

**Ward:** Radcliffe - North and Ainsworth

**Item** 02

**Applicant:** Failsworth Property

**Location:** Land at rear of Westminster Avenue, Radcliffe, Manchester, M26 3WD

**Proposal:** Erection of 14 garages - 2 identical blocks of 7 units each

**Application Ref:** 71464/Full

**Target Date:** 02/04/2025

**Recommendation:** Approve with Conditions

### **Description**

The application relates to a piece of land located to the rear of properties on Kilburn Road, Westminster Avenue and Coronation Road. The piece of land is accessed from Westminster Avenue to the side of No. 7.

Planning permission is sought for the construction of 14 no garages. The garages proposed would be constructed in 2 blocks of 7 no. units each. The proposed garage blocks would be 6600mm deep, 24400mm long, and reach a maximum height of approximately 3400mm.

The application is partially retrospective with the hardstanding at the site being laid prior to the submission of the planning application.

The application is a resubmission of a previously refused scheme that was refused due to sub-standard sizes of garages for storage of cars, intensification of the access, lack of coal mining risk assessment and impact on residential amenity due to insufficient or conflicting plans. This application seeks to address these previous reasons for refusal

### **Relevant Planning History**

14370 - Plot 5 - Retention of existing garage - Approve 21/04/1983

14531 - Plot 17 - Retention of Garage - Approve 02/06/1983

27770 - Plot 12 - Concrete Garage Approve - 01/10/1992

70808 - Erection of 12 garage - 2 identical blocks of 6 each - Refused 16/08/2024

### **Enforcement**

24/0182 - Site cleared of former garages and new layout ready for new garages - 20/01/2025

### **Publicity**

Neighbour letters sent 05/02/2025

14 representations of support received in relation to:

- Parking in area is poor need more spaces.
- Need a safe space to store my car off street to prevent damage.
- Will provide secure, dry storage.
- Have been on the Council waiting list for a garage for a number of years with no joy.
- Land was overgrown and unsafe for many years.
- Previously attracted rats

- Will be an asset to the community
- The properties surrounding this land are flats, that have no gardens so therefore I don't believe anyone's garden space is actually being taken.
- There are garages built just on the next street that have been great for the community, and have caused no issues.
- Welcome storage.
- Happy the waste ground will be used for something that will benefit the whole area.
- Almost everyone has a car and some have more than one.
- Cars are bigger and can't be accommodated on street.
- I can't understand why the odd person has left negative comments as there were council garages in the past.
- The proposed dwellings would overlook an area of public open space which I believe would increase natural surveillance of the area and would deter anti-social behaviour.

4 objections received in relation to:

- Applicant has taken Council land
- Increase in noise
- Have HSE been informed about the scrapping by machines and asbestos contaminated land and it's correct disposal.
- Support comments seem to want storage not a garage to park cars in.
- Danger to road users and pedestrians with double parking right outside the entrance.
- Drainage is not adequate. Council should use a drainage camera to check.
- There are 3 community centres that face the entrance and people already double park. Entrance is not big enough.
- Made a mess of the land, and caused damage to fencing.
- Concern that they would be used for business use rather than domestic.
- Could be open 24 hours a day.
- No planning but 500 square metres of concrete already laid.
- States connected to main drains but there are no services on this site.
- No digging permitted due to coal seam and possible release of mine gasses.

Following the receipt of amended plans, reducing the number of proposed garages and additional information in relation to drainage further neighbour letters sent 16/09/2025

1 representation of support received in relation to:

- This is a private site not a public site.
- There is a great demand for garages in the area.
- The site was formerly a Council garage site.

3 objections received in relation to:

- Why have they been allowed to submit again when coal declined beforehand?
- The drainage is a joke.
- There's enough parking for all garages aren't needed.
- Owner chopped down trees then asked for planning permission.
- Drainage work has not taken place. There is no main drain running through the site.
- No services eg gas, electric, water, drains to connect to.
- Just a 100m surface drain running into a soakaway pit.
- Was HSE informed in relation to the digging work.
- Was a risk assessment undertaken and are there any photos of the side drain.
- Was a camera survey done of where the drain led to and connected to.
- I assume the objector would have no objection to the Council putting a camera down the drain to find out.
- Land could be made better use of.

- Rare that you see a car parked in a garage anymore.
- Planning inspectors should visit the site on a Wednesday morning (alternate Wednesdays for one group) when the site is at it's busiest. Cars are double parked all over the grass verges.
- It would make much more sense to use this land as a public carpark.

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

**Traffic Section** - Conditions requested in relation to a scheme of carriageway works at the site access, submission of a CTMP, implementation of the access gates, restriction of the use of the garages and implementation of the turning facilities.

**Environmental Health - Contaminated Land-** Condition requested in relation to unforeseen contamination.

**The Coal Authority** - No objections to the proposal subject to the imposition of a condition that requires a scheme of intrusive investigations, and remediation works. Prior to occupation a signed statement prepared by a competent person is also required.

**Greater Manchester Ecology Unit** - Given that the site has already been cleared, we cannot recommend that an ecological survey now takes place, however we recommend informatives in relation to protected species and conditions limiting work outside of the nesting season and requirement enhancements which could include the integration of bat or bird boxes.

**Property & Technical Services - Estates Consultancy** - No response

**Drainage** - Clairty and confirmation requested in relation to details of the 150cm VC drain. Final comments to be reported within the supplementary.

**Pre-start Conditions** - Not relevant - application is retrospective.

### **Development Plan and Policies**

EN1/2	Townscape and Built Design
H3	Incompatible Uses in Residential Areas
H3/1	Assessing Non-Conforming Uses
EN6/3	Features of Ecological Value
EN8/2	Woodland and Tree Planting
EN7/4	Groundwater Protection
EN7/3	Water Pollution
JP-S4	Flood Risk and the Water Environment
JP-S2	Carbon and Energy
JP-P1	Sustainable Places
JP-C6	Walking and Cycling
JP-C5	Streets For All
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
NPPF	National Planning Policy Framework
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury

### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant

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

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

### **Layout and Design**

Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. Policy JP-P1 aims to promote a series of beautiful, healthy and varied places.

The site is an enclosed piece of land, surrounded by residential properties and accessed via Westminster Avenue.

Planning history on the site suggests that the site was formerly used as a garage colony. No applications have been approved here for garages since 1992. The application form states that the use ceased in 2019. Council Aerial photography from 2005/06, 2009/11 and 2016 shows a green vegetated area of land with trees, although the number of trees on site appears to have reduced in 2016. More recent google earth imagery also show a site that was heavily vegetated. No buildings are evident on these images.

The site is currently unallocated within the Development Plan. Given the former documented garages located on the site it is considered that the construction of domestic scale storage garages on the site is acceptable in principle and would not have a detrimental impact on the character of the area, providing that the proposal meets the required policy and material planning considerations.

The proposed garages would be largely screened from public view due to the houses that currently bound the site. The proposed garages would be constructed in 2 rows of 7 and would be single storey in height, with dual pitched roofs, constructed from blockwork and corrugated steel roofs. An existing concrete slab has been laid with a drainage channel through the middle of the site. The proposed garage are of simple, functional form and given the nature of the proposal it is considered that the design of the proposed garages is acceptable.

In relation to the assessment as to whether the garages are sufficient for the storage/parking of vehicles SPD 11 requires minimum internal dimensions of 6.4m x 3.0m for a single garage to consider the garage sufficient for parking a car in. This standard has been met and therefore it is considered that the proposed garages can be utilised for the storage of vehicles.

### **Amenity**

Policy EN1/2 considers the relationship of the proposal to the surrounding area. UDP Policy H3 seeks to restrict the development of incompatible uses in areas which are primarily residential in nature and where possible will seek to resolve existing conflicts. This is further supported by Policies H3/1 that consider factors such as noise, vibration, smell, fumes, smoke, soot, ash, grit, dust, visual intrusion, traffic generation and parking arrangements, and hours of operation, and seeks to implement measures to control these where possible to minimise areas of conflict and potential nuisance.

It is noted that the objectors have raised concerns in relation to the use of the garages for business or trade rather than domestic storage/car parking. Given that the use of the garages for trade or business could cause intrusion in relation to noise, hours of operation and traffic generation these concerns are acknowledged. The proposed garages however are of a suitable size to park vehicles within and are located within close proximity to a number of domestic properties that can utilise the units for domestic storage if required. A condition has therefore been proposed to restrict the use of the proposed garages to solely for domestic purposes only, preventing them from being used in connection with any trade or business.

In terms of overbearing relationships the proposed garages are single storey in height, reaching an eaves height of 2.4 metres and an overall ridge height of 3.4 metres. As such SPD 6 requires these buildings to be located a minimum of 6.5 metres from the rear elevations of the dwellings that bound the site.

The proposed garages would be located approximately 14.5 metres from the rear of the dwellings on Kilburn Drive, 23 metres from the original rear elevations of the dwellings at 103-107 Coronation Road, 13-15 metres from the rear elevations of the dwellings on 115-121 Coronation Road and 14 metres from the rear elevations of the dwellings on Westminster Avenue. This would far exceed the distances required by SPD 6.

### **Highways and Access**

Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. SPD 11 also gives guidance on the sizes of garages to allow cars to be parked inside.

The size of the garages proposed has been assessed within the above body of the report.

The LPA and Traffic Section are mindful of the former use of the site as a garage colony, and that the existing access was utilised for this purpose. There are also a limited number of proposed units seeking to use this access, which would appear to be below the number of garages that were previously located on the site (plot 17 referenced in planning history).

No objections have been raised to the use of the proposed access subject to conditions in relation to the submission of a scheme of carriageway works at the proposed site access, submission of a Construction Traffic Management Plan, implementation of the proposed pedestrian access gate, restriction of the use of the garages to domestic purposes (as referenced above) and implementation of the turning facilities.

### **Ecology**

Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 187 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. Policy EN8/2 supports and encourages new woodland and tree planting within the borough. This is further supported by Policy JP-G7 that aims to significantly increase tree cover and requires 2no. replacement trees for each tree lost or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

As the site has been cleared prior to submission of the application GMEU can not request an ecological survey is undertaken. As the application is retrospective it is exempt from

statutory Biodiversity Net Gain.

GMEU however do recommend informatives in relation to protected species, and a condition in relation to any further site clearance that should be restricted to outside of nesting season. Wherever possible measures to enhance the site for biodiversity should be secured as part of this planning application, and could include integration of bat or bird boxes. This can be secured as a planning condition.

### **Drainage**

Policies JP-S4, EN7/3 and EN7/5 seek to protect the water courses and other water features within the Borough, and limit surface water pollution.

Substantial hardstanding has already been introduced at the site that appears to have been previously vegetated.

As described by the agent:

- all surface water from the hardstanding area and garage blocks within the site is conveyed to the existing 150mm VC drain, which ultimately discharges off-site.
- the crates, identified above the existing 150mm VC drain during the percolation test, appear to serve as a junction with storage function.
- the existing 150mm VC drain was reportedly tested on-site by the consultant and found to have sufficient capacity to accommodate the surface runoff from a 1 in 100-year storm event, including a 45% Climate Change allowance.

For clarity and confirmation, the applicant/agent has been asked to verify the above and this will be reported within the supplementary report prior to Planning Control Committee. Additionally, the applicant/agent has been asked to identify the final discharge point of this existing 150mm VC drain to ensure it connects appropriately to the public system and does not pose any risk of nuisance or flooding to the adjacent properties/highways.

### **Land Stability**

Paragraphs 187 and 196 of the NPPF seek to ensure that sites are suitable for its proposed use taking into account ground conditions, any risks arising from land instability and contamination.

The application site falls partly within the Coal Authority's defined Development High Risk Area. Therefore, within the site and surrounding area there are coal mining features present at surface or shallow depths. The risk these features may pose should be considered as part of the planning process. More specifically, the Coal Authority's information indicates that the site lies partly in an area where historic unrecorded coal mining is likely to have taken place at shallow depth. Voids and broken ground associated with such workings can pose a risk to ground stability and public safety.

The application is accompanied by a Coal Mining Risk Assessment report (December 2024, prepared by Earth Environmental & Geotechnical Limited). Based on a review of coal mining and geological information, the report acknowledges that the site is located in an area where unrecorded coal mine workings could be present at shallow depth. Accordingly, it goes on to recommend the undertaking of an intrusive investigation in order to further assess the shallow coal mining situation.

The Coal Authority have reviewed the submitted Coal Mining Risk Assessment and raised no objections to the proposal subject to the imposition of a condition that requires a scheme of intrusive investigations, and remediation works. A condition has been included that states no further above ground works shall be completed prior to these intrusive investigations

being undertaken and this may require the applicant to remove some of the existing hardstanding that was installed without permission. Prior to occupation a signed statement prepared by a competent person is also required to ensure that these investigations have been undertaken.

### **Contaminated Land and Air Quality**

Paragraphs 187 and 196 of the NPPF seek to ensure that sites are suitable for its proposed use taking into account ground conditions, any risks arising from land instability and contamination.

It is noted that the land was previously occupied by individual domestic garages. The application form notes that these have been demolished. There is the potential that asbestos may have been present in the construction of these garages and it is not known how carefully they were removed. As such it is recommended that a watching brief for potential signs of asbestos containing material is carried out during construction. This maybe on the surface or buried. Concrete has already been laid at the site and some aspects of this application are retrospective, but this condition should remain as a precaution and has therefore been included within the recommendation.

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

The proposed development is for off-street parking; electric vehicle charging does not appear to have been considered in the application. Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. The required measures to do this are currently under discussion. Due to this requirement a condition that requires the installation of EV chargepoints has been included within the recommendation.

### **Carbon and Energy**

PfE Policy JP-S2 sets out the steps required to achieve net zero carbon emissions. The applicant has confirmed that the proposal would meet the provisions of Part L of the building regulations.

### **Digital Connectivity**

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

Full fibre is available within the vicinity of the site. Given the nature of the proposal however it is not proposed to provide digital connection at this time.

### **Response to representations**

It is considered that the material considerations have been covered within the main body of the report.

The application has been referred to the relevant statutory consultees who deal with land stability, coal mining, drainage etc and the responses reported within the main body of the report.

Any damage caused through the installation of the hardstanding would be a private matter.

The application was submitted following an enforcement complaint and works on site have ceased following this. Whilst a previous application was refused that the site the applicant is well within their rights to resubmit to address the previous reasons for refusal.

## **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. This decision relates to drawings numbered Location Plan, LAWA-DC 01 Rev 04, LAWA-DC-BP 02 Rev 05, LAWA-DC-BP 03 Rev 07 and the development shall not be carried out except in accordance with the drawings hereby approved.  
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.
2. The garages hereby approved shall be used solely for domestic purposes only and shall not be used in connection with any trade or business.  
Reason. The garages are located close to residential properties and the garages use for domestic purposes only would maintain appropriate levels of residential amenity pursuant to Policies EN1/2 - Townscape and Built Design, H3 - Incompatible Uses in Residential Areas and H3/1- Assessing Non-Conforming Uses.
3. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).



4. Prior to occupation the applicant shall provide:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW\*) per 10 parking/garage spaces and at least one in every five remaining parking/garage 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).

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

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

Reason. The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 196 and 197 of the National Planning Policy Framework.

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

Reason. The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 196 and 197 of the National Planning Policy Framework.

7. A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of any further above ground works at the site. The contents of the plan should include native tree and shrub planting and the provision of bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory enhancements and net gains for biodiversity and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting, JP-G8: A Net Enhancement of Biodiversity and Geodiversity and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

8. No works to trees or shrubs or demolition shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies JP-G8: A Net Enhancement of Biodiversity and Geodiversity and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

9. Notwithstanding the details indicated on the approved plans, no further development shall commence unless and until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

1. Scheme of carriageway resurfacing works on the proposed site access between the junction with Westminster Avenue and the proposed gate position, and all associated remedial/accommodation works;
2. Measures to prevent the discharge of surface water from the site and site access onto the adjacent adopted highway.

The highway works subsequently approved shall be implemented to an agreed programme before the development hereby approved is brought into use.

Reason. To ensure good highway design and the intervisibility of the users of the site and the adjacent highways in the interests of road safety and to maintain the integrity of the adopted highway Development Plan Policies Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.

10. No further development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, replacement of all boundary features and as a result of any statutory undertakers connections to the site;
2. Access route for all construction vehicles to the site from the Key Route

Network;

3. Access point/arrangements for construction traffic from Westminster Avenue and all temporary works required to facilitate access for construction vehicles;
4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;
5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Westminster Avenue;
6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on Westminster Avenue and enter and leave the site in a forward gear and number of vehicle movements;
7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;
9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Development Plan Policies Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.

11. The proposed site access gates indicated on approved plan reference LAWA-DC-BP 03 Rev 07 Received on the 6th October 2025 shall be installed prior to the development hereby approved being brought into use and shall subsequently be maintained at all times.

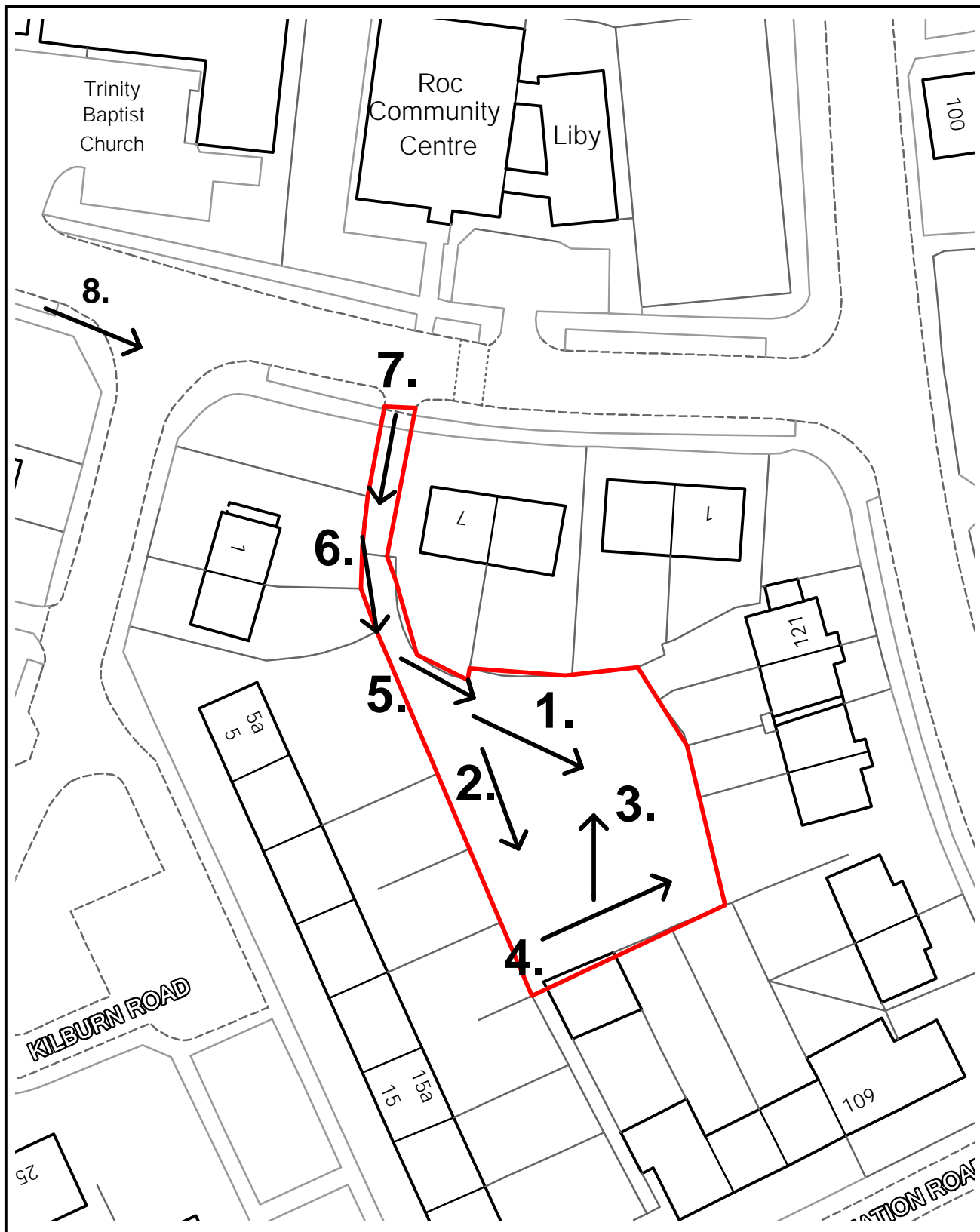
Reason. To ensure adequate pedestrian access to the site, in the interest of pedestrian safety pursuant to Development Plan Policies Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.

12. The turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are 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/new access road, in the interests of road safety pursuant to Development Plan Policies Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places.

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

# Viewpoints - 71464



ADDRESS:

Land at rear of Westminster  
Avenue, Radcliffe, Manchester,  
M26 3WD



Planning, Environmental and Regulatory Services

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Photo 1



Photo 2



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Photo 3



Photo 4





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Photo 5



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Photo 6





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Photo 7



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Photo 8







The existing site gates are to be replaced with new site gates including integral pedestrian access door reflective of the example image above, the location of the gates is to remain the same.



**CDM REGULATIONS**  
The owner, main contractor should they need to do so, must abide by the Construction Design and Management Regulations 2015 which relate to any building works involving more than 500 man hours or longer than 30 days duration. It is the client's responsibility to appoint a Planning Supervisor on all projects that require compliance with the CDM Regulations, this may be undertaken by the main contractor if agreed in writing.

**HEALTH AND SAFETY**  
The contractor is reminded of their liability to ensure due care, attention and consideration is given in regard to safe practice in compliance with the Health and Safety at Work Act 1974 and CDM 2015.

**MATERIALS AND WORKMANSHIP**  
All works are to be carried out in a workmanlike manner. All materials and workmanship must comply with Regulation 7 of the Building Regulations, all relevant British Standards, European Standards, Agreement Certificates, Product Certification of Schemes (Kite Mark) etc. Products conforming to a European technical standard or harmonised European product should have a CE marking.

**SITE PREPARATION**  
Ground to be prepared for new works by removing all unsuitable material, vegetative matter and trees or shrub roots to a suitable depth to prevent future growth. Soil up, cap off, disconnect and remove existing redundant services as necessary. Reasonable precautions must also be taken to avoid danger to health and safety caused by contaminants and ground gases e.g. landfill gases, radon, vapours etc on or in the ground covered, or to be covered by the building.

**DEMOLITION**  
All demolition work to comply with the Construction (Design and Management) Regulations 1994 and a Health and Safety plan is to be provided by the principal contractor.

**DEVELOPMENT CONTROL**  
The parameters of permitted development have been obtained. To the client and it has been advised that a planning application may be required with the local authority for a certificate of lawfulness in order to get written consent / full plans. The designer has been employed in producing the drawings and supporting information only and will take no responsibility where planning consent is not gained where required.

**RETAINED STRUCTURAL ELEMENTS**  
Any proposed retained structural elements are to be fully exposed and assessed on site - then accommodating increased loadings as a result of the proposed scheme may require remedial works or repairs. Once exposed on site to be assessed by the building control body or structural design engineer to ascertain requirements.

**PARTY WALL ACT**  
Party wall notification to be served where required by the client - all relevant agreements to be ascertained in writing where possible prior to works commencing on site - Any excavations adjacent to a party wall to be discussed with designer / BCN depending if foundation depths are higher than proposed excavations.

Where proposed works to take place on a boundary property the homeowner / client must ascertain all relevant permissions prior to works commencing on site from land owner / agent.

**EXISTING SUB FLOOR VENTILATION** - To be maintained where existing air bricks are to be covered as part of the proposed works on site - Note air bricks may not be viable at the time of the site survey and therefore may not be marked on the plans - Any existing sub floor ventilation issues on site can not be substantiated by the proposed works such as well / dry rot.

**SERVICES**  
Where services GAS, Water, Electric require moving as part of the proposed works the client must seek adequate prior approval and determination of the proposed new location of such from the service provider regardless of whether such details are shown on these drawings.

**EXTENT OF SERVICES**  
These drawings have been put together for the purpose of obtaining planning consent only for the proposed works - A separate building control application will be required to be designed and produced by other.


REV	DETAIL	BY	CHK	DATE
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REVISION
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CLIENT
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ADDRESS  
**LAND TO THE REAR OF  
WESTMINSTER AVENUE  
RADCLIFFE BURY  
M26 3WD**

PROJECT  
**PROPOSED GARAGE BLOCKS**

DRAWING <b>PLANNING PERMISSION</b>			
DRAWING CODE <b>LAWA-DC-BP</b>		DRAWING NUMBER <b>03</b>	
SCALE <b>1:250</b>	PAPER <b>A1</b>	REVISION <b>07</b>	
DATE <b>OCT 25</b>	DRAWN <b>RG</b>	CHECKED	



### EXISTING SITE IMAGES

REV	DETAIL			BY	CHK	DATE			
REVISION									
CLIENT									
ADDRESS LAND TO THE REAR OF WESTMINSTER AVENUE RADCLIFFE BURY M26 3WD									
PROJECT PROPOSED GARAGE BLOCKS									
DRAWING PLANNING PERMISSION									
DRAWING CODE LAWA-DC				DRAWING NUMBER 01					
SCALE 1:50				PAPER A1				REVISION 04	
DATE JULY 25		DRAWN RG		CHECKED					



**CDM REGULATIONS**  
The owner, main contractor should they need to do so, must abide by the Construction (Design and Management) Regulations 2015 which relate to any building works involving more than 500 man hours or longer than 30 days duration. It is the client's responsibility to appoint a Planning Supervisor on all projects that require compliance with the CDM Regulations, this may be undertaken by the main contractor if agreed in writing.

**HEALTH AND SAFETY**  
The contractor is reminded of their liability to ensure due care, attention and consideration is given in regard to safe practice in compliance with the Health and Safety at Work Act 1974, and CDM 2015.

**MATERIALS AND WORKMANSHIP**  
All works are to be carried out in a workmanlike manner. All materials and workmanship must comply with Regulation 7 of the Building Regulations, all relevant British Standards, European Standards, Agreement Certificates, Product Certification of Schemes (Kitemark) etc. Products conforming to a European technical standard or harmonised European product should have a CE marking.

**SITE PREPARATION**  
Ground to be prepared for new works by removing all unsuitable material, vegetable matter and trees or shrub roots to a suitable depth to prevent future growth. Seal, cap, cap off, disconnect and remove existing redundant services as necessary. Reasonable precautions must also be taken to avoid danger to health and safety caused by contaminants and ground gases e.g. landfill gases, radon, vapours etc on or in the ground covered, or to be covered by the building.

**DEMOLITION**  
All demolition work to comply with the Construction (Design and Management) Regulations 1994 and a Health and Safety plan is to be provided by the principal contractor.

**DEVELOPMENT CONTROL**  
The parameters of permitted development have been explained to the client and it has been advised that a planning application may be lodged with the local authority for a certificate of lawfulness in order to get written consent / full plans. The designer has been involved in providing the drawings and supporting information only and will take no responsibility where planning consent is not gained where required.

**RETAINED STRUCTURAL ELEMENTS**  
Any proposed retained structural elements are to be fully exposed and assessed on site - then accommodating proposed loadings as a result of the proposed scheme may require remedial works or reinforcing. Once exposed on site to be assessed by the building control body or structural design engineer to ascertain requirements.

**PARTY WALL ACT**  
Party wall regulations to be served where required by the client - all relevant agreements to be ascertained in writing where possible prior to works commencing on site. Any excavations adjacent to a party wall to be discussed with designer / BCB depending if foundation depths are higher than proposed excavations.

Where proposed works to take place on a leasehold property the homeowner / client must secure all relevant permissions prior to works commencing on site from land owner / agent.

**EXISTING SUB FLOOR VENTILATION** - To be maintained where existing air bricks are to be covered as part of the proposed works on site - Note air bricks may not be visible at the time of the site survey and therefore may not be marked on the plans - Any existing sub floor ventilation issues on site can not be substantiated by the proposed works such as wet / dry etc.

**SERVICES**  
Where services GAS, Water, Electric require moving as part of the proposed works the client must seek adequate prior approval and determination of the proposed new location of such from the service provider regardless of whether such details are shown on these drawings.

**EXTENT OF SERVICES**  
These drawings have been put together for the purpose of obtaining planning consent only for the proposed works - A separate building control application will be required to be designed and produced by other.

REV	DETAIL	BY	CHK DATE
REVISION			

CLIENT			
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ADDRESS			
LAND TO THE REAR OF WESTMINSTER AVENUE RADCLIFFE BURY M26 3WD			

PROJECT			
PROPOSED GARAGE BLOCKS			

DRAWING			
PLANNING PERMISSION			
DRAWING CODE		DRAWING NUMBER	
LAWA-DC-BP		02	
SCALE		PAPER	
1:500		A1	
DATE		REVISION	
JULY 25		05	
DRAWN		CHECKED	
RG			