

Ward: Whitefield + Unsworth - Unsworth

Item 03

Applicant: Watson

Location: Spurr House, Pole Lane, Bury, BL9 8QL

Proposal: Demolition of existing buildings, site clearance works including removal of areas of hardstanding and the erection of two blocks of apartments, comprising 60 no. residential units, relocation of existing site access, and associated landscaping

Application Ref: 72240/Full

Target Date: 25/11/2025

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a S106 Agreement for Affordable Housing in accordance with UDP Policy H4/1 and SPD5. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

Description

The application site area is approximately 0.67ha and comprises a vacant single storey building which previously operated as a care home. The car park is located on hardstanding at the front of the site with grassed areas, tree planting and informal landscaping along the frontage and around the outside of the building.

There is one access into and out of the site and a pedestrian path which leads to the main entrance.

The site is bounded by Unsworth Cricket and Tennis Club at the south, Unsworth Academy to the east and a pair of semi-detached dwellings with three/four storey residential flats to the north. Opposite the site are two storey suburban dwellings.

The application proposes the demolition of the existing buildings and redevelopment of the site to provide 2 blocks of apartments comprising 15 x 1 bed and 45 x 2 bed with associated parking and access.

The apartment blocks would have an 'L' shaped arrangement. Block A would front Pole Lane and would be 3 storey high and provide 23 units (5 x 1 bed and 18 x 2 bed). Block B would be 4 storey in height and positioned to the rear of the site to create a parking court and vehicular access between the two buildings and would provide 37 apartments (10 x 1 bed and 27 x 2 bed).

The design of the buildings would be modern and contemporary in approach with a vertical emphasis to elevations and window placements. Areas of the buildings would be recessed and balconies provided to some of the apartments.

Elevations would comprise contrasting brickwork with a lighter brick to the balconies and entrance. Windows and doors would be black upvc frames.

The apartments would incorporate sustainable features including thermal efficient windows and doors, thermal insulation, air source heat pump and mechanical ventilation and heat recovery system.

Vehicular access and egress to the site would be from the existing entrance which is

located at the south western side of the site and a separate pedestrian access from Pole Lane would be provided to the north of the site.

A total of 63 parking spaces for the apartments would be provided with an additional 7 spaces for visitors. A secured cycle store would be provided on the ground floor of each of the blocks to provide a total of 70 cycle spaces. Two communal bin stores would be located at either end of the site.

The development would require the removal of 16 trees, four groups of trees and the partial removal of one group. The remaining 23 individual trees and 8 groups of trees would be retained and a landscaping plan has been submitted with proposals for tree planting around the site and particularly to the frontage and boundaries.

Relevant Planning History

02997/E - Demolish existing single storey building and construct 15 new houses, including 10% affordable homes - Enquiry completed 31/07/2024

03025/E - Two blocks of apartments, delivering 60 residential units. The development includes the relocation of the site access further south on Pole Lane, 62 parking spaces and associated landscaping. - Enquiry completed 14/11/2024

57662 - Externally illuminated single sided totem sign (retrospective) - Approve with Conditions 18/07/2014

69361 - Conversion of short stay residential home (Class C2) to a pupil referral unit (Class F1) for educational use; Single storey extensions and associated landscaping, additional parking and external works - Approve with Conditions 28/06/2023

71384 - Demolition of existing buildings, site clearance works including removal of areas of hardstanding, tree removal, disconnection of existing services and site levelling - Withdrawn by Applicant 16/01/2025

Publicity

Letters sent to 73 properties on 1/89/25.

Site notice posted 3/9/25.

Press advert 5/9/25.

32 objections received with the following issues raised-

Environmental impact

- Removal of established trees would negatively affect the local environment.
- These contribute to local character, improve air quality and provide habitats for wildlife including bats, a protected species.
- Impact of local amenity and would reduce quality of life for existing residents.
- Increase in traffic will worsen air quality due to additional fumes from cars queuing and idling on a road that is already gridlocked at busy times.
- Loss of trees would increase surface water run-off and raise the risk of drainage problems. Replacement planting cannot compensate for the decades of maturity that will be lost.
- Construction will bring years of noise, dust, and heavy vehicle movements, directly affecting the quality of life of families, older residents, and pupils at Unsworth Academy.

Pressure on local infrastructure

- Limited local facilities - a post office, a doctors' surgery, a dentist, and a few small shops. These services are already stretched.
- An influx of new residents on this scale would place significant additional pressure on essential resources, making it harder for existing residents to access appointments and local amenities.

Traffic Congestion

- Already heavily congested area and suffers high traffic volume, school traffic and roadway layout around Pole Lane.
- Pole Lane is already extremely difficult to navigate. Drivers with blue badges (and many others who don't) park on the double yellow lines outside the Post Office which creates a bottleneck which has led to many altercations over the years.
- 60 flats will bring a large increase in traffic in the area with potentially up to 120 new vehicles. This will impact pedestrian safety. Pole Lane was not designed for this volume of traffic.
- The roads cannot cope and children will be put at risk
- Compounded by deliveries and servicing of the site

Inadequate parking/parking pressure

- More flats will just make this parking pressure worse.
- 60 car parking spaces is not enough for 60 households.
- The Office for National Statistics reported that in 2021, 34% of households in the Unsworth area had two or more vehicles. If we apply the percentage (34%) to the 60 proposed new households then there will be 80 vehicles requiring parking spaces. Vehicles will probably be parked on Pole Lane or Willow Drive. Pole Lane is already congested daily with parked vehicles on both sides outside the Spurr House site. Additional vehicles will make the roads even more dangerous.
- Should negotiate additional parking on John Holts car park.

Footfall / Pedestrian safety

- This area has heavy pedestrian footfall. There are a number of local schools and Pole Lane is a cut through for young people and families.
- Potential for additional parked cars which can't be accommodated on the Spurr House site.
- Willow Drive is blind exit / entrance; further parked cars will increase this hazard.
- Traffic will cause safety issues for school children
- There is a school at the top of the road where pedestrian safety is already a concern.
- Bury Council need to monitor traffic in the area

Development out of keeping with the area

- Not opposed to the redevelopment of the site, the previous plan to use the site for special education provision was an ideal use and the existing building relatively simple to re-purpose
- The building of these flats will ruin the area, they should not be allowed to build high rise flats as it is not in keeping with the area.
- More suitable to semi or detached properties and family homes.
- The area cannot sustain so many properties.
- Fails to respect the scale, density and character of the area
- Out of keeping with the character of the area

Impacts on amenity

- Overlooking
- Fundamentally undermine a peaceful, safe family friendly environment
- Dominate the landscape
- Overshadow homes and remove natural light

- Over development - plain and simple

Other

- This is a formality and prelims have already started - just for maximum profits for developer and Bury MBC.
- Suggested Alternatives/Conditions -
 1. The end of the road must be opened up to provide a second access/exit point to alleviate congestion;
 2. Parking should be properly managed with opening up the use of the car park behind the Bay Horse Pub;
 3. A thorough traffic and environmental impact assessment must be carried out, with measures to protect residents and local wildlife from the adverse effects of such a large development.

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

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Waste Management - No response received

Borough Engineer - Drainage Section - No objection subject to condition

Environmental Health - Contaminated Land - No objection subject to condition

Greater Manchester Ecology Unit - CHECK ANITE

Greater Manchester Police - designforsecurity - No objection subject to implementation of the Crime Impact Statement

United Utilities (Water and waste) - Recommend the submission of a drainage scheme.

Planning & Building Regs Consultation Fire Protection Dept - No response received

Public Health - No response received

Transport for Greater Manchester - Comments provided and would defer to the Local Highway Authority on parking, access and servicing.

Pre-start Conditions - To be confirmed

Development Plan and Policies

NPPF	National Planning Policy Framework
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H4/1	Affordable Housing
EN1/2	Townscape and Built Design
RT2/2	Recreation Provision in New Housing Development
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
JP-C1	Our Integrated Network
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-D2	Developer Contributions
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-H1	Scale of New Housing Development
JP-H2	Affordability of New Housing
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing

JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
SPD1	Open Space, Sport and Recreation Provision
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD11	Parking Standards in Bury
EN6/3	Features of Ecological Value

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.

Housing Land Supply and Principle of Residential Development

The National Planning Policy Framework (NPPF) is a material planning consideration in planning decisions, and emphasises the Government's objective of significantly boosting the supply of homes. The Framework states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with either a 5% buffer to ensure choice and competition in the market for land, or a 20% buffer where there has been significant undelivery of housing over the previous three years. As set out in NPPF paragraph 78, the supply of housing must be assessed against the housing requirement set out in adopted strategic policies where these are less than five years old.

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 is an assessment of potential sites for residential development and is used to assess the housing land supply. It includes sites that have an extant planning permission, sites allocated through the joint Places for Everyone Plan 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.

The Council has carried out an assessment of the housing land supply to determine whether sites meet the deliverability tests in the NPPF and can contribute to the five year supply of housing land. Based on the 2025 5-year supply statement, the Council has

demonstrated a 4.3 year supply of housing land. This includes a 20% buffer (as currently required in Bury due to past under delivery) and accounts for past oversupply when assessed against the adopted PfE housing requirement.??The Council is therefore currently unable to demonstrate a deliverable five-year supply of housing land against the adopted housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), 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 (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%.

The five year supply position and the housing delivery test result need to be treated as material factors when determining applications for residential development.

Paragraph 11(d) 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, provide a strong 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, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

This means that as a result of the lack of five year supply and the latest published HDT result the 'tilted balance' set out in NPPF paragraph 11(d) applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

The site is a brownfield site in a sustainable location and residential development is considered acceptable in principle.

Housing

Type, Size and Design of New Housing

PfE Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes. All new dwellings must 1. comply with the nationally described space standards and 2. be built to the 'accessible and adaptable standard in Part M4(2) of Building Regulations unless specific site conditions make this impracticable.

All the units would meet NDSS and comply with accessible and adaptable standards in Part M4(2) of Building Regulations which would be secured by condition.

Density

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. The site falls in an area where a minimum density of 35 dwellings per hectare applies.

The site covers an area of approximately 0.6725 hectares, so 60 dwellings would equate to 89 dwellings per hectare, which would comply with Policy JP-H4.

Affordable Housing

In accordance with UDP Policy H4/1, SPG5 and the current NPPF a development of 60 units would be required to deliver 25% affordable housing which equates to 15 units.

This scheme is for 100% affordable housing and therefore exceeds the planning policy requirement.

The applicant has confirmed that there would be a mix of affordable tenures of social rent and rent to buy.

The affordable housing would be secured through a Section 106 Agreement. The Agreement would be appropriately worded to ensure it does not restrict an RP from securing Homes England Affordable Homes Programme funding. The Council would wish to secure nomination rights for the affordable housing, and ensure that the allocation of any rented units will be in accordance with a Nomination Agreement between the RP and Bury Council.

Layout, scale and design

The development proposes two blocks of apartments, Block A and B.

Block A would be 3 storey in height and would be situated to front Pole Lane set back approximately 6.6m from the footway and as such would provide a degree of relief to the street scene. This would be a similar arrangement to the 3 and 4 storey flats at Pole Lane Court which are located to the north and which are similarly set back from the road. The houses on Pole Lane are 2 storey in height and as such it is considered that the scale of the a 3 storey apartment block set back from the road would assimilate within the streetscape.

Block B would be located at the rear of the site and this would be predominantly 4 storey stepping down to 3 storey at the front of the building. When viewed from the streetscene which would be approximately 37m away, the additional storey would not be unduly perceptible or considered to over-dominate the area.

Between Blocks A and B would be a parking court with the remainder of the parking spaces located at the side of the buildings. It is proposed to provide 70 parking spaces in total, 63 spaces for residents which includes 3 accessible spaces and 7 for visitors which given the sustainable location and proximity to the local centre is considered to be an acceptable apartment to parking ratio for his type of Affordable Housing development (see further analysis in the Highway section below).

The site would also provide two communal bin store areas for each Block enclosed by a 1.8m high timber boarding.

The existing access would be utilised and acceptable levels of visibility provided in accordance with Highway requirements.

The development would require the removal of 16 trees but a significant portion of the overall landscaping would be retained along the boundaries, which would be strengthened by additional planting and vegetation. A low native hedge would be planted along the front of the site behind 1.2m high black railings and the additional tree planting along the front boundary would further soften the development within the streetscape.

The proposed layout is considered to make optimal use of the land available to provide

much needed affordable Housing for the Borough whilst retaining a large part of the existing vegetation and trees and the scope to further enhance the site by proposals to plant trees, hedges and create green spaces. and maintain a sense of openness.

The scale of development is considered commensurate with the area, which hosts a mix of development form 3/4 storey flats to 2 storey dwellings.

It is therefore considered that the proposed layout would be acceptable and comply with policies H2/1, H2/2, EN1/2 and JP-H3.

Design and appearance

In terms of design, the development would have a contemporary and modern appearance with a vertical emphasis to the elevations incorporating full height windows and the massing of the blocks would be broken down by stepping in parts of the elevation.

The surrounding dwellings are largely red brick builds and this approach would be reflected in the development which would comprise two types of red bricks different red bricks to provide a contrast within the facade. Visual interest would also be achieved by the use of a grey brick type to balconies which area proposed on some parts of the building.

The roof would be flat which would not only reflect the design of the adjacent apartment building but would allow for the provision of solar panel across a proportion of the roofscape.

Windows and doors would be black upvc which would contrast well with the red brick tones of the building.

The height variations of the 3 and 4 storey elements would also add interest to the building when viewed from Pole Lane.

It is therefore considered the proposed development would assimilate and integrate well within the area and streetscene and would accord with policies EN1/2, H2/1, JP-H3 and the principles of the NPPF.

Impact upon residential development

SPD6 provides guidance on aspect standards between residential properties and would be relevant in this case. The aspect standards are based on a two storey building and for each additional storey in height a further 3 metres should be added onto the aspect standard. There should be a distance of 13m between a ground floor habitable room window and blank elevation and 6.5m between directly facing windows and 7m is used as the minimum distance between first floor habitable room windows and a directly facing boundary.

In terms of separation distances to surrounding houses, there would be a distance of 22m from the front elevation of Block A and the side gable of No 1 Willow Drive and as such aspect standards would be exceeded.

There would be a distance of between 23.5m and 25m from the front elevations of the houses opposite the site on Pole Lane and Block A and as such there would be acceptable levels of separation.

To No 241 Pole Lane to the north, there would be 21m from a directly facing window on Block A and to flats on Pole Lane Court there would be a distance of 27m from Block B and as such considered not to cause significant privacy issues.

At the rear of the site is Unsworth Academy and to the south Unsworth cricket and tennis club and given the separations to the boundary and additional tree planting it is considered

the development would not affect these areas in terms of impacts on amenity.

The applicant has carried out a sunlight/daylight assessment at 3 times during the day during Spring, Summer, Autumnal and Winter Solstice to determine the level of shadowing by the proposed development to the surrounding area. The assessment demonstrates that there would be no significant overshadowing or impacts on light to the surrounding properties.

As such, it is considered the proposed development would not have a significantly harmful impact on the privacy of adjacent occupiers or result in an overbearing relationship to surrounding properties.

The proposed development is therefore considered to be acceptable and would comply with Policies H2/1 and EN1/2

Highways

Access

The development proposes to utilise the existing access as the in/out route with works to form new radius kerbs at the site entrance. The new access would lead to a courtyard area where the parking for the development is proposed and would be wide enough to accommodate refuse vehicles and emergency vehicles.

There would be a pedestrian access into the site towards the northern end of the development which would lead to the entrance at the rear of Block A and across the courtyard to access Block B.

The Highway Authority have been consulted and subject to conditions have no objection to the access arrangements.

Parking

For this scheme, SPD11 would require 1.5 spaces per unit to be provided which would equate to 90 parking spaces.

The applicant originally proposed to provide a total of 63 parking spaces which included visitors. Following negotiations, the development now proposes to provide 70 parking spaces in total. There would be 60 spaces, one for each of the units, 3 accessible spaces and 7 visitor spaces.

The development would provide 100% affordable accommodation which statistically tends to generate lesser car ownership than other types of residential schemes, with reliance being more on public transport and alternative means of travel and the proximity of local amenities and services. The NPPF emphasises the principles of sustainable development and advocates lesser reliance on parking, and development where appropriate, should encourage alternative means of travel.

The NPPF at para 116 also states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The proposed development is in a sustainable location within easy access of bus routes with local amenities close by which will encourage and enable people at the development to make sustainable transport choices. The development would be located within walking distance of a Local Shopping Centre (circa 100m away) where there are a good range of facilities, services and shops. There are bus stops on Parr Lane and Sunnybank Road which are also within walking distance and provide public transport to the town centre to the north and areas of the borough to the south.

The site benefits from good levels of accessibility by foot, with Unsworth and some areas of Whitefield, as well as numerous local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

In terms of cycle provision, the development would provide 70 covered and secured cycle spaces (32 in Block A and 38 in Block B) which would be located at the ground floor level and which would be in compliance with SPD11.

Given the benefits of providing 100% affordable accommodation which would contribute to the housing needs of the borough, the location of the site close to a local centre with a range of shopping facilities and services, proximity of bus stops and the emphasis on sustainable development and travel it is considered that 70 spaces for the 60 unit development would be acceptable.

The proposed development would therefore comply with policies JP-C1, JP-C5, JP-C6 and JP-C8.

Trip generations and impacts on the Local Highway Network are assessed in the response from TfGM below.

TfGM

Development Impact

TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Statement (TS) issued in support of the proposed residential development and have provided comments in respect of the relevant sections.

I. Trip Generation

The development is replacing a current or closed Care Home, so the TS has examined the TRICS database to determine the trip generation for the previous use which are a handful of trips but an acceptable approach.

TRICS trip rates have then been applied to determine the trip generation for the proposed 60 residential dwellings. The selection criteria is generally sensible but the trip rates/generation for residential use appear lower than expected. TfGM HFAS have therefore undertaken additional sensitivity testing by altering the selection criteria. This doesn't increase the trip generation to over 30 pcus in either peak hour (11-12 two way trips in both the AM and PM Peak periods).

As such, TfGM HFAS concur with the TS conclusion that the development is unlikely to have a material impact on the local highway network.

II. Internal Access Arrangements

The TS confirms that the site will be served by a new priority junction from Pole Lane. The existing redundant access will be reinstated accordingly. The new access should be designed to ensure the provision of tactile paving and dropped kerbs. The TS states that visibility splays in accordance with standards contained within Manual for Streets are achievable in both directions from the site access.

The TS notes that car parking provision will be provided in accordance with Bury Council's adopted Parking Standards.

Swept path plans contained within Appendix D of the TS demonstrate that a refuse vehicle can enter and exit the site in a forward gear. However, the manoeuvres do appear constrained and in other separate vehicle tracking drawings, appear to rely upon the use of parking bays to carry out manoeuvres.

TfGM would refer to the LHA to determine whether the proposed access, car parking and servicing arrangements are considered acceptable.

III. Traffic Regulation Orders

It may be beneficial for a review to be undertaken of the Traffic Regulation Orders in the vicinity of the development, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

In particular, the applicant should review the requirement for TROs covering the site access and visibility splays on Pole Lane in liaison with the LHA.

IV. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The nearest bus stops to the site are located on Parr Lane, around a 3-minute walk away. These stops provide services to Pendleton, Shudehill and Bury at half hourly intervals. It is therefore considered that there is some access to public transport services from the site.

II. Active Travel

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

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future residents, as follows:

- Footway resurfacing and renewal undertaken as appropriate.
- Ensure the provision of tactile paving and dropped kerbs across the site access and internal access junctions.
- Reinstate any redundant vehicle access points which served the former site.
- Ensure the provision of continuous 2-metre-wide footways serving the site.

III. Cycle Parking

The TS confirms that 70 cycle spaces will be provided to serve the development, which is welcomed.

The cycle store(s) should be lockable and covered – suitable for long stay parking and should have sufficient security measures in place such as CCTV and lighting.

IV. Travel Plan

It is noted that a Framework Travel Plan has been submitted to support the application. TfGM recommends that a full Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage users of the site to use public transport and active travel modes through measures such as

discounted bus fares, discounted cycles, journey planning etc.

Design for security

Subject to the details contained within the CIS being adequately addressed, the Design for security team would be supportive of the application.

Should the Council be minded to approve the application, the design for security team would recommend the inclusion of a condition requiring the scheme is design and constructed in accordance with Sections 3.3 & 4 of the submitted Crime Impact Statement (Ref: 2022/0482/CIS/02, Version B: 25/07/2025) and/or achieves the Secured by Design (SBD) Award.

Ecology

Summary

Potential ecological issues include bats, great crested newts, nesting birds, other wildlife, invasive species and biodiversity net gain.

Validity of Ecological Reports

The preliminary ecological appraisal is now approaching 3 years in age and more than 3 years since the original field survey and the last review in January 2023, under best practice guidance the report is no longer valid. GMEU have however been on-site and accept that the baseline habitats are generally unchanged, other than the grassland likely to be slightly more rank and with evidence of some natural succession and are therefore willing to accept the general findings of the PEA are unchanged.

Specific issues regarding species surveys are below.

Bats

Current guidance states it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development is established before the planning permission is granted otherwise all relevant material considerations may not have been addressed in making the decision (UK Government Guidance within the ODPM Government Circular 06/2005)

Given the passage of time and the recommendations in the Ecological Assessment to carry out further bat surveys, GMEU requested the surveys be carried out prior to determination. Emergence surveys have been provided. No evidence of bats roosting was recorded. Whilst one survey was outside the optimal survey season but arguably acceptable and the other very late in the season, this is additional evidence that points to the buildings not being utilised as a bat roost. Given the long history of failure to find bats, without quite meeting best practice, GMEU are satisfied that overall the risk appears very low. Precautionary conditions should however be applied to any permission. GMEU recommend a condition that if demolition has not occurred prior to April 2026 further dusk emergence bat survey be carried out between May and July in any year and the findings provided to and agreed in writing by the LPA.

Hibernation surveys of the building found no evidence of bats. GMEU have no reason to doubt the findings of the report. No further hibernation surveys are required.

Trees previously assessed as having bat roosting potential have now been subject to tree climbing inspections. Two trees could not be ruled out as requiring further survey, T1 and T2. However, both are within the wooded area and currently shown as retained. No further surveys are therefore required at this stage. Six additional trees, T3 - T8, also in the woodland were assessed as requiring soft-felling techniques should removal be required. Whilst some are clearly retained, others are on the edge of the wood, and as different tree

numbering systems have been utilised in the arb report and aerial bat assessment report, it is not totally clear whether all will be retained.

A condition is therefore recommended to require further surveys are carried out for trees T1 and T2 or precautionary working measures for removal of trees in the case of T3-T8 have been provided.

Great Crested Newts

For previous applications entry into District Level Licensing (DLL) has been accepted, given the presence of known great crested newt ponds just off-site. The applicant has confirmed that before any vegetation clearance an Ecological Clerk of Works would check vegetation for GCN and any other amphibians and hedgehog. If a GCN or other protected species is found, under the DLL it can be moved to an area of suitable habitat that would not be impacted by the works.

GMEU have recommended a condition that confirmation is provided to state whether there have been any changes on site or provide further information if changes have occurred.

Nesting Birds

Trees and shrubs will be lost, potential bird nesting habitat. The buildings also appear to provide potential bird nesting opportunities. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied to any permission to restrict the time of tree and shrub works.

Other Wildlife

It appears likely that some cutting back of scrub will be required, potential habitat for species such as hedgehog and common toad both UK Biodiversity Species as well as other amphibians and small mammals. During a site visit GMEU also noted raised flags around the building that would provide potential refuge for amphibians and therefore agree with the consultant that reasonable avoidance measures should occur during site clearance to avoid unnecessary suffering. GMEU recommend a condition is applied to any permission that prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for mammals such as hedgehog, amphibians and other wildlife covering both the site clearance and construction phases will be provided to and agreed in writing by the LPA

Himalayan Balsam and other invasive species

This invasive species listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended) was recorded on the site. During my site visit, I also noted the presence of a *Cotoneaster* spp, certain *Cotoneaster* are also listed under schedule 9 part 2. There is a risk that seed or plant material could be translocated off-site and an offence committed. GMEU therefore recommend a condition be applied to any permission for a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam and *Cotoneaster* spp.

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

Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021).

The development would result in the loss of the existing buildings, low to moderate value grassland, individual trees and minor losses to scrub habitat. Wildlife issues include loss potential bat roosting habitat, nesting bird opportunities, and potential amphibian terrestrial habitat.

A biodiversity net gain assessment and metric have been provided. These indicate a failure to achieve 10% net gain on-site. With the purchase of off-site units proposed to cover the shortfall. GMEU have no issues with the broad over-arching strategy but questioned elements of the baseline.

With regards post development, GMEU also raise some issues and recommend that prior to determination the BNG assessment is reviewed and amendments advised by GMEU either incorporated or rebutted. GMEU do though note that overall this will not significantly change the overall outlook, with potential minor amendments to the units required off-site.

With regards to the on-site proposals, some of the proposals are significant as defined by defra, therefore a 30 year Habitat Management and Monitoring plan controlled by condition or legal agreement will be required. GMEU have no strong views if my recommendations are taken on board whether a condition or section 106. If the developer is determined to stick with their proposals GMEU would recommend a section 106 as the other neutral grassland is significant and high risk.

GMEU have other minor technical issues regarding tree identification on the site and tree planting proposals although neither impact on the net gain calculations. With regards the tree planting proposals, GMEU would recommend more locally native species are utilised which could be resolved via condition.

The applicant has revised their BNG proposals to address the above issues. GMEU have responded that the amendments to the metric are in-line with their recommendations. There are further issues at this stage, with any further amendments dealt with at discharge of the statutory biodiversity gain condition and production of a habitat management and monitoring plan.

With regards discharge of the statutory biodiversity gain condition the applicant would need to provide:

- The biodiversity gain plan on the defra template,
- Have registered the off-site purchase of units with defra,
- The final version of the statutory metric with their sections of the start page completed and
- The final version of the HMMP.

With regards to wildlife, GMEU recommend bird and bat box provision on either the new build or retained trees and recommend creation of hibernaculum in the woodland for amphibians. The details can be provided via condition.

Drainage

A drainage scheme has been submitted and United Utilities (UU) have been consulted.

UU have commented that the drainage proposals would not be acceptable as surface water is proposed to be directed to the public sewer and there has not been a robust evidence that the drainage hierarchy has been fully investigated.

The applicant has revised their proposals and UU have been consulted and confirm that whilst the strategy for the disposal of foul and surface water is acceptable in principle, there are elements of the detailed drainage design which are missing from the submitted details.

As such, a condition is recommended for the submission of a detailed drainage design.

Carbon and energy

JP-S2 - Carbon & Energy sets out the steps required to achieve net zero carbon emissions. The proposed development is designed to utilise a high performing thermal envelope to minimise heat loss, as well as efficient heating and lighting systems, which will drive energy efficiency in the building to meet the targets for space and water heating demand. This is augmented by the use of an Air Source Heat Pump system to provide hot water to drive low carbon, efficient energy usage within the building design. The proposal is in conformity with Policy JP-S2.

Digital connectivity

JP-C2 - Digital Connectivity - this policy 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. The applicant has confirmed that the development will be provided with full connections in accordance with the requirements of Policy JP-C2.

Education

JP-P5 - Education, Skills and Knowledge - this policy requires where appropriate new housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school proportionate to the additional demand they would generate.

Education colleagues have confirmed that there is current and forecast availability in Unsworth for both potential primary and secondary provision. Therefore, a financial contribution towards the provision of additional school places is not required.

S106 Obligations

In accordance with UDP Policy RT2/2 and SPD1, a contribution for recreation provision would usually be required. For a scheme of 60 apartments, this would equate to £93,717.

The application proposes a development for 100% Affordable Housing.

The applicant has submitted a viability assessment that demonstrates that it would not be viable for the development to deliver further S106 contributions in addition to the delivery of 100% affordable housing. In view of the viability evidence and the benefits of delivering affordable housing, on balance this is considered acceptable, subject to the affordable housing being secured through a Section 106 Agreement in perpetuity, as set out above.

Response to objections

- The development would be for 100% Affordable Housing. This type of tenure tends to have lower car ownership and where occupiers rely on the sustainability of location and accessibility to services and facilities which are within walking distance. In terms of trip generations, for those who would own a car, people's routines differ with different working patterns and the carrying out of daily duties and as such trips to and from the site would be staggered as occurs on other housing developments or estates for example. TfGM have been consulted and have not identified there would be a significant increase in trips to and from the area or raised concerns in this respect. Given the emphasis on sustainable travel and promoting sustainable development it is therefore considered the proposal would be acceptable.
- Local residents have raised the concern that the proposed development would add to vehicular movements, existing parking pressures and problems in the area. A condition (condition 24) would therefore be included that the applicant carry out a review of the need to provide any Traffic Regulation Orders in the vicinity of the site, with a view

to including necessary road markings and signage, in addition to ensuring the existing restrictions remain in place. TfGM and the LHA have no objections to the scheme.

- Issues relating to wildlife, residential amenity impacts, visual impacts and character of development and ecology and wildlife have been covered in the above report.

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

The 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: Minded to Approve

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 -

Location plan 0001 P2
Existing site plan 0002 P5
Proposed security fencing 0003-P1
Proposed site plan 0010 P13
Proposed site plan showing roof plan 0011 P10
Proposed ground floor plan GA 0050 P8
Proposed first floor plan GA 0051 P7
Proposed second floor plan GA 0052 P7
Proposed third floor plan GA 0053 P7
Proposed roof floor plan GA - Block B 0054 P5
Proposed elevations - Block A 0060 P9
Proposed elevations - Block B Sheet 1 0065 P8
Proposed elevations - Block B Sheet 2 0066 P8
Proposed site section and street scene elevation 0067 P7
Design sections 0070-P1
Fire plan Block A - ground and first floor 0080 P2
Fire plan Block A - second floor and roof 0081 P2
Fire plan Block B - ground and first floor 0082 P1
Fire plan Block B - second and third floor 0083 P1
Fire plan Block B - Roof plan 0084 P1

Proposed landscaping plan by tba 7560.01 rev H

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. 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:

- I. Remedial Options Appraisal.
- II. Remediation Strategy.
- III. 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).

4. 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).

5. 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).

6. 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).

7. Remedial measures shall be carried out to the proposed development that are commensurate with the measures employed on the existing property. These measures shall be carried out without compromising existing remedial measures. Any variation or modification of existing or proposed remedial measures shall be subject to the approval of the Local Planning Authority prior to development commencing. Where remedial measures are to prevent ground gas ingress, details of how the gas resistant membrane will be joined to the existing membrane to create a continuous barrier shall be submitted for approval.

A Verification Report detailing the design and installation of the remedial measures must be submitted to the LPA for approval upon completion of remediation works.

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. Prior to occupation the applicant shall provide:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling
- Cable routes to be provided for all parking spaces which do not have access to an electric vehicle charging point.

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).

9. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
- (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
 - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
 - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
 - (v) Foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable Drainage Systems (2025) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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 Policies EN7/3 - Water Pollution and EN7/5 - Waste Water Management, JP-S4 - Flood Risk and the Water Environment and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

10. No development shall commence unless and until a detailed and comprehensive arboricultural method statement for tree protection measures including details of 'no-dig' methodologies, incorporation of a suitable cellular confinement system and timetable for implementation has been submitted for approval. The development shall thereafter be carried out in accordance with the approved method statement and the approved timetable and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 and Policy JP-G8.

11. If demolition has not occurred prior to April 2026 further dusk emergence bat survey shall be carried out between May and July in any year and the findings provided to and agreed in writing by the LPA. Demolition timings shall then be subsequently carried out in accordance with approved timetable.

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

12. The removal of trees T1- T8 may have the potential to cause harm to bats as identified in the Aerial Tree Assessment Thomson Environmental Consultants ref. WAT005-001-009/001/001. No tree under any circumstances shall be felled

unless for that tree, further surveys in the case of T1 or T2 have occurred or precautionary working measures for removal of trees in the case of T3 -T8 have been provided to and agreed in writing by the local planning authority. The approved measures only shall thereafter be implemented.

Reason. To ensure the works would not damage the surrounding woodland or trees and ensure the safe and satisfactory development of the site pursuant to policies EN8/2 and JP-G7.

13. No works to trees or shrubs shall occur or building works commence 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 and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

14. Prior to any vegetation clearance or earthworks a reasonable avoidance measures method statement for mammals such as hedgehog, amphibians and other wildlife covering both the site clearance and construction phases shall be provided to and agreed in writing by the LPA. The approved measures shall thereafter be implemented.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

15. The development hereby approved shall provide bird and bat provision on either the new build or retained trees, provision of swift bricks in the new build and creation of hibernaculum in the woodlands for amphibians prior to the occupation of the development hereby approved.

The provisions shall be thereafter maintained.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

16. Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan balsam and Cotoneaster spp should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.

Reason. The scheme does not provide full details of the actual extent of invasive species pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

17. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved Statutory Biodiversity Gain Plan and including:

1. a non-technical summary;
2. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
3. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved

Biodiversity Gain Plan;

4. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and

5. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.

has been submitted to, and approved in writing by, the local planning authority.

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

18. The development hereby approved shall not be occupied unless and until:

1. the habitat creation and enhancement works set out in the approved HMMP have been completed; and

2. a completion report, evidencing the completed habitat enhancements, has been submitted to, and approved in writing by the Local Planning Authority
The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP.

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

19. The development has the potential to cause harm to great crested newts and is proposed for entry into District Level Licensing.

Prior to development confirmation that:

- no changes to this mitigation approach have occurred or;
- if changes have occurred further information on the new mitigation approach to be implemented should be provided to and agreed in writing by the LPA. The agreed details shall thereafter be implemented.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

20. Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.

Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

21. No development shall commence unless and until a 'Demolition/Construction Traffic Management Plan', 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 operations, construction of the development and as a result of any statutory undertakers connections to the site/new dwellings;

2. Access route for all demolition and construction vehicles to the site from the Key Route Network;
3. Access point(s)/arrangements for construction traffic from Pole Lane, taking into consideration the need to maintain safe pedestrian and/or vehicular access to adjacent residential properties and all temporary works required to facilitate access for demolition/construction vehicles;
4. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain safe pedestrian and/or vehicular access adjacent to residential properties and retention of adequate levels of visibility onto Pole Lane;
5. The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Pole Lane;
7. Confirmation of hours of operation and number of vehicle movements;
8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage demolition/delivery vehicle manoeuvres;
9. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials;
10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the demolition/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 highways, 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 pursuant to Policies EN1/2 - Townscape and Built Design and JP-C8.

22. Notwithstanding details of the pedestrian and vehicular access alterations shown indicatively on the approved plans, no development shall commence unless and until full details of the following have been submitted to a scope and specification to be agreed with the Highway Authority on a topographical based survey of the site and adjacent highways to the Local Planning Authority:

1. Reinstatement of the redundant site access to adjacent footway levels;
2. Reconstruction of the easterly Pole Lane footway abutting the site as a result of the proposed demolition works, construction of the development, boundary treatment alterations and any statutory undertakers connections to the site;
3. Demarcation of the limits of the adopted highway;
4. Formation of the new vehicular access perpendicular to Pole Lane;
5. Formation of the new pedestrian access, level with the back of footway on Pole Lane;
6. Provision of a tactile paved pedestrian crossing point at the junction;

7. 2.4m x 43m visibility splays at the junction with Pole Lane;
8. Measures to prevent the discharge of surface water from the proposed access/car park onto the adopted highway;
9. All associated highway and highway drainage remedial works, including the relocation/replacement of any affected highway gullies.

The details subsequently approved shall be implemented to an agreed programme and to the satisfaction of the Local Planning Authority and fully completed prior to first occupation of the development. The visibility splays shall be implemented before the access and parking area is brought into use and subsequently maintained free of obstruction above the height of 0.6m.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety JP-C5, JP-C6 and JP-C8.

23. The development hereby approved shall not be commenced unless and until a review of the need for any Traffic Regulation Orders in the vicinity of the site, with a view to introducing additional parking restrictions as appropriate, including, if required, all necessary road markings and signage, in addition to ensuring that existing parking restrictions remain in place and are refreshed accordingly. The details subsequently approved shall be implemented to an agreed programme.
Reason. To ensure good highway design in the interests of road safety and mitigate any overspill parking from the proposed facility pursuant to policies JP-C5 and JP-C8.

24. The turning facilities within the curtilage of the site indicated on the approved plans shall be provided before the access and car park is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to policies JP-C5 and JP-C8.

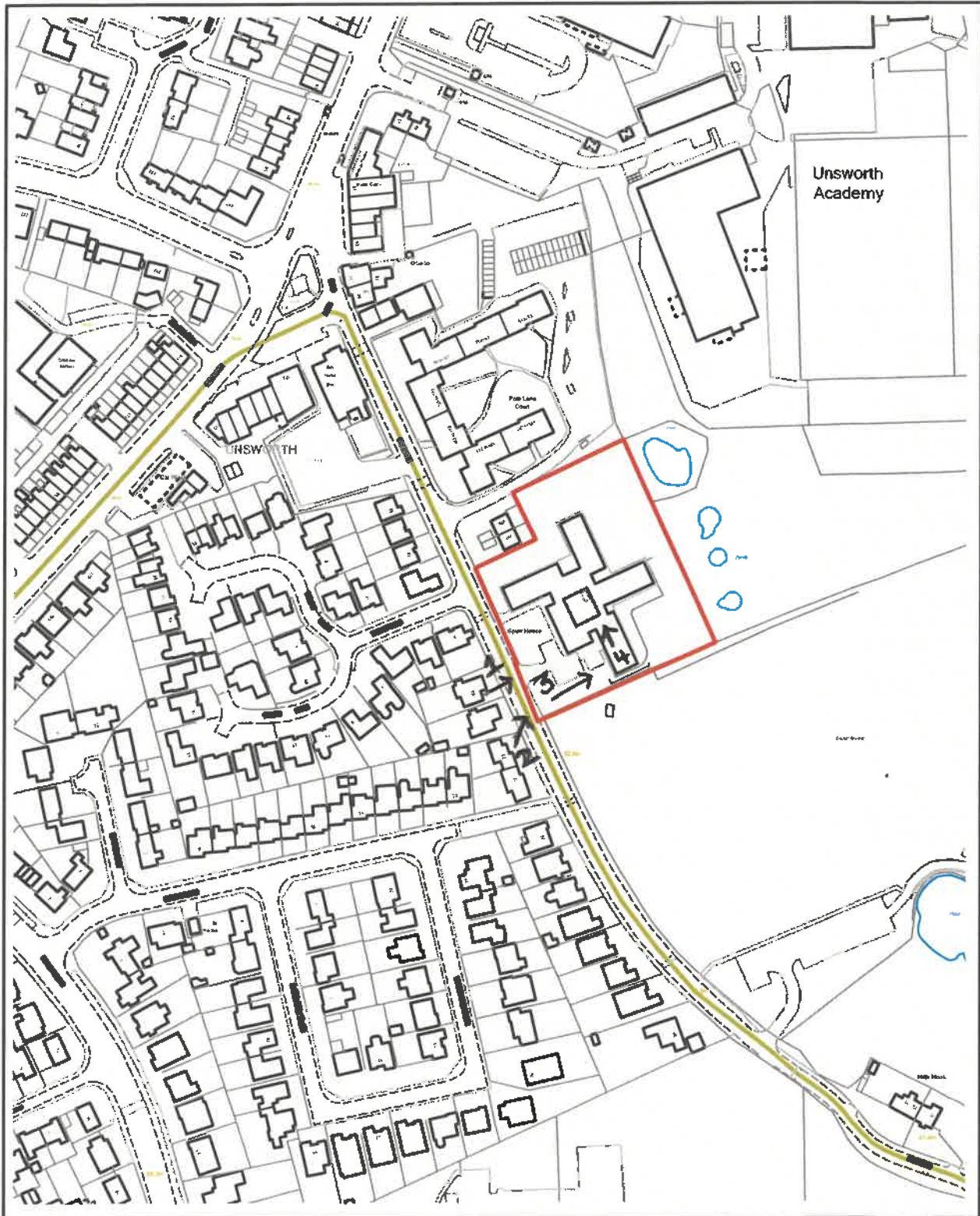
25. The car and cycle parking indicated on the approved plans shall be surfaced, demarcated (as appropriate) and made available for use prior to the development hereby approved being first occupied and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

26. Bin storage arrangements shall be provided within the curtilage of the site in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.
Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of the site pursuant to policies H2/2 and JP-C8.

27. The dwellings 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.

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

Viewpoints - 72240



ADDRESS: Spurr House, Pole Lane Bury BL9 8QE

Planning, Environmental and Regulatory Services

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Bury
Council

72240

Photo 1



Photo 2



72240

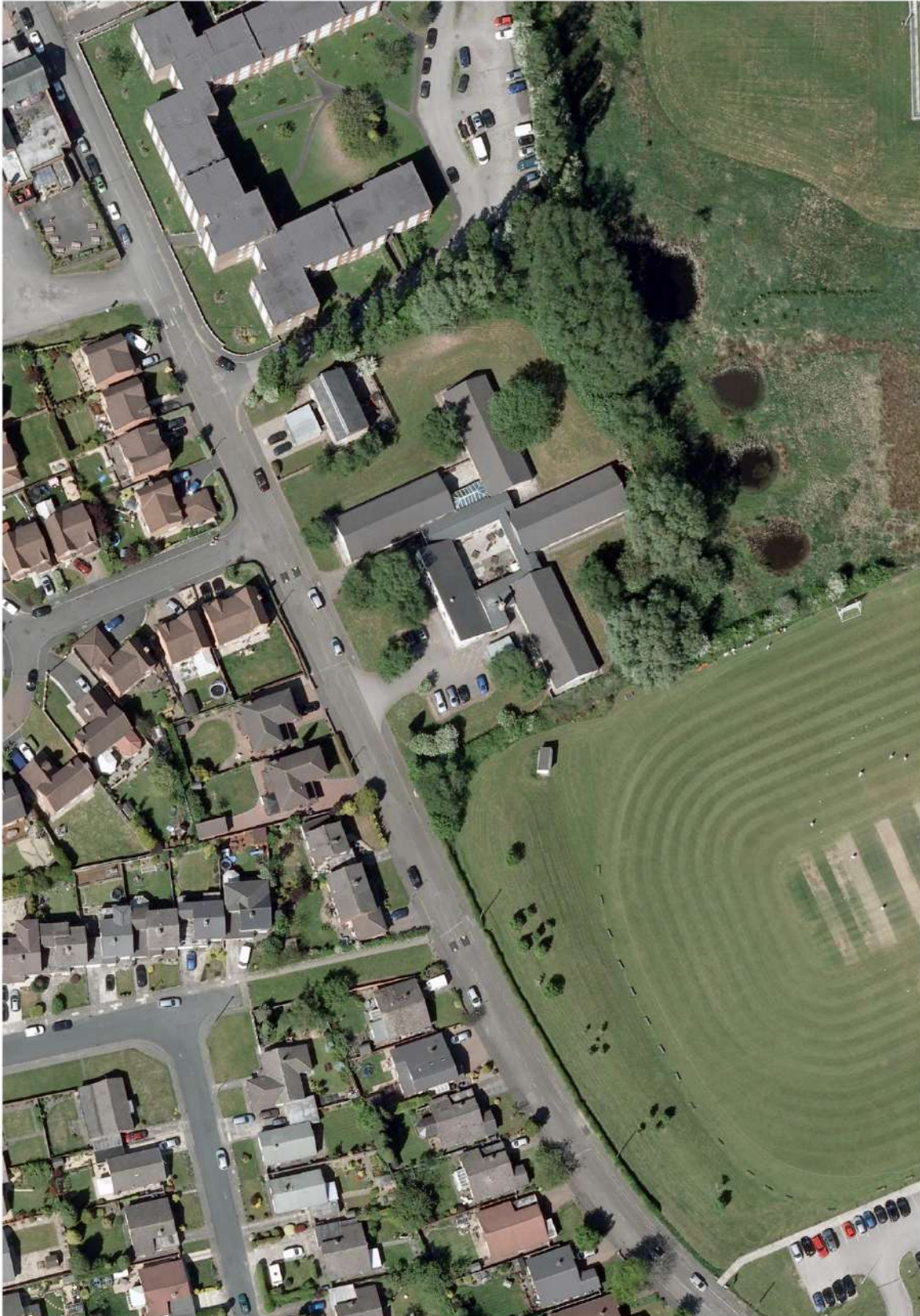
Photo 3



Photo 4



Aerial photo – 72240

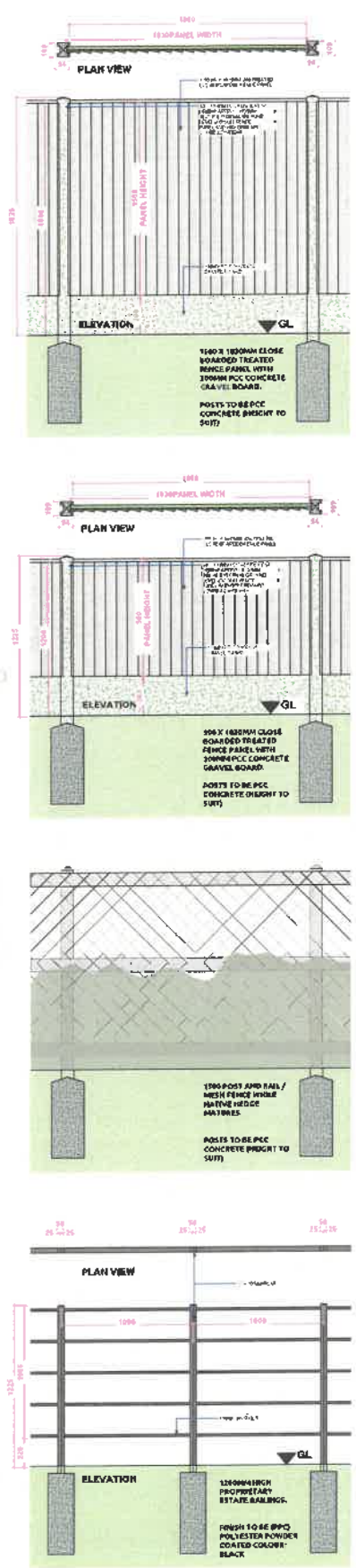


01 Proposed Site Plan
0010 Scale 1:250 @ A1



- Proposed Boundary Treatments Legend
- Native hedgerow comprising defensive species
 - 1800mm high overall close boarded timber fence with concrete gravel board 300mm above ground level
 - 1200mm high overall close boarded timber fence with concrete gravel board 300mm above ground level
 - 1500mm high post and rail / mesh / stock fence with hedgerow matured
 - 1200mm high estate railing with maintenance access gate
- Please refer to Landscape Proposal by Trevor Bridge Associates for details of all soft landscaping proposals

02 Proposed Boundary Treatments
0010 Scale 1:25 @ A1



General Notes

- 01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
- 02: All dimensions are in millimetres unless noted otherwise.
- 03: All dimensions should be verified on site before proceeding with the work.
- 04: TADW Architects shall be notified in writing of any discrepancies.
- 05: © TADW Limited (UK) 2015

Schedule of Accommodation

- 15 x 1B2P apartments (50sqm each)
- 45 x 2B4P apartments (70sqm each)
- Total 60 units**

All hard surfacing materials to be to LA approval

- 1 - Tarmac
- 2 - Buff Coloured Tarmac
- 3 - Block Paving. AG Homepave Cove Smooth, or Similar Approved
- 4 - Concrete paving slabs. Colour Natural

Issue	Description	Date	Drawn	Checked
P13	UK added to block A	04.12.25	AM	NH
P12	Updated to suit latest soft landscaping proposals	27.11.25	AM	NH
P11	Kerbline adjusted at visitor bays following vehicle tracking	13.11.25	AM	NH
P10	Parking provision increased	27.10.25	AM	NH
P9	Block paving spec amended	06.08.25	AM	NH

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

tadw architects

Rx: St. Petersgate Stockport Cheshire SK1 1HD
Ph: 0161 477 0158 Fx: 0161 480 8342 mail@tadw.co.uk www.tadw.co.uk

Client: **Watson Homes**

Job: **Pole Lane Bury**

Title: **Proposed Site Plan**

Scale: **1:250 @ A1**

Note - Prints from PDF files may not be to scale, check accuracy against scale

Job No. Originator Ph. Level View Role Dwg Status Rev.
241352-TADW- 00- XX- DR- A- 0010- P- 13

Plant Schedule

Tree	Species	Height	Girth	Specification	Pot Size	Number of Plants
ACST	Acacia dealbata 'Street Wise'	350-425cm	12-14cm	Heavy Standard 3x B	8	7
CBF	Camellia japonica 'Festiva'	350-425cm	12-14cm	Heavy Standard 3x B	8	3
CFR	Camellia japonica 'Festiva'	350-425cm	12-14cm	Heavy Standard 3x B	8	11
PA	Prunella avium	350-425cm	12-14cm	Heavy Standard 3x B	8	1
						Total 22

Native Hedge Mix - Double Standard row	Species	Height	Pot Size	Density	Max Species Contribution	Length	Number
CORAV	Corvus avellana	Transplant 1+1	60-80cm Ø	6m	20%	64.6622m	389
CRAMON	Crataegus monogyna	Transplant 1+1	60-80cm Ø	6m	30%	66.9933m	389
PRUSP	Prunus spinosa	Transplant 1+1	60-80cm Ø	6m	20%	64.6622m	389
ROSAR	Rosa arvensis	Transplant 1+1	60-80cm Ø	6m	15%	68.4866m	293
ROSCA	Rosa canina	Transplant 1+1	60-80cm Ø	6m	15%	68.4866m	293
						Total 100%	Total 222.3109m Total 1949

Native Shrub Planting Mix							
Abbreviation	Species	Height	Pot Size	Specification	Density	Percentage Contribution	Number
CORAV	Corvus avellana	60-80cm	Ø	Transplant 1+1 1m	1m	15%	119
CRAMON	Crataegus monogyna	80-100cm	Ø	Transplant 1+1 1m	1m	15%	119
CTSC	Cytisus scoparius	80-100cm	Ø	Transplant 1+1 1m	1m	5%	39
ILEA	Ilex aquifolium	60-80cm	SL	Container	1m	10%	77
PRUSP	Prunus spinosa	60-80cm	Ø	Transplant 1+1 1m	1m	10%	77
ROSAR	Rosa arvensis	60-80cm	Ø	Transplant 1+1 1m	1m	10%	77
ROSCA	Rosa canina	60-80cm	Ø	Transplant 1+1 1m	1m	10%	77
SAMN	Sambucus nigra	60-80cm	Ø	Transplant 1+1 1m	1m	5%	39
ULEEU	Ulex europaeus	60-80cm	Ø	Transplant 1+1 1m	1m	5%	39
VIBOP	Viburnum opulus	80-100cm	Ø	Transplant 1+1 1m	1m	10%	77
							Total 772

Shrubs	Species	Height	Specification	Pot Size	Density	Number of Plants
Abutilon	Chamaecyparis thuja Sundance®	30-40cm	3L	6m	70	
QDC	Quercus ilex 'Dorset's Cream'	40-60cm	3L	4m	73	
HG	Hebe 'Green Globe'	30-40cm	3L	6m	46	
HAW	Hebe 'Mrs Winder'	30-40cm	3L	6m	217	
HMT	Myrtacanthus coccineus 'Hobbit'	30-40cm	3L	6m	31	
SS	Sorbus aucuparia 'Sensation'	30-40cm	3L	6m	35	
SKJ	Sorbus aucuparia 'Sensation'	30-40cm	3L	6m	35	
SJA	Sorbus aucuparia 'Sensation'	30-40cm	3L	6m	127	
VD	Viburnum davidii	30-40cm	3L	6m	141	
VTE	Viburnum davidii 'Eve Price'	40-60cm	3L	4m	66	
Total						1094

Specimen	Species	Height	Pot Size	Number of Plants
PTB	Prunella bronchialis 'Double Crown'	7.5m	12	12
				Total 12

Seed Mix	Species	Specification	Density	Percentage Contribution	Number
CROCHIB	Crocus chrysanthus 'Blue Pearl'	20m ²	20%		83
CROCHIB	Crocus chrysanthus 'Cream Beauty'	20m ²	10%		42
CROCHIB	Crocus chrysanthus 'Snow Beauty'	20m ²	30%		124
NARTT	Narcissus 'Tete a Tete'	20m ²	40%		164
					Total 413

WILDFLOWER SEED MIXES - To be sown at a rate of 4g/m²

EW1 - Meadow Mixture	wildseed.co.uk/products/mixtures/seed-mixtures
EW1 - Woodland Mixture	wildseed.co.uk/products/mixtures/seed-mixtures

KEY	EXISTING TREE TO BE RETAINED (REFER TO ARBORICULTURAL IMPACT ASSESSMENT)
	PROPOSED TREE PLANTING
	HEDGE PLANTING
	ORNAMENTAL SHRUB PLANTING
	TURF
	BULBS
	EW1-Meadow mixture
	EW1-Woodland mixture
	DECORATIVE GRAVEL / SLATE CHIPPINGS OVER MEMBRANE
	SPECIMEN PLANTING
	1.2m ESTATE RAILING WITH ACCESS MAINTENANCE GATE
	1.5m POST AND RAIL/MEISHOCK FENCING White native hedge mixtures
	NATIVE SHRUB/SCRUB PLANTING MIX (To be notch planted by hand dig only to avoid existing tree roots)
Refer to architect's drawing for all hard landscape materials	

PROPOSED TREE PLANTING

HEDGE PLANTING

ORNAMENTAL SHRUB PLANTING

TURF

BULBS

EW1-Meadow mixture

EW1-Woodland mixture

DECORATIVE GRAVEL / SLATE CHIPPINGS OVER MEMBRANE

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Refer to architect's drawing for all hard landscape materials

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ORNAMENTAL SHRUB PLANTING

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01 Existing Site Plan
0002 Scale 1:250 @ A1

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Legend

P5	Q11 to be removed	27.10.25	AM	MH
P4	Site area noted	24.07.25	AM	MH
P3	Site red edge clarified	28.01.25	AM	MH
P2	Revised following changes to parking layout	02.01.25	AM	MH
P1	Issued for comment	22.11.24	AM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

tadw architects

Site: SL, Pole Lane, Stockport, Cheshire SK11 1HD
Ph: 0161 477 6158 | Fx: 0161 480 8342 | mail@tadw.co.uk | www.tadw.co.uk

Client Watson Homes

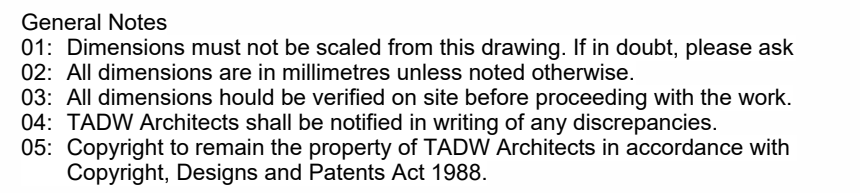
Job Pole Lane
Bury

Title Existing Site Plan

Scale 1:250 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale
0 5 10 15 20 25m
1:250

Job No. 241352-TADW-00-XX-DR-A-0002-P-5
Originator Ph. Lenz Yim Role Dwg Status Rev.



Legend

8	Lift added to block A	04.12.25	AM	KM
7	Block A - corridor subdivisions, roof AOV's amended, affecting flat entrance door locations. Block B - AOV to corridor end, 1 no. riser omitted.	06.08.25	AM	MH
6	Block A bike store / plant rooms layout revised	28.01.25	AM	MH
5	Building design amended to reduce corridor widths	24.01.25	AM	MH
4	Plot numbers added	13.01.25	AM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING

tadw architects

Six St.Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 8342 mail@tadw.co.uk www.tadw.co.uk


Client Watson Homes

Job Spurr House, Bury

Title Proposed Ground Floor Plan GA

Scale 1 : 100 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale



5 10m 1:100

Job No. Originator Ph. Level View Role Dwg Status Rev.
241352-TADW- 00- 00- DR- A- 0050- P- 8



1 L1 Proposed First Floor GA - Block B
1 : 100



2 L1 Proposed First Floor GA - Block A
1 : 100

General Notes
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Legend

7	Lift added to block A	04.12.25	AM	KM
6	Block A - corridor subdivisions, roof AOVs amended, affecting flat entrance door locations. Block B - AOV to corridor end, 1 no. riser omitted.	06.08.25	AM	MH
5	Building design amended to reduce corridor widths	24.01.25	AM	MH
4	Plot numbers added	13.01.25	AM	MH
3	Updated following fire engineer input	02.01.24	AM	MH
2	Plant and lobby areas revised	22.11.24	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING

tadw architects

Six St.Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 6342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Homes

Job Spurr House, Bury

Title Proposed First Floor Plan GA

Scale 1 : 100 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale
5 10m 1:100

Job No. Originator Ph. Level View Role Dwg Status Rev.
241352-TADW- 00- 01- DR- A- 0051- P- 7



2 L2 Proposed Second Floor GA - Block B
1 : 100



1 L2 Proposed Second Floor GA - Block A
1 : 100

General Notes
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02: All dimensions are in millimetres unless noted otherwise.
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Legend

7	Lift added to block A	04.12.25	AM	KM
6	Block A - corridor subdivisions, roof AOVs amended, affecting flat entrance door locations. Block B - AOV to corridor end, 1 no. riser omitted.	06.08.25	AM	MH
5	Building design amended to reduce corridor widths	24.01.25	AM	MH
4	Plot numbers added	13.01.25	AM	MH
3	Updated following fire engineer input	02.01.24	AM	MH
2	Plant and lobby areas revised	22.11.24	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING



Six St.Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fax 0161 480 6342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Homes

Job Spurr House, Bury

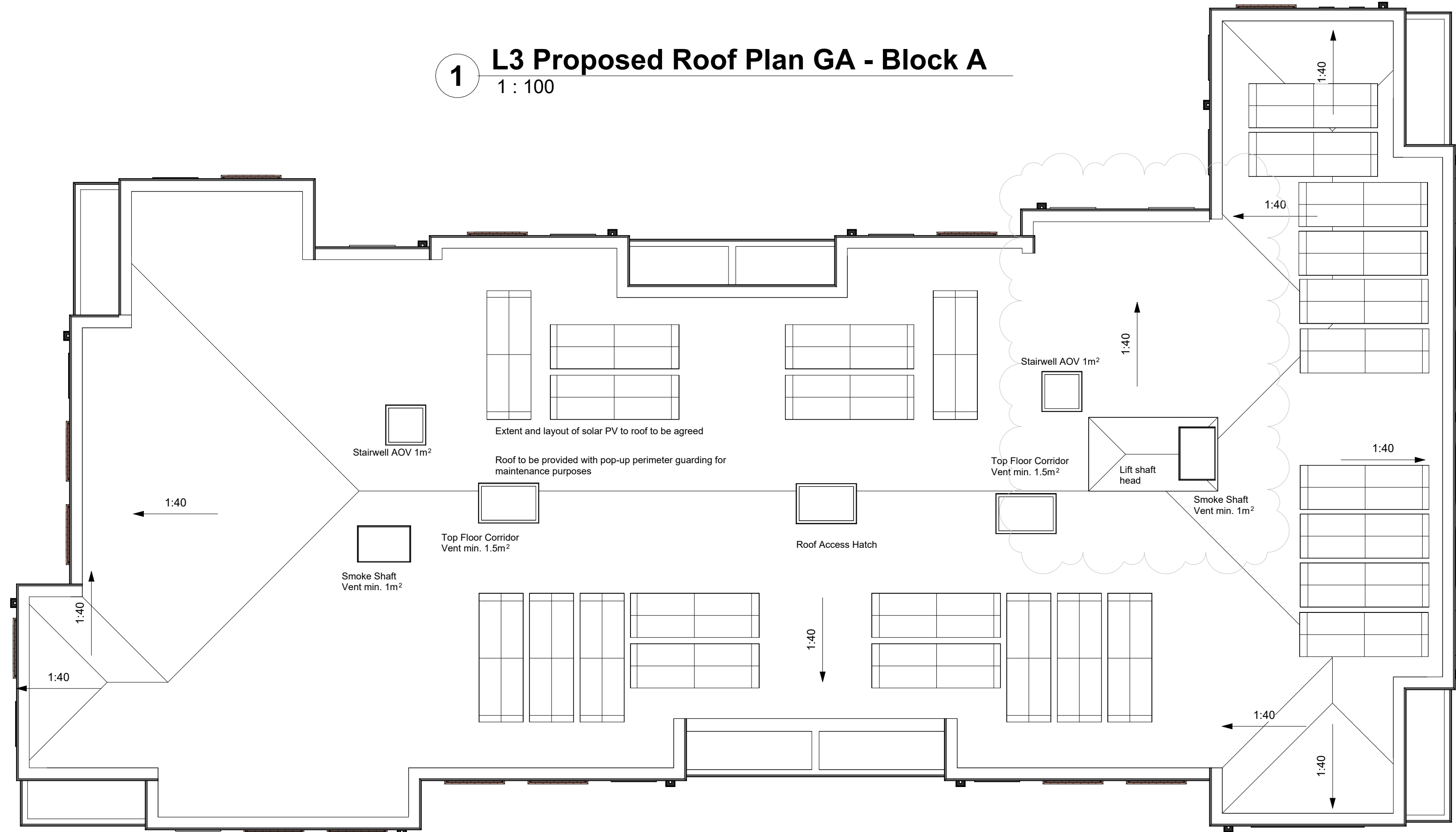
Title Proposed Second Floor Plan GA

Scale 1 : 100 @ A1
Note - Prints from PDF files may not be to scale, check accuracy against scale
10m
1:100

Job No. Originator Ph. Level View Role Dwg Status Rev.
241352-TADW- 00- 02- DR- A- 0052- P- 7



2 L3 Proposed Third Floor GA - Block B
1 : 100



1 L3 Proposed Roof Plan GA - Block A
1 : 100

General Notes
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Legend

7	Lift added to block A	04.12.25	AM	KM
6	Block A - corridor subdivisions, roof AOVs amended, affecting flat entrance door locations. Block B - AOV to corridor end, 1 no. riser omitted.	06.08.25	AM	MH
5	Building design amended to reduce corridor widths	24.01.25	AM	MH
4	Plot numbers added	13.01.25	AM	MH
3	Updated following fire engineer input	02.01.24	AM	MH
2	Plant and lobby areas revised	22.11.24	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING



Six St Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 6342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Homes

Job Spurr House, Bury

Title Proposed Third Floor / Roof Plan GA

Scale 1 : 100 @ A1
Note - Prints from PDF files may not be to scale, check accuracy against scale
5 10m 1:100

Job No. Originator Ph. Level View Role Dwg Status Rev.
241352-TADW- 00- 03- DR- A- 0053- P- 7



2 Section 1
1 : 200



1 Street Scene Elevation - Pole Lane
1 : 200

General Notes
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Legend

7	Lift added to block A	04.12.25	AM	MH
6	AOVs amended to suit floor plan changes	06.08.25	AM	MH
5	Louvre panel height to windows amended	23.07.25	AM	MH
4	Revised to suit landscaping scheme	28.01.25	AM	MH
3	Building design revised to reduce corridor widths	24.01.25	AM	MH
2	Levels revised	21.01.25	AM	MH
1	Drawn	13.01.25	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING



Six St.Petersgate Stockport Cheshire SK1 1HD
Ph 0161 477 6158 Fx 0161 480 6342 mail@tadw.co.uk www.tadw.co.uk

Client Watson Homes

Job Spurr House, Bury

Title Proposed Site Section and Street Scene Elevation

Scale 1 : 200 @ A1
Note - Prints from PDF files may not be to scale, check accuracy against scale
1:100

Job No.	Originator	Ph.	Level	View	Role	Dwg	Status	Rev.
241352-TADW-	00-	ZZ-	DR-	A-	0067-	P-	7	

1 Elevation A1
1 : 100



2 Elevation A2
1 : 100



3 Elevation A3
1 : 100



4 Elevation A4
1 : 100



General Notes
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Legend

9	Lift added to block A	04.12.25	AM	KM
8	Rooftop AOV's relocated to suit floor plan amendments	06.08.25	AM	MH
7	Height of louvres above windows amended	23.07.25	AM	MH
6	Building design amended to reduce corridor widths	24.01.25	AM	MH
5	Levels revised	21.01.25	AM	MH
4	Double plinth brick detail to head of window surrounds	13.01.25	AM	MH
3	Updated following fire engineer input	02.01.24	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING

tadwarchitects

Ph 0161 477 6158
Fx 0161 480 6342
mail@tadw.co.uk
www.tadw.co.uk

Client

Watson Homes

Job

Spurr House, Bury

Title

Proposed Elevations - Block A

Scale

1 : 100 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale

5

10m

1:100

Job No.

241352-TADW- 00- ZZ- DR- A- 0060- P- 9

Originator

Ph.

Level

View

Role

Dwg

Status

Rev.



1 Elevation B1
1 : 100



2 Elevation B2
1 : 100

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask
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03: All dimensions should be verified on site before proceeding with the work.
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05: Copyright to remain the property of TADW Architects in accordance with Copyright, Designs and Patents Act 1988.

Legend

8	AOV to corridor end	06.08.25	AM	MH
7	Height of louvres above windows amended	23.07.25	AM	MH
6	Building design amended to reduce corridor widths	24.01.25	AM	MH
5	Levels revised	21.01.25	AM	MH
4	Double plinth brick detail to head of window surrounds	13.01.25	AM	MH
3	Updated following fire engineer input	02.01.24	AM	MH
2	RWPs shown	22.11.24	AM	MH
1	Drawn	14.11.24	AM	MH

Issue	Description	Date	Drawn	Checked
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Drawing Status

P - Planning T - Tender C - Construction R - As Record

PLANNING



Client Watson Homes

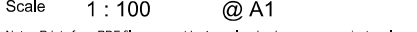
Job Spurr House, Bury

Title Proposed Elevations - Block B

Sheet 1

Scale 1 : 100 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale



Job No. Originator Ph. Level View Role Dwg Status Rev.

241352-TADW- 00- ZZ- DR- A- 0065- P- 8