

Ward: Prestwich - St Mary's

Item 04

Applicant: C/O UPP Architects + Town Planners

Location: Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Proposal: Demolition of existing garages and erection of 2 no. dwellings

Application Ref: 71784/Full

Target Date: 18/07/2025

Recommendation: Approve with Conditions

Description

The application site comprises land to the rear of the existing row of shops on Sandy Lane which form the Neighbourhood Shopping Centre. The land is made up of a tarmacadam hardstanding and accommodates a garage colony of 17 units, most of which are vacant with a run-down appearance. The shopping centre lies to the east and there are houses to the south, west and north.

It is proposed to demolish the existing garages and construct a pair of two storey semi-detached houses. There would be private garden areas at the rear and 3no. parking space to the front of the houses. The open tarmacadam area in front of the houses would be maintained to allow access to the rear of the shops and flats and servicing. Unit 1 would be a 1no. bedroom unit whilst unit 2 would be a 2 bedroom unit.

The application has been submitted following a previous refusal for 2no. dwellings at the site due to density, accuracy of plans, non compliance with space standards and impact on the adjacent car parking and servicing for the neighbouring site.

Relevant Planning History

54837 - Demolition of existing garages and construction of 6 flats with associated external works - refused 16/05/2012

01890/E - Pre app enquiry for proposed development of 2 no. two storey semi detached houses along with associated parking and gardens - Enquiry completed 26/09/2016

60997 - Demolition of existing garages and erection of 2 no. semi detached houses - Approve with Conditions 01/03/2017

65788 - Conversion of garages to 3no. single bedroom flats (73 Sandy Lane) - Approve with Conditions 7/10/2020

71039 - Demolition of existing garages and erection of 2no. dwellings - Refuse 20/22/2024

Publicity

Neighbour letters sent 29th May 2025

Site notice posted 11th June 2025

3 objections received in relation to:

- Overlooking/loss of privacy
- Loss of light into garden
- Noise and disturbance

- Loss of view
- Existing drains/sewers insufficient to serve these properties.
- In order to proceed, the land owner would have to excavate the existing carpark and land in order to install services that would cause a significant amount of damage on private land.

Following the receipt of amended plans further letters sent 1st September 2025. 1 additional objection received in relation to:

- Loss of privacy
- Reduction of light to garden
- Noise and disturbance.
- Drainage

Further plans were received, and letters sent on the 31st October 2025.

Objectors have been informed of the Planning Control Committee Date.

Statutory/Non-Statutory Consultations

United Utilities (Water and waste) - Condition requested in relation to submission of SuDs and foul water drainage scheme.

Greater Manchester Ecology Unit - Conditions requested in relation to enhancement through bat or bird boxes. Informative requested in relation to protected species. Likely that 10% can be achieved and standard BNG condition can be applied.

Traffic Section - To be reported within supplementary

Drainage Section - No response

Environmental Health - Contaminated Land - A Phase 1 Desk Study and Preliminary Risk Assessment Report has previously been received and commented on by this team. Further investigation has been recommended and is therefore required. Conditions requested in relation to a risk assessment, remediation strategy and verification, unexpected contamination and imported soil.

EV chargepoints are also requested to be secured via condition.

Waste Management - No response

Prestwich Village Neighbourhood Forum - Previous issues appear to have been addressed. The scheme itself is a backland development, next to existing lock-up garages and within an area used for servicing the adjoining shop units, and is not a particularly suitable environment for the development of housing. However, we note the previous approval for two 2-bed houses on the site, and it appears the principle of developing two 2-bed houses on this site has been accepted by the Council.

Pre-start Conditions - Conditions agreed by Agent.

Development Plan and Policies

EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/3	Extensions and Alterations
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S1	Sustainable Development
JP-S5	Clean Air
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

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

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

Principle (Residential)

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

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

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

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that

have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). In addition to the housing land supply in the SHLAA, the joint Places for Everyone Plan allocates significant strategic sites for housing within Bury and will accelerate housing delivery within the Borough to meet housing needs.

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

The National Planning Policy Framework also sets out the Housing Delivery Test, which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government show that Bury has a housing delivery test result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provides a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.

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

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

Layout and Design

PfE Policy JP-H4 - Requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered. Therefore in accordance with Policy JP-H4 regard should be had to a minimum net residential density of 50 dwellings per hectare at this site. The submitted application form states that the site is 336 sqm or 0.0336 hectares, which based on a total of 2 dwellings would result in a density of 60 dwellings per hectare. The refused scheme included conflicting site areas, in various documents and site plans and therefore the LPA was unable to fully determine an accurate density. This has been addressed and clarified in the amended scheme and therefore it is considered that the proposal would therefore make efficient use of land.

UDP Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments. PfE Policy JP-H3 - Seeks to provide an appropriate mix of

dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build. UDP 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. PfE Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places.

Policy H2/6 states that the Council will not support proposals that will result in the loss of private gardens and backland for infill development unless it can be shown that such proposals would not adversely affect the character and amenity of the area, when considering the relative density, impact on neighbouring properties and access arrangements. Density has been addressed above and the impact on neighbouring properties and access will be reviewed in the subsequent area of the report. Whilst unusual in terms of siting, the site is already partially developed with garages sited within the red edge. There are a number of residential properties within the vicinity of the site and as such the proposed use would not conflict with the surrounding land uses.

There are a number of different styles of properties within the immediate vicinity of the site including semi-detached hipped roofed dwellings, two storey gable roof terraced dwellings, 2-3 storey terraced shops/flats and a block of flats. The dwellings would be semi-detached with a staggered footprint due to the constraints of the site. The proposed dwellings would be of a simple and unobtrusive design with pitched gable roofs. The Planning Statement and application form confirm that the finishing materials would be dark red brick walls and grey roof tiles, complemented by brick soldiers and timber frame windows which would be in keeping with the materials utilised on neighbouring properties, and the details of which would be secured by condition.

Each property would have access to a rear garden, with a shared bin storage area to the side of unit 2. Parking is proposed to the front of the units, with cycle storage also shown within the rear gardens. A proposed landscaping plan has been submitted as part of the proposal that indicates hedgerows proposed to the boundaries of the rear gardens, paving to the front and also includes provision of bat and bird boxes on the proposed dwellings.

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

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

Unit 1 would be a 1 bed, 2 person property. Unit 2 would be a 2 bed, 3 person, 2 storey dwellings. The proposed dwellings would meet minimum standards for floor area, and appropriate built in storage for this size of dwellings. The proposed single and double occupancy bedrooms meet minimum standards for widths and areas.

Unit 1 would have a first floor rear study, rather than a bedroom as this room is 7.3m² and as such does not need to meet the threshold for a single occupancy room

Amenity

UDP Policy H1/2 states that the council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

The first floor rear windows would be located 7 metres from the rear boundary complying with SPD 6. The proposed rear ground floor windows would be screened by the boundary treatment.

No windows are proposed within the west side elevations. Unit 1 has a front door located within the east side ground floor and unit 2 has a secondary living room window located within the east side ground floor elevation. As these openings are associated with non-habitable areas, or are secondary windows they are considered to be acceptable.

Unit 1 has no front ground floor windows due to the proximity of the unit to the existing garage colony. The ground floor front opening within Unit 2 is limited to an access door which would relate to a non-habitable area.

The proposed front first floor bedroom windows would face towards the existing garage colony and parking/servicing area and as such no loss of privacy from these windows is foreseen.

Proposed section B - B indicates that the gardens to the west of the proposed dwellings are sited at a slightly lower level but not to the extent that additional distances would be required for aspect standards utilised to assess overbearing relationships. The side elevation of Unit 1 would be located approximately 18 metres from the rear elevation of No. 6 Lynmouth Grove and 19 metres from the rear elevation of No. 4 Lynmouth Grove exceeding the 13 metres required by SPD 6.

Proposed section A - A indicates a similar level of garden in relation to the properties on Carr Avenue. The proposed rear elevation of Unit 1 would be located a minimum approximately 13 metres away from the rear of No. 6 Carr Avenue (as extended) complying with SPD 6. Unit 2 would be located approximately 20 metres from the rear elevations of No. 4 and No. 2 Carr Avenue again complying with aspects set out within SPD 6.

Permitted Development

It is considered reasonable, given the constrained nature of the site, that the 'permitted development' right for future residents be removed in order to control any future development on the site in the interests of visual and residential amenity.

Highways and Access

UDP Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. PfE 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.

PfE Policy JP-P1 states that all development should be functional and convenient, enabling

people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage. This is further supported by PfE Policy JP-C8 that states that the LPA should prioritise convenient and safe access to the site and buildings for all users and ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability.

Pedestrian and vehicular access to the site would be gained from Sandy Lane utilising the existing site entrance/access. Pedestrian access is indicated as being located to the rear of the existing garages to the west of the Lowther Court, which would be demolished as part of the scheme. The removal of these garages will be secured by condition to ensure that there is an element of natural surveillance for pedestrians accessing the site, and to prevent them having to walk through the parking/servicing area for the existing flats.

The servicing for the existing flats would remain unaltered by the proposal.

Tracking has been submitted to show that the proposed parking spaces to the fronts of the dwellings can be accessed by a large car.

Parking

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

The site is located within Zone 4. Within this zone 1 space would be required for Unit 1, and 2 spaces for Unit 2 which have been shown on the proposed floor plans. EV charge points are also shown. Covered cycle storage for both units is indicated within the rear garden.

Ecology and Biodiversity Net Gain

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

The application is accompanied by a Preliminary Ecological Appraisal and Roost Assessment (Arbtech, 2025) and Biodiversity Net Gain Assessment (Arbtech, 2025).

The site was found to comprise two buildings, developed land, and two small trees. The buildings and trees were found to have negligible bat roosting potential and based on the evidence provided and Greater Manchester Ecology Unit (GMEU) have confirmed that they have no reason to doubt this assessment. As such, no further surveys are required.

The remainder of the site was found to provide minimal ecological value. The ruderal vegetation present on site however provides limited foraging and commuting opportunities for hedgehogs, and this vegetation would be removed during construction. The Ecological Appraisal considered the loss of such habitats is likely to be inconsequential to local hedgehog populations owing to their low value and the presence of more extensive habitat locally. However, it also highlights construction activities could result in the death or injury of hedgehogs, if present. The Ecological Appraisal recommends Reasonable Avoidance

Measures for hedgehogs, and GMEU have requested that this is secured by condition. A condition is also requested in relation to the integration of bat or bird boxes within the proposed buildings on site. The proposed landscaping plan shows these elements and as such this has been recommended to be secured by condition.

Regarding the Biodiversity Net Gain Assessment (BNG), this shows that a gain of 0.02 habitat units (27.55%). This is due to the retention of the trees on site and the creation of vegetated garden. GMEU would note that while some vegetation including bramble does appear to have colonised the developed land, they accept that this likely covers less than 10% of the area in line with the UKHab developed land definition. GMEU therefore have no reason to doubt the results of the BNG assessment and the standard BNG condition can be applied.

Carbon and Energy

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

An Energy and Sustainability Statement has been submitted in support of the application that details the baseline energy requirements for the proposed new dwellings, the reduction in energy demand as a result of energy efficiency measures and the potential to achieve further CO2 reductions using renewable energy technologies.

Digital Connectivity

PfE Policy JP-C2 requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. The policy supports the provision of free, secure, high-speed public wi-fi connections, particularly in the most frequented areas.

Future occupiers would be provided with operational and accessible networks, in accordance with the digital inclusion policies.

Response to representations

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

Land ownership issues are non-material planning considerations not relevant to the decision.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act

1990.

2. This decision relates to drawings numbered 069SA-A-01-001 Rev 3, 069SA-A-01-002 Rev 4, 069SA-A-02-001, 069SA-A-02-002, 069SA-A-02-101 Rev 4, 069SA-A-02-102 Rev 3, 069SA-A-02-103 Rev 3, 069SA-A-02-104 Rev 3, 069SA-A-03-001, 069SA-A-03-002, 069SA-A-03-101 Rev 4, 069SA-A-03-102 Rev 4, 069SA-A-03-103 Rev 4, 069SA-A-05-101 Rev 3, 069SA-A-05-102 Rev 4, 069SA-A-06-001, 069SA-A-06-002, 069SA-A-06-003, 069SA-A-06-004, 069SA-A-06-101 Rev 4, 069SA-A-06-102 Rev 4, TH 5204B LSCP, TRK01 Rev 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 and Places for Everyone Joint 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. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

4. No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the Local Planning Authority for approval:

1. Generic Quantitative Risk Assessment (GQRA).
2. Detailed Quantitative Risk Assessment (DQRA). Submission of this document if GQRA requires it.

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).

5. No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

In accordance with the findings of site characterisation and risk assessment as previously approved, documents from the following shall be submitted to the Local Planning Authority for approval:

1. Remedial Options Appraisal.
2. Remediation Strategy.
3. Verification Plan.

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).

6. The development hereby permitted within any approved phase shall not be occupied/brought into use until the works relating to land contamination detailed below are fully completed:
Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.
A Verification Report must be submitted to the Local Planning Authority for approval upon completion of remediation works. 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).

7. 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).

8. Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.
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 the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.
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).

9. Prior to occupation the applicant shall provide:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling.

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. The landscaping scheme drawing TH 5204B LSCP hereby approved shall be implemented not later than 12 months from the date the dwellings are first occupied and shall include the implementation of the bird boxes and bat boxes and bricks proposed. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted

Reason. To secure the satisfactory development of the site and ensure enhancements and net gains for biodiversity 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.

11. A precautionary working method for hedgehog shall be implemented during construction, including the following measures:

- Any excavations will be covered overnight, or a ramp will be installed to enable any trapped animals to escape.
- The use of night-time lighting will be avoided, or sensitive lighting design will be implemented to avoid light spill on to retained habitats which hedgehogs could use.
- Any chemicals or pollutants used or created by the development should be stored and disposed of correctly according to COSHH regulations.

If any hedgehogs are found in the working area these should be allowed to disperse of their own accord or, if at immediate risk, should be moved by hand to a sheltered, vegetated area away from disturbance.

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.

12. Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

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

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

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

14. Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.

Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Development Plan listed.

15. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

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

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 demolition works, construction of the development and as a result of any statutory undertakers connections to the site that may be required;
2. Access route for all demolition and construction vehicles to the site from the Key Route Network;
3. Access point/arrangements for demolition and construction traffic from Sandy Lane, all temporary works required to facilitate access for demolition/construction vehicles and retain access for existing residents and service/delivery vehicles;
4. If proposed, details of site hoarding/gate positions within the site, 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 Sandy Lane;
6. Confirmation of hours of operation, delivery & demolition/construction vehicle sizes that can be accommodated within/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 including the retention of existing turning/servicing facilities and measures to control/manage delivery vehicle manoeuvres;
8. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition and 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 demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Development Plan Policies EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development, JP-C5 - Streets for All and JP-C6 - Walking and Cycling.

16. Notwithstanding the proposed pedestrian access improvements indicated on approved plan reference 069SA-A-01-002 Rev 4, prior to commencement of development a scheme of works shall be submitted to and agreed in writing by the Local Planning Authority incorporating the removal of the service yard gates, demolition of the existing garages to the north of the proposed dwellings, demarcation of the proposed parking spaces and provision of a surfaced pedestrian route. The approved scheme shall be implemented prior to the dwellings hereby approved being occupied and thereafter maintained at all times.

Reason. To ensure adequate pedestrian access arrangements from the adopted highway, in the interests of pedestrian safety pursuant to Development Plan Policies H2/2 The Layout of New Residential Development, JP-C5 - Streets For All, JP-C6 - Walking and Cycling and JP-C8 Transport Requirements of New Development.

17. The turning and servicing facilities indicated on approved plan reference 069SA-A-01-002 Rev 4, shall be provided before the development is first occupied and the areas used for the manoeuvring of vehicles in each parking area 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 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, HT2/4 - Car Parking and New Development and Supplementary Planning Document 11: Parking Standards in Bury.

18. The car parking indicated on approved plan reference 069SA-A-01-002 Rev 4, shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied

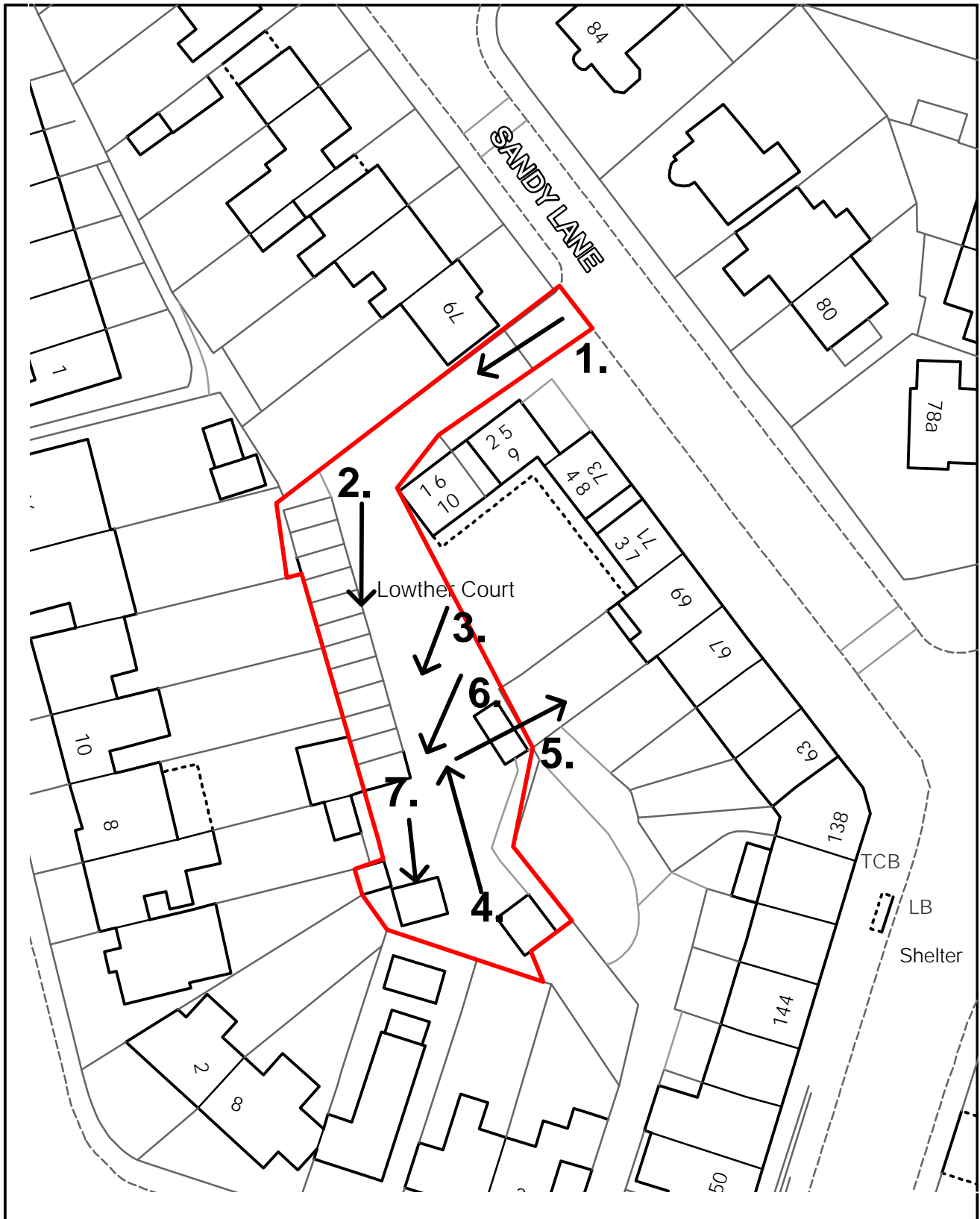
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

19. The proposed air source heat pump shall comply with Microgeneration Certification Scheme (MCS) Planning Standards, and the volume of the air source heat pump's outdoor compressor unit (including any housing) shall not exceed 1.5 cubic metres.

Reason. No MCS details have been submitted with the proposed application and to protect the amenity of neighbouring occupiers pursuant to Development Plan Policy EN7/2 - Noise Pollution.

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

Viewpoint - 71784



ADDRESS: Land to rear of 69 Sandy Lane/
Lowther Court, Prestwich,
Manchester, M25 9PS



Planning, Environmental and Regulatory Services

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71784

Photo 1



71784

Photo 2



Photo 3



71784

Photo 4



Photo 5



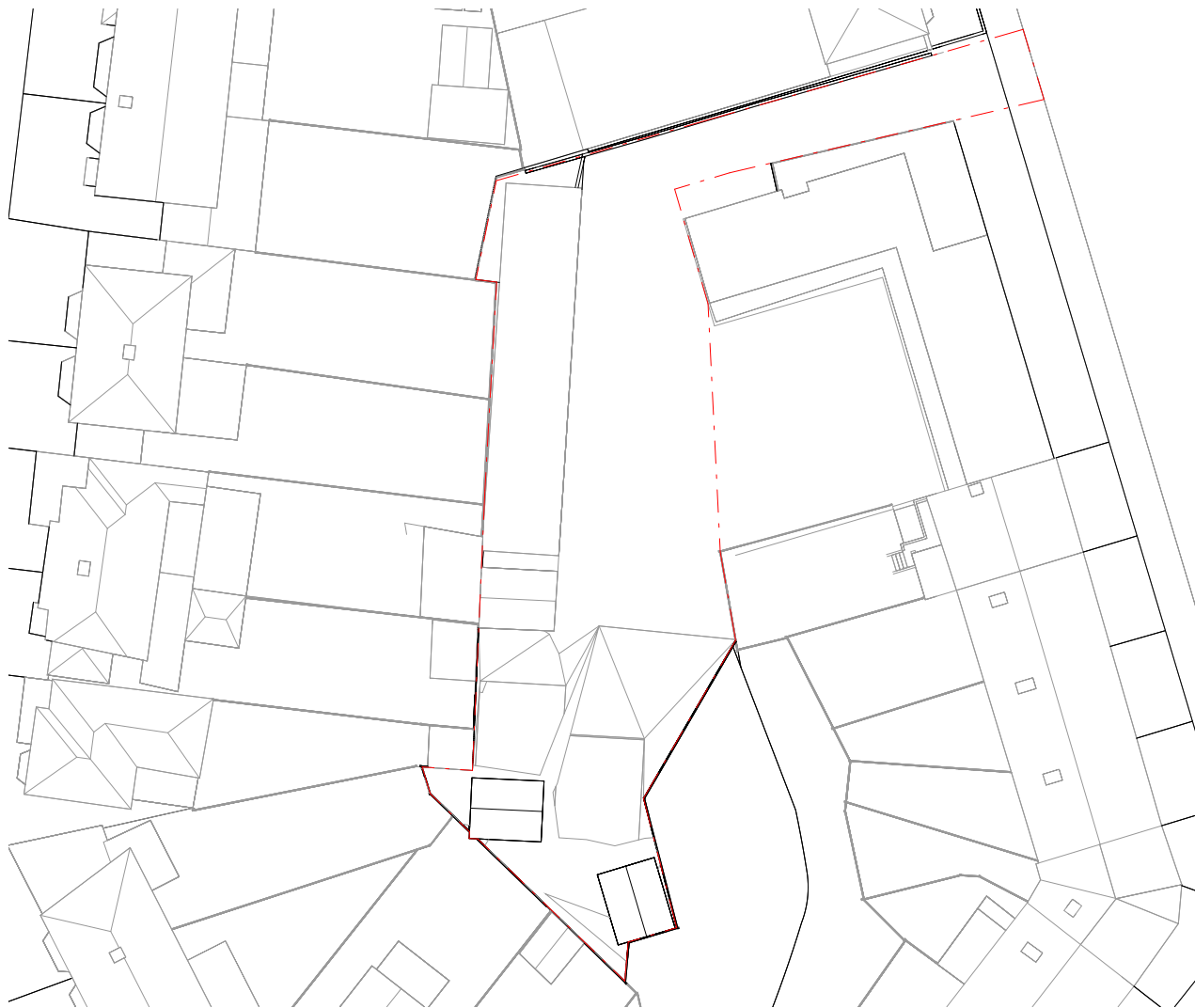
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Photo 6

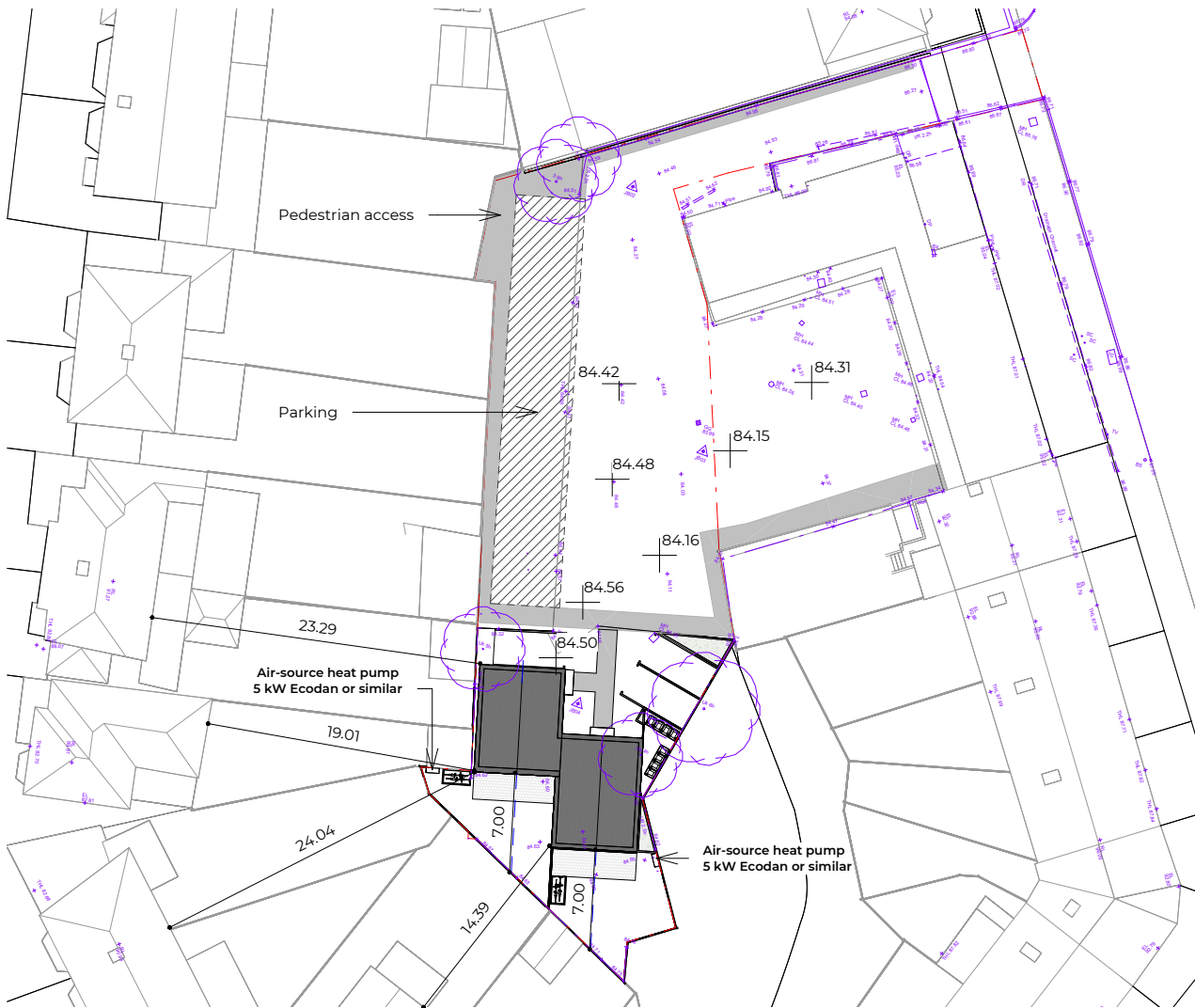


Photo 7

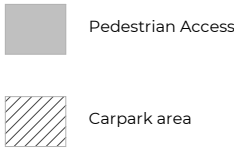




EXISTING BLOCK PLAN



PROPOSED BLOCK PLAN



4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

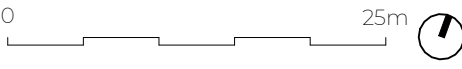
Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-01-002	SB

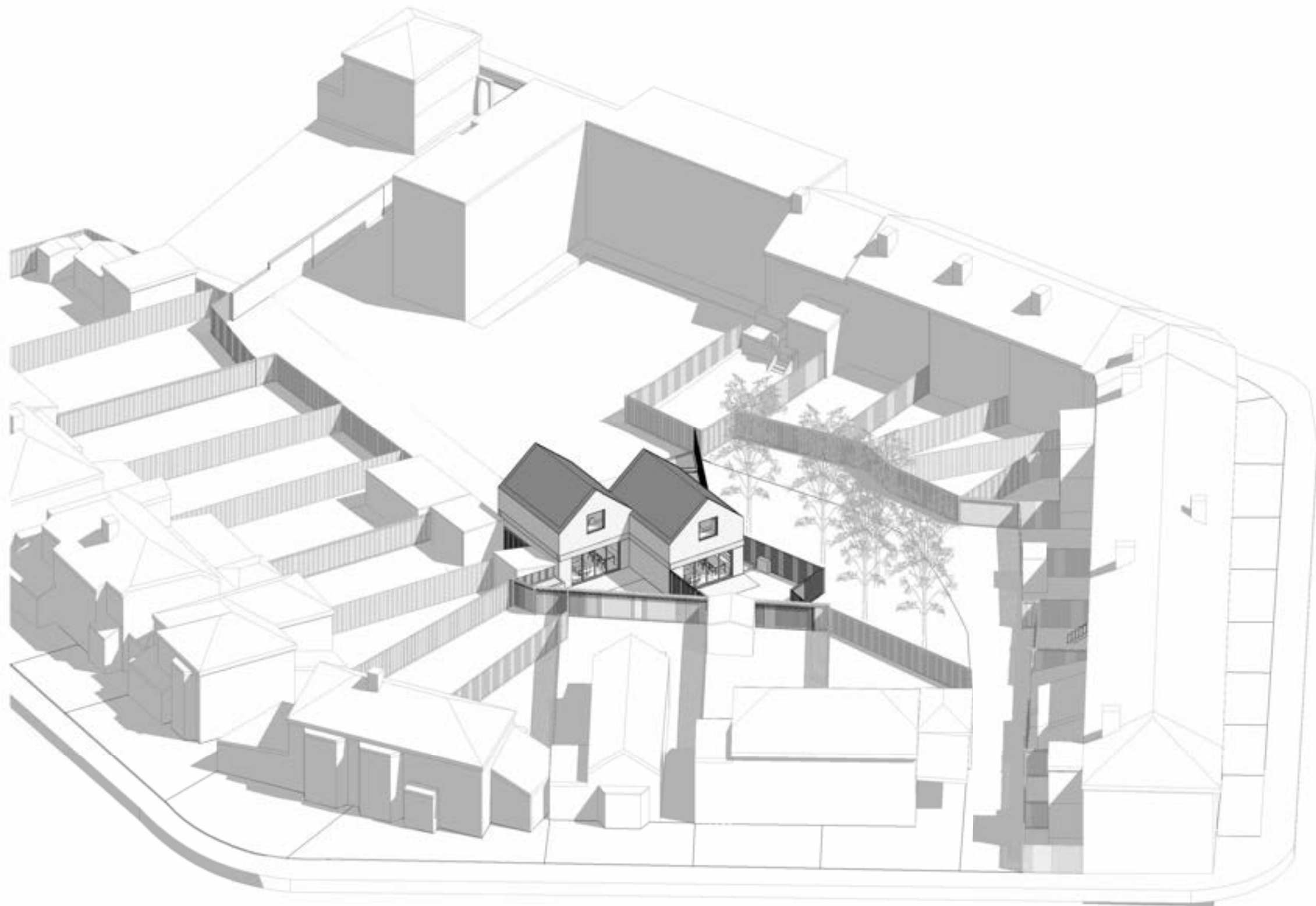
Drawing	Checked
Block plans	RK FN

Scale	Issue Date
As indicated @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-02-101	SB

Drawing	Checked
Proposed Rear Visualization	RK FN

Scale	Issue Date
@ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



PROPOSED GIA	
Name	Area

Unit 1	158.3 m²
--------	----------

158.3 m²

Unit 2	167.1 m²
--------	----------

167.1 m²

325.4 m²

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-03-101	SB

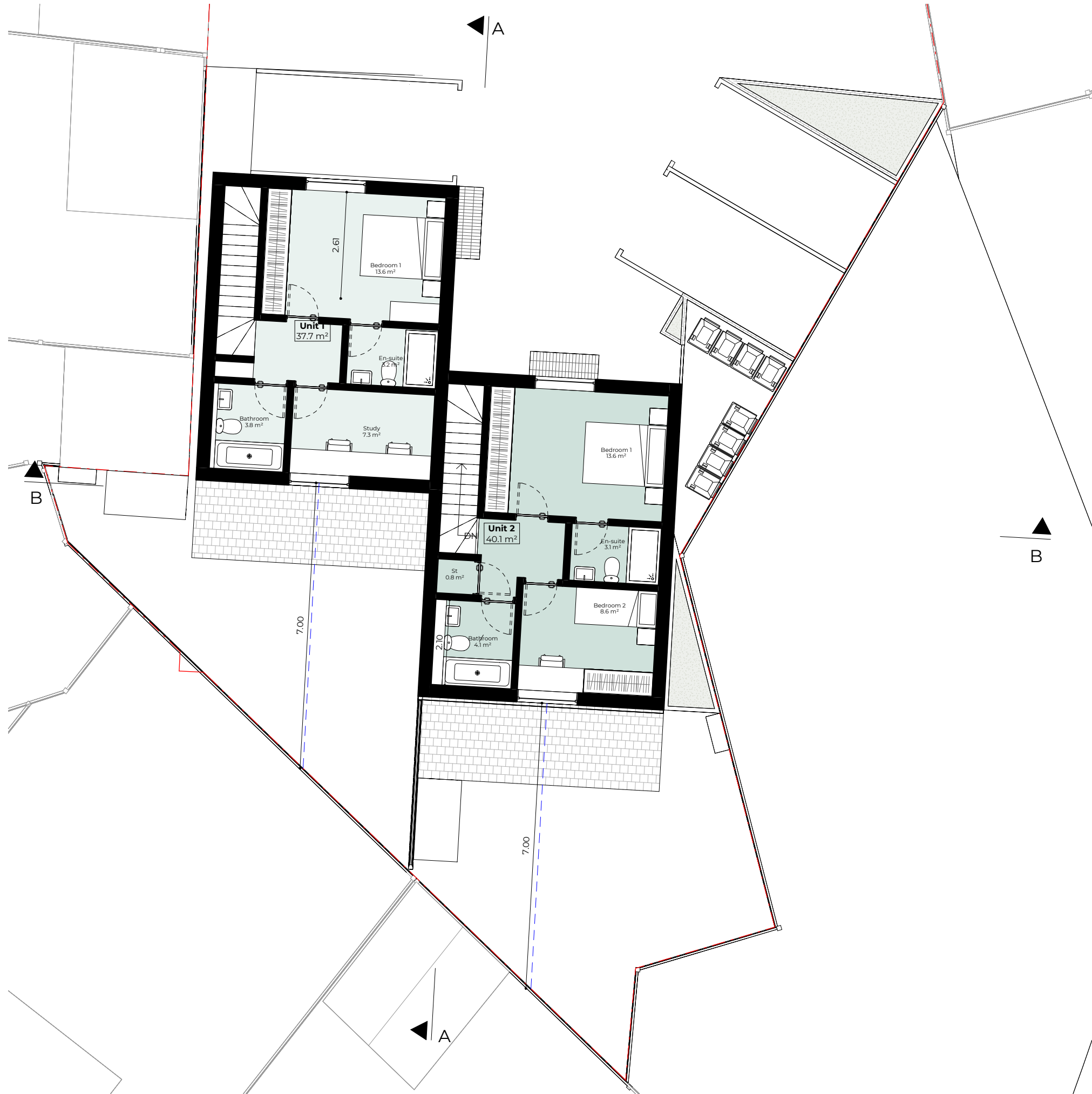
Drawing	Checked
Proposed Ground Floor Plan	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



PROPOSED GIA	
Name	Area
Unit 1	158.3 m ²
	158.3 m ²
Unit 2	167.1 m ²
	167.1 m ²
	325.4 m ²

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

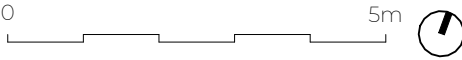
Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-03-102	SB

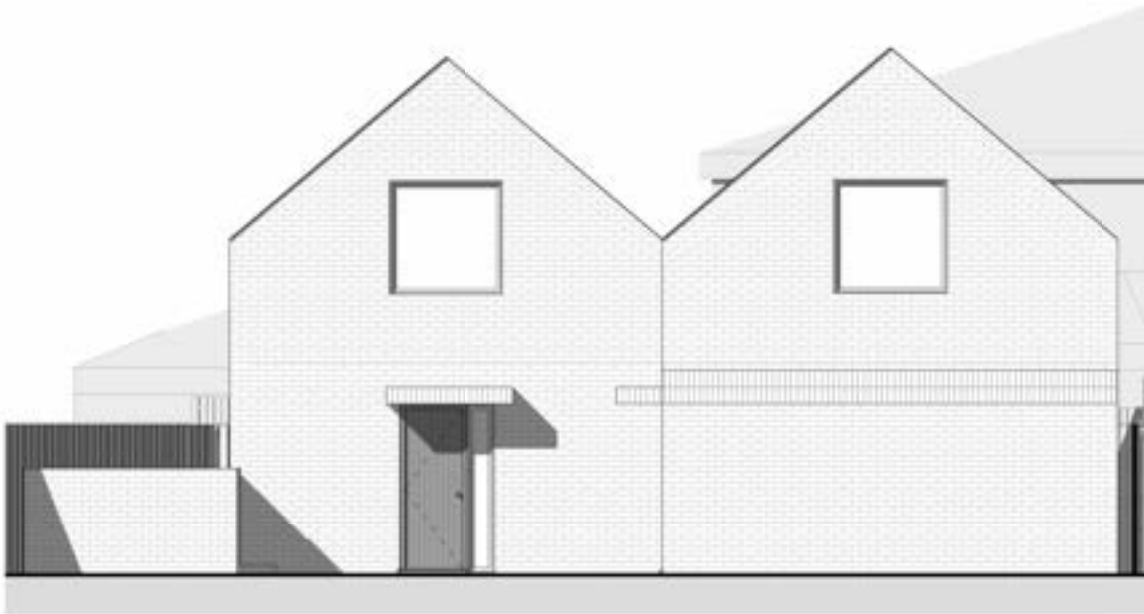
Drawing	Checked
Proposed First Floor Plan	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Proposed North Elevation



Proposed South Elevation

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-101	SB

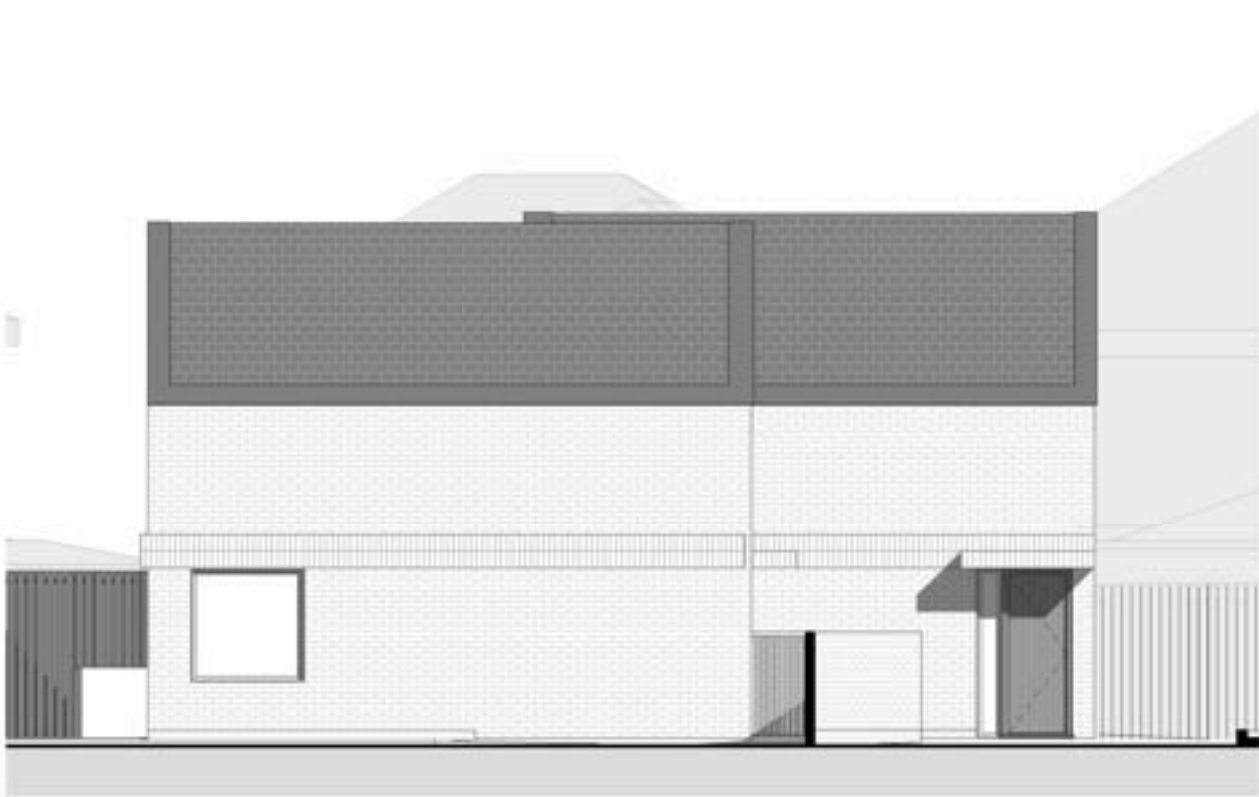
Drawing	Checked
Proposed Elevation	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25

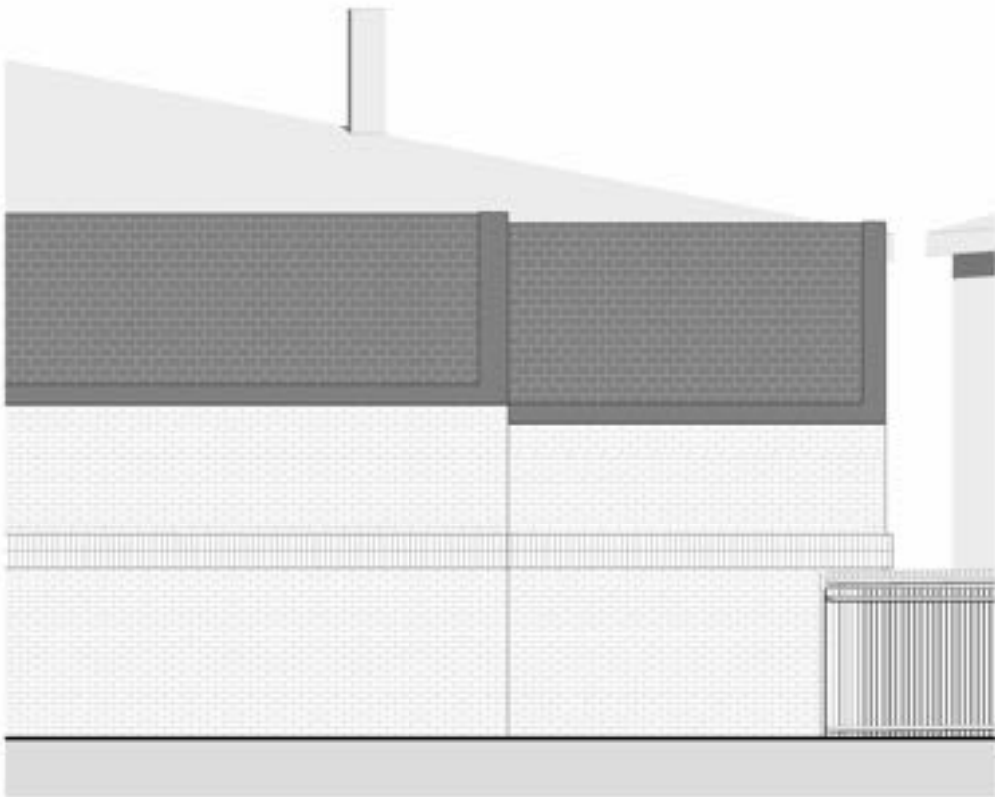


Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Proposed East Elevation



Proposed West Elevation

4	07.11.25	ASHP shown
3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-102	SB

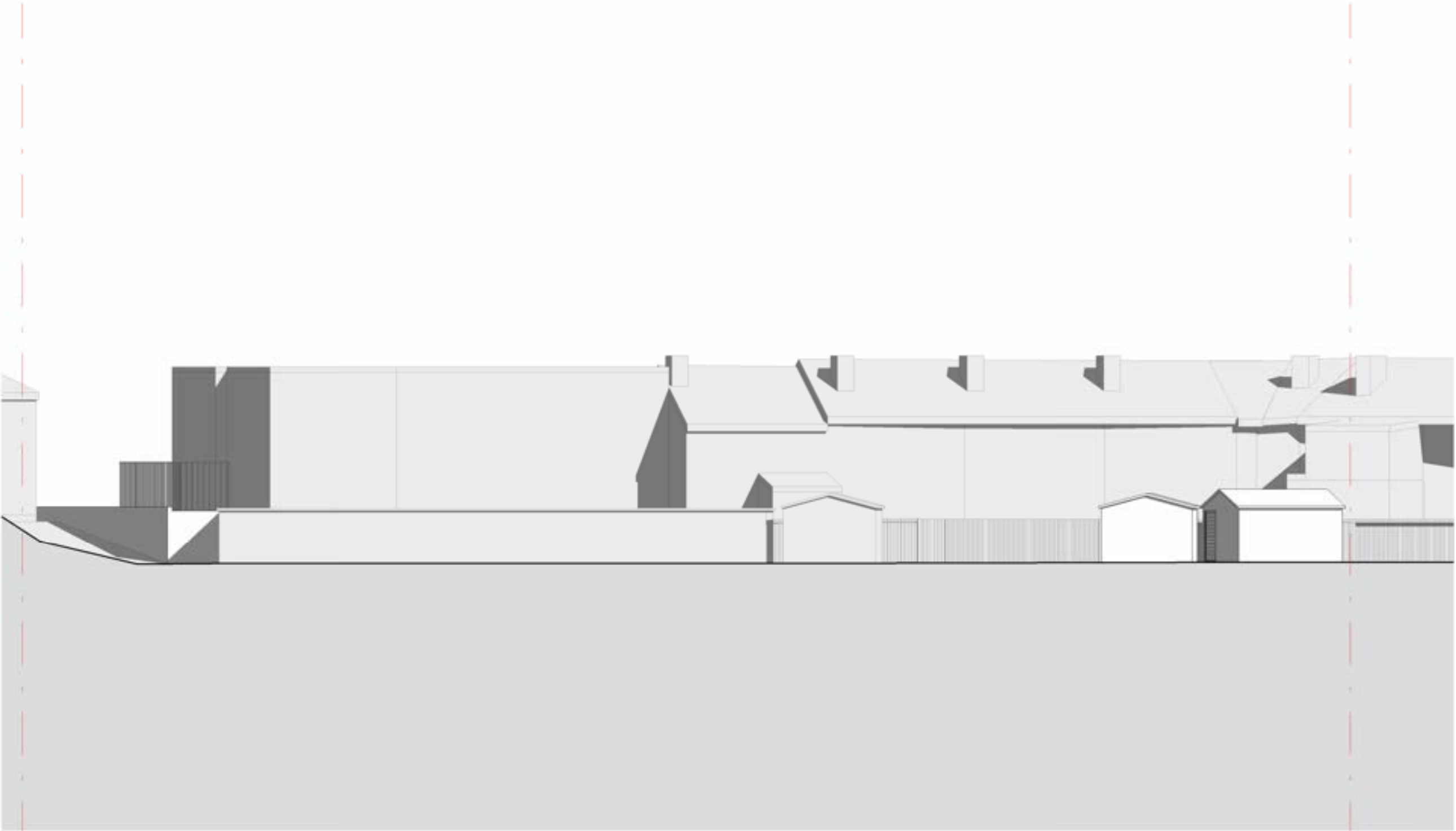
Drawing	Checked
Proposed Elevation	RK FN

Scale	Issue Date
1:100 @ A3	07.11.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-004	SB

Drawing	Checked
Existing West Elevation	JM

Scale	Issue Date
1:200 @ A3	23.04.25

0 5m

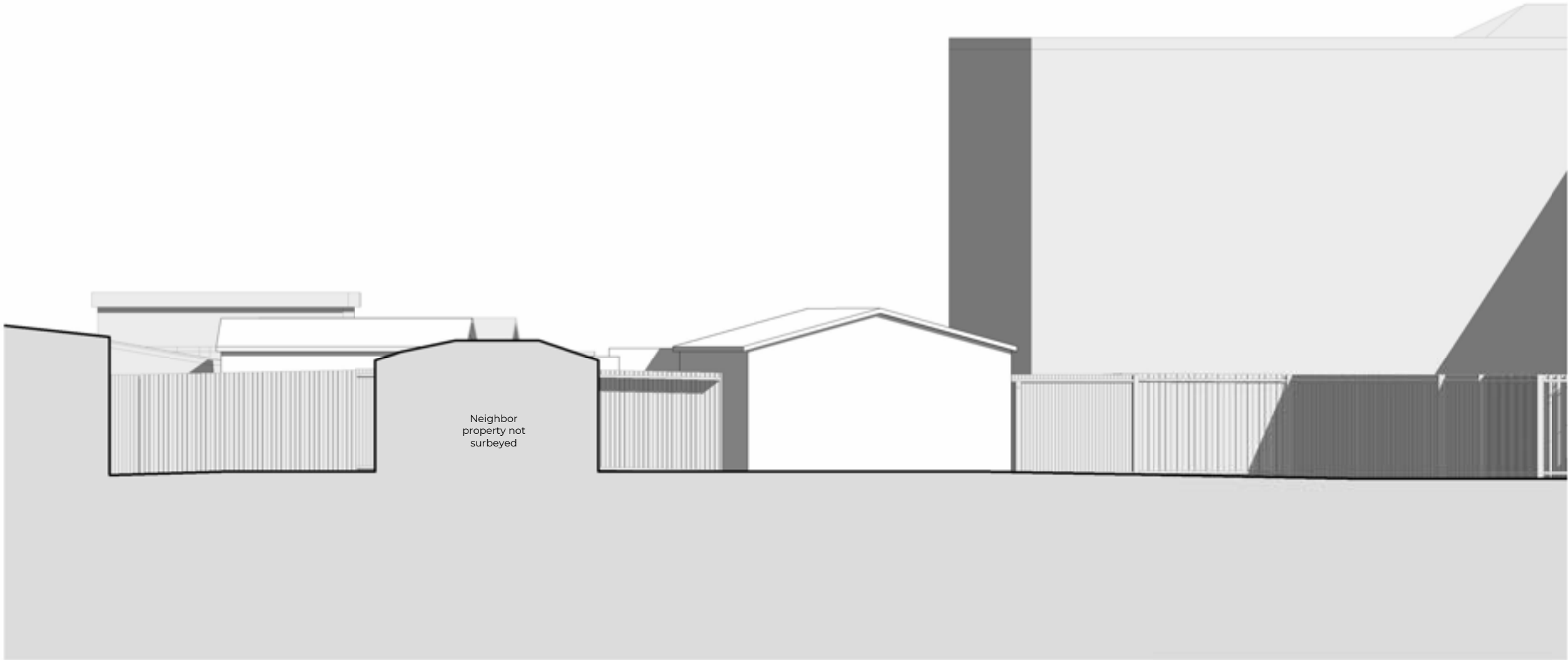
Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market, Chalk Farm Road, London, NW1 8AH





Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-001	SB

Drawing	Checked
Existing South Elevation	JM

Scale	Issue Date
1:100 @ A3	23.04.25

0 5m

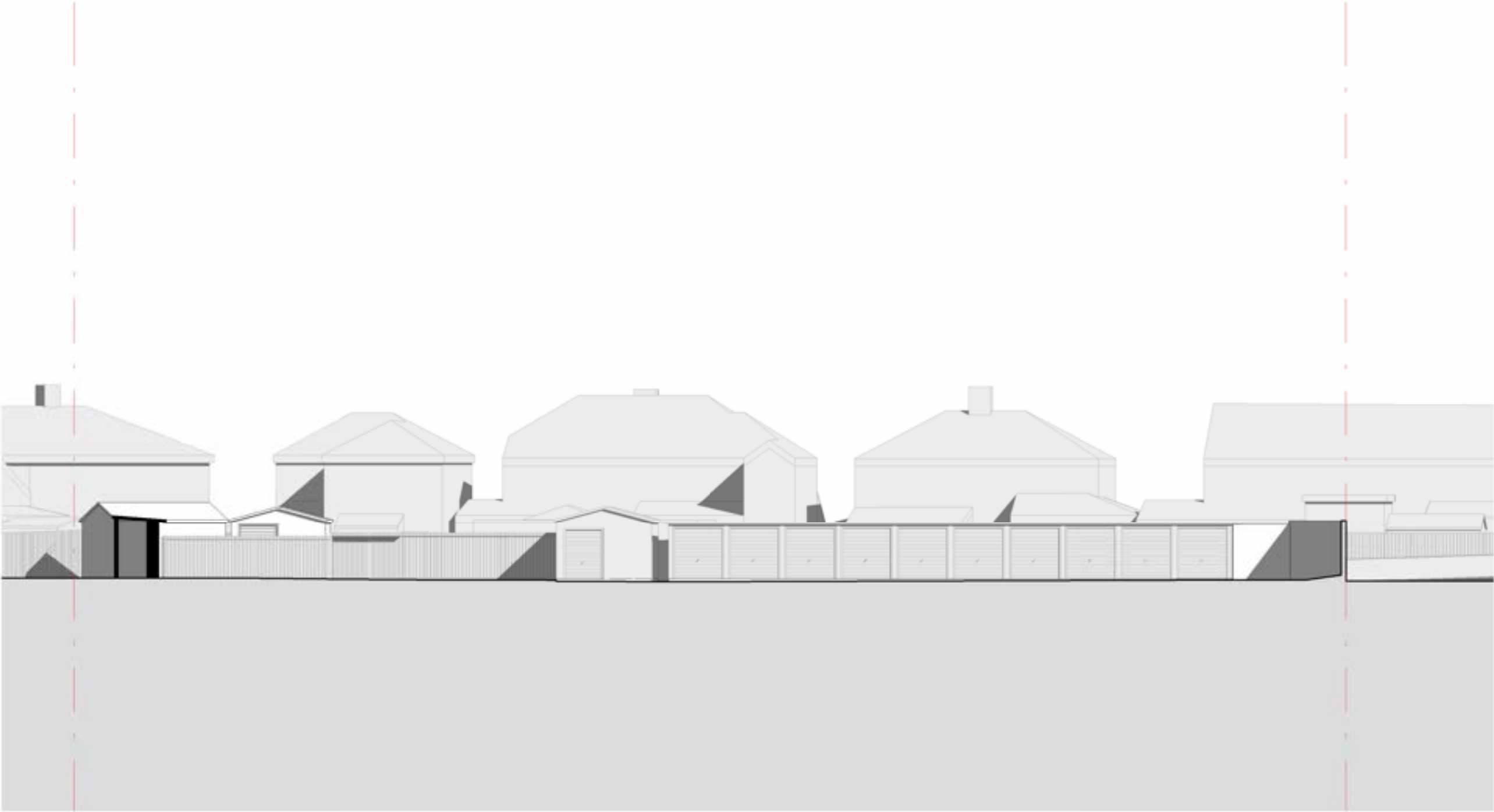
Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

www.upp-planning.co.uk
info@upp-planning.co.uk
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Farm Road, London, NW1 8AH





Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-003	SB

Drawing	Checked
Existing East Elevation	JM

Scale	Issue Date
1:200 @ A3	23.04.25

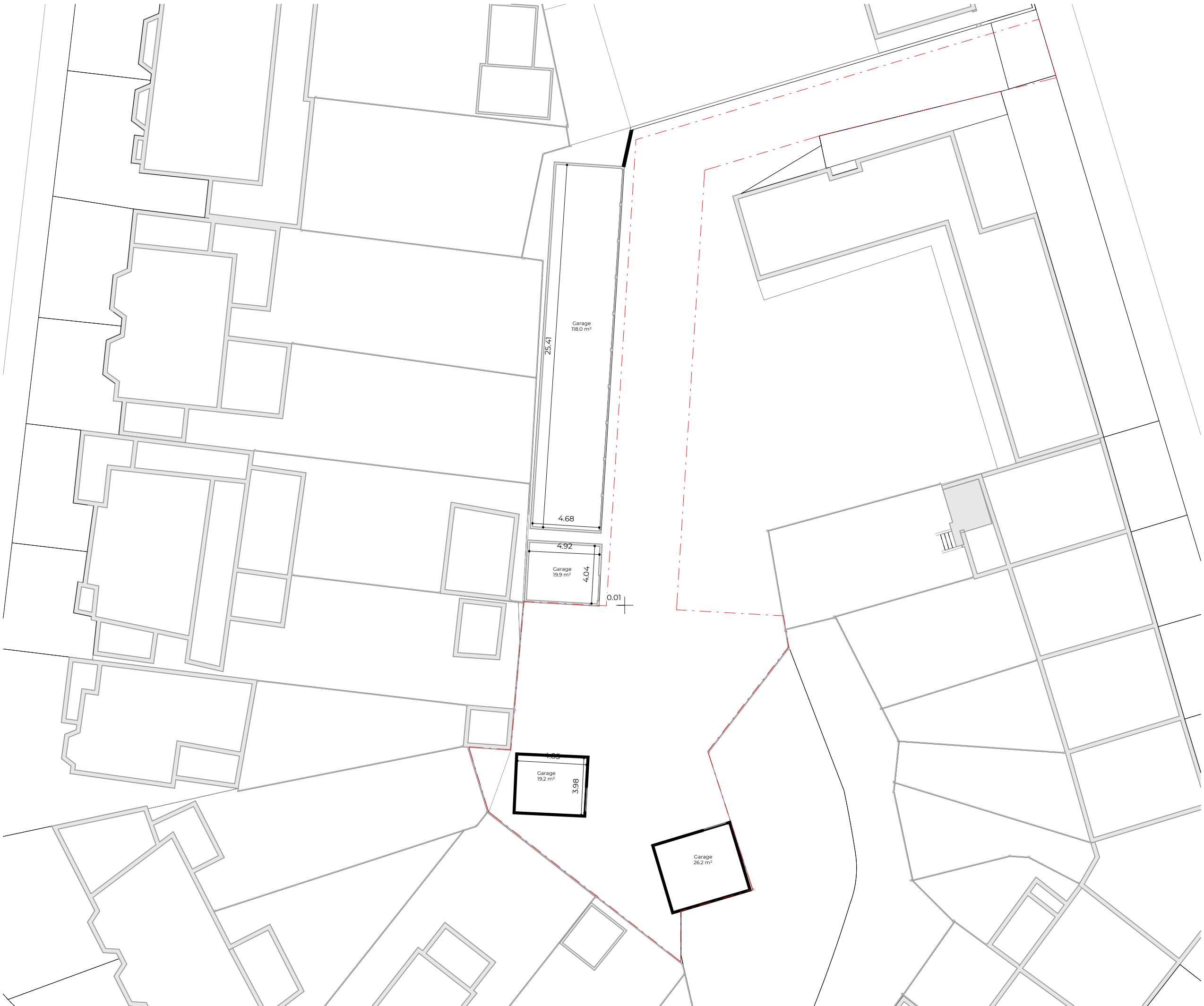
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Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

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Farm Road, London, NW1 8AH





Rev No.	Date	Description
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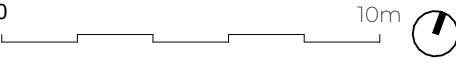
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Dwg No	Drawn
069SA-A-03-001	SB

Drawing	Checked
Existing Ground Floor Plan	JM

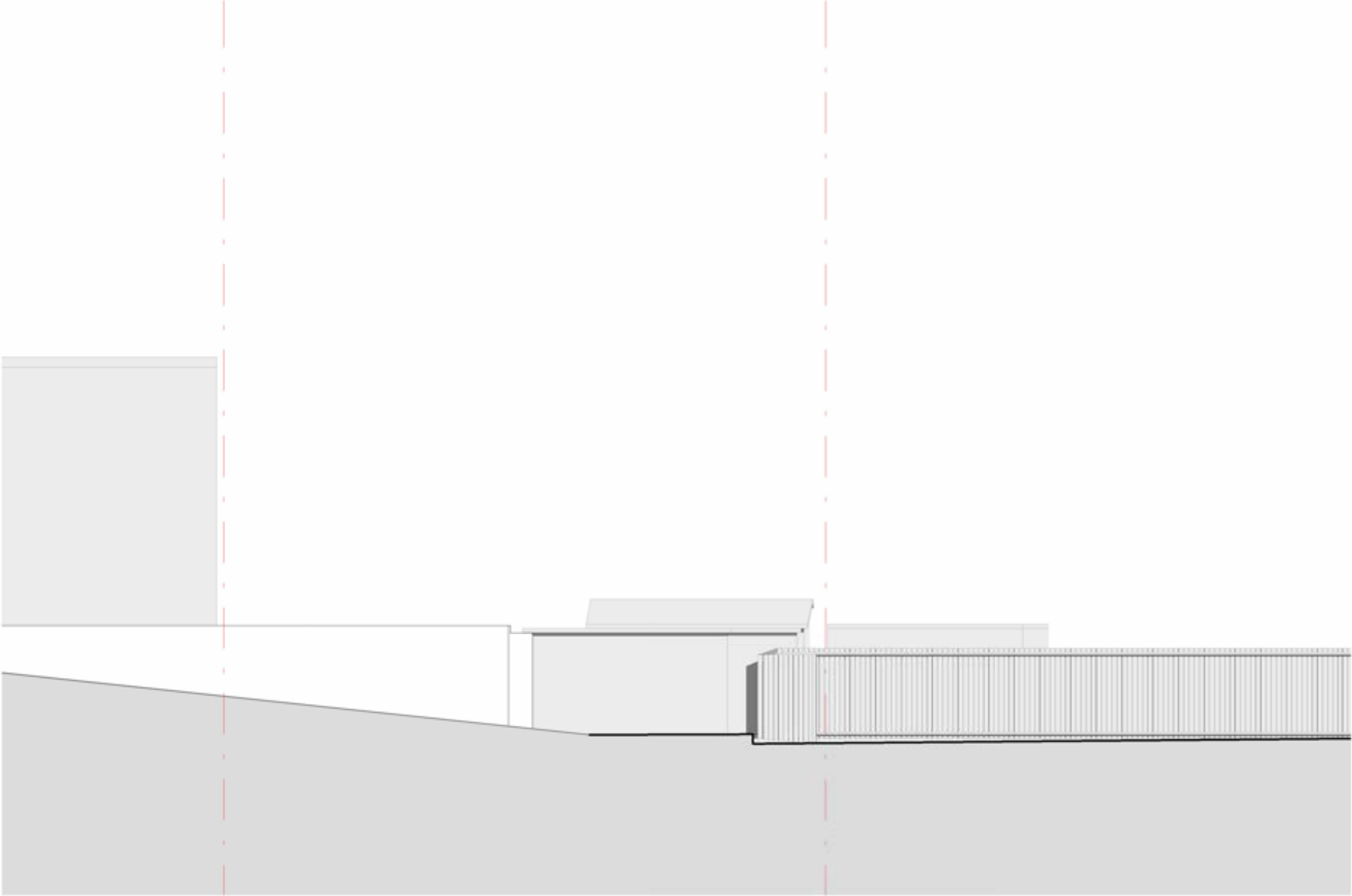
Scale	Issue Date
1:250 @ A3	23.04.25



Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-06-002	SB

Drawing	Checked
Existing North Elevation	JM

Scale	Issue Date
1:100 @ A3	23.04.25

0 5m

Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning

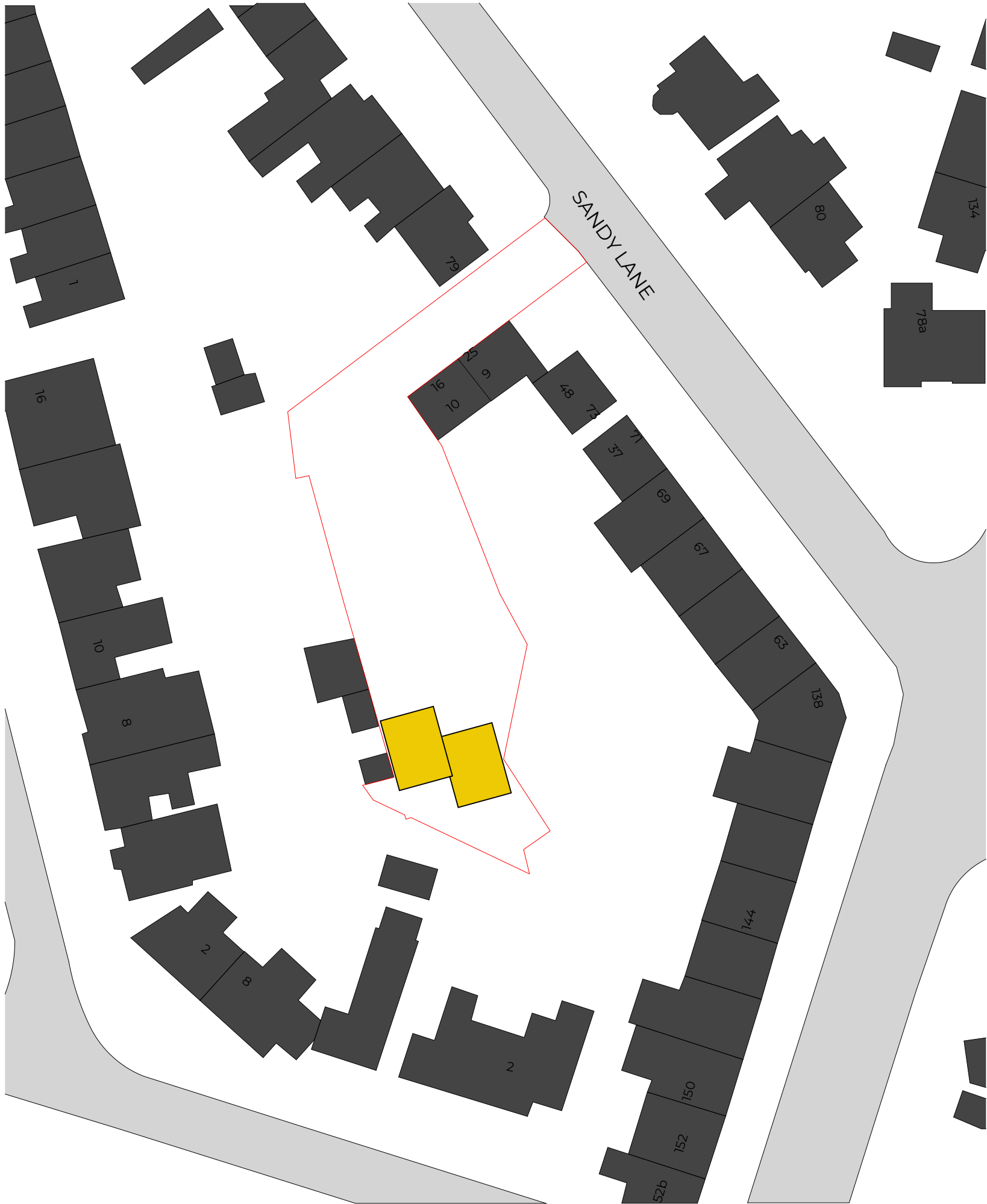
www.upp-planning.co.uk
info@upp-planning.co.uk
0208 202 9996
Atrium, Stables Market, Chalk
Farm Road, London, NW1 8AH





Location Plan
1:1250

0 10 20 30 40 50



Proposed site plan
1:500

0 5 10 15 20 25

Schedule of Areas

Total Site Area	
568.7 s.q.m.	
Existing Residential	Existing Non-Residential
0 s.q.m.	336 s.q.m.
Residential area lost by change of use or demolition	Non Residential area lost by change of use or demolition
0.00 s.q.m.	118 s.q.m.
Proposed Residential	Proposed Non-Residential
328 s.q.m.	218 s.q.m.
Net additional area	
0.00 s.q.m.	

3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-01-001	SB

Drawing	Checked
Location Plan	RK FN

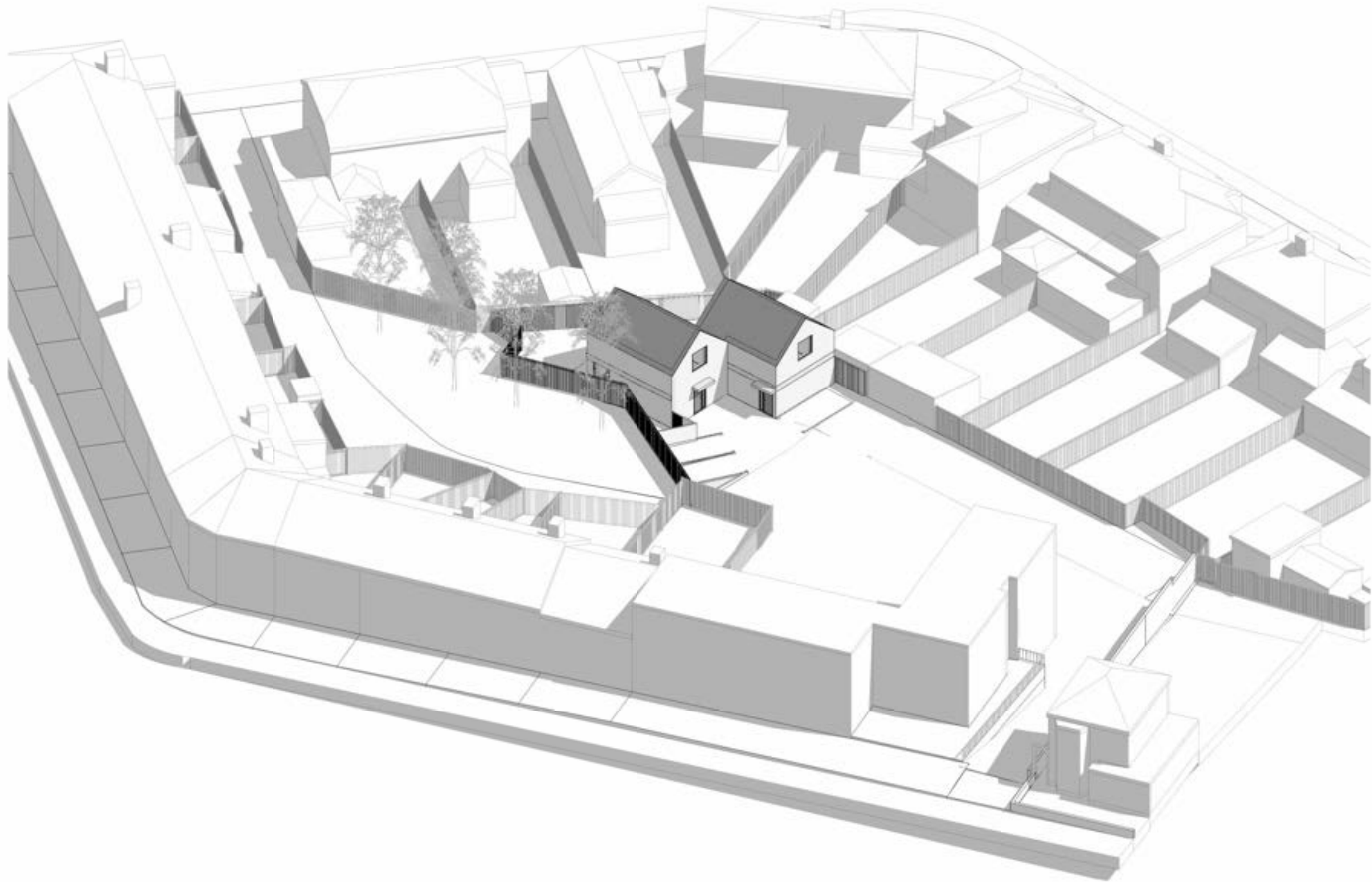
Scale	Issue Date
As indicated @ A3	30.10.25



Project Address

Land to rear of 69 Sandy Lane/Lowther Court, Prestwich, Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning



3	30.10.25	CO Comments
2	18.09.25	Parking Arrangement
1	06.08.25	Survey/CO Comments

Rev No.	Date	Description
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Dwg No	Drawn
069SA-A-02-102	SB

Drawing	Checked
Proposed Front Visualization	RK FN

Scale	Issue Date
@ A3	30.10.25



Project Address
Land to rear of 69 Sandy Lane/Lowther Court, Prestwich,
Manchester, M25 9PS

Client	Status
MC Housing Ltd	For Planning