form central structure (two fixings to the side and back walls)

- Also fix the bottom plate with two L brackets to the back & front walls.



Side View



**Applicant:** Mr Shefa Mehadrin

**Location:** Super Deli Kosher Meat and Grocery Shop, 53 Bury New Road, Prestwich, Manchester, M25 9JY

**Proposal:** Erection of a new canopy on front elevation; Creation of 6 no. new car parking spaces; Creation of a new footpath front and side; Cladding over existing roller shutters to be replaced with brick work facade; Replacement roller shutter.

**Application Ref:** 57767/Full

**Target Date:** 12/09/2014

**Recommendation:** Approve with Conditions

### **Description**

The site comprises a popular general store (A1), with ancillary office and storage above, on the corner of Bury New Road and Buckingham Road. The site is within Sedgley Park District Shopping Centre and has a total floor area of 413sq m. Directly to the north on Bury New Road is a BT Telephone Exchange building. To the west are houses, slightly elevated and fronting Buckingham Road. To the south, across Buckingham Road are commercial properties fronting Bury New Road.

The parking area to the side of the shop, in plan form appears to be an 'in-out' arrangement, however in practice the area is not used in this way. There are six existing car parking spaces that are at right angles to the public footpath along Buckingham Road. These are sub-standard in length and in practice are accessed over the pavement on Buckingham Road. Although there are six spaces marked up, it is not unusual to see up to 9 cars squeezed into within this area. There is a gated service area accessed from Buckingham Road between the rear elevation of the shop and the gable of No.2 Buckingham Road.

The application has a number of elements:

1. Front Canopy - The existing unauthorised canopy would be removed and the footway on the frontage lifted and relevelled. The new canopy would comprise of a black steel frame, open at the side and a shallow perspex covered roof. A narrow powder coated steel strip plate would hide the roof fixing and guttering.
2. On the side/Buckingham Road elevation the existing roller shutter over the entrance to the service yard would be replaced by a powder coated roller shutter in a colour to be agreed. The profiled cladding over the roller shutter would be removed and replaced with brickwork and a stone coping to the same height.
3. The proposal also involves a new parking arrangement along Buckingham Road. The scheme involves reducing the width of the road to the side of the premises and creating 6 parking bays directly off Buckingham Road with a new footway between the property and the parking spaces. The existing lighting column on the footway would need to be relocated along Buckingham Road.

### **Relevant Planning History**

48298 - Temporary consent for two refrigerators at rear - Refused 06/08/2007

48650 - Temporary consent for two refrigerators at rear - Approved 26/10/2007

49822 - Extension and alterations to existing kosher meat and grocery shop (resubmission) - Approved 24/07/2008

52931 - Siting of two temporary storage containers at rear - Approved 01/12/2010

53891 - Disabled access ramp and security shelter to front (retrospective) - Refused 15/06/2011

### **Publicity**

The following 53 neighbours were notified by letter dated 22/07/14.

1, 2, 3, 4, 6 and 8 Buckingham Road,  
45, 47, 53, 60-74(even) Bury New Road  
5, 23-35(odd) Hilton Crescent  
2 and 4 Arlington Crescent,  
Telephone Exchange, Portugal Road.

Nine representations have been received from residents at Nos.4, 6 and 15 Jesmond Avenue, 3, 12, 25, 27 Woodland Crescent, 2 Arlington Crescent, 66 Bury New Road. Points of objection raised are summarised below.

- The shelter protrudes onto the public footway and creates an obstruction. This is made worse by existing unsightly outside storage and refuse.
- Parking would still encroach onto the public footpath and pose a danger to pedestrians. There have been many incidents and the proposed parking would make the existing chaotic situation worse.
- Existing problems will not be solved by the proposed layby, reducing the width of Buckingham Road and a single yellow line along Buckingham Road.
- To exit the new parking bays car will have to reverse uphill with the risk to pedestrians and motorists on Buckingham Road.
- Delivery vehicles do not use the service yard but load and unload on Buckingham Road. Photos showing an articulated truck and stacker truck loading from Buckingham Road have been submitted as an objection. A number of safety concerns about this have been highlighted (licence, H&S issues, driver qualifications etc).

Councillor Quinn has also expressed some specific concerns about the loading/servicing operations at the premises.

The objectors have been notified of the Planning Control Committee.

### **Consultations**

**Traffic Section** - No objection - see Highways section below.

**Greater Manchester Police** - No comment.

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

EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
EN1/8	Shop Fronts
EN1/7	Throughroutes and Gateways
S1/3	Shopping in District Centres
EC4/1	Small Businesses
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD16	Design and Layout of New Development in Bury
HT2	Highway Network
HT2/3	Improvements to Other Roads

### **Issues and Analysis**

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

**Existing Situation** - The use of the building as a retail outlet is not altered by this proposal.

In practical terms the use of the footway immediately outside the entrance on Bury New Road has been altered by the creation of the enclosed shelter and its use as a trolley store. Whilst this may be acceptable in principle, the design, siting and construction of the existing shelter, associated ramp, railings and trolley store are very poor and have restricted pedestrian access along the adopted footway.

**Visual Amenity** - The site is very prominent and fronts on to Bury New Road which is a 'throughroute' within the Borough where special emphasis should be on encouraging environmental improvement and high standards of design.

The existing unauthorised enclosed canopy is particularly incongruous and has the appearance of a rather unsightly bus shelter attached to the shopfront. The design of the existing shelter has encouraged the build up of unsightly refuse/storage around it during opening hours, restricting access and further reducing the visual amenity of the streetscape as indicated in the photographs attached to this report.

The proposed open sided canopy in terms of its design, siting and construction is a significant improvement on the existing shelter which would be removed. The new canopy would be powder coated steel and have a more traditional appearance. It is also intended to remove the existing concrete ramp/plinth that steps up from the footpath and regrade the footway at the front of shop to create a more naturally graded access. The trolleys would be stored inside the building, leaving the canopy open with a relatively unrestricted access along the frontage.

The alterations to the building on the side, Buckingham Road elevation, the replacement roller shutter and the new brickwork above would improve the appearance of the property.

In terms of visual amenity the proposed alterations would improve the general appearance of the site and would comply with UDP Policies EN1/2 Townscape and Built Design, EN1/7 Throughroutes and Gateways, EN1/8 Shopfronts and S1/3 Shopping in District Centres.

**Highways** - The proposed alterations to the highway, including the new parking layout and footpath realignment, have been discussed with the Council's Traffic Section prior to submission of the planning application.

The alterations to the pavement levels at the front mean that a purpose built wheelchair ramp would not be required to access the shop.

The proposed new parking arrangement, involving the narrowing of the roadway on Buckingham Road, the introduction of chevron parking and the creation of a new public footway between the parking area and the shop, would mean that customer vehicles would not drive over the existing pavement area as they do at present but access the parking directly from Buckingham Road. It is considered that the proposed reconfiguration would represent a significant improvement over the existing situation which is particularly hazardous to pedestrians.

The proposed highway works entail the applicant entering into a S.278/38 Agreement under the Highways Act 1980. Subject to the S.278/38 agreement and planning conditions, the proposal is considered to be acceptable in terms of parking and highway safety and would comply with the following UDP policy and guidance - EN1/2 Townscape and Built Design, HT2 Highway Network, HT2/3 Improvements to Other Roads, HT2/4 Car Parking and New Development, HT5/1 Access for those with Special Needs and HT6/2 Pedestrian /Vehicular Conflict.

**Objections** - The issues raised by the objectors have been addressed in the above report.

The proposals are considered to represent a significant improvement over the existing situation and as such are recommended for approval subject to conditions.



## **Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

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 Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

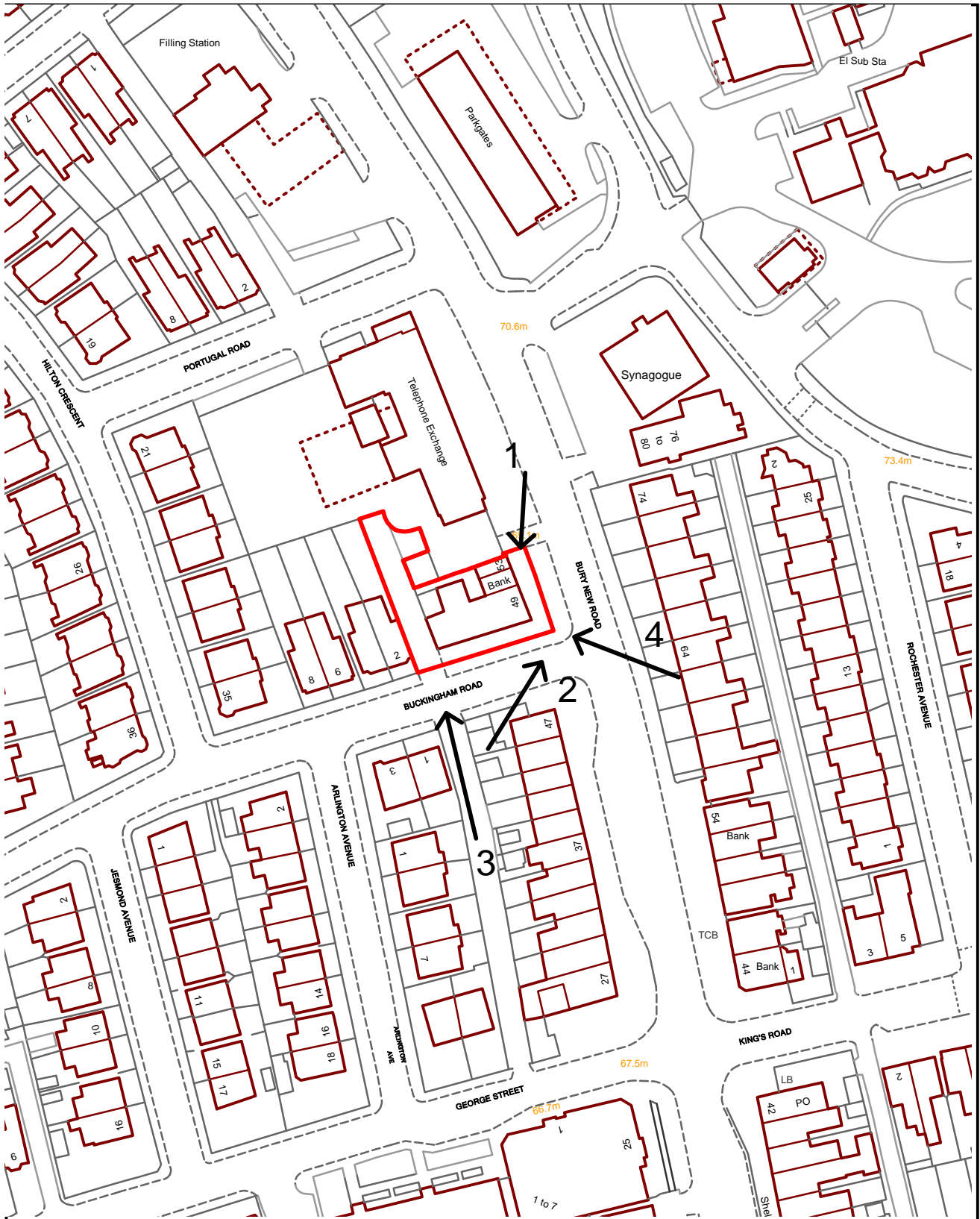
1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to Site Plan and drawings M09075-A-100A, 106A, K1075/01A, 02 and 03/A and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. Details of the materials to be used in the canopy, external elevations and external paving/surfaces shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.  
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. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted to and agreed in writing with the Local Planning Authority:
  1. Works to form the proposed parking bay on Buckingham Road and replacement adopted footway including all necessary alterations to kerblines, highway drainage, street furniture, bollards and associated remedial works.
  2. Proposals to provide rear yard access gates that do not open out into the future adopted highway and desire line of pedestrian using the replacement adopted footway.
  3. Proposals to revoke/amend any existing traffic regulation orders, including all necessary road markings and associated signage.
  4. Works to remove the existing illegal structure and concrete base on the existing adopted highway and all associated temporary remedial works.
  5. Proposals to re-grade the existing paved footway areas on Bury New Road and Buckingham Road from the front/side elevations of the building to the respective kerblines in excess of the limits shown indicatively and incorporating a maximum cross fall of 1 in 40, and all associated remedial works.
  6. Proposals to form the proposed canopy structure on the front elevation of the building to a specification to be agreed, incorporating a 2.4m minimum underside clearance above the raised pedestrian areas and application for the requisite licence under the Highways Act 1980.
  7. Proposals to incorporate adequate facilities for the off-highway storage of shopping trolleys within the curtilage of the premises.
  8. Proposals to provide rear yard access gates that do not open out into the future adopted highway and desire line of pedestrian using the replacement adopted footway.

The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority.

Reason. To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to the following UDP Policies and guidance: HT2 Highway Network, HT2/3 Improvements to Other Roads, HT2/4 Car Parking and New Development, HT5/1 Access for those with Special Needs and HT6/2 Pedestrian /Vehicular Conflict, SPD11 Parking Standards in Bury.

For further information on the application please contact **Tom Beirne** on **0161 253 5361**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 57767**

**ADDRESS: 53 Bury New Road  
Prestwich**



**Bury**  
COUNCIL

**Planning, Environmental and Regulatory Services 1:1250**

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57767

Photo 1



Photo 2



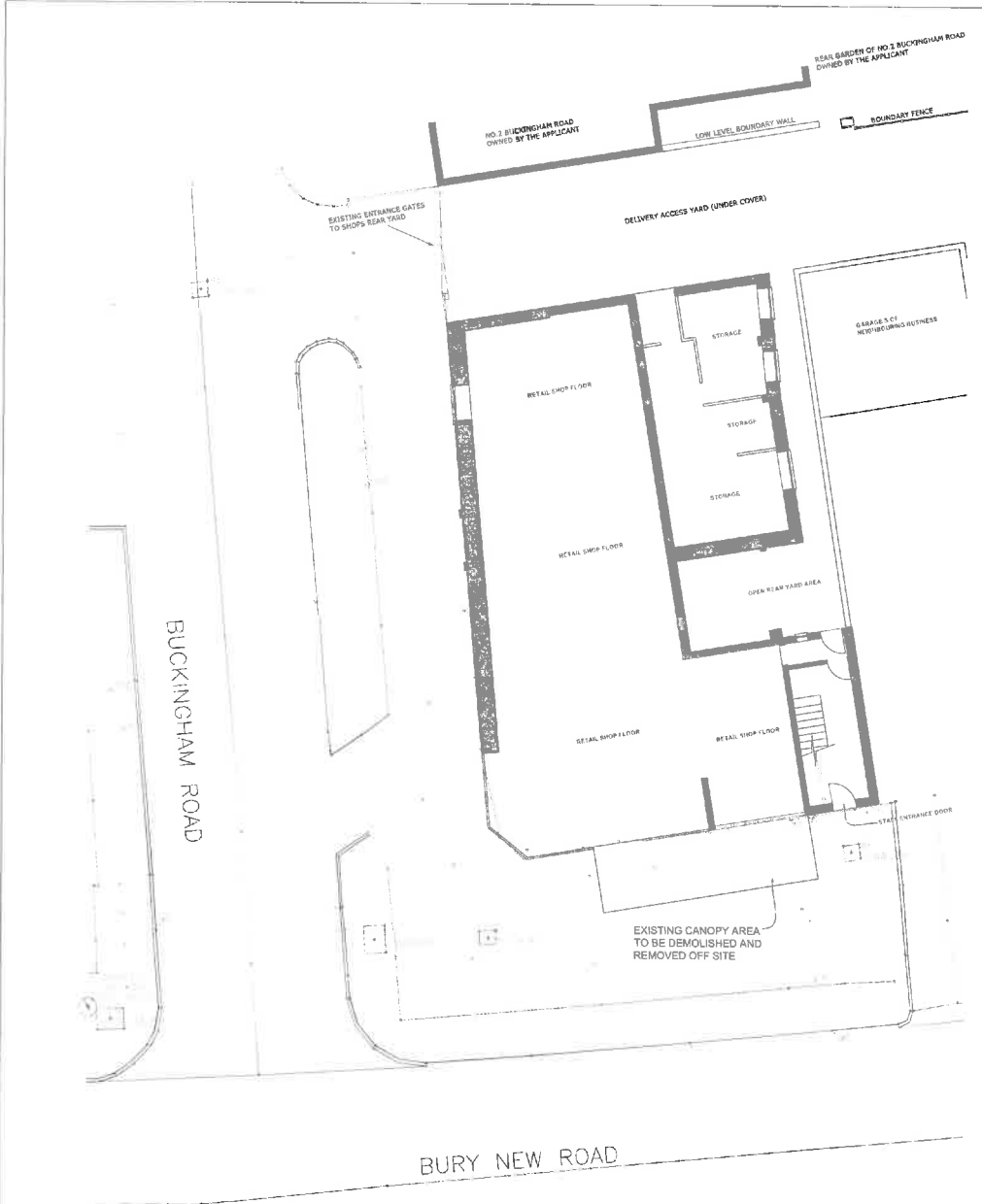
57767

Photo 3

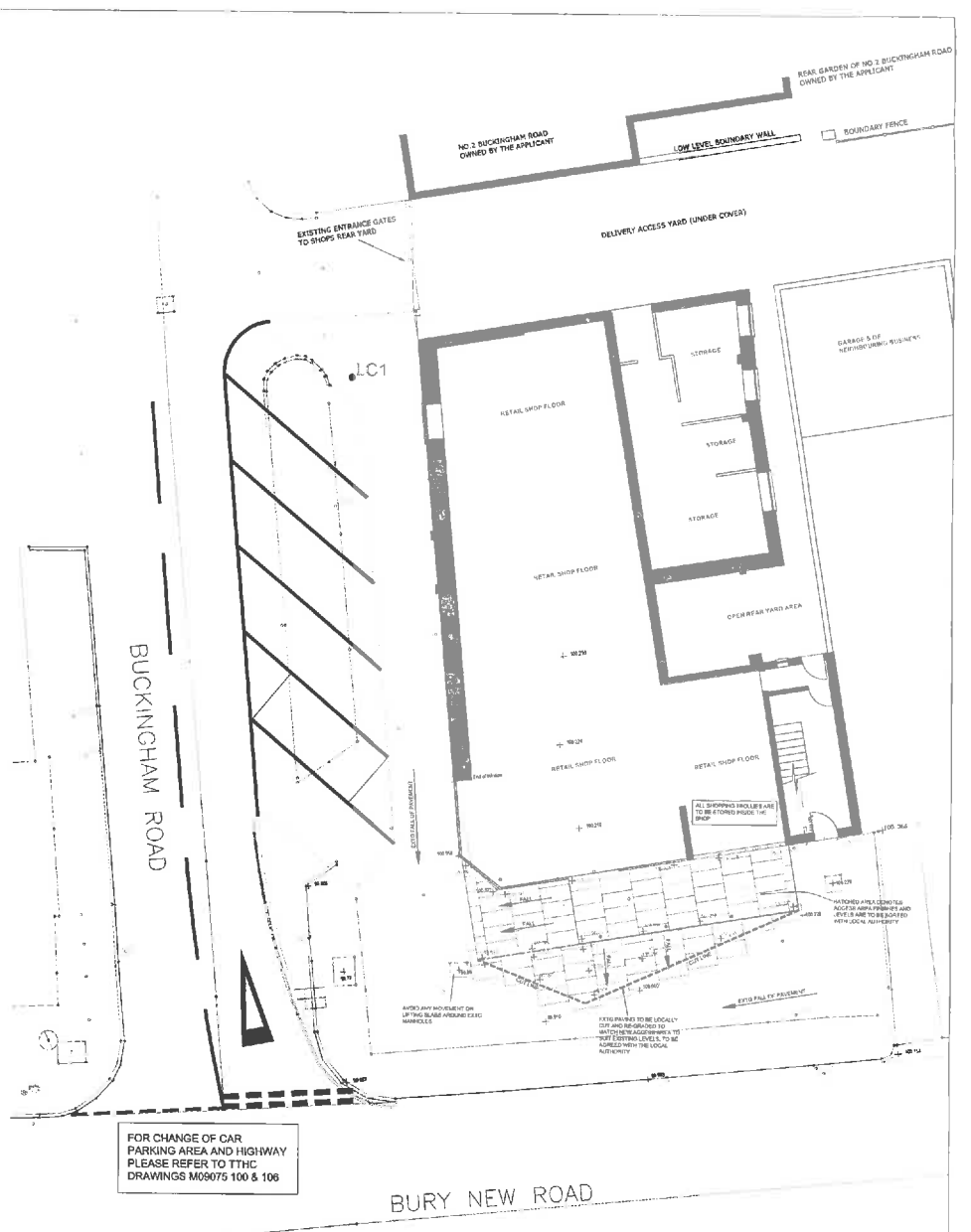


Photo 4





**EXISTING SITE PLAN**



**PROPOSED SITE PLAN**

FOR CHANGE OF CAR PARKING AREA AND HIGHWAY PLEASE REFER TO TTHC DRAWINGS M08075 100 & 106

+ 100.000	DENOTES EXISTING LEVELS
+ 100.000	DENOTES PROPOSED LEVELS

NOT TO SCALE  
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NO.	DATE	BY	REVISED	CAUSE

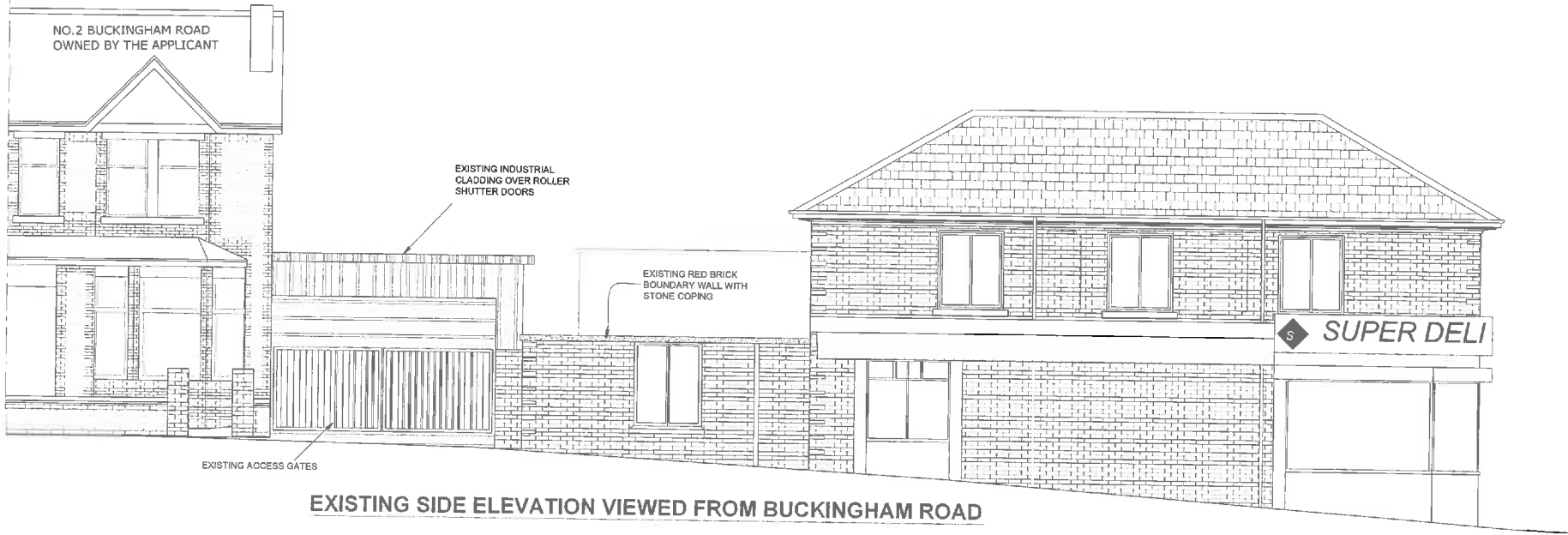
**SHEFA MEHANDRIN LTD**  
 49, BURY NEW ROAD, MANCHESTER M25 9JY

PROJECT: **KOSHER MEAT AND GROCERY SHOP**  
 SITE PLAN DETAILS AND NEW PARKING AREA

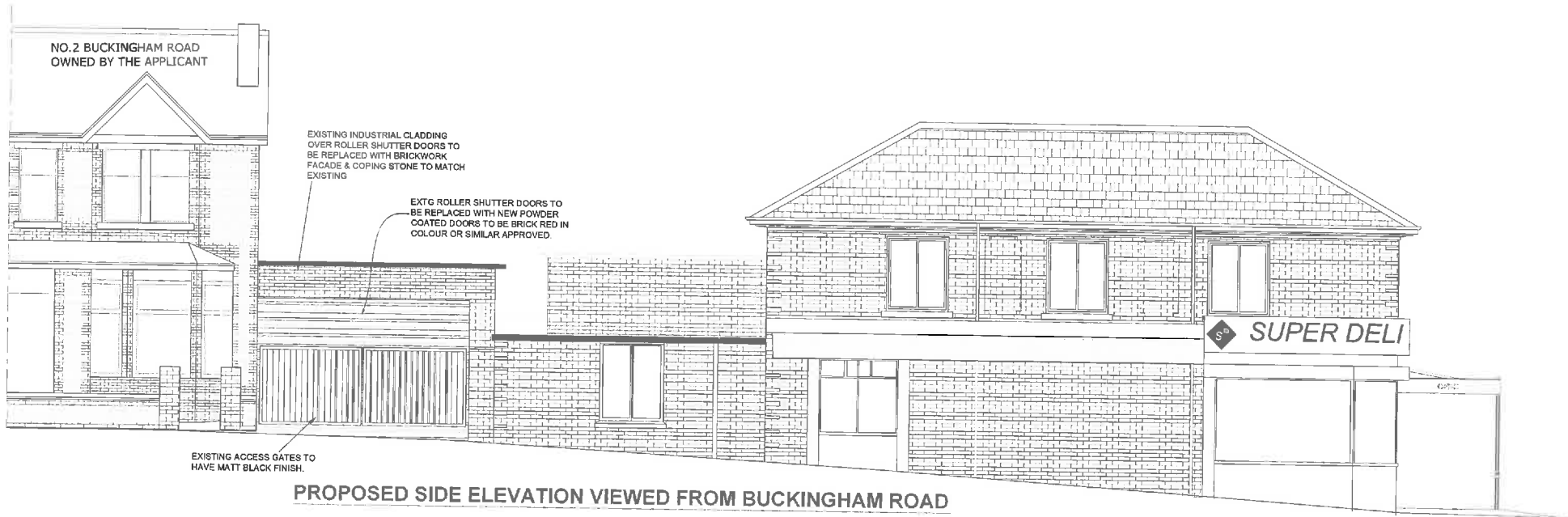
DATE: 20.04.2014  
 SCALE: 1:100  
 DATE: 16.05.2014  
 DRAWN BY: [ ]

**Cranleigh Design Consultants Ltd**  
 Civil & Structural Engineers • Project Management • Domestic & Commercial

Edon Place, 114 Washway Road, 60th, Manchester, M33 7RP  
 Tel: 0161 775 7652 Fax: 0161 775 8139 E-mail: info@cranleigh.co.uk



**EXISTING SIDE ELEVATION VIEWED FROM BUCKINGHAM ROAD**



**PROPOSED SIDE ELEVATION VIEWED FROM BUCKINGHAM ROAD**

GENERAL NOTES:  
 1. THE DRAWING AND THE INFORMATION CONTAINED HEREIN ARE THE PROPERTY OF CRANLEIGH DESIGN CONSULTANTS LTD. AND ARE TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DRAWING IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF CRANLEIGH DESIGN CONSULTANTS LTD.  
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 3. ALL PERMISSIONS MUST BE OBTAINED FROM THE RELEVANT AUTHORITIES AT THE DISCRETION OF THE ENGINEER.

NO.	DATE	REVISIONS	BY	CHKD BY

SHEFA MEHANDRIN LTD  
 45, BURY NEW ROAD, MANCHESTER M25 9JY  
 PROJECT  
 KOSHER MEAT AND GROCERY SHOP  
 PROPOSED REAR ENTRANCE ACCESS

DRAWN BY: MK
SCALE: 1:50
DATE: 20.11.22
CHECKED:

**Cranleigh Design Consultants Ltd**  
 Civil & Structural Engineers • Project Management • Domestic & Commercial  
 Eton Place, 114 Westway Road, Sale, Mervinlister, M33 7RP  
 Tel. 0161 775 7852 Fax. 0161 775 8138 E-mail: info@cranleigh.co.uk

**Ward:** Prestwich - St Mary's

Item 05

**Applicant:** Mr Brian Sweatman

**Location:** Land to north of Beech House, Clifton Road, Prestwich, Manchester, M25 3HG

**Proposal:** Erection of garage

**Application Ref:** 57784/Full

**Target Date:** 24/09/2014

**Recommendation:** Approve with Conditions

### **Description**

The site is part of a strip of land between the Clifton Road and a private access road with four properties which face it. It is at a raised level from the footpath to the Clifton Road side with a stone boundary wall and is mainly grassed. Two sections adjacent the application site have been levelled to create parking for the other residential properties fronting the land and there are various mature trees which are not protected.

The application relates to the section facing Beech House where it is proposed to erect a garage. The garage would have a footprint of 6m by 4.8m with a dual pitch roof to a height of 4m. It would be set 2.1m back from the boundary with the public footpath to the front.

The building would be of timber frame construction with the elevations in green ship lap board and the roof would be tiled with blue/grey man made fibre cement slates and a soakaway adjacent the drive would provide drainage.

### **Relevant Planning History**

56632 - Lawful development certificate for proposed garage - Refused 09/10/13 Appeal Dismissed 28/01/2014.

52588 - Conservatory and single storey extension at rear to create 'granny annexe' - AC 06/07/2010.

### **Publicity**

5 notification letters were sent on 31/07/14 to addresses at 86, 201 & 203 Clifton Road, St Anthony's Clifton Road and Annex Lodge Clifton Road.

One objection has been received from 201 Clifton Road who has raised the following issues:-

- The proposed development is on a natural strip of land on which there has been no building.
- It is on the opposite side of a private road and is a considerable way in front of the current building line.
- The proposal is to build on top of an old, fragile underground conduit that runs parallel to the private road. In the last 5 years this has collapsed twice leaving a dangerous eight foot deep hole and to the same width and cost about £1500 to repair.
- The disruption of building and additional weight could cause further collapse and therefore it would be foolish, dangerous and inappropriate to build a garage in that position.

The objector has been notified of the Planning Control Committee.

### **Consultations**

**Traffic Section** - No objection.

**Drainage Section** - No objection subject to a condition for the submission of details of surface water drainage.



**Environmental Health - Contaminated Land/ Air Quality** - No comments to make.

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

EN1/2 Townscape and Built Design

EN5/1 New Development and Flood Risk

### **Issues and Analysis**

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

**Visual amenity and design** - The garage would be set 2.1m into the site from the main view along Clifton Road. The building would be of a size and design typical of a domestic garage and the green timber finish would see it blend to the surroundings. Given the existing informal parking spaces on the adjacent sites, the garage would not appear out of place. In addition, with it being set back into the site and at a raised level, with the stone wall frontage, and mature trees surrounding it, it is not considered that the structure would be an intrusive feature in the streetscene and as such the proposal complies with UDP Policy EN1/2 - Townscape and Built Design.

**Residential amenity** - The other 3 residential properties fronting the land are set over 6m, from the garage and as such the aspect standard for this type of development have been met. As such it will not impact on their amenity. As such it would comply with H2/3 - Alterations and extensions to residential properties.

**Response to neighbour objection** - The location of the garage in terms of its visual impact on the area is addressed in the above report.

The impact on the 'conduit' (culvert) in the event of construction is not a planning matter but a private one and the responsibility of the land owner.

### **Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012**

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions 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 Paragraphs 186-187 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

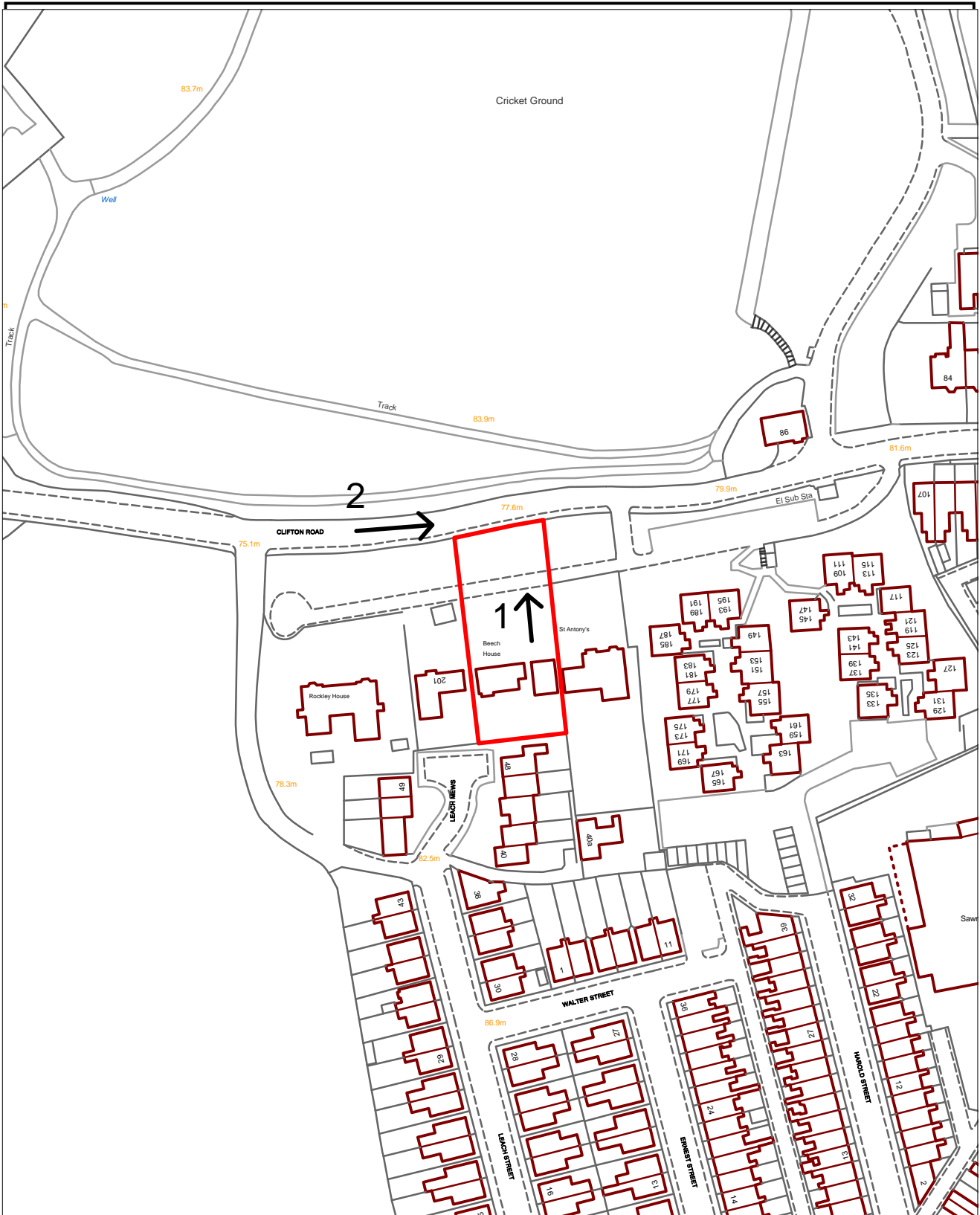
### **Conditions/ Reasons**

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 the drawings received on 30/07/14 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. Development shall not commence until details of surface water drainage aspects have been submitted to and approved by the Local Planning Authority. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations to support the chosen solution. The scheme should take consideration of the culvert which is thought to run through the plot.  
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact.

For further information on the application please contact **Jane Langan** on **0161 253 5316**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

APP. NO 57784

ADDRESS: Land to north of Beech House  
Clifton Road, Prestwich



Planning, Environmental and Regulatory Services 1:1250

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57784

Photo 1



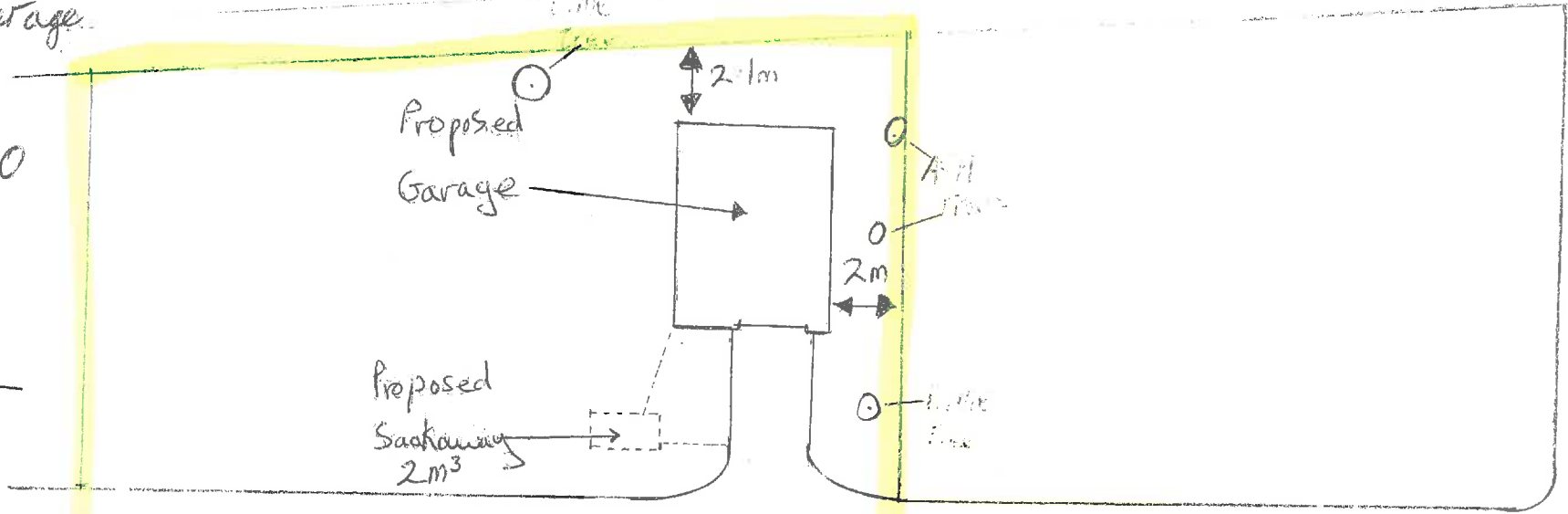
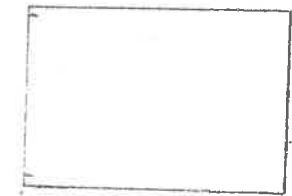
Photo 2



# SITE PLAN: BEECH HOUSE

Proposed Garage

Scale 1:200



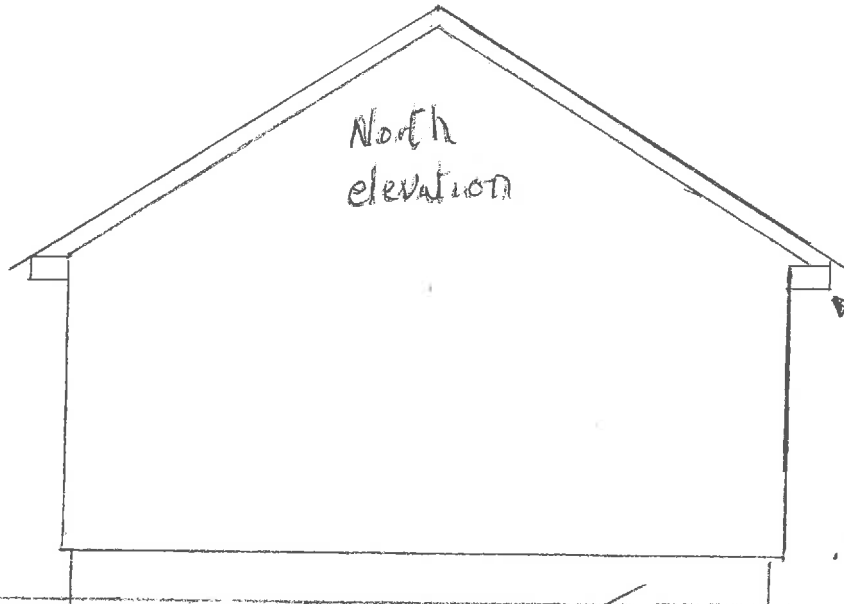
A. Hill Rd

Beech House

St. John's

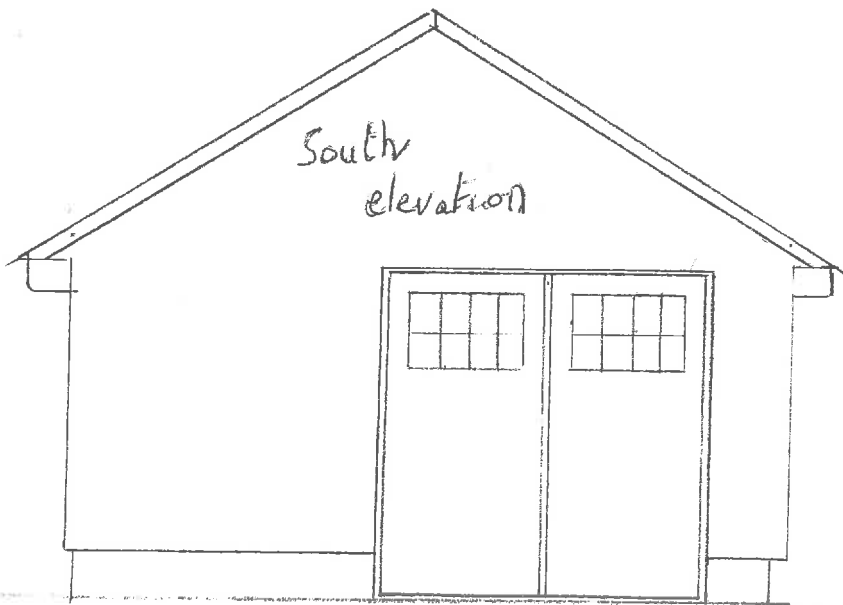
DMR REFERENCE  
S7784

Proposed Garage, Beech House, M25 3HG  
scale 1:50 . April 2014



300mm  
soffit overhang  
all round.  
∴ Ridge/leaves length  
GL = 6.6m.

Blockwork foundation



side hung  
doors, glazed,  
black painted

GL