

BURY COUNCIL
DEPARTMENT FOR BUSINESS, GROWTH AND INFRASTRUCTURE
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

16 December 2025

SUPPLEMENTARY INFORMATION

Item:01 Land adjacent to Bealey Industrial Estate, Dumers Lane, Radcliffe, Manchester, M26 2BD Application No. 71426

Demolition of buildings and erection of 77 no. affordable dwellings and associated access off Wild Street, landscaping and parking.

Extension of Time - Yes 15th January 2026

Public Consultation

Following notification of Planning Control Committee 1 objection received in relation to:

- Updated plans do not fully address safety issues. The updated visibility splay plan is expecting on street parking to move to the detriment of residents living in the houses how is this acceptable?
- Transport consultant has ignored the issues experienced with HGVs on Bealey Industrial Estate parking up in the adjacent bus stop.
- HGVs reverse into site. No room on site for HGVs to manoeuvre on site. Swept path analysis shows vehicles entering and exiting in a forward gear.

Layout and Design

Density assessment updated to reflect amended scheme of 77 dwellings not 87 dwellings:

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 35 dwellings per hectare at this site. The application form states that the site is 1.93 hectares, which based on a total of 77 dwellings would result in a density of 39 dwellings per hectare. This exceeds the minimum density on site and as such it is considered that the proposal would achieve efficient use of land in accordance with the above Policy.

Cycle Storage

Cycle storage is now shown on the proposed site layout and as such conditions do not need to be added to provide this detail post decision.

Pre-start Conditions

Agreed by Agent.

Conditions

Traffic Section recommendation received. Conditions 28 -36 added in relation to specification of highways works, submission of a Construction Traffic Management Plan, and implementation of parking, turning and bin storage.

28. Notwithstanding the details indicated on the approved plans, no development other than demolition and remediation shall commence unless and until full details of the following have been submitted to a scope and industrial specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

1. Formation of the alterations to Wild Street including part of the proposed estate road (limits to be agreed) to adoption standards, incorporating the reconstruction

of Wild Street to provide a 7.3m wide carriageway clear of the proposed replacement 2.0m wide parking bays, southerly footway to a width to be agreed adjacent to No.'s 1 - 5 Wild Street/No. 63 Dumers Lane, tie in arrangements at the interface with the adopted highway at Dumers Lane junction, provision of visibility splays appropriate for a design speed of 30mph with no obstructions within the splays above a height of 0.6m (other than vehicles to be parked in locations clear of the required Traffic Regulation Order review), demarcation of the limits of the adopted highway, tactile paved crossing points, give-way markings and alterations to existing/provision of a new scheme of road markings/hatching on Wild Street/Dumers Lane, all boundary treatment to Plots 1 - 6 with foundations that do not encroach under the widened limits of the adopted highway, extent of the proposed and all associated highway and highway drainage remedial works;

2. In the event that the Wild Street site access/proposed estate roads are not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;
3. Reconstruction of the Dumers Lane footway abutting the site widened to a minimum of 2.0m in width and all associated measures to tie into existing adoption limits at the northerly boundary to Plot 6;
4. Alterations to the pedestrian refuge/bus layby on Dumers Lane to a scope and specification to be agreed with TfGM and all associated highway and highway drainage remedial works;
5. In the event that any retaining structures are required that abut/are sited in close proximity to the adopted highway, an 'Approval In Principle' for the proposed structure, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
6. Provision of a street lighting assessment and scheme of improvements to a scope, specification and colour temperature to be agreed for the Wild Street/Dumers Lane junction, Wild Street and the proposed residential estate roads;
7. A scheme of 20mph traffic calming measures to a scope and specification to be agreed on Wild Street between its junctions with Dumers Lane and 'Access A' and on the proposed residential estate roads, incorporating details of proposed materials, formation of speed tables at all appropriate junctions and/or other vertical deflection and speed reducing measures to be agreed, road markings and signage as required;
8. Review of existing Traffic Regulation Orders and need for the introduction of any waiting/loading restrictions to scope to be agreed at the Wild Street/Dumers Lane junction, on Wild Street and at the junction of the site access with Wild Street, including, if required, all necessary road markings and signage.

The details subsequently approved shall be implemented to an agreed programme, completed prior to substantial completion of the proposed residential development. 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 pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments.

29. In the event that it is intended for the proposed residential estate roads accessed from Wild Street to be considered for adoption by the Council, notwithstanding the details indicated on the approved plans, no development other than demolition and remediation shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

1. Formation of the proposed estate roads (including all necessary land filling operations and method of compaction), incorporating minimum 5.5m carriageway and 2.0m footway widths;
2. Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads (including the 'pinch point' adjacent to Plots 6/7) to ensure that adoptable gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at each junction within the development and at the interface with the adopted highway;
3. Revised parking arrangements for Plot 1 to address deficiencies with the driveway arrangements in terms of its the position relative to the junction with Wild Street, visibility at the back edge of the footway and ability to adequately accommodate a parked vehicle and access to it;
4. Demarcation of the limits of adoption at all relevant locations;
5. Revised lay-by arrangements opposite Plots 1 - 6 and 7/8, incorporating 6.0m minimum parallel spaces and adoptable entry/exit kerb radii for road sweeping purposes;
6. Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all internal junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
7. Provision of adequate levels of visibility at the back edge of the footway at all relevant plots sited close to the back of the footway, in accordance with the standards to be agreed with the Highway Authority, shown indicatively in Manual for Streets, with no obstructions above the height of 0.6m within them;
8. Swept path analysis of the proposed estate roads to ensure that an 11.85m long refuse collection vehicle can pass a private car at all bends and manoeuvre at all turning heads;
9. Facilities for the storage of bins on collection day at the interfaces of all shared accesses with the proposed adopted highway if required by Waste Management;
10. Proposed planting/surfacing details and management/maintenance arrangements for all landscaped areas abutting the proposed adopted highway (including the 'pinch point' adjacent to Plots 6/7);
11. Proposed foul and surface water drainage scheme including details of and any adverse impact on any existing sewers and culverts across the site.

The details subsequently approved shall be implemented to an agreed programme, completed prior to substantial completion of the proposed residential development.

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 pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments.

30. In the event that it is not intended for the proposed residential estate roads to be considered for adoption by the Council, no construction of dwellings shall commence until details of the proposed arrangements for future management and maintenance of the proposed estate road within the development have been submitted to and approved by the local planning authority. The estate road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety, to ensure a satisfactory appearance to the highways infrastructure serving the development, and to safeguard the visual amenities of the locality and users of the highway pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments.

31. 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 construction of the development and as a result of statutory undertakers connections to the site;
2. Access route for all vehicles to the site from the Key Route Network;
3. Access point(s) for construction traffic and all temporary works required to facilitate access for ground works/construction vehicles, including the advance widening of Wild Street/works at the junction with Dumers Lane (unless otherwise agreed with the Local Planning Authority);
4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto Dumers Lane and Wild Street;
5. The provision, where necessary, of temporary pedestrian facilities/protection measures on Wild Street/Dumers Lane and to maintain access for vehicles and pedestrians accessing Bealey Industrial Estate;
6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es) onto Dumers 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 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 and 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 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 and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the

dilapidation survey shall be implemented prior to the development hereby approved being substantially completed. This condition can be satisfied in phases.

Reason. Information not submitted at application stage. To maintain the integrity of the adopted highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling, JP-C8: Transport Requirements for New Developments and JP-P1 Sustainable Places.

32. The various turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development, Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments and Supplementary Planning Document 11: Parking Standards In Bury.

33. A minimum hardstanding length of 5.5m measured from the highway boundary shall be provided within the curtilage of each relevant dwelling.

Reason. To allow adequate space to maintain a vehicle(s) clear of the highway in the interests of pedestrian safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development, Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments and Supplementary Planning Document 11: Parking Standards In Bury.

34. Where dwellings are constructed with tandem spaces, a minimum hardstanding sufficient to accommodate two vehicles shall be provided within the curtilage of each relevant dwelling.

Reason. To allow adequate space to maintain a vehicle(s) clear of the highway in the interests of pedestrian safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development, Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments and Supplementary Planning Document 11: Parking Standards In Bury.

35. The communal car parking indicated on the approved plans shall incorporate minimum dimensions of 2.5m x 5.0m for parking spaces and minimum aisle widths of 6.0m, be surfaced and made available for use prior to the each dwelling/part of the site to which it relates being occupied and thereafter maintained at all times.

Reason. To ensure adequate off-street car parking provision and arrangements, in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2

- The Layout of New Residential Development, HT2/4 - Car Parking and New Development, Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All, JP-C6: Walking and Cycling and JP-C8: Transport Requirements for New Developments and Supplementary Planning Document 11: Parking Standards In Bury.

36. Bin storage arrangements shall be provided within the curtilage of each dwelling 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 each dwelling pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, EN1/2 - Townscape and Built Design, H2/2 - The Layout of New Residential Development and Places for Everyone Joint Development Framework Policies JP-C1: Our Integrated Network, JP-C5 Streets for All and JP-P1 Sustainable Places.

Response to representations

Highways conditions have now been presented that require further details in relation to the proposed access and improvements to Wild Street prior to commencement of the build out of the dwellings to be submitted to and approved in writing by the Local Planning Authority.

The applicant for this application would have no control over the management of the users of the existing Industrial Estate.

Item:02 25 Thomas Street, Radcliffe, Manchester, M26 2UH Application No. 72127
Change of use from public house (Sui Generis) to a 15 Bedroom (18 Persons) HMO together with first floor extension at side/rear and single storey extension at rear

Extension of Time - Yes - 19/12/25

Nothing further to report.

Item:03 Spurr House, Pole Lane, Bury, BL9 8QL Application No. 72240
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

Extension of Time - Yes - 19/12/25

Publicity

Amended to read -

Letters sent to 73 properties on 1/9/25.

Site notice posted 3/9/25.

Press advert 5/9/25.

Pre-start conditions - Agreed

Greater Manchester Ecology Unit - No objection subject to conditions.

Conditions

The applicant has provided a Remedial Strategy for the proposed development. The Environmental Health Section have assessed the report and accept its findings. Therefore condition 3 for the submission of a remediation strategy can be deleted.

Conditions 6 and 7 can also be deleted as this information would be covered in the submission of a Verification Report.

Conditions have therefore been re-numbered.

Conditions amended to read -

Condition 6 - Prior to the commencement of development, except demolition and site clearance, 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.

Condition 8 - If demolition has not occurred prior to 31st 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.

Condition 10 - 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.

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.

Condition 13 - Prior to any earthworks, apart from demolition, clearance of buildings, hardstandings, hardcore and drainage, 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.

Condition 17 - No above ground development shall commence unless and until 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.

Condition 19 - Notwithstanding details of the pedestrian and vehicular access alterations shown indicatively on the approved plans, no above ground 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.

Condition 20 - The development hereby approved shall not be occupied 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 has been submitted to and approved by the Local Planning Authority. 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.

Condition 23 - 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' and shall be made available prior to first occupation and thereafter maintained.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of the site pursuant to policies H2/2 and JP-C8.

Condition 25 added - Where development is to be carried out in a phased manner, the developer shall submit a phasing plan as to how the development would proceed. The conditions subject to this permission can be applied for in phases.

Reason. To ensure conditions to make the development acceptable are achievable and reasonable to deliver pursuant to the principles of the NPPF.

Condition 26 added - The development hereby approved shall incorporate a number of security measures including recommendations from the Crime Impact Statement, 'Building for a Healthy Life Assessment' and Building Regulations Approved Document Q.

Reason. To ensure safety for residents' and adjacent occupiers to meet the requirements of Places for Everyone JP-P1 - Sustainable Places and the principles of the NPPF.

Item:04 263 Bury Old Road, Prestwich, Manchester, M25 1JA Application No. 72327

Change of use from hot-food takeaway (Use Class Sui Generis) to part ground floor office (Use Class E) and part ground floor and all first floor 3 bedroom (single occupancy) House in Multiple Occupation (HMO) (Use Class C4)

Extension of Time - Yes - 19/12/2025

Consultee Responses

Traffic Section - No objections, subject to conditions relating to roller shutter door, refuse storage facilities and entrance doors.

Conditions

The conditions relating to the roller shutter door and refuse storage facilities are covered by conditions 4 and 5 in the officer report. Therefore, condition 6 is recommended to be added in relation to the entrance door.

6. Notwithstanding the approved plan, prior to the use hereby approved commencing, the step serving the proposed 'new entrance door' in the side elevation indicated on approved plan A1.2 Revision PL7, shall incorporate a step constructed within the width of the gable wall and an inward opening door. This shall be implemented to the satisfaction of the Local Planning Authority in accordance with the detail shown on the Ground Floor Plan within Drawing A1.2 Rev. PL7 and thereafter maintained at all times.

Reason. In the interests of highway safety/ pedestrian safety and to maintain the integrity of the adopted highway, due to an inconsistency between the Floor Plan and Elevations, pursuant to Policy HT6/1 of the Bury Unitary Development Plan and Policies JP-C1: An Integrated Network, JP-C5: Streets for All and JP-C6:

Walking and Cycling of the Places for Everyone Joint Development Plan.

Item:05 8 Stephen Street South, Bury, BL8 2NT Application No. 72425
Change of use from existing 6 bedroom (single occupancy) HMO to 6 bedroom (6-8 occupants) HMO (House in Multiple Occupation) (Use Class Sui Generis)

Extension of Time - Yes - 19/12/2025
Nothing further to report.

