

Ward: Bury West

Item 2

Applicant: Abad Homes Ltd

Location: 157 Bolton Road, Bury, BL8 2NW

Proposal: Change of use from commercial (Use Class E) to 5-bedroom, 6-occupants House in Multiple Occupation (HMO) (Use Class C4) and associated external alterations (including new doors/windows, removal of advertisement hoarding/roller shutter along front elevation, and new access gate along rear boundary)

Application Ref: 72460/Full

Target Date: 08/12/2025

Recommendation: Minded to Approve

Recommendation

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement relating to the compensatory loss of employment land under UDP Policy EC2/2. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

Description

Following refusal of application 71992 planning permission is again sought for the change of use from commercial (Use Class E), formerly Use Class B1, to a 5-bedroom, 6 no. occupants, House in Multiple Occupation (HMO) (Use Class C4) and for associated external alterations, including new doors/windows, removal of advertisement hoarding/roller shutter along front elevation, and installation of a new access gate along rear boundary of the application site.

The application relates to an end terrace property within an allocated Local Centre, as defined within the adopted Development Plan. The application property is a vacant Accountants Office (Use Class E).

The property forms the northern end terrace of a row of commercial development located between the junctions of Bolton Road with Buxton Street and Fountain Street. The property is two-storeys high at the front and three storeys high at the rear. It has a staggered rear elevation by virtue of the presence of a three storey projection. The property has a yard area at the rear. The property has traditional brick boundary walls to its rear yard area. The rear wall of which appears unsightly with a UPVC door forming the gate to the rear of the property, which is accessed from the road that runs around the rear of the terrace to which this application forms part.

Planning permission is sought to change the use of the property to form a 5 bedroom, 6 person House in Multiple Occupancy (HMO). The accommodation proposed is as follows:

Basement Level: The Basement of the property appears to be in two parts, with a Basement existing within the front third of the property and a Basement area existing within the rear third of the property. The front part of the Basement Area is proposed to remain vacant. The rear part of the Basement Area proposes to accommodate cycle parking for 3 bicycles. The Proposed Elevations Plan indicates that a single width door in the rear elevation of the two storey rear projection to serve this basement area will be upgraded/

replaced.

Ground Floor Level: Access to the proposed HMO would remain from the front of the property where it is proposed to remove the external roller shutter and shop front and replace these with a window and a door.

The proposed kitchen-dining area would be located within the rear portion of the of the property. It is proposed to change an existing window on the rear elevation of the building to a door. 2 en-suite bedrooms are also proposed at this level.

First Floor Level: 3 ensuite bedrooms are proposed. The front room on this level is proposed to accommodate 2 occupants.

External

The following external alterations are proposed:

- The existing shop front is to be removed and replaced with a window;
- Vents seek to be added to all elevations, to provide sufficient ventilation within the proposed bedrooms;
- It is proposed to replace the UPVC door and cladding along part of the rear boundary of the property with a set of double gates; and,
- Standard size bins are proposed within the rear yard area of the property.

No plans of the roof space of this property have been submitted.

Relevant Planning History

71992 - Change of use from commercial use (Class E) to 5 bed, 6 occupants house in multiple occupation (HMO) (Class C4) and associated external alterations (including new doors and windows and removal of advertisement hoarding) - Refused, 28/07/2025

41542: Change of Use from Shop (Class A1) to Office (Class B1). Approved with Conditions, 06/12/2013

Publicity

The application has been advertised by Site Notice, erected 07/11/2025.

9 nearby neighbouring properties have also been consulted by letter on the 29/10/2025.

11 representations have been received which object to the proposal for the following reasons:

- Asserts there are too many HMO properties in the local vicinity, referencing HMO properties on Stephen Street South and Belbeck Street.
- Concerned about the proposals increasing anti-social behaviour and the safety of the locality - advises drug taking is occurring on street corners in broad daylight and crime has risen in the locality. Advise children on the park are being approached by dealers offering drugs
- Assert transient occupants do not care for their surroundings
- Raises concern about litter and bins being left out on the street, worsening the rear street scene which is already suffering from a couple of bins being stored on street.
- Concerned about noise and disturbance from the proposed occupants coming and going at all times of the day and night advising any noise from across the road either day or night echo's loudly that it feels like people are talking outside their front door.
- Concerned about who would occupy the proposed HMO.

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

Statutory/Non-Statutory Consultations

Adult Care Services - No comments or observations received.

Traffic Section - No objections, subject to conditions requiring the bin and cycle storage provision being provided prior to occupation of the property.

Environmental Health - Pollution Control - No objections, subject to condition securing the mitigations submitted being incorporated into the development.

Greater Manchester Police - designforsecurity - No objections, subject to secure by design measures being incorporated into the proposal.

Waste Management - No comments or observations received.

Housing - Public Protection - No objections, subject to the noise mitigation measures within Section 5 of the submitted Noise Report being installed within the property.

Planning & Building Regs consultation Fire Protection Dept Bury Fire Station (Part B)
- No comments or observations received.

Pre-start Conditions - Not applicable.

Development Plan and Policies

S1/4	Local Shopping Centres
EC2/2	Employment Land and Premises
EN1/2	Townscape and Built Design
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/4	Conversions
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C1	Our Integrated Network
JP-C8	Transport Requirements of New Development
SPD11	Parking Standards in Bury
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
SPD13	Conversion of Buildings to Houses in Multiple Occupation
SPD14	Employment Land and Premises
NPPF	National Planning Policy Framework

Issues and Analysis

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

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and P/E 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.

Background

The previous application, 71992/Full, for the same development was refused by the Council for the following reasons:

1. Marketing and prospect of continued employment use.
2. Lack of details showing the protection of future occupant's amenity.
3. Access for future occupants to dispose of waste within the rear yard area.
4. Lack of details relating to secure bike storage provision.
5. Dimensions of accessway within the rear boundary.
6. Lack of details relating to around carbon emissions, as required by Policy JP-S2 - Carbon and Energy of the Places for Everyone Joint Development Plan
7. Insufficient information relating to high quality digital infrastructure, as required by Policies JP-C1: 'An Integrated Network' and JP-C2: 'Digital Connectivity' of the Places for Everyone Joint Development Plan.

The following report assesses whether the proposal has addressed all of the previous reasons for refusal within the relevant sections of the report.

Principle of Development

Loss of employment generating use - Previous Reason for Refusal no. 1

The property is located in a Local Centre (Shopping and Servicing area) (Bolton Road/ Bury Bridge), as allocated within the adopted Local Plan, within a row of other commercial shops, including a takeaway, some with flats at first floor level. To the north/ north-west of the application property is a car wash business. The property is adjacent to another Class E use, which in turn is next to a Chinese Takeaway and other Class E units present in this block of properties.

The application site is located within an allocated Local Centre (an area containing shopping and servicing uses) referred to as the Bolton Road/ Bury Bridge Local Centre. UDP Policy S1/4 seeks to maintain and enhance Local Centres.

In terms of the previous office/ Accountant's office use, the acceptability of the principle of the proposed change of use also needs to be considered against Bury's Unitary Development Plan (UDP) Policy EC2/2: 'Employment Land and Premises Outside the Employment Generating Areas' and its accompanying Supplementary Planning Document (SPD)14: 'Employment Land and Premises'.

UDP Policy EC2/2 seeks to protect existing employment land and premises unless it can be clearly demonstrated that the land and premises are no longer suited, in land use terms, to continued employment use.

In support of UDP Policy EC2/2 the Council has also developed SPD14 which again, in

basic terms, seeks to retain sites that are suitable in land use terms although it does allow for a greater degree of flexibility than Policy EC2/2 insofar as it considers viability issues as well as assessing the suitability of the site from a purely land use perspective.

The application site is in a sustainable location within a local centre (Bolton Road / Bury Bridge). The site is suitable in land use terms for continued employment use.

One of the key factors in determining whether there is a reasonable prospect of the site being reused for employment purposes, is to show that there is a lack of market demand. Paragraphs 3.10-3.17 of SPD14 give advice on what will normally be expected from any marketing of an existing employment site.

SPD paragraph 3.10 states that where it is proposed to redevelop an existing site that is considered suitable, in land use terms, for continued employment use, applicants will be expected to clearly demonstrate that the site has been actively and robustly marketed at a realistic price that reflects the employment use.

The applicant is required to demonstrate that the retention of the site in employment use is not viable and that there is no realistic prospect of the site being used for that purpose. To demonstrate this, the application is supported by a Marketing Report which provides evidence to demonstrate that the site has been actively and comprehensively marketed at a realistic value and for a minimum of 12 months. As this is the case, in accordance with the requirements of SPD14, if there is clear commercial and market evidence that there is not currently any realistic prospect of the site being retained in employment use, then the Council may consider alternative uses subject to a one-off commuted sum payment to compensate for the loss of the employment site so that alternative office accommodation can be provided elsewhere in the borough. The application site area is 0.0097ha and therefore the one-off commuted sum payment would equate to £3,783. The applicant has agreed to pay this contribution and has thus provided their Solicitors details so should Committee be minded to support this application, a S106 agreement can be drafted and secured accordingly.

Location of Development

PfE Policy JP-C1 seeks to deliver an accessible, low carbon Greater Manchester with world-class connectivity, by, amongst other things, delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure; and locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

Being within an adopted Local Centre on Bolton Road, a main transport and bus route, the property is suitably located for the proposed residential occupation of the building. The proposal therefore complies with the locational requirements of PfE Policies JP-C1: 'An Integrated Network', JP-C5: 'Streets for All' and JP-C6: 'Walking and Cycling'.

Given the above, the proposal to use this property for HMO purposes is acceptable in principle.

Character of the area

UDP Policy H2/4 - 'Conversions' takes into consideration the concentration of building conversions for multiple occupation and the impact this can have to the character of an area. The justification for this policy makes it clear that it is necessary to ensure that dwelling standards are maintained and to ensure that, generally, an over provision of building conversions does not adversely affect the need to maintain a good mix of housing

types or adversely affects the character and amenity of residential areas.

According to the HMO database held by the HMO Licensing team and the Planning database held by the Planning Authority, within 100m of the application site, there is one HMO - 8 Stephen Street South, which was granted permission as a 6 bedroom, 8 occupants HMO by application. Approximately 200m north of the application site are no. 55 Belbeck Street (no. of occupants unknown) and 240 Bolton Road (8 bedrooms).

Given the number of properties in use as a HMO is limited, the proposal would not result in the over-concentration of HMO uses in this locality.

Impact on neighbouring businesses

NPPF paragraph 200 states:

Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

The proposal is to be fitted with new windows to protect future occupants from surrounding noise sources including the main road, the property fronts and flues that are present on the two nearby takeaway uses. These windows also work in reverse. In addition, it is recommended that the party wall with the adjoining business (and occupiers of the first floor flat) are fitted with soundproofing. This could be secured by condition. Securing both aspects would ensure neighbouring businesses would not suffer from undue noise from future occupiers of the property.

Subject to the recommended conditions, future occupants of the development would not result in restrictions being put on the neighbouring businesses, as a result of the proposed development, in accordance with the requirements of the NPPF.

Impact on neighbouring occupiers

UDP Policy H2/4; Conversions specifically has regard to effects on amenity of neighbouring properties, general character of the area, amenity of occupants, effects from external changes on the street scene and car parking and servicing requirements. This is supported by SPD 13 - The Conversion of Buildings to Houses in Multiple Occupation that seeks to ensure that properties are of a sufficient size to accommodate the proposals and are large enough to offer satisfactory levels of accommodation for future residents.

Although the representations received assert that the locality is suffering with crime and disorder, GM Police have raised no objections to the proposed development. For this reason, Officers have no sound grounds on which to resist the proposal on this basis.

Flats in residential occupation live above the adjoining shops/ Class E units. To ensure the amenity of the occupants of the adjoining apartment are not adversely affected, a condition requiring a scheme of sound proofing along the party walls, will be secured.

Amenity of future occupiers.

All bedrooms proposed would comply with the national prescribed space standards. The proposed development would utilise the existing communal space of a kitchen and dining room, which is located within the rear two storey outrigger. The basement area of the

property would have two washing machines and a dryer. Two washing machines would meet the needs of all occupants of the property. The level of communal accommodation would be acceptable for 8 occupants in 6 bedrooms.

The National Design Guide states that an aspect of ensuring development is well designed by ensuring that refuse bins are accessible and well-integrated into the design of streets, spaces and buildings, to minimise visual impact, unsightliness and avoid visual clutter.

The proposed site plan indicates sufficient refuse storage provision can be provided within the rear yard area. The proposal also seeks to install a set of gates within the rear boundary wall of the site which would enable bins to be easily moved in and out of the application site on bin collection days.

A covered and secure cycle store for up to 6 bikes is also proposed in the corner of the rear yard area, as well as an outside seating area is within the rear yard area, which would provide an appropriate level of external amenity space.

Taking account of the above, the proposed development would not have an adverse impact upon the future occupiers of the proposed development and would be in accordance with Policies H2/4 and EN1/2 of the Bury Unitary Development Plan.

Parking, Highway Safety Matters and Sustainable Transport Measures

HMO's are best located in sustainable areas well served by public transport and close to amenities, services and facilities, which can reduce the demand of parking.

The site, whilst outside Bury Town Centre, but is within an allocated Local Centre on a main road used by buses going to and from Bury and Bolton Town centres and a bus that goes to and from Manchester City Centre and is therefore in a reasonably accessible location.

SPD11: 'Parking Standards in Bury' defines the amount of parking provision developments should provide determined on a site's location. The amount of parking for cars and cycle storage to be provided is based upon parking standard zones. These zones have been derived based on local evidence, consideration of Places for Everyone Policy JP-H4: Density of New Housing and by using Greater Manchester Accessibility Levels (GMAL)3 which measure the accessibility of locations across Greater Manchester by walking and public transport. The location of the application site is within Parking Zone 2 given its distance from Bury Town Centre but also recognising it is in a Local Centre which has local services and that this part of Bolton Road is well served by Public Transport - Buses.

The SPD acknowledges that the level of car parking provision for HMO's acknowledges that HMOs and shared housing tend to attract occupiers with lower-than-average levels of car ownership compared to the general population. It requires HMO developments to provide 0.25 of a car parking space per bedroom. $0.25 \times 5 = 1.25$, therefore 2 car parking spaces should be provided off-street. This proposal provides no car parking space.

Notwithstanding this, an area of marked out car parking spaces runs along the rear of the terrace. The former Accountants use would have utilised one or two of these spaces and given that there are no houses in close proximity to the application site. On-street car parking also appears to be available on the neighbouring roads, particularly in the evenings, when neighbouring businesses are closed. Given the site is located in an accessible location by virtue of its position within the allocated Local Centre the proposed development and its lack of off-street car parking provision, is considered to be acceptable, for this particular development.

In terms of sustainable transport measures, SPD11 requires covered and secure cycle

parking provision to be provided with all developments to enable occupants to travel short journeys by sustainable means. The provision of good quality cycle storage is an important means of encouraging more people to cycle and therefore reduce pressure on the highway both in terms of congestions and car parking demand. The SPD states cycle parking should not be considered as mitigation, but as a basic requirement on all sites. HMO proposals require 1 secure, covered cycle storage space per bedroom (If no garage or secure area is provided within curtilage) to be provided. Sufficient cycle parking provision is shown to be located within the Basement area of the property and suitably accessible.

External Alterations

The proposals seek to replace the existing shop frontage with a window. This aspect, acknowledging that the domestication of this frontage will detract somewhat from the character and appearance of the allocated Local Centre, is considered to be sensitive to the building itself.

Ventilation grills are proposed on all three elevations of the building. These are proposed to be small in nature and thus would not cause demonstrable harm to the appearance of the building or the visual amenity of the street scene.

The final external alterations proposed to the application site, is the proposed alterations to the rear boundary wall of the site, which currently contains an unsightly UPVC door and grey concrete panel fencing. It is proposed to replace the door and concrete panels with a pair of metal gates, to enable 1100 litre bins to be pulled easily into and out of the rear yard area. The replacement of the existing rear boundary treatment would be a visual improvement to the rear street scene.

Taking account of the above, the proposal accords with UDP Policy EN1/2: Townscape and Built Design.

Carbon and Energy

The Council's in Greater Manchester aim is to ensure all new development is carbon neutral by 2038. PfE Policy JP-S2: 'Carbon and Energy' promotes, amongst a range of other things, the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling.

In compliance with local and national policy, the proposed development prioritises the minimisation of energy demand and maximisation of energy efficiency through the following measures:

- **High Insulation Standards:**

The development will feature highly insulated walls and ceiling cavities to reduce heat loss and enhance thermal efficiency.

Double glazing will be installed throughout the property to further improve insulation and reduce energy consumption. This ensures compliance with Part L Building Regulations.

Passive performance will be enhanced through improving the fabric efficiency with double glazing and insulation as well as the efficiency of the existing internal layout.

- **Renewable Energy Sources:**

Due to the building orientation and lack of solar gain on the roof, the installation of solar PV panels is not feasible.

The building will use a conventional boiler with water tank system due to the high demand for hot water from six separate hot water stations. ASHP is not viable under the current

design.

The applicant commits to opting for renewable energy sources when selecting gas and electricity suppliers for the building, ensuring a greener energy supply.

- **Smart Thermostats:**

Smart thermostats will be installed throughout the property to enable precise control over heating and cooling, enhancing energy efficiency and user comfort. This improves thermal regulation and supports sustainability goals.

- **Energy Performance Certificate (EPC) Rating:**

The applicants aim to achieve a high EPC rating of C or above, demonstrating our commitment to energy efficiency and environmental sustainability.

- **Regular Maintenance:**

The property will undergo regular maintenance, with bi-annual reviews to ensure all energy-saving measures are functioning optimally and to identify opportunities for further improvements. These measures align with the 2022 Part L Building Regulations and underscore our dedication to creating a sustainable and energy-efficient development.

Due to all of the above, the proposals therefore comply with Places for Everyone Policy JP-S2.

Digital Connectivity

PfE Policy JP-C2: Digital Connectivity requires, amongst other things, all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into properties.

In compliance with PfE policy JP-C2: Carbon and Energy, the proposed development will support high-quality digital infrastructure through the following measures:

- Fibre optic cables are to be installed to the property, ensuring superfast internet connections with a minimum speed of 500 Mbps.
- A mesh Wi-Fi system is to be deployed throughout the property, guaranteeing consistent high-quality internet coverage in every corner and on every floor.
- Category 6 network points are to be installed on each floor, providing robust and reliable wired internet connections for high-speed data transfer.

By implementing these measures, the proposed development will ensure compliance with Policy JP-C2, delivering superior digital connectivity that meets the demands of modern living and enhances the overall functionality of the property.

Response to Objectors

It is considered that the material planning considerations raised within representations have been addressed within the main body of the report and conditions recommended in accordance with the above assessment.

Conclusion

The loss of the former office use is regrettable; however, the applicant has demonstrated

that through sufficient marketing of the property that currently and within the last 12 - months there has been no demand to use this property for office or commercial business purposes.

The site is suitably located on a strategic highway in a Local Centre for a development of this nature.

The accommodation proposed also provides sufficient space internally and externally to meet the needs of 6 future occupiers and to provide a satisfactory standard of living accommodation for future occupiers. A condition will also be proposed to ensure the refuse storage for both general rubbish, paper and plastic/ glass recycling will be imposed.

A planning condition is proposed to secure a satisfactory level sound proofing to all walls adjoining adjacent business uses and to secure windows with the glazing and ventilation necessary to achieve appropriate internal noise levels. These conditions would safeguard adjoining business/ office uses from noise and disturbance but will also protect the amenity of future occupiers who are likely to be disturbed by the noise generated by Traffic along Bolton Road.

Subject to the above-mentioned planning conditions, and the applicant meeting the requirements of a S106 agreement securing £3,783.00 commuted sum to support employment provision off site elsewhere in the borough, the pffocer recommendation is that the application is minded to approve, subject to the completion of the aforementioned s106 agreement.

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 permission relates to the following plans:

Drawing no. 157BR/199/BR-C1: Location Plan: Existing Site Plan;
Drawing no. 157BR/200/BR C1: Proposed Site Plan;
Drawing no.157BR/201/BR: Existing Floor Plans;
Drawing no. 157BR/203/BR C3: Proposed Plan Layouts; and,
Drawing no. 157/BR/204-BR-C2: Proposed Elevations

Reason. For the avoidance of doubt and to ensure a satisfactory standard of

development pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan.

3. The building shall not be occupied by any tenants unless and until a scheme to soundproof the party wall with the adjoining property, no. 159 Bolton Road, within the communal kitchen area has been submitted to and approved in writing by the Local Planning Authority. The duly approved soundproofing scheme shall thereafter be implemented in full before any occupation of the development hereby permitted first takes place.

Reason. To reduce nuisance from noise to the occupiers of the adjoining business from the proposed communal space (kitchen/ diner) to neighbouring occupiers of the development, pursuant to the Policy EN7/2 Noise Pollution of Bury Unitary Development Plan and the National Planning Policy Framework.

4. The proposed rear boundary treatment alterations indicated on approved plan reference 157BR/200/BR Revision C1, incorporating inward opening gates, the demarcation of the limits of the adopted highway and all associated footway remedial works required to reinstate the adopted highway to its condition prior to commencement of the development/boundary treatment alterations, shall be implemented to the satisfaction of the Local Planning Authority prior to the use hereby approved commencing and thereafter maintained at all times.

Reason. To ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety, and in the interests of improving the visually amenities of the street scene, in accordance with Policy EN1/2: Townscape and Built Design of the Bury Unitary Development Plan and policies JP-C1: 'An Integrated Network', JP-C5: Streets for All and JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

5. The bin storage facilities within the rear yard area and cycle storage provision within the basement of the building indicated on the approved plans shall be implemented and made available for use to the written satisfaction of the Local Planning Authority prior to the use hereby approved commencing and thereafter be available for use at all times.

Reason. In order to ensure that the development would maintain adequate facilities for the storage of domestic waste, including recycling containers, and sufficient cycle storage provision is secured, in the interests of amenity and to promote modal shift and encourage travel to the site by more sustainable modes of transport in accordance with Policies JP-C6: 'Walking and Cycling' and JP-C8: Transport Requirements of New Development of the Places for Everyone Joint Development Plan.

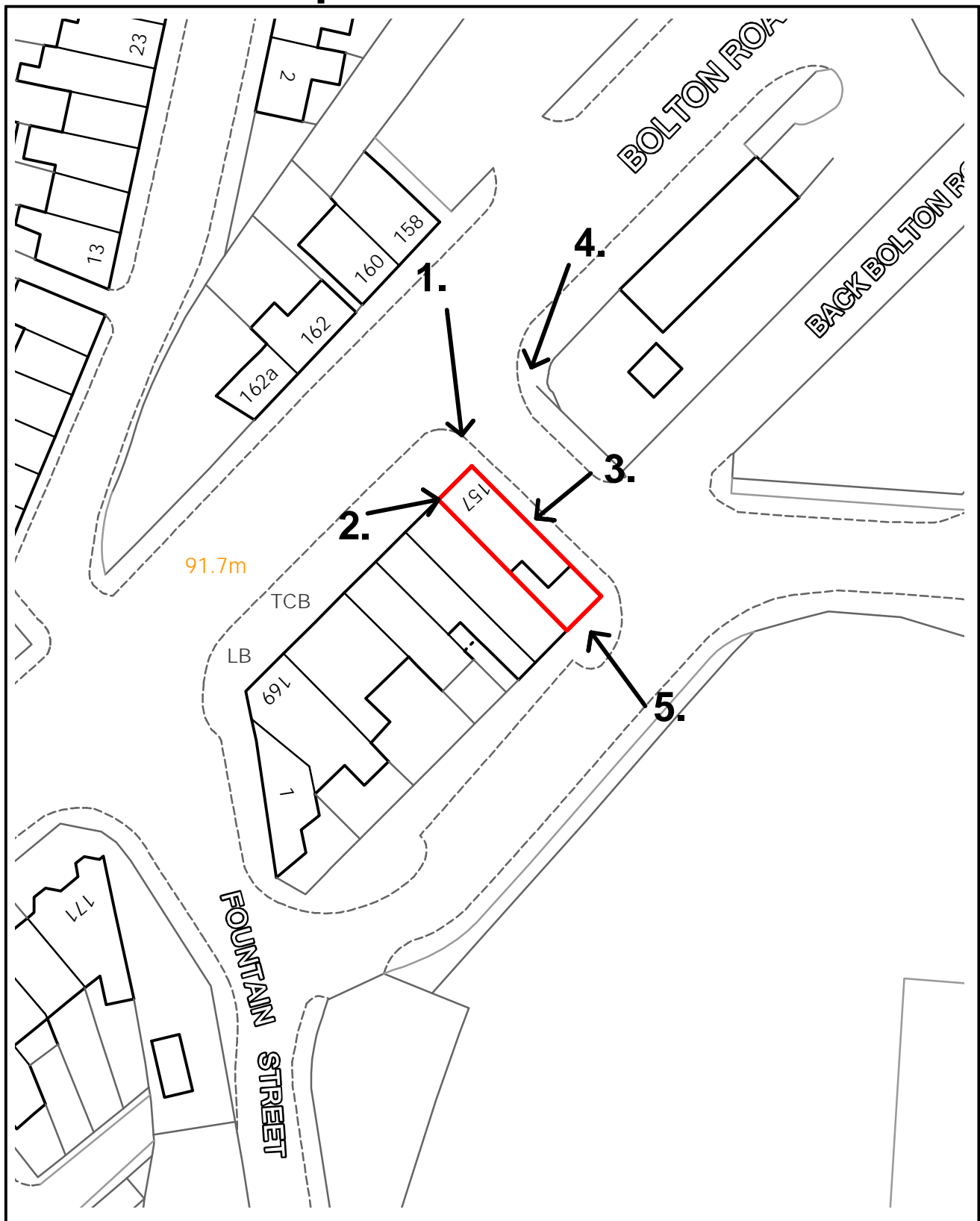
6. The noise attenuation measures identified in table 5.2 of the Noise Assessment by Acoustic & Engineering Consultants Limited (report reference P5666/R01a/WJK, dated 29 September 2025) shall be implemented in accordance with the details in the report before the dwelling on each associated plot is first occupied. The duly implemented attenuation measures shall be retained as such thereafter.

Reason. To ensure the implementation of appropriate noise attenuation measures for the proposed dwellings in order to achieve satisfactory living conditions for future occupiers of the development in accordance with the requirements of Policy EN1/7: Noise Pollution and EN1/2: Townscape and Built Design of the Bury

Unitary Development Plan and Policy JP-S5: Clean Air of the Places for Everyone
Joint Development Plan.

For further information on the application please contact **Claire Booth** on **0161 253 5396**

Viewpoints 72460



ADDRESS: 157 Bolton Road, Bury, BL8
2NW



Planning, Environmental and Regulatory Services

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72460

Photo 1 Front Elevation – taken from Google Street View



Photo 2



72460

Photo 3: Side Elevation



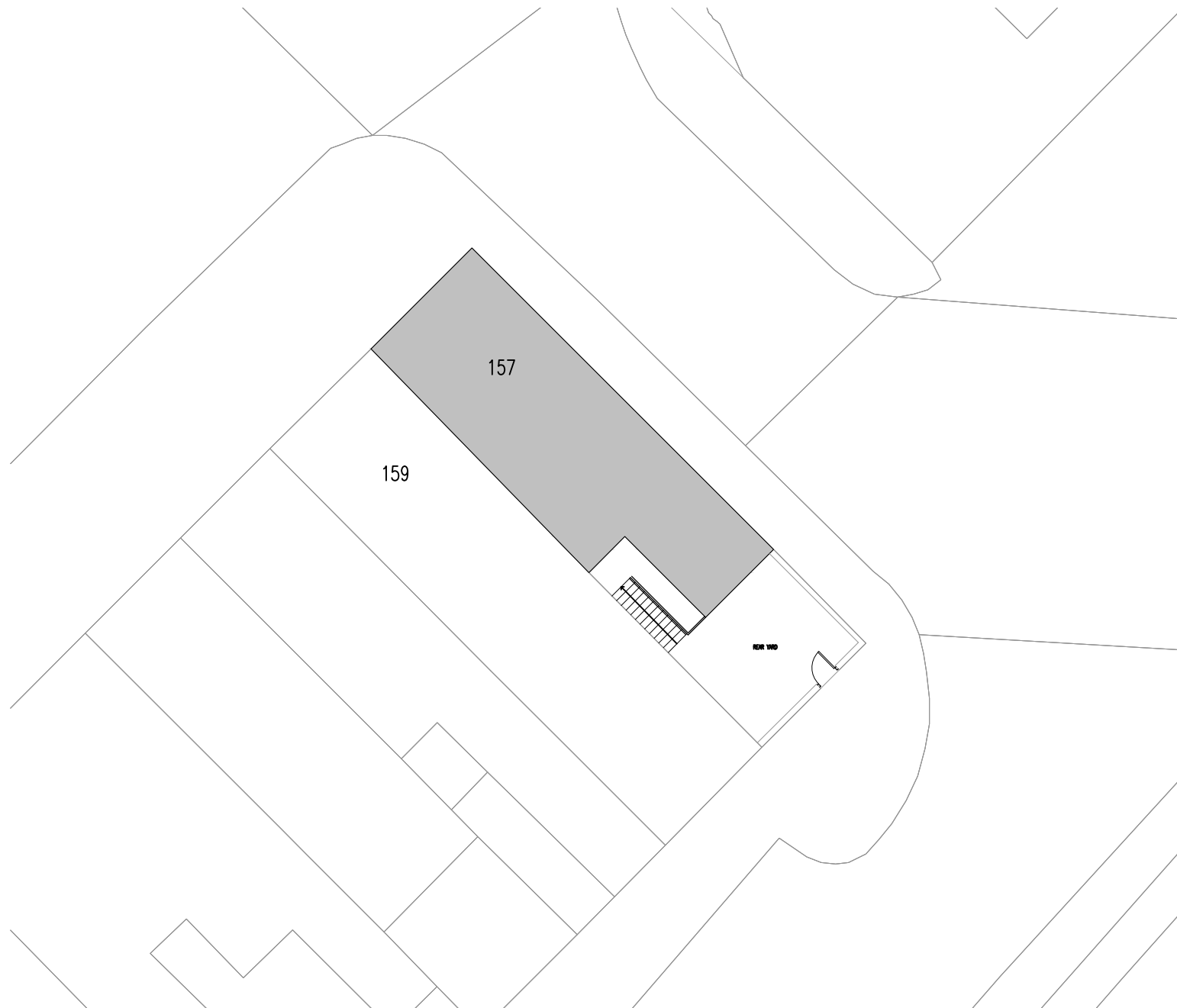
Photo 4: Google Street View image of existing side elevation



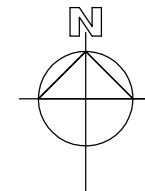
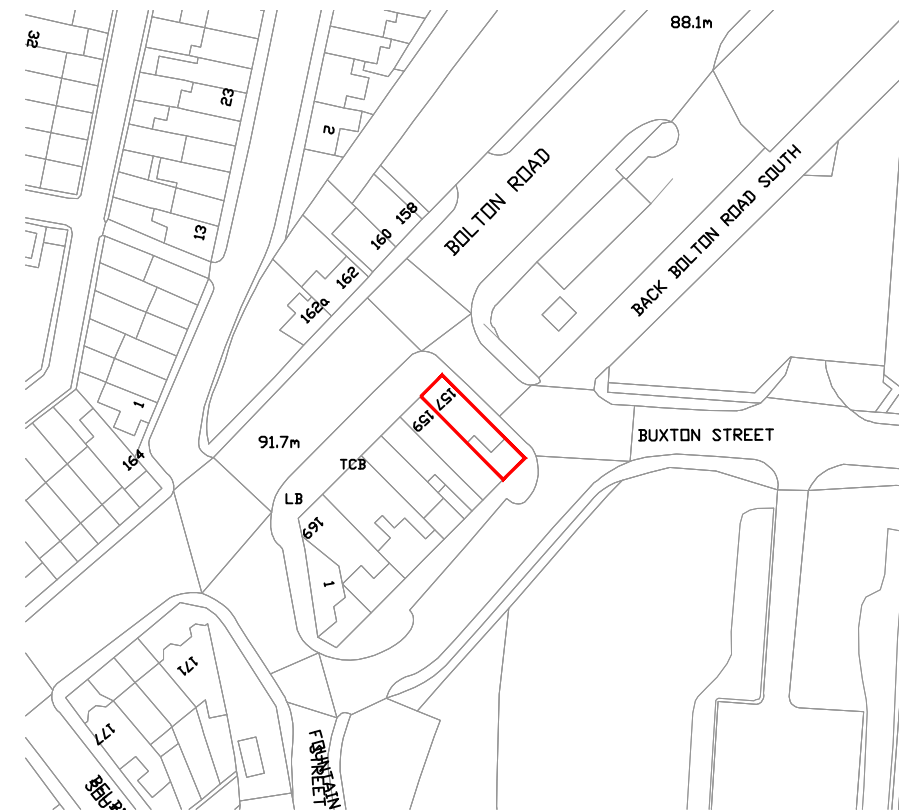
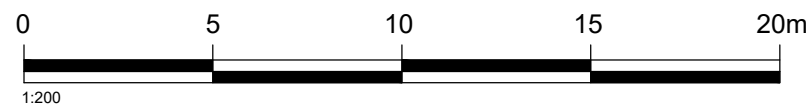
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Photo 5: Rear Elevation




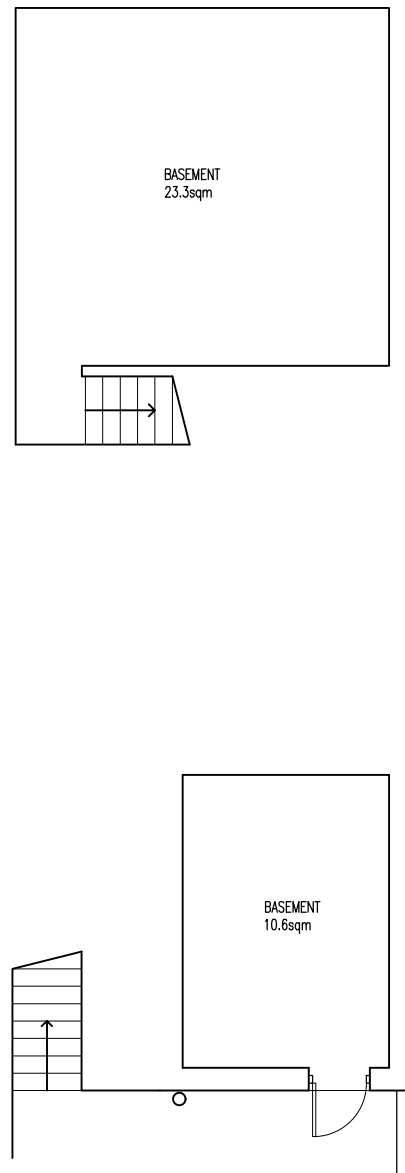


EXISTING BLOCK SITE PLAN
1:200 @ A3

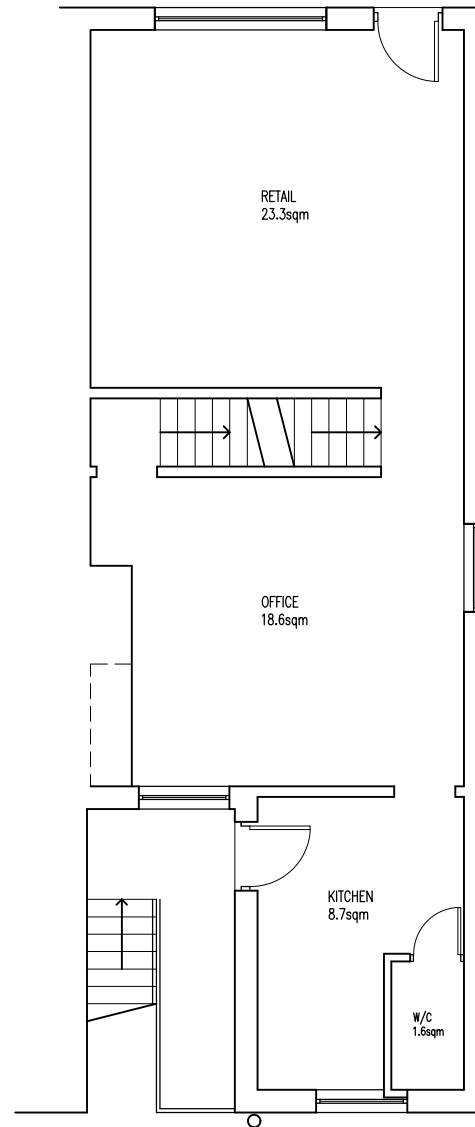


SITE LOCATION PLAN (97sqm AREA)
1:1250 @ A3

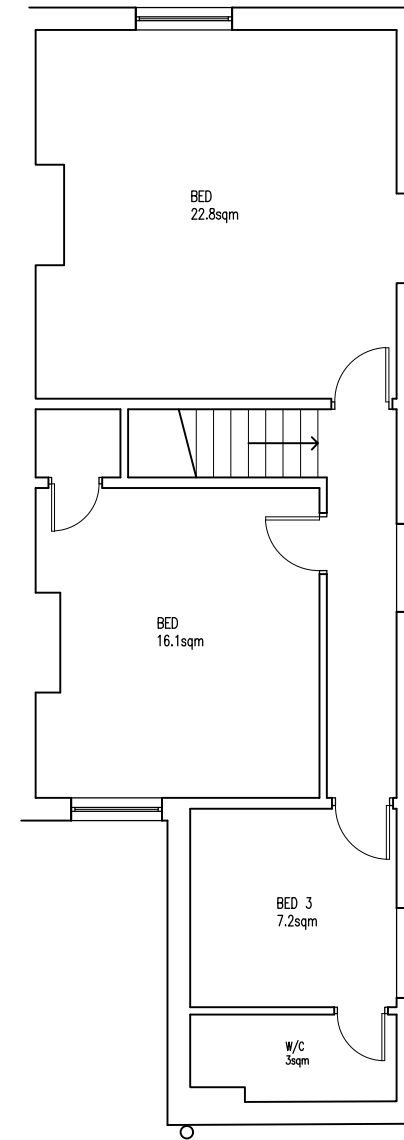
Rev	Amendments	Date	Ints
			
Project			
157 BOLTON ROAD, BURY. BL9 2NW			
Drawing Title			
SITE LOCATION PLAN EXISTING BLOCK SITE PLAN			
Drawn MG		Checked _	
Date MAR 2025		Scale@A3 1 : 100	
Drawing No.		Rev.	
157BR/199/BR			



EXISTING BASEMENT FLOOR PLAN
1:100 @ A3



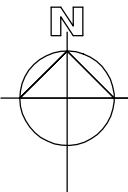
EXISTING GROUND FLOOR PLAN
1:100 @ A3




EXISTING FIRST FLOOR PLAN
1:100 @ A3



Rev	Amendments	Date	Ints
			
Project 157 BOLTON ROAD, BURY. BL9 2NW			
Drawing Title EXISTING PLAN LAYOUTS			
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Date	MAR 2025	Scale	A3 1 : 100
Drawing No.	157BR/201/BR		Rev.



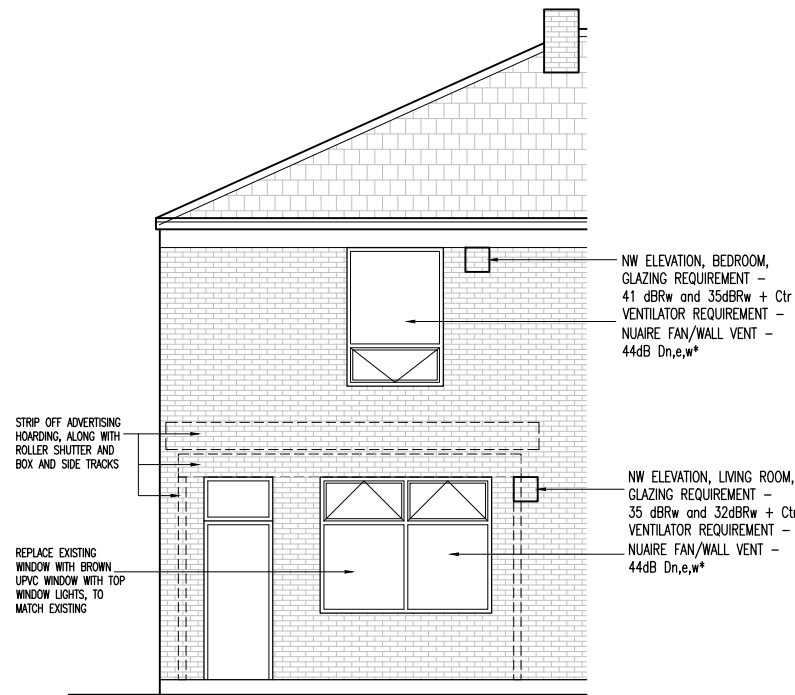
C1	Amendments to new rear double gate	04.08.25	MG
Rev	Amendments	Date	Ints



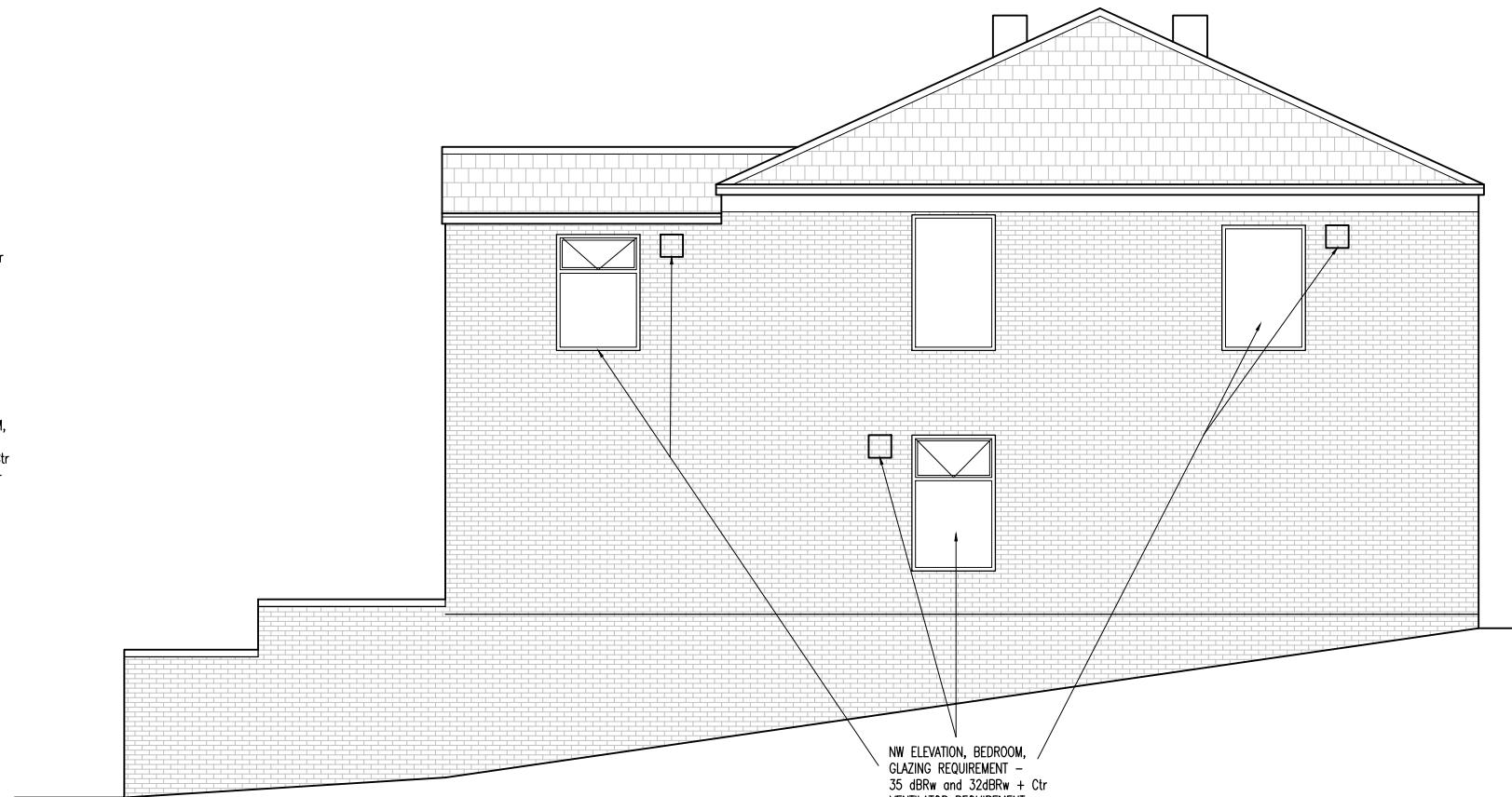
Project	
157 BOLTON ROAD, BURY. BL9 2NW	
Drawing Title	
PROPOSED BLOCK SITE PLAN	

Drawn MG	Checked _
Date MAR 2025	Scale ①A3 : 100

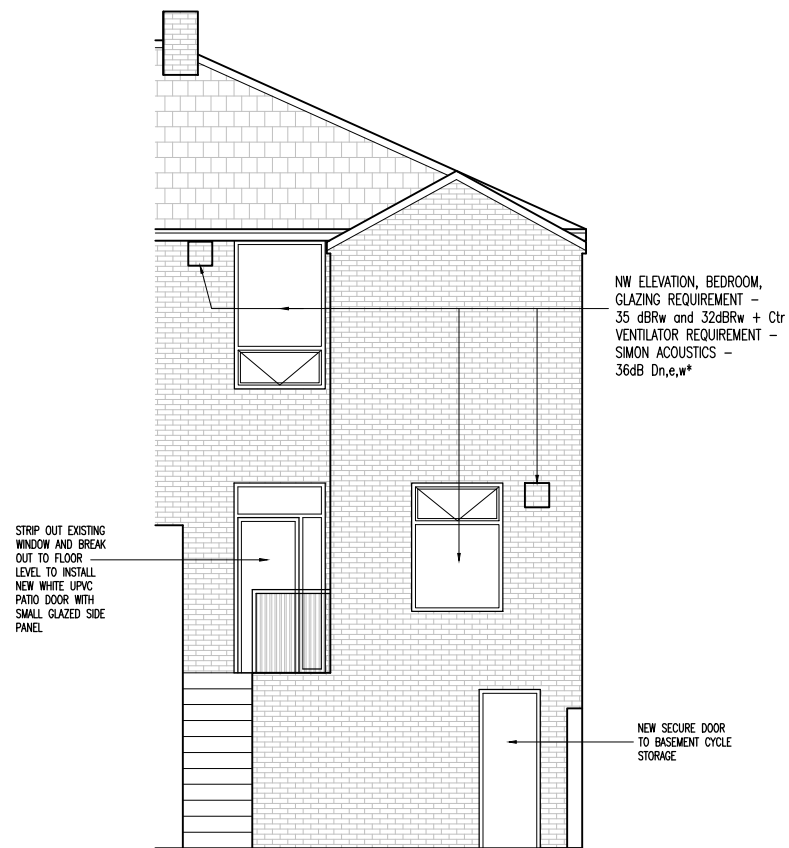
Drawing No.	Rev.
157BR/200/BR	C1



PROPOSED FRONT ELEVATION
1:100 @ A3



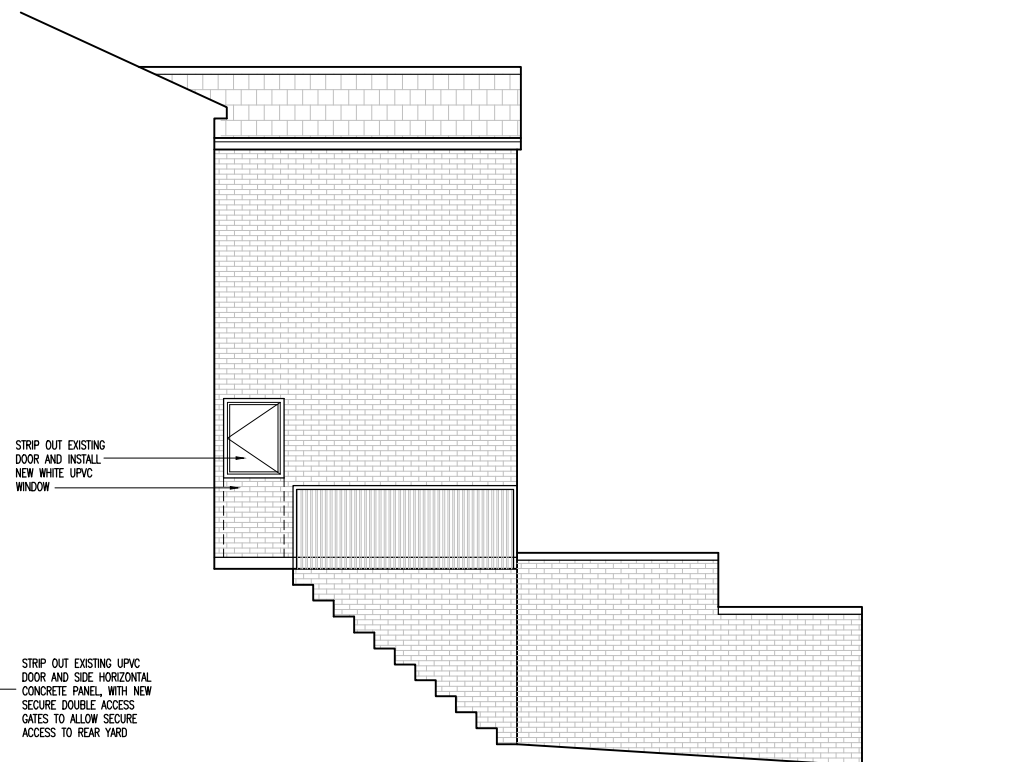
PROPOSED SIDE ELEVATION
1:100 @ A3



PROPOSED REAR ELEVATION
1:100 @ A3



PROPOSED REAR/BOUNDARY ELEVATION
1:100 @ A3

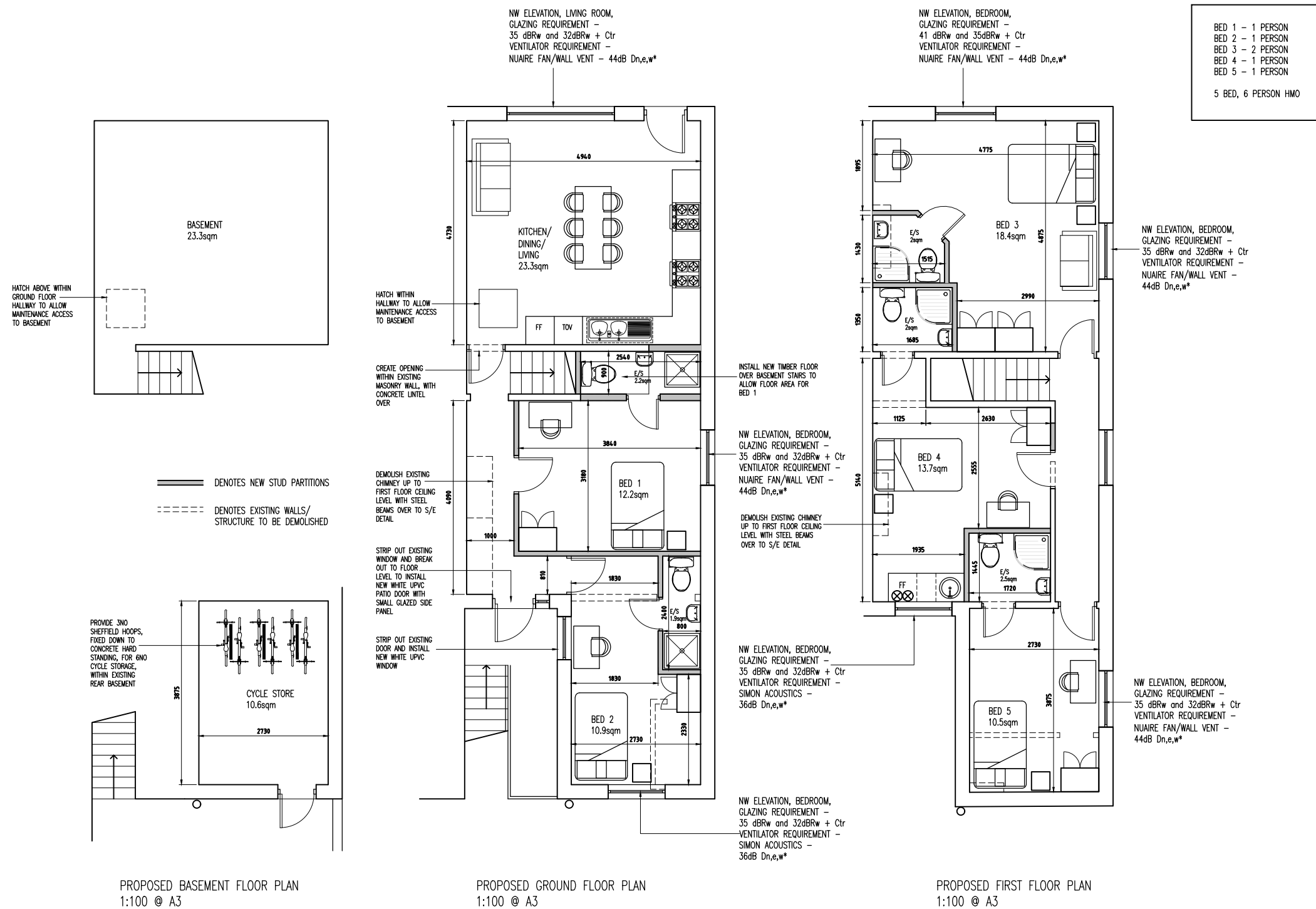


PROPOSED REAR/SIDE ELEVATION
1:100 @ A3

Rev	Amendments	Date	Ints
C2	Glazing and Vent requirements added	11.12.25	MG
C1	Rear and rear/side boundary elevations added	04.08.25	MG



Project	
157 BOLTON ROAD, BURY, BL8 2NW	
Drawing Title PROPOSED ELEVATIONS	
Drawn MG	Checked -
Date APR 2025	Scale @ A3 1 : 100
Drawing No. 157BR/204/BR	Rev. C2



Rev	Amendments	Date	Ints
C3	Glazing and Vent requirements added	11.12.25	MG
C2	Bed 1 ensuite and room layout altered	11.12.25	MG
C1	Amendments to GF layout	04.08.25	MG



Project	
157 BOLTON ROAD, BURY. BL9 2NW	
Drawing Title PROPOSED PLAN LAYOUTS	
Drawn MG	Checked -
Date MAR 2025	Scale @ A3 1 : 100
Drawing No. 157BR/203/BR	Rev. C3

