

Ward: Whitefield + Unsworth - Unsworth

Item 03

Applicant: JD Sports Fashion Ltd

Location: Land at the junction of Hollins Brook Way and Pilsworth Road, Bury, BL9 8RR

Proposal: Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 32 (Biodiversity), 33 (Ecology), 35 (Transport)

Application Ref: 71247/Full

Target Date: 16/01/2025

Recommendation: Approve with Conditions

Description

The application site comprises a vacant piece of land circa 1.7 hectares which is located in the Pilsworth Industrial Estate Employment Generating Area under UDP Policy EC2/1. The site is associated with the JD Group campus where the main headquarters for the company are established.

The site is located at the junction of Hollins Brook Way and Pilsworth Road, directly adjacent to the existing JD offices and car parks with the surrounding area predominantly characterised by commercial and industrial uses. There is an established residential development to the west of the site comprising Beechwood apartments and dwellings on The Croft separated from the site by trees. To the south is open land which is allocated as a Wildlife Corridor, River Valley and land which forms Hollins Local Nature Reserve.

There is a Public Right of Way (PRoW) which runs down the eastern pavement of Hollins Brook Road to the south of the site and connects to the Local Nature Reserve.

A High Pressure (HP) gas pipeline crosses the north east corner of the site and Hollins Brook Way.

Planning permission was granted in August 2023 for the redevelopment of the site to provide additional facilities and functions to support the existing campus and employees (planning ref 68530)

The application proposed a development of two phases and was submitted as a Hybrid application -

Full application - Phase 1

- A new creche building with associated parking. The creche would serve JD employees only.
- Landscaping - Tree and scrub removal and replacement and additional planting including to the site frontage.
- New access and highway infrastructure works - New access from Pilsworth Road with an internal circular roadlinking to the existing access at Hollins Brook Way which would be widened to provide a second lane and enable a dedicated left and right turn out of

the site. Works to widen Pilsworth Way were also proposed to provide dedicated turns into the site.

- 106 parking spaces were proposed.

Outline application - Phase 2 - to include matters of access and scale for determination.

- New Hub building proposed as a 4 storey building to provide a 'central office' incorporating offices, gym, restaurant, cafe, meeting rooms, training facilities and presentation theatre with outdoor terraces.
- Sports facilities - multi-purpose all weather pitch and circular running track for JD employees.
- Landscaping
- Parking

Works associated with Phase 1 to provide the new accesses off Pilsworth way and Hollins Brook Road and highway infrastructure have been completed.

The applicant has confirmed it is no longer their intention to go ahead with the creche building and plans to utilise the area for additional parking which would come forward in a future planning application.

Phase 2 - Proposed

This application seeks approval for Phase 2 for the Reserved Matters of layout, appearance and landscaping following the outline consent for access and scale for the Hub building.

The application also seeks the discharge of the following conditions from application ref 68530: condition 4 (Remediation strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV charging), 31 (Floodlighting), 32 (Biodiversity), 33 (Ecology), 35 (Transport).

The proposed layout would accord with the Masterplan for the site which was submitted at the time of the outline application.

The Hub building would be located in the eastern part of the site and has been reduced in height to 3 storey from the 4 storey building shown indicatively in the outline application. The building would have two wings joined by a central atrium and connected at the first and second floors by a bridge to provide circulation between the two areas. The Hub would provide a range of amenity and work functions including a cafe and restaurant, lecture theatre, gym, meeting and office spaces.

The facade would have a mix of glazing and cladding materials.

There would be a total of 64 no parking spaces for staff and visitors located along the front, which includes EV chargepoints and accessible spaces and a cycle store for 80 no bikes would be provided.

Access to the site would be from the new access off Pilsworth Road and Hollins Brook Way and from the existing internal road which already serves the JD Campus.

An outdoor courtyard and amenity area would be located within the western part of the Hub beyond which would be a multi purpose all weather pitch and padel tennis court.

A detailed landscaping plan has been submitted with proposals to provide tree, shrub and flower bed planting to soften areas of the development and along the frontage resulting in a net gain of more than 25% of habitat areas.

Relevant Planning History

54670 - Replacement boundary fence (Pilsworth Road/ Hollins Brook Way) - Approve with Conditions 02/02/2012

60525 - Retention of existing car park and re-location of car park gate onto Aviation Road for egress only; alterations and improvements to the junction of Aviation Road and Pilsworth Road, including repositioning of existing gate on Aviation Road to improve pedestrian access (north side) and provision of a horse stile (south side) and associated signage - Approve with Conditions 21/02/2018

63159 - Variation of condition 1 following grant of planning permission 60525 to allow an additional 6 months for commencement of the junction improvement works - Approve with Conditions 04/10/2018

63998 - Variation of condition 1 following grant of planning permission 63159 to allow an additional 6 months for commencement of the junction improvement works - Approve with Conditions 23/05/2019

64607 - Prior notification for proposed demolition of single storey steel framed workshop/works depot and single storey garage - Prior Approval Required and Granted 24/10/2019

68605 - Installation of a temporary two storey Portakabin modular building to provide a decant office facility, whilst refurbishment works are carried out across the site. The building will be vinyl wrapped as per the attached design. This application sees temporary planning permission of 3 years. - Approved 20/9/22

68530 - Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only.

Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination - Approved 10/8/23

Publicity

Letters sent on 17/10/24 to 72 properties.

Site notice posted 6/11/24

Press advert - 24/10/24

One representation received with the following comments -

- Practically no effort has been made to enable more active travel to this site. The main Pilsworth Road would be widened to provide turning pockets, which will make it easier to drive - and more dangerous to walk and cycle. Hollins Brook Way would also be widened, making it much more difficult to cross on foot.
- There are no cycleways on Pilsworth Road and this proposal to widen it in this fashion makes any future active travel upgrades less likely. Being an access route to the M66, Pilsworth Road is extremely busy and few would consider cycling here without protected infrastructure. So what's the point of providing cycle parking on site, if nobody cycling can actually get to it without fearing for their life? I would invite anyone involved in this application to cycle up Croft Lane or Pilsworth Road at rush hour.
- The development also proposes more car parking than the council's policy recommends. This will encourage more driving, while discouraging active travel.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to condition.

Environmental Health - Contaminated Land - No objection

Environmental Health - Pollution Control - No response received

Waste Management - No response received.

Public Rights of Way Officer - No objection

United Utilities (Water and waste) - No response received.

The Coal Authority - No objection

Greater Manchester Ecology Unit - No objection subject to conditions

Transport for Greater Manchester - No objection

Cadent Gas Ltd (formerly National Grid) - No response received. Commented on the Hybrid application and raised no objections.

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

Development Plan and Policies

NPPF	National Planning Policy Framework
EC2/1	Employment Generating Areas
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN6/2	Sites of Nature Conservation Interest LNR's
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
RT3/5	Noisy Sport
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
SPD11	Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-J1	Supporting Long-Term Economic Growth
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P6	Health
JP-C2	Digital Connectivity
JP-C8	Transport Requirements of New Development
JP-P1	Sustainable Places

Issues and Analysis

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

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Layout

The application relates to phase 2 of the development proposed for this site. The layout is broadly in line with the overall masterplan which was submitted at the Hybrid application stage with a slight variance to the parking layout and the inclusion of a padel tennis court.

The Hub would be sited in the eastern part of the site, with circulation areas and an external courtyard and seating area for staff to relax and socialise away from the work environment and the multi purpose all weather pitch and padel court to the western side of the building.

The main area of parking would be located at the front of the site to provide 64 no spaces for staff and visitors which includes 16 EV chargepoints. The frontage would be landscaped with trees and shrubbery, and planting would be incorporated to other areas of the site and social spaces around the site to provide a pleasant working environment.

The sub station generator and fuel tank would be located in front of part of the building and this would be mostly screened by the fenceline, hedge and tree planting so as not to detract from the main building.

The bin store is proposed to be located directly across the internal road from the kitchen with the intention to create an opening in the fence for access purposes.

The internal circulation road would feed off Hollins Brook Way from a new access which was created into the site following approval of the Hybrid application and this would lead to the parking at the front and a link around the rear perimeter of the site, joining to exit out onto Pilsworth Way which was approved as part of the Hybrid application.

Given the above, it is considered the proposed layout would deliver a comprehensive development to suit both the needs of the business, its staff and visitors whilst respectfully acknowledging its setting within the existing campus, the position of the site and the Hub building within the streetscene and its neighbours, both commercial and residential.

It is therefore considered the proposed development would be acceptable and comply with UDP Policies EC2/1, EC6/1, EN1/2 and PfE Policy JP-J1.

Design, Appearance and Scale

Chapter 12 of the NPPF - Achieving well-designed places seeks the creation of high quality and sustainable buildings with good design a key aspect of sustainable development which creates better places to live and work.

In terms of scale, the Hub building has been reduced from a 4 storey building in the consented outline application with a maximum height of 21m to a 3 storey building at 16.8m in height, due in part to the reconfiguration and more efficient use of space to maximise business needs whilst providing an open, inviting and pleasant workplace.

Internally, facilities including a restaurant, cafe, gym, theatre/lecture hall, flexible working spaces, offices and meeting rooms.

The Hub has been designed to have two wings either side of an atrium which would be linked by an internal walkway with the main entrance on the eastern elevation facing the car park and Pilsworth Way to signpost staff and visitors to the building.

To make best use of sustainable materials and balance of natural daylight, views out and overheating risks, there would be glazing to approximately 40% of the wings and greater proportion to the atrium with the remaining facade a mix of grey/black cladding types and

colours with vertical window bays and it is considered the proposals would achieve the contemporary and modern design and the aspirations of the business.

The proposed Hub would also hold a prominent and important position within the Pilsworth Way streetscape and in relation to the other buildings within the JD campus the building would not be overly dominant and in scale and massing.

As a 'feature' building within the site, it is considered the proposals for the Hub would deliver a high quality and sustainably designed building and would therefore be an acceptable and an appropriate approach in developing out the site in compliance with Policy EN1/2 and PfE Policy JP-S1.

Impact on residential amenity

The position and siting of the proposed Hub and sports pitch has not changed from that shown illustratively on the overall Masterplan for the site which was assessed as acceptable in the approval of the Hybrid application.

The Hub would be more than 75m away from the nearest residential properties to the west and the sports pitch and tennis padel court more than 50m away.

The all weather pitch (multi use games area - MUGA) and court would primarily provide a sporting facility for employees with the occasional use by visitors when JD host events. A condition was previously included that use of the pitch would be until 9pm with floodlighting to similarly align with the use of the pitch.

In terms of light spillage, a floodlighting plan has been submitted to discharge condition 31 of the Hybrid application. The plan shows that the light columns would be 8m high, would provide a glare free distribution and light spillage would not extend beyond the limits of the car park.

The MUGA would not be used beyond 9pm and time based lighting controls would ensure the lights were extinguished at a time of 9pm and this would be secured by a planning condition.

It is therefore considered that the nearby residents would not be adversely affected by the proposed MUGA lighting.

To note, the applicant had carried out their own community consultation with local residents during the Hybrid application, ironing out or coming to agreement about issues which residents had raised and had thereon had established a good relationship with neighbours which has continued.

It is therefore considered that the position of the Hub building and associated sporting facilities in addition to the conditions which have already been secured on the Hybrid application it is considered there would not be a significant or detrimental harm caused to the amenity of adjacent occupiers or neighbours though visual, noise or light nuisances.

It is therefore considered the proposed development would comply with Policies EC6/1, EN1/2 and EN7/2.

Landscaping

A condition of the Hybrid application required the submission of details of a landscaping scheme for the phase 2 development.

Tree and shrub planting including semi-mature boundary trees and ornamental trees are proposed along the frontage and within areas of the site to enhance visual appeal and screening where necessary and also includes rain garden trees which have been selected

for their resilience to most weather conditions.

The landscape proposals demonstrate that there would be a 27% net gain in area habitat and 17% net gain in linear hedgerow habitats.

GMEU have raised no objection to the proposed development (see further response below).

The proposed development would therefore accord with PfE Policy JP-G8 and the principles of the NPPF.

Highway matters

Traffic generation and access were previously assessed at the Hybrid application stage. Associated works under a s278 Highways Agreement have already been carried out which includes works to Pilsworth Way and the implementation of the new access points.

This application only needs to consider the layout of the site and the internal road which would lead off Hollins Brook Way to the car park at the front of the site, and from an existing internal road which would connect to the rear of the site and follow the southern boundary to provide a circular route to other areas of car parking which would join the new access to Pilsworth Way.

In terms of parking, the reserved matters proposes 64 spaces, 7 of which would be accessible and 16 EV chargepoints for staff and visitors.

The Highway Authority have raised no objections.

The proposed development would therefore comply with HT2/4, EC6/1 and PfE policies JP-C5, JP-C6 and JP-C8.

Transport for Greater Manchester (TFGM) response

Highways Overview

It should be noted that this application relates to the reserved matters approval for appearance, landscaping and layout. As such it is considered that the principle of development including highway and transport matters along with any mitigation have been agreed as part of the Outline Approval and therefore no comments are offered in this regard.

A Transport Statement (TS) has been submitted alongside this Reserved Matters Application. This confirms that as part of the Reserved Matters Application there will be a reduction in the E Class (g) floor space from 3,300sqm to 2,100sqm. A TRICS assessment has been undertaken based on this change and this has demonstrated that there will be a reduction in vehicle movements compared to the consented floor area. As such no further assessment work is required.

Internal Site Access Arrangements

The TS confirms that vehicular access to the site will be provided via three locations off the internal JD Campus road layout.

Drawings contained within the TS Appendices demonstrates achievable visibility splays in both directions at the site access with Pilsworth Road. This accords with standards contained within Manual for Streets.

The TS notes that 64 car parking spaces (including 7 accessible bays and 17 EVC

spaces) will be provided. It is stated that this in excess of the Council's adopted standards. TfGM would highlight that providing a high level of car parking is unlikely to encourage future users of the site to adopt sustainable modes of travel. TfGM would defer to the Local Highway Authority (LHA) to determine whether the proposed internal access, car parking and servicing arrangements are acceptable.

Site Accessibility

I. Public Transport

An appraisal of the site accessibility confirms that the development is not particularly well served by public transport. The nearest bus stops are located on Pilsworth Road and Croft Lane within a 4 -11-minute walk of the site, providing services to North Manchester General Hospital and Bury Interchange at hourly intervals during the daytime.

Whilst future users of the proposed development will therefore have some access to a choice of travel mode, without further incentives or service improvements, the choice of public transport services on offer are unlikely to significantly reduce the amount of car travel generated by this development.

II. Active Travel

In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, including natural surveillance where possible. This should provide sufficient links to the surrounding pedestrian and cycle networks.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of the following:

- Continuous 2-metre-wide footways should be provided within and surrounding the development.
- Any redundant vehicle access points surrounding the site should be reinstated as continuous footways to adoptable standards.
- Tactile paving and dropped kerbs should be installed at the site access junction and at junctions/crossing points within and surrounding the site.
- Any substandard footways leading to the site should be renewed / resurfaced.
- Cycle parking provision should be provided in accordance with the Council's adopted standards and where possible spaces in excess of the minimum provided. The cycle store should be lockable and covered, within an easily accessible location and with adequate security measures such as CCTV and lighting.

III. Travel Plan

The development will need to be supported by a full Travel Plan which should feature a range of measures promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The success of Travel Plan measures will depend on effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel Plans need to be included in the Framework Travel Plan from the outset. These include:

- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's

responsibility ceases; and

- Targets and monitoring arrangements.

Ideally the full Travel Plan should include tailored measures to overcome specific barriers, or take advantage of opportunities, presented by the site.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to future users of the site such as concessionary bus fares, discounted cycles, journey planning etc.

Applicant's response to the TfGM comments

As part of the outline consent and subsequent S278 off-site highway works, improvements were made to the pedestrian facilities along Pilsworth Road, in the form of a new 2 metre footway along the frontage site, together with dropped kerbs and tactile paving provided at the proposed site access, whilst dropped kerbs and pedestrian refuge were provided at the Pilsworth Road/Hollins Brook Way junction. These facilities link with the proposed and existing provision provided within the JD Campus.

A Travel Plan Framework was submitted as part of the outline application and the requirement for an updated document is attached as Condition 19 of the Hybrid application.

Therefore the mechanism to provide a Travel Plan for the development proposals is already in place and requires the implementation of an approved scheme prior to occupation and use of the building.

In addition, the development would provide a cycle store for 80 bikes to promote sustainable travel.

Following the Applicant's response, TfGM have confirmed there are no other comments to make.

Ecology

Summary

Ecological issues were resolved at hybrid application stage, with the full application stage already underway providing the most risk to biodiversity and the entire site now cleared. There are therefore no significant ecological issues associated with this application. Further information on biodiversity enhancement proposals are however required prior to determination.

Protected Species & Condition 33 of the Hybrid Application

The site was previously found to be very low risk for protected species. The site is now clear with development reported as underway on phase 1 of the development. An updated ecological appraisal has been provided for phase 2 which confirms that the site is still negligible risk for protected species. No further information or measures are required and condition 33 of the hybrid permission can be discharged.

Other Wildlife

Nesting birds are covered by condition 7 of the hybrid permission, no further information or measures are required at this time. The site is now bare ground and hardstanding, with development underway on adjacent land and the updated ecological assessment identifying no wildlife issues. GMEU are therefore satisfied that no further information or measures are required.

Invasive Species

The updated ecological assessment found himalayan balsam and himalayan cotoneaster.

An invasive species method statement has been provided incorporating the himalayan balsam. Given the very small stand of balsam currently present, hand pulling would appear reasonable but no finalised method statement provided for either species provided, just options for control. GMEU are satisfied that condition 34 can be discharged but recommend that a condition be applied to any permission.

Prior to development an updated and finalised Invasive species method statement in line with the recommendations of the Invasive Non-Native Species Method Statement by Urban Green Ref: UG466 as already supplied and agreed in writing by the LPA, will be supplied to and agreed in writing by the LPA

Protection of LNR

Phase 2 of the application is not adjacent to the LNR with a Construction and environmental management plan agreed as part of the phase 1 application. GMEU are therefore satisfied that condition 8 can be discharged with regards the phase 2 application.

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

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

This application is not subject to mandatory biodiversity net gain because the Outline permission predates the provisions introduced in April 2024.

Condition 32 - Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

No issues with the proposed BNG strategy and proposed planting schedule given the nature of the site prior to site clearance. Whilst as ecologists, GMEU would always prefer more native planting, this part of the site is not adjacent to the LNR and was not a semi-natural site prior to clearance. GMEU are therefore satisfied that this part of condition 32 of the outline permission is met, with regards the reserved matters application.

A bat and bird box plan has also been submitted and shows 4 boxes located close to the southern area of the site which bounds Hollins Vale Local Nature Reserve, fixed to retained trees.

This area is considered the most optimal area comparative to the Hub building or other new structures on site which have high levels of noise and light associated with them and are less suitable as habitats.

GMEU are satisfied with this provision and have no further issues with the compliance with condition 32 of the outline permission which can be fully discharged.

It is therefore considered the proposed development would comply with the requirements of the NPPF and Policy EN6/3 and PfE Policy JP-G8 in terms of providing sufficient biodiversity mitigation and enhancement measures.

Coal

As there are no recorded coal mining features present at surface within the site which could influence spatial arrangement of development, the Coal Authority's Planning & Development Team wishes to raise no objection to the approval of the reserved matters details.

Carbon and energy

The development includes EV chargepoints and PV panels to the hub building

Digital connectivity

The proposed development, given its high design standards, will provide high quality digital infrastructure in the form of full fibre connections for existing employees of the company but also for future use.

Response to objection.

The issue of Active Travel has been covered in the above report.

Condition discharge

The application also proposes the approval of conditions of the Hybrid application (reference 68530) for which information has been submitted as follows -

- Condition 4 - Remediation Strategy
- Condition 8 - Construction Environment Management plan
- Condition 17 - Risk Assessment
- Condition 18 - Construction Traffic Management Plan
- Condition 27 - Landscaping
- Condition 28 - Materials
- Condition 30 - EV chargepoints
- Condition 31 - Floodlighting
- Condition 32 - Biodiversity
- Condition 33 - Ecology
- Condition 35 - Transport.

Condition 4 - A Phase 1 Validation Report has been received which the EH Officer has confirmed is satisfactory to part discharge condition 4. Further remedial works would be required during the construction phases.

For the remaining conditions, the information has been assessed by relevant consultees and deemed acceptable to discharge the conditions.

It is therefore recommended that approval is given to the details submitted to part discharge condition 4 and fully discharge the other conditions pursuant to planning permission 68530.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than the expiration of two years beginning with the date of this permission.
Reason. Required to be imposed pursuant to Section 51 of the Planning and

Compulsory Purchase Act 2004

2. This decision relates to drawings -

Plans-

13247-AEW-XX-SI-DR-A-0500 Location Plan P02
13247-AEW-XX-SI-DR-A-0503 Proposed Boundary Treatment Plan P05
13247-AEW-XX-SI-DR-A-0502 Proposed Site Plan P10
13247-AEW-XX-SI-DR-A-0504 Proposed Entrance Gateway - Hollins Brook Way P02
13247-AEW-01-00-DR-A-0510 GA Plan - Ground Floor P08
13247-AEW-01-01-DR-A-0511 GA Plan - First Floor P07
13247-AEW-01-02-DR-A-0512 GA Plan - Second Floor P06
13247-AEW-01-03-DR-A-0514 GA Plan - Roof Level P06
13247-AEW-01-XX-DR-A-0520 GA Elevations Sheet 1 P09
13247-AEW-01-XX-DR-A-0521 GA Elevations Sheet 2 P07
13247-AEW-01-XX-DR-A-0530 GA Sections AA, BB P04
13247-AEW-01-XX-DR-A-0531 GA Sections CC, DD P04
13247-AEW-B1-XX-DR-A-0560 Aerial Perspective 01 P03
13247-AEW-B1-XX-DR-A-0561 Aerial Perspective 02 P02
13247-AEW-XX-SI-DR-A-1001 Existing Site Plan P03
13247-AEW-XX-SI-DR-A-1005 Proposed Entrance Gateway - Visitor's Entrance P02
13247-AEW-01-XX-VF-001-S2-P03_Hub CGI - CGI of Hub Building P03
13247-AEW-01-xx-VF-1000-S2-P01 Pilsworth Road Streetscene
13247-AEW-01-S1-DR-A-0541 External Enclosure - Refuse Store P02
13247-AEW-01-S1-DR-A-0540 External Enclosure - Sub-station, Fuel Tank, Generator & Cycle Store P02 P03
13247-AEW-01-ZZ-SH-A-7002 - GEA Schedule P04
54586 rev A - Floodlighting plan by Kingfisher Sport
Floodlighting specification data sheet - Kingfisher Sport AMNIS Match

Landscape Plans -

2404-CWS-XX-GF-DR-L-500 Phase 2 Planting Plan (Sheet 1 of 2) P02
2404-CWS-XX-GF-DR-L-501 Phase 2 Planting Plan (Sheet 2 of 2) P02
2404-CWS-XX-GF-DR-L-502 Phase 2 Planting Schedule P02
2404-CWS-XX-GF-DR-L-100 Landscape Proposals Plan P02
2404-CWS-XX-XX-RP-L-1001 Landscape Proposals P01

Reports -

Crime Impact Assessment 8472r1 Redmore Environmental
Bird and Bat Box Plan UG1466 Urban Green
Biodiversity Net Gain Design Stage Assessment UG1466 Urban Green
BP Pulse EV Charging May 2022 BP
Design and Access Statement 13247-AEW-XX-XX-RP-A-0500 -S2-P06 AEW Architects
Energy Strategy Report 220906-KRD-HB-XX-RP-Y-0002 Kennedy Redford
Invasive Non-Native Species Method Statement UG1466 Urban Green
Construction Environment Management, Method Statement & Construction Management Plan NW2310/CEMP/M2/PH2 - Rev F Caddick Construction
Planning Noise Assessment 1022986-CDL-ZZ-XX-RP-AS-45220 - P02 Cundall
Planning Statement Enabl
Preliminary Ecological Appraisal UG1466 Urban Green
Remedial Specification GRO-21438-3487 Groundtech Consulting
Pre-Construction Information Hazard Elimination/Reduction & Management

Schedule 21st August 2024 Caddick Construction
Transport Statement August 2024 Eddisons
Biodiversity Net Gain Design Stage Assessment UG1466 Urban Green
Phase 1 Validation Report, Groundtech Consulting, reference GRO-21438-5562,
dated 20 December 2024

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 and Places for Everyone Joint Development Plan listed.

3. Prior to development an updated and finalised Invasive species method statement in line with the recommendations of the Invasive Non-Native Species Method Statement by Urban Green Ref: UG466 as already supplied and agreed in writing by the LPA, will be supplied to and agreed in writing by the LPA
Reason. To ensure the safe and satisfactory development of the site pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
4. The 'pass gate' located on Hollins Brook Way on the route of Public Right of Way No. 81, Bury shall not be locked and incorporate a power assisted push pad for wheelchair users to open the gate, with the route maintained available for the unhindered passage of the public on foot at all times.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the availability and integrity of the highway network, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EC6/1, EN1/2 and PfE Policies JP-C5, JP-C6 and JP-C8.
5. The vehicular and pedestrian access arrangements within the curtilage of the site indicated on the approved plans shall be implemented before the development is brought into use.
Reason. To ensure good highway design in the interests of road and pedestrian safety pursuant to Bury Unitary Development Plan Policies EC6/1, EN1/2 and PfE Policies JP-C5, JP-C6 and JP-C8.
6. The turning facilities within the curtilage of the site indicated on the approved plans shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies EC6/1, EN1/2 and PfE Policies JP-C5, JP-C6 and JP-C8.
7. The car parking (standard car parking spaces, accessible car parking spaces and EV charging spaces) and cycle parking/storage facilities indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the part of the development to which it relates hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
8. The bin storage facility hereby approved shall be made available prior to the first

use/occupation of the development hereby approved and thereafter maintained.
Reason. To ensure adequate and accessible waste management provision is provided pursuant to policy EN1/2.

9. A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

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

Reason To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

10. Prior to the first use of the floodlights hereby approved, each lighting column shall be fitted with control switches and time clocks to automatically switch the floodlights off no later than 21:00. The floodlights shall remain switched off until at least 9am the following morning.

Reason. In the interests of residential amenity pursuant to Bury Unitary Development Plan Policies EN1/2 and EC6/1.

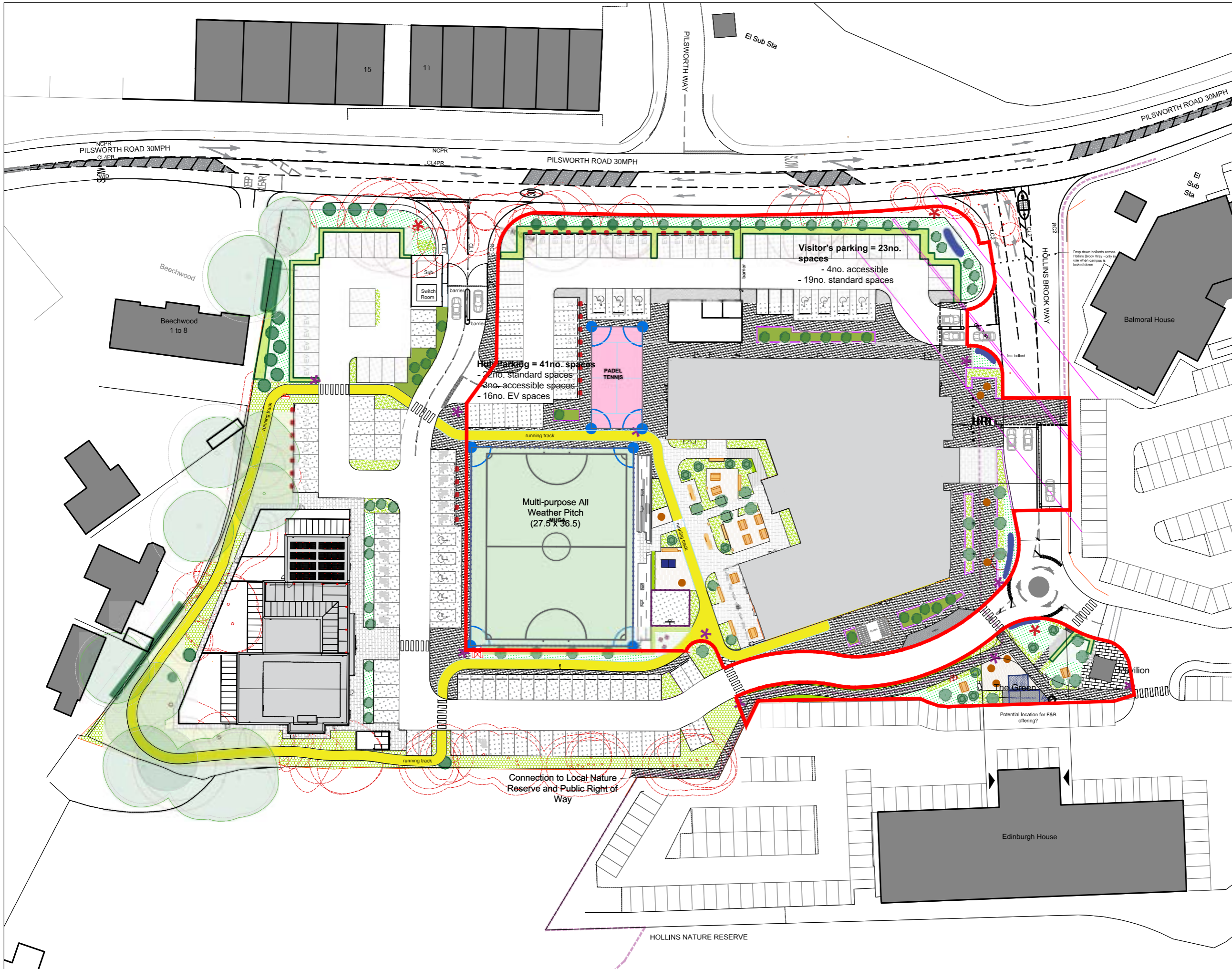
11. The development hereby approved shall be carried out in accordance with the materials detailed on the Elevations plans sheet 1 and 2
(13247-AEW-01-XX-DR-A-0520 GA Elevations Sheet 1 P09
13247-AEW-01-XX-DR-A-0521 GA Elevations Sheet 2 P07)

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 and EC6/1.

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



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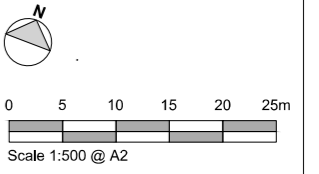


NOTES AEWTP027C

- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- This drawing shall not be scaled to ascertain any dimensions. Work to figured dimensions only.
- This drawing shall not be reproduced without express written permission from AEW.
- Title overlay drawings and ownership boundaries are produced using all reasonable endeavours. AEW cannot be responsible for the accuracy or scale discrepancy of base plans supplied to them.
- All works are to be undertaken in accordance with Building Regulations and the latest British Standards.
- All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.

CDM 2015

Client notified of duties: 19/01/2022
Principal Designer: Avid
Unless noted below, all known hazards have been highlighted on the drawing:



- Key:**
- Site Boundary
 - Existing Buildings
 - Proposed Buildings
 - Public Right of Way
 - Gas Main
 - Existing Trees to be retained

P10	30/09/24	EF	RP
Entrance barriers revised			
P09	13/09/24	EF	RP
Revised site boundary			
P08	10/09/24	EF	RP
Updated with latest landscape plan.			
P07	10/09/24	EF	RP
Updated cycle store and layby.			
P06	06/09/24	EF	RP
Reserved Matters Issue			
P05	29/08/24	EF	PBH
EV location amended.			
P04	29/08/24	EF	PBH
Re-export			
P03	23/08/24	EF	PBH
Reserved Matters Issue			
P02	01/08/24	RP	RP
DRAFT ISSUE FOR CO-ORDINATION			
P01	29/06/23	RP	PBH
Issued for planning			

REV	Date	Drawn by:	Checked by:
S2			

Status: For Co-ordination
drawing stage: Stage 4

client: JD Group

project: JD Sports Campus - Hub Building

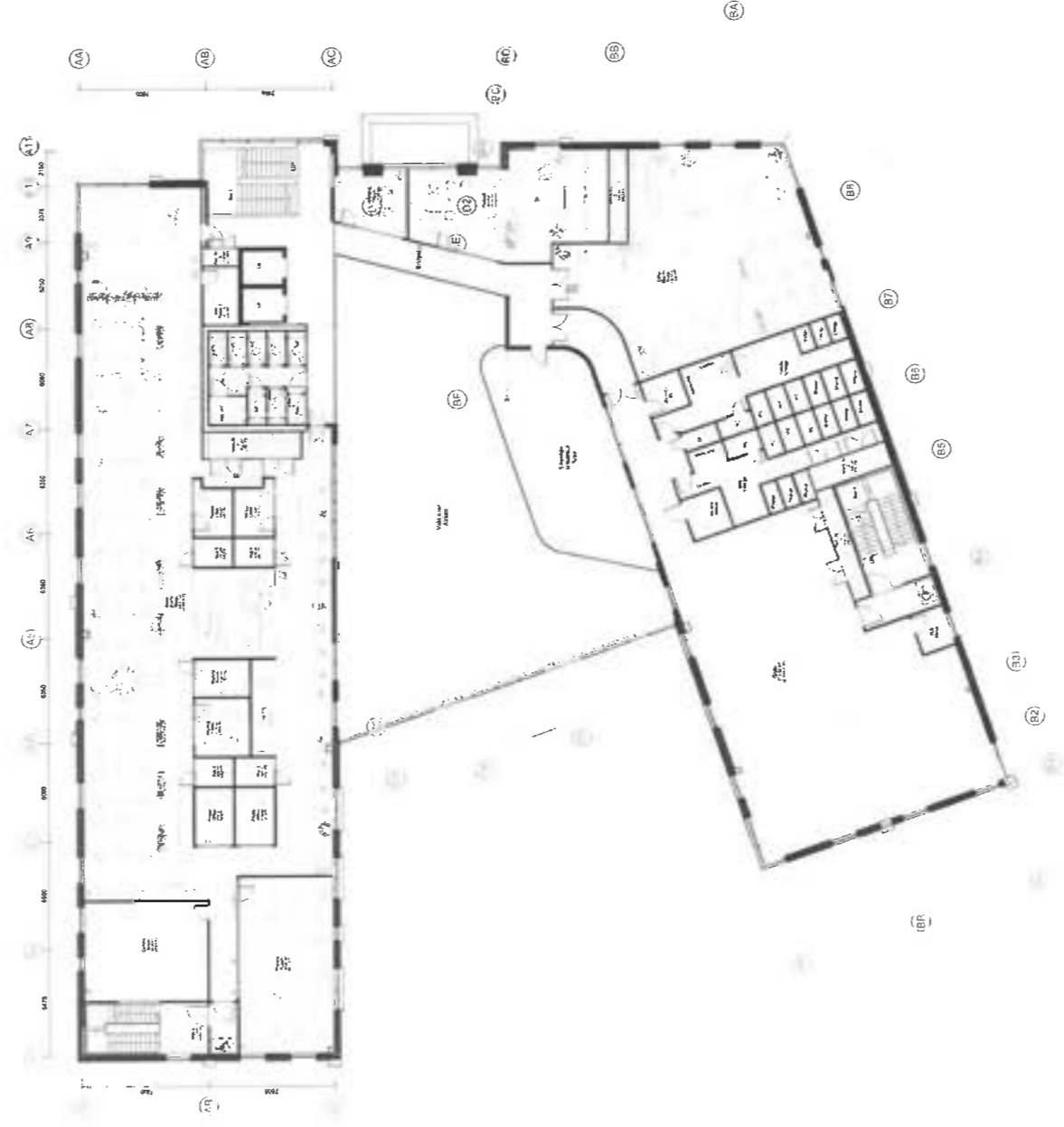
drawing title: Proposed Siteplan

date: 10/01/2023 drawn: RP
scale@A2: 1:500 checked: RP

Job No: 13247-AEW-XX-SI-DR-A-0502
 Rev: P10
 www.aewarchitects.com



Proposed First Floor Plan -
Sheet 1 of 10



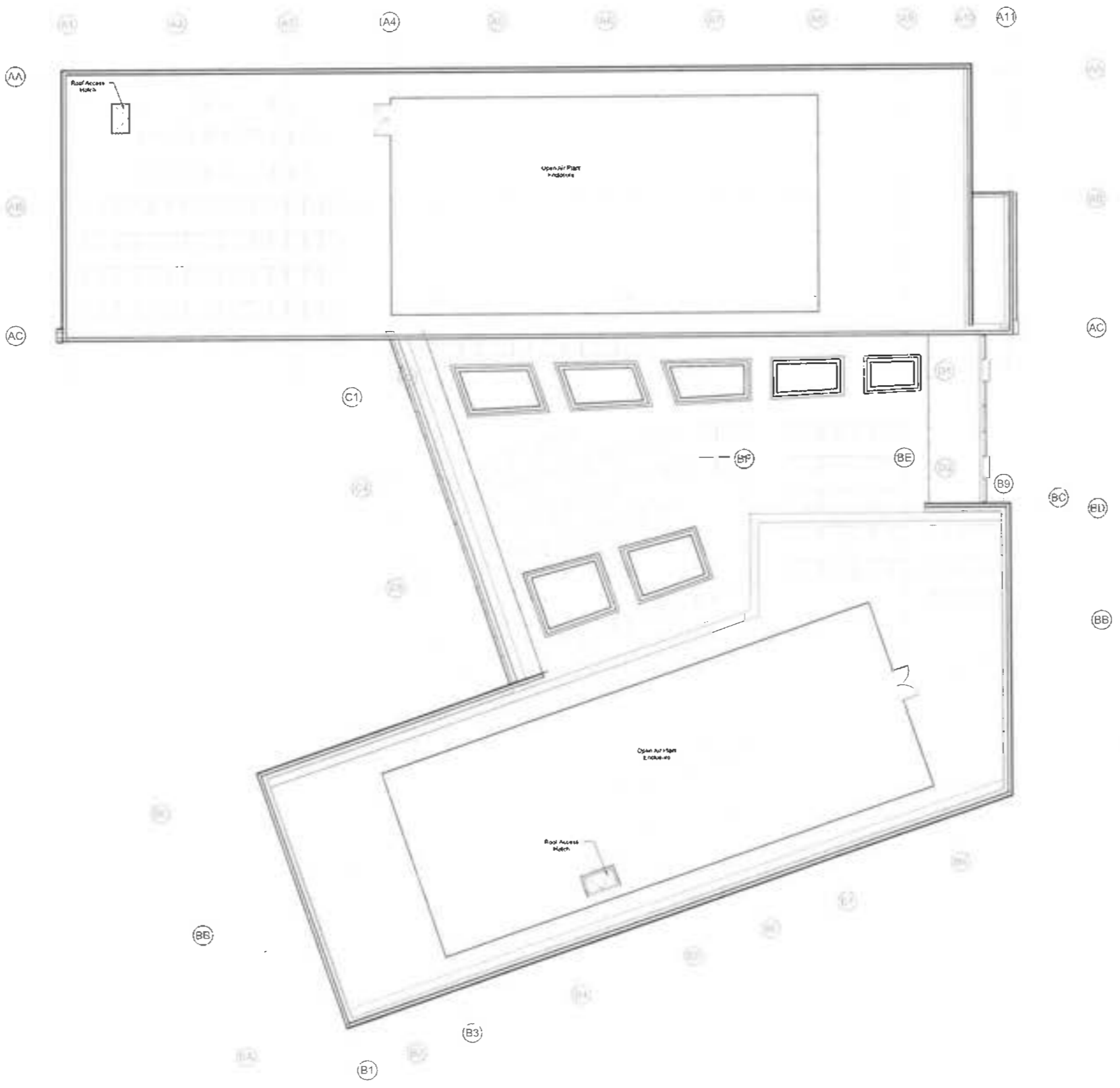
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P07

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13247-AEW-01010R-A-0511
P07

NOTES

1. All dimensions are in feet and inches.
2. All walls are 12" thick unless otherwise noted.
3. All doors are 36" wide unless otherwise noted.
4. All windows are 48" wide unless otherwise noted.
5. All rooms are to be finished with 1/2" gypsum board.
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Proposed Roof Level Plan
Scale @ 1:100

NOTES

- All dimensions and levels are to be finished unless otherwise stated.
- Any dimensions are to be reported in the architect's units unless otherwise stated.
- The drawing shall not be used for construction without the approval of the architect.
- The drawing shall not be used for construction without the approval of the architect.
- This drawing is for informational purposes only. It is not intended to be used for construction.
- All dimensions are to be finished unless otherwise stated.
- The drawing shall not be used for construction without the approval of the architect.
- The drawing shall not be used for construction without the approval of the architect.

CDM 2012
 Client: [Name]
 Project: [Name]
 Date: [Date]



NO.	DESCRIPTION	DATE	BY	CHECKED
01	Issue for Approval	12/12/2012	JG	JG
02	Issue for Construction	12/12/2012	JG	JG

Name: [Name]
 Title: [Title]
 Company: [Company]
 Project: [Project]
 Drawing No: [Drawing No]
 Scale: [Scale]
 Date: [Date]
 Drawn by: [Name]
 Checked by: [Name]

NOTES

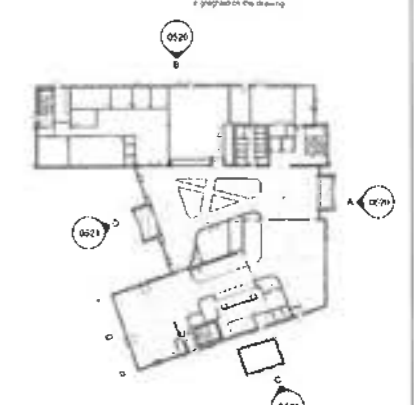
- All dimensions and levels are to be checked on site.
- Any discrepancies are to be reported to the architect before any work commences.
- The drawing is intended to be used for construction only. It is not to be used for any other purpose.
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- The drawing is intended to be used for construction only. It is not to be used for any other purpose.

CDM 7015

Client: [Redacted] 18/05/2022
 Project: [Redacted] 2022
 Design: [Redacted] 2022

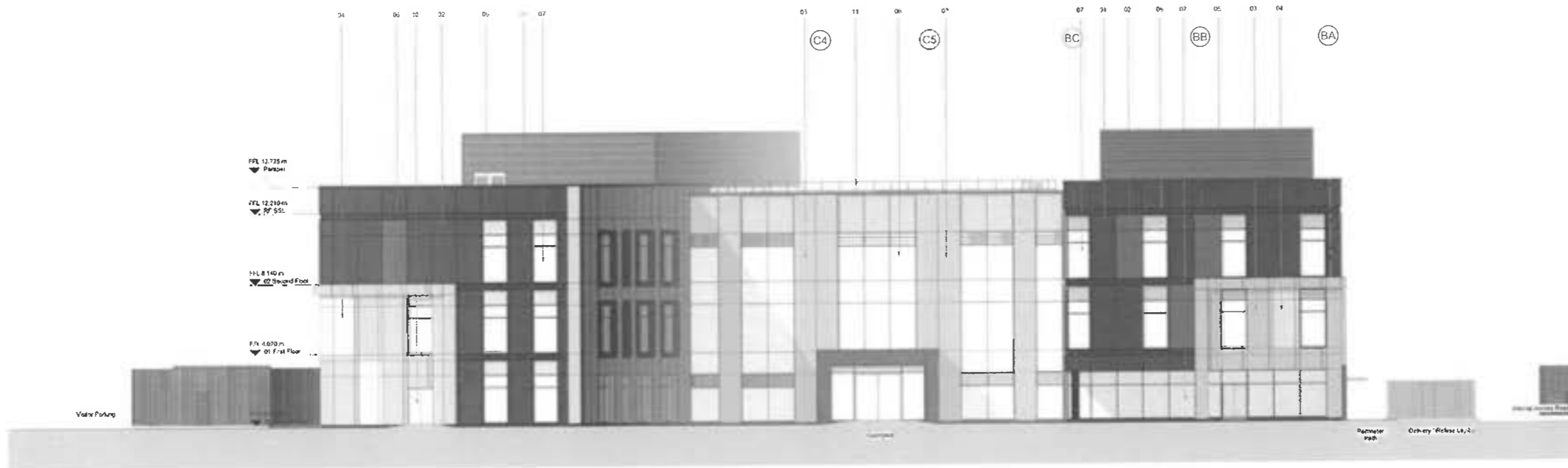


C South Elevation
 Scale @ 1:100



SIGNAGE ZONES SHOWN INDICATIVELY, SUBJECT TO SEPARATE ADVERTISEMENT CONSENT

- Material Legend
- 01 - Aluminium Rainscreen Cladding with feature joints
Colour: Black
 - 02 - Aluminium Rainscreen Cladding with feature joints
Colour: Dark Grey
 - 03 - Fibre Cement Rainscreen Cladding with feature joints
Colour: Light Grey
 - 04 - Fibre Cement Grooved Rainscreen Cladding with feature joints
Colour: Grey
 - 05 - PPC Aluminium Laminated Glass
Colour: Light Grey
 - 06 - Fibre Cement Rainscreen Cladding
Colour: Black
 - 07 - Aluminium window / cladding curtain walling
Frame Colour: Black
Glass Colour: Light Grey
 - 08 - Aluminium cladding curtain walling
Frame Colour: Black
Spandrel Colour: Light Grey
 - 09 - PPC Aluminium Perforated Cladding
Colour: PPC Black
 - 10 - Estate door
Colour: To match adjacent cladding
 - 11 - Key cladding balustrade



D West Elevation
 Scale @ 1:100

NO	DESCRIPTION	DATE	BY
001	Issue for Planning	18/05/2022	JD
002	Issue for Planning	18/05/2022	JD
003	Issue for Planning	18/05/2022	JD
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13247 - Hub Building, JD Campus

FOR ILLUSTRATIVE PURPOSES ONLY

Indicative Street Scene - Pilsworth Road

DATE 17.12.24
13247-AEW-01-XX-VF-1000-S2-P01_Pilsworth Road Street Scene

