

**Ward:** Whitefield + Unsworth - Unsworth

**Item** 02

**Applicant:** JD Sports Fashion Plc

**Location:** Land at junction of Hollins Brook Way & Pilsworth Road, Bury, BL9 8RR

**Proposal:** Erection of leisure pavilion including canteen and gym facilities, together with external works including multi-use games area and 2no. padel courts along with associated parking provision, landscaping and ancillary works.

**Application Ref:** 72656/Full

**Target Date:** 06/04/2026

**Recommendation:** Approve with Conditions

### **Description**

The application site comprises a vacant piece of land circa 2.3 hectares which is located in the Pilsworth Industrial Estate Employment Generating Area under UDP Policy EC2/1. The site is associated with the JD Group campus where the main headquarters for the company are established.

The site is located at the junction of Hollins Brook Way and Pilsworth Road, directly adjacent to the existing JD offices and car parks with the surrounding area predominantly characterised by commercial and industrial uses. There is an established residential development to the west of the site comprising Beechwood apartments and dwellings on The Croft separated from the site by trees. To the south is open land which is allocated as a Wildlife Corridor, River Valley and land which forms Hollins Local Nature Reserve.

There is a Public Right of Way (PRoW) which runs down the eastern pavement of Hollins Brook Road to the south of the site and connects to the Local Nature Reserve.

A High Pressure (HP) gas pipeline crosses the north east corner of the site and Hollins Brook Way.

Planning permission was granted in August 2023 for the redevelopment of the site to provide additional facilities and functions to support the existing campus and employees (planning ref 68530)

The application proposed a development of two phases - a full application for a new creche with associated parking, new access and highway infrastructure works (phase 1) and an outline application for a new Hub building proposed as a 4 storey building to provide a central office with associated facilities, landscaping and parking (phase 2). The application was approved April 2023

The application for the reserved matters (appearance, landscaping, layout and scale) for the phase 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 32 (Biodiversity), 33 (Ecology), 35 (Transport) was approved January 2025.

Works associated with Phase 1 to provide the new accesses off Pilsworth way and Hollins

Brook Road and highway infrastructure have been completed.

The applicant had previously confirmed it was no longer their intention to go ahead with the creche building and plans to utilise the area for additional parking would come forward in a future planning application.

Since the submission of the Reserved Matters application, the business has seen changes to its working practices, from a flexible working pattern to requiring staff to attend the offices at least 4 times a week.

In seeking solutions to accommodate more staff on site at one time within the existing accommodation and premises, the applicant has carried out refurbishment works on site to improve facilities and staff benefits which included new re-fit offices, meeting rooms, kitchenettes and ancillary spaces. Still recognising the need to improve on the benefits provided for employees yet not to the scale as required in the reserved matters application for the 4 storey hub building, the scheme for a new building and associated facilities has now been refined.

This application therefore seeks a full planning consent for the entire site which would supersede the original consents and would capture all the works carried out under phase 1 and the now proposed works.

This application proposes a new leisure pavilion including canteen and gym facilities, together with external works including multi-use games area (MUGA) and 2no. padel courts, running track along with associated parking provision, landscaping and ancillary works.

The proposed pavilion building would be located centrally within the campus towards the north eastern area and internally would provide a gym, changing facilities, canteen and cafe. Behind the pavilion building this would be the MUGA and an area of informal amenity space and landscaping and the two padel courts would be sited to the west of the MUGA. The running track would be a circular route and formed from a central point in the site from the padel courts to then wind round the woodland area to the south west.

The previous consent secured 2 entrances to the site and works have been completed to deliver these along with road widening works on Pilsworth Road. To address historical parking issues, the development proposes 202 No. parking spaces in total to include 11 No. accessible spaces, 22 No. EV chargepoints, 38 No. future proofed EV changing spaces, 10 No. visitor spaces and 3 No. motorcycle spaces and secured cycle storage.

Pedestrian access would derive from Hollins Brook Way, Pilsworth Road or the south Public Rights of Way with footpaths provided internally to access all areas of the site and its facilities.

### **Relevant Planning History**

54670 - Replacement boundary fence (Pilsworth Road/ Hollins Brook Way) - Approve with Conditions 02/02/2012

60525 - Retention of existing car park and re-location of car park gate onto Aviation Road for egress only; alterations and improvements to the junction of Aviation Road and Pilsworth Road, including repositioning of existing gate on Aviation Road to improve pedestrian access (north side) and provision of a horse stile (south side) and associated signage - Approve with Conditions 21/02/2018

63159 - Variation of condition 1 following grant of planning permission 60525 to allow an additional 6 months for commencement of the junction improvement works - Approve with Conditions 04/10/2018

63998 - Variation of condition 1 following grant of planning permission 63159 to allow an additional 6 months for commencement of the junction improvement works - Approve with

Conditions 23/05/2019

64607 - Prior notification for proposed demolition of single storey steel framed workshop/works depot and single storey garage - Prior Approval Required and Granted 24/10/2019

68530 - Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only.

Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination). - Approve with Conditions 18/04/2023

68605 - Siting of two storey Portakabin modular building for office use during refurbishment works for a temporary period of 3 years. - Approve with Conditions 20/09/2022

71247 - Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all-weather sports pitch and all details required to discharge the following conditions from application 68530; 4 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 32 (Biodiversity), 33 (Ecology), 35 (Transport) - Approve with Conditions 30/01/2025

20/0101 - Breach of conditions of demolition determination application 64607 - 08/06/2020

### **Publicity**

72 letters sent on 15/1/26

Site notice posted 22/1/26

Press advert 22/1/26.

Two representations received.

One comment -

- A lot of flora and tall trees were felled when this area was cleared for this development. This bordered the nature reserve and provided vital habitat and food resources for nature. Given the many years it will take for anything to recuperate, more needs to be done to ensure that nature is not negatively impacted by this development. A larger area needs to be allocated along the boarder with the nature reserve. Native trees, shrubs, which flower and bear fruits and /or nuts need to be planted and cared for to ensure survival until they can hold their own.

One support -

- As a neighbour, JD have invited us in and explained the proposed new plans and we are happy. The single storey building design hides the football pitch and the plant and looks very modern. The padel courts should part reduce the possibility of noise from the football pitch and the padel courts themselves have roofs on which will help with the noise they generate. JD's team have assured us lighting will be directly downward and light pollution controlled. The green will look well and the road down to the conservation area attractive. JD's team have assured us this campus is for staff only and not open to general public to hire/use and so the hope is that activities taper down by 9pm ish. All in all, well received.

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

**Highways** - No objection subject to conditions

**Public Right of Way** - No objection

**Environmental Health - Contaminated land/Air Quality** - No objection subject to conditions

**Environmental Health Pollution Control** - Recommend a condition for mitigation of noise impacts

**Drainage Engineer** - no objection

**Coal Authority** - No objection

**Transport for Greater Manchester** - No objection

**Greater Manchester police - design for security** - No objection

**United Utilities** -

**Waste management** - No response received

**The Coal Authority** - No objection

**Greater Manchester Ecology Unit** - No objection.

**Cadent** - No objection to revised site plan 0502 P08

**Pre-start Conditions** - Applicant/Agent agreed with pre-start conditions

### **Development Plan and Policies**

NPPF	National Planning Policy Framework
EC2/1	Employment Generating Areas
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN6/2	Sites of Nature Conservation Interest LNR's
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
RT3/5	Noisy Sport
HT2/1	The Strategic Route Network
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
SPD11	Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-J1	Supporting Long-Term Economic Growth
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P6	Health
JP-C2	Digital Connectivity
JP-C8	Transport Requirements of New Development
JP-P1	Sustainable Places

### **Issues and Analysis**

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

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

### **Principle**

The principle of development has been established by the grant of the Outline and

Reserved Matters applications for redevelopment of the site.

Details of this application are considered below.

### **Layout**

The proposed layout has been driven by a number of factors; to locate the building so that it held some presence to the Pilsworth road frontage, providing a connection between the building and the outdoor sports facilities and amenity area and gardens, parking arrangements for both staff and visitors and providing a pleasant outlook from the pavilion building over the green spaces and nature reserve.

The building is therefore proposed to be sited towards the north eastern area of the site in a linear form with the frontage towards Pilsworth Road. The main entrance would be through a lobby on the side elevation which would be signposted. Behind the pavilion building there would be connections to the outdoor MUGA and garden area which would provide seating and pathways in a landscaped setting. To the west of the of the MUGA would be two padel courts which again would have close access to the changing facilities in the pavilion. A running track would also be provided from a central area of the site and through the woodland area to the south west.

Visitor parking would be located near the site entrance to the east separated from the staff parking at the front by a landscape buffer. This area of parking would be accessed via the western entrance. The remainder of the parking spaces would be located along the west and southern parts of the site, accessed via the internal circulation route which would feed off Hollins Brook Way and link around the rear perimeter of the site, joining to exit out onto Pilsworth Way, which was approved as part of the Hybrid application.

The site would have a tree lined and planted frontage to soften the views of the site with the front car park separated in areas by ornamental shrub and hedge planting. Landscaping would continue to feature to the other areas of the site and particularly the outside amenity space and southern boundary.

The proposed scheme would deliver the facilities to meet the needs of the business and its employees, providing good connections between the building and outside space and linking areas of parking via the internal access road and freeing up areas of the site for parking.

It is therefore considered the proposed development would be acceptable and comply with policies EC2/1, EC6/1, EN1/2 and P/E Policy JP-J1.

### **Design, scale and appearance**

Chapter 12 of the NPPF - Achieving well-designed places seeks the creation of high quality and sustainable buildings with good design a key aspect of sustainable development which creates better places to live and work.

In terms of scale, the proposed pavilion building has been reduced quite significantly from the Hub building which was approved in detail as part of the previous Reserved Matters application. This is due to a number of factors including additional facilities and workspaces following the refurbishment of existing office buildings, flexible working patterns and the needs of the business and its staff.

The proposed building would be a large single storey and of a linear form, still fronting Pilsworth Road to maintain street presence. The roof would be monopitch sloping up to maximise the height at the front of the building and a lightbox and glazed lantern to the corner of the building would add height and interest, as would an extended canopy over the entrance. PV panels would be mounted to the roof to improve the sustainability of the

building.

Materials would be limited to black and grey cladding with glazed black frames which would reflect the brands business but interjected with glazed curtain walling with the logo and brand featuring within the elevations.

Along the north elevation would be a plant enclosure which would have an open top but would be screened behind a vertical black timber clad wall onto which graphics would be applied and this would integrate well within the north elevation.

On the rear, glazed openings would open up the building to provide connections to the outdoor seating and recreation spaces and the nature reserve beyond providing pleasant views out for staff.

The proposed pavilion building whilst modest in its design would have clean lines and introduce contemporary features and materials, with logos and graphics providing a signpost to the company's brand.

The proposed padel courts would be located next to the outdoor MUGA, set back from the north elevation of the pavilion to lessen its visual presence. They would be enclosed within a relatively lightweight structures with steel posts supporting a canopy with glazing and mesh panels to the lower elevations and side sheets to the upper part of the elevations and as such would not be an over dominant feature within the site, the pavilion being the notable building on site.

It is therefore considered the revised scheme, whilst reduced scale to that previously approved, would deliver a high quality development to provide the facilities to meets the needs of the business and employees. Previously completed highway and access works would serve the development to provide circulation routes and better access arrangements into and out of the site. The proposed parking areas and number of spaces would address the issues which have been historically problematic.

It is therefore considered that the proposed development would be acceptable and comply with policies EC6/1, EN1/2, JP-S1 and the principles of the NPPF.

### **Impact on residential amenity**

The footprint of the building would be located towards the north eastern area of the site, and to the closest residential dwellings to the west there would be a distance of more than 66m to the pavilion building and would be single storey in height to approximately 7m . There would be a significant separation distance to the houses and landscaping and as a lower level building it is considered that impacts on neighbours would be minimal.

The padel court would also be approx 66m from the nearest residential property to the west. With a height of approximately 8.4m but a more ephemeral build and with intervening features, it is considered that impacts on neighbours would not be significant.

The MUGA would be more than 80m from residential dwellings and would provide facilities for the JD staff. A condition was included on the previous consent that the use of the pitch would be until 9pm with flooding to similarly align with the use of the pitch and this would be conditioned.

The light columns would be 8m high with light spill directed onto the playing surface with built in external spill shields/baffles to contain and direct the light which would not extend beyond the limits of the car park.

The MUGA would not be used beyond 9pm and time based lighting controls would ensure the lights were extinguished at a time of 9pm and this would be secured by a planning condition.

It is therefore considered that the nearby residents would not be adversely affected by the proposed MUGA lighting.

In terms of noise nuisances, there are no legislative requirements of limits for noise from activities from MUGA's although criteria from the World Health Organisation Guidelines for Community Noise in relation to outdoor amenity sites and Sport England's Guide in the Artificial Grass Pitch (AGP) Acoustics -Planning Implications (rev 1 Nov 2015) are helpful guides and generally referred to in noise assessments for these types of development.

The Noise Report concludes that mitigation would not be required to either the padel courts or MUGA as noise impacts are expected to comply with best practice design criteria and the Sports England criteria.

Other noise nuisances may occur from external plant but with the incorporation of mitigation measures as recommended in the Noise Survey and by Environmental Health Pollution Control, there would not be significant concern of noise disturbances.

For this and previously applications, the applicant has engaged with local residents to keep them informed of forthcoming development and allay any concerns residents would have. this is reflected in a representation made above.

It is therefore considered the proposed development would not have a significant or harmful impact on adjacent residents and would comply with policies EC6/1, EN1/2 and EN7/2.

### **Landscaping**

The development proposes to incorporate landscaping across the site to include semi-mature boundary trees, ornamental tree screening and bulb planting.

The front of the site would be tree lined with 14 with heavy standard/extra heavy standard trees which would soften the frontage and enhance the streetscene and within the site and staff garden area, a mini woodland would provide a pleasant area at staff break or meeting times. Rain garden trees would also be located in SuDS areas which would provide biodiversity and serve as a water management function.

Other areas of the site would be furnished with native hedgerows and seasonal flowering plants and shrubs.

Hard landscaping would provide a variety of surfaces to designate and identify pedestrian paths, crossing areas and parking.

The proposal are considered to provide comprehensive landscaping which would complement the design and layout of the scheme and as such would comply with EC6/1, EN1/2, JP-G7 and the principles of the NPPF.

### **Highway matters**

New access arrangements have already been established under the grant of the full application where an additional exit lane to provide a dedicated left and right hand turns out of the site to improve traffic flows within the site and regulate vehicle movements onto Pilsworth Road. A right turn lane was also approved on Pilsworth Road into the site at the Hollins Brook Way junction to better the existing arrangements on the highway network.

A new access at the westerly part of the site from Pilsworth Road was also proposed along

with a dedicated right turn lane formed from Pilsworth Road into the site to enable traffic to continue to flow freely past the site.

Aviation Road would revert back to being for emergency purposes only.

The above works have been carried out and have helped to improve traffic flow in the area whilst better serving the staff/visitor movements in and out of the campus site itself.

TfGM Highways have reviewed the Transport Statement, and would agree that the development is unlikely to make a material impact on the local highway network.

However, the TS makes note of the changes in working patterns of JD Sports where staff have been required to attend the site more regularly and notes that currently, up to 90 vehicles are displaced at Park 66 and Asda car parks. 151 spaces are currently on site and being used by employees with a further 51 spaces to be provided (totalling 202). This would suggest that prior to the erection of the leisure pavilion, there are issues with parking at the development site. It is critical that the development site in its entirety is able to accommodate the level of parking required and if the changes in working patterns/the erection of the leisure pavilion make this difficult, then the parking strategy and arrangements would need to be amended.

TfGM would defer to the LHA to determine if the access, parking and servicing arrangements are acceptable.

#### Parking assessment

The applicant has provided a Technical Note in response to comments made by TfGM including an analysis of the current parking situation where there is an element of off-site parking at the nearby Asda/Park 66 and the proposed parking strategy. A key element of the scheme is to provide parking for the whole campus site and staff and proposes the following parking provision:

- 202 no spaces including 11 accessible spaces, 22 Ev chargepoints and a further 38 No. future proofed EV charge provision
- 10 visitor spaces including an accessible space
- 3 motorcycle parking spaces
- 24 no cycle spaces and 40 no cycle spaces within a covered store plus 2 no Sheffield stands for additional cycle parking.

The submitted Transport Statement references a figure of between 50 and 90 vehicles parking off site. However, the Technical Note clarifies this to be a generous calculation and the actual number of vehicles on a typical day is much lower.

The scheme aims to address the shortfall in parking the site has historically experienced by the net increase in car parking of 61 spaces. In addition to the parking strategy, the applicant also proposes to remove the option for staff to park off-site.

The proposed parking strategy is following a comprehensive assessment of numbers of staff on site at one time and the need to facilitate visitors. Parking for visitors would be located close to the site and the pavilion entrance with staff parking located to the front, rear and western areas. EV chargepoints and future proofed chargepoints would comply with policy guidance with accessible spaces also located close to the building's entrance.

TfGM have no further comments to make on the technical note and parking provision and the subject to conditions Local Highway Authority have no objections in principle to the proposed development.

As such the proposal would comply with policy HT2/4.

## **Ecology**

### Summary

There are no significant ecological issues associated with this development. GMEU recommend amendments however to the BNG metric with regards to the baseline assessment.

### Proximity to Hollins Vale LNR and SBI

Works adjacent to the LNR/SBI now appear to be largely complete, the amended proposal subject to this application located around 20m from the boundary, though only separated by a car park. Run-off during construction could therefore still occur during construction. GMEU are however satisfied that the risks are now very low and can be dealt with through a general construction and environmental management plan along the lines of condition 8 of the original permission 68530 which was discharged as part of the previous permission.

### Protected Species

It has previously been accepted prior to site clearance and commencement of development under the previous permission that the site was very low risk for all protected species that could theoretically be present in the locality. No further information or measures are required.

### Nesting Birds

Whilst the majority of tree and shrub removal has already occurred under the previous approval, the updated ecological assessment identified a small area of ornamental shrubs as still present and in need of clearance, potential bird nesting habitat. 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 along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and agreed in writing by the LPA.

### Other Wildlife

The site has been cleared and partially developed under the previous permission. Whilst the previously applied condition 14, which was discharged, could be reapplied, GMEU are satisfied that the site is now very low risk with the remaining area of development separated from the high value habitats associated with Hollins Vale by hostile habitat (car parks). GMEU recommend therefore an informative along the following lines.

The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning Permission does not provide a defence against prosecution under this act.

### Invasive Species

This issue was dealt with previously by condition 15 of 68530 for rhododendron, monbretia and Cotoneaster. At reserved matters only the Cotoneaster and Himalayan balsam were recorded. The updated assessment has only recorded the Cotoneaster. The previously supplied method statement for control of INNs has been provided. GMEU are satisfied given no balsam was recorded and only a hedge of Cotoneaster still present that the INNS method statement can be conditioned as part of any permission.

### 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 site currently has only very low ecological value, which was the case at the original application stage, the only features of ecological value being the screen tree planting around the site. The trees that were proposed for removal have already gone under the previous approval. It was agreed previously that mitigation would be achieved on-site as a result of the proposed soft landscaping around the campus. Whilst biodiversity enhancement measures were previously accepted given the first phase has not been implemented in line with the approval, ie all car park and not car park with building, GMEU assume that the revised biodiversity enhancement measure for wildlife would be required.

With regards biodiversity net gain, whilst the previous approved application was exempt the new application is not. 10% is however indicated as being easily achieved on the site. Whilst GMEU accept that this will be the case, they disagree with the baseline assessment of the site. The applicant has taken the site prior to implementation of the phase 1 approval, treating this as habitat degradation. The Defra guidance on habitat degradation is however:

*"Where unauthorised degradation of the onsite habitat has taken place on the land between 30 January 2020 and the date of application, the biodiversity pre-development value of the onsite habitat should be calculated as the biodiversity value of the habitat on the date immediately before the carrying out of these degradation activities. The relevant date should therefore be set as a date immediately before these activities. Unauthorised degradation of onsite habitat is any degradation which is not in accordance with a previous planning permission."*

Whilst phase 1 was not implemented in line with the permission, the majority of it was and therefore would not be regarded as unauthorised and therefore the majority of the implemented phase 1 should now be the baseline. Whilst some areas are unauthorised and would technically be regarded as habitat degradation, GMEU are satisfied the unauthorised element would result in no change in habitat value, ie the unauthorised elements are net positive.

A second less important issue is based around the western boundary which is correctly noted, is within the Local nature Reserve (LNR) as an opportunity area. The applicant should however record this in the baseline as low significance as it is only when habitat creation or enhancement is proposed in an opportunity area that you utilise the high significance category.

GMEU therefore recommend the baseline is amended. It should however be noted that given 10% is already achieved, this is not going to change the overall acceptability of the development achieving 10% net gain on the site.

As the proposed habitat creation includes urban trees and other neutral grassland both habitats regarded as significant by Defra, a 30yr habitat management and monitoring plan will be required. As these result in the creation of more than one biodiversity unit, GMEU recommend that this is controlled via a legal agreement or at least a section 106 for monitoring by the LPA, with the HMMP covered by the legal agreement to or a standard condition.

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

- A biodiversity gain plan utilising the Defra template,
- The final version of the HMMP. GMEU would not regard the use of the Defra template as necessary for this site given the relatively simple nature of the habitat creation proposals and
- The final version of the statutory metric in excel format, with the developer's parts of the start page completed.

With regards to wildlife, measures for bats and birds should be provided as for the previously approved application. This can be provided via condition.

The applicant has submitted a revised biodiversity metric dated 28/1/26. GMEU have confirmed that this appears to be in line with recommendations and no further information or measures are required at this time.

Subject to conditions, the proposed development would be acceptable and comply with policies EN6/3, JP-G8 and the principles of the NPPF.

### **Drainage**

Following review of the submitted Flood Risk Assessment and Drainage Strategy, the Local Lead Flood Authority (LLFA) require clarification to confirm the existing surface water discharge rate and regime from the site and to demonstrate that the proposed restricted discharge rate would result in no increase in surface water runoff when compared to the existing scenario, or alternatively would achieve an appropriate level of hydraulic betterment, in line with local policy.

The applicant has provided the required information and the LLFA are satisfied that the proposed restricted surface water discharge arrangement would be acceptable.

The proposed development would therefore accord with policy JP-S4 and the principles of the NPPF.

### **Coal Authority**

The Coal Authority considers that the content and conclusions of the information prepared by Groundtech Consulting Ltd is sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

### **Design for security (DfS)**

Subject to the issues highlighted within the CIS being adequately addressed, particularly those highlighted within the Executive Summary (listed below) and discussed in detail within the report, the design for security team would be happy to support the application:

- Secure perimeter fencing to site and robust access control system to managed staff/visitor access and prevent unauthorised access, both during normal working hours and out-of-hours/at night. If the existing pedestrian link to the south is to be retained, an additional fenceline/gates are recommended to the south of the site to fully secure site perimeter out-of-hours and prevent unseen access and escape to/from the right of way/open land.
- Control of access into/around the proposed pavilion building. Enclosure of MUGA and sheltered padel courts to ensure they can be secured out-of-hours and do not attract loitering/gathering, nuisance and anti-social behaviour issues.

Should the Council be minded to approve the application, the DfS team would recommend the inclusion of a condition requiring the scheme is designed and constructed in accordance

with Sections 3.3 & 4 of the submitted Crime Impact Statement (Ref: 2012/0008/CIS/03, Version A: 24/10/2025).

The applicant have provided a response to the DfS team comments and in terms of the control of access and enclosure of the pavilion building and MUGA, this is accepted.

In terms of point 1, the site is to be enclosed within a 2.4m high security fence as shown on the boundary treatment plan. The site is manned 24/7, 365 days a year and security personnel will be located in the new gatehouse at the main entrance to the site on Hollins Brook Way.

The public right of way is to be retained through the site and monitored by security personnel on site through the use of CCTV and activation of the contact on the gate at the south of the site. This contact activates each time the gate is opened to alert security personnel to a person coming in or out of the site, and the security team can then monitor the movement of this person to ensure they leave the site by walking past the gatehouse rather than accessing the JD site. The location of CCTV cameras has been developed with the JD security team to ensure that they have surveillance of this area and the route out of the site onto Pilsworth Road.

Additional fencelines / gates are not feasible within the design due to the impact this would have on the provision parking spaces and the visual impact of increased fencing / gates in what is designed to be an open campus.

It is understood that the narrative detailed above does not specifically align with Crime Impact Statement, however given that the scheme is considered to present a suitable alternative which is proposed to design out crime, it is requested that the above be considered as an alternative.

DfS have responded that the proposed gate sensor combined with 24/7 security staff presence and CCTV coverage is an acceptable compromise. A condition would be included that the development implement the approved security boundary treatment and the site monitored by CCTV at all times.

The proposed development would therefore accord with policy EN1/5.

### **JP- S2 - Carbon and energy**

The applicant has submitted an Energy Strategy Report which sets out a comprehensive energy strategy for the incorporation of passive design measures, a fabric first approach, and low/zero carbon technologies such as air source heat pumps and solar PV.

The scheme would exceed Building Regulations Part L.

The development would accord with policy JP-S2.

### **JP-C2 - Digital connectivity**

This policy requires 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.

A Digital Connectivity Assessment has been produced. The area already has excellent download and connectivity speeds and the applicant has stated their intention to engage with the operator establish and connect to the most optimal data infrastructure.

The proposed development would therefore accord with policy JP-C2.

### **Response to comment**

The development proposes a comprehensive landscaping and biodiversity gain plan with enhancement proposals and measures which would satisfy the requirements of GMEU and statutory and national planning policy.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings

Location Plan - 14579-AEW-XX-XX-DR-A-0500-P03  
Existing Site Plan - 14579-AEW-XX-SI-DR-A-0501-P04  
Proposed Site Plan - 14579-AEW-XX-SI-DR-A-0502-P08

Proposed Ground Floor Plan - 14579-AEW-XX-XX-DR-A-0510-P06  
Proposed Roof Plan - 14579-AEW-XX-XX-DR-A-0511-P05  
Proposed Elevations - 14579-AEW-XX-XX-DR-A-0530-P04  
Proposed Section - 14579-AEW-XX-XX-DR-A-0540-P04  
Proposed Boundary Treatment Plan - 14579-AEW-XX-SI-DR-A-0503 - P04  
Proposed Gatehouse - 14579-AEW-XX-XX-DR-A-0507-P02  
Proposed Entrance Gateway - 14579-AEW-XX-XX-DR-A-0506-P02  
Proposed Substation - 14579-AEW-XX-XX-DR-A-0504-P02  
Proposed Cycle - 14579-AEW-XX-XX-DR-A-0505-P02  
Proposed Pilsworth Road Street Scene elevation  
14579-AEW-XX-XX-DR-A-05-0570 P01

Landscape Plan Phase 1 and 2 - 2522-CWS-XX-XX-D-L-1000-P02  
Softworks Plan - 2522-CWS-XX-XX-D-L-2000-P01  
Section & Elevations - 2522-CWS-XX-XX-D-L-5000-P01  
Proposed Padel Court 14579-AEW-XX-XX-DR-A-0570 P01

Arboricultural Impact Assessment, prepared by E3P;  
Construction Environment Management Plan, prepared by Caddick;  
Crime Impact Statement, prepared by Design for Security;

Digital Connectivity Statement, prepared by Gtech Surveys Limited;  
Energy Strategy Report, prepared by Kennedy Redford;  
Flood Risk Assessment and Drainage Strategy, prepared by Kennedy Redford;

Invasive Non-Native Species Method Statement, prepared by Urban Green;  
Landscape Proposals Document, prepared by CW Studio;  
Noise Impact Assessment, prepared by Cundall;  
Preliminary Ecological Assessment and Biodiversity Net Gain;  
Ventilation Statement, prepared by Kennedy Redford

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. 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).

4. The development shall be carried out in accordance with section 7 for Pollution Control and Dust Mitigation in the Construction Environmental Management, Method Statement and Construction Traffic Management Plan (report ref NW2310/CEMP/MS/PH2 Rev G) with the approved dust control measures being retained and maintained in a fully functional condition for the duration of the development hereby approved.

Reason. To reduce the impacts of dust disturbance from the site on the local air quality and the environment in accordance with paragraph 187e of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

5. The development hereby approved shall be carried out in accordance with the EV chargepoint details shown on approved proposed site plan 14579-AEW-XX-SI-DR-A-0502 P08 and shall thereafter be maintained.

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).

6. The development hereby approved shall be carried out in accordance with the approved Flood Risk Assessment and Drainage Strategy (REP-JDS-FRDS-RM-001-REV-B), layout phase 1 (211124-KRD-XX EX-DR-C 0001 rev C03) and phase 2 (211124-KRD-XX EX-DR-C 0002 rev P08) and additional information in email dated 5/2/26.

The approved scheme only shall be implemented prior to first occupation and thereafter maintained. Reason. To promote sustainable development and reduce flood risk pursuant to Policies EN7/3 - Water Pollution and EN7/5 - Waste Water Management, JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

7. 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 for each phase of the development and shall confirm/provide the following:

1. 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.
2. Access route for construction traffic from the highway network, restricted to a route from Pilsworth Road/Junction 3 of the M66;
3. Hours of operation and number of vehicle movements.
4. Access point(s) for construction traffic from Pilsworth Road (to exclude the use of Aviation Road/Public Right of Way [Bridleway] No. 79, Bury) and all temporary works required to facilitate access for ground works/construction vehicles.
5. If proposed, details of site hoarding/gate positions clear of required visibility splays onto Pilsworth Road/the private industrial estate roads.
6. The provision, where necessary, of temporary pedestrian facilities/protection measures on the highway and to maintain access for users of Public Right of Way [Footpath] No. 81, Bury, that crosses the site.
7. A scheme of appropriate warning/construction traffic warning signage in the vicinity of the site and its access(es) onto Pilsworth Road.
8. Confirmation of hours of operation and number of vehicle movements;
9. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
10. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
11. 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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent

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 in the interests of highway safety pursuant to Policies EN1/2 and JP-C8.

8. The vehicular and pedestrian access arrangements within the curtilage of the site indicated on the approved plans shall be implemented before the development is brought into use.  
Reason. To ensure good highway design in the interests of road and pedestrian safety pursuant to policies JP-C5 and JP-C6.
9. The turning facilities within the curtilage of the site indicated on the approved plans shall be provided before the development 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-C6.
10. The car parking/cycle storage arrangements indicated on the approved plans shall be surfaced & demarcated/provided and made available prior to the part of the development to which it relates hereby approved being brought into use 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.
11. The development hereby approved shall be carried out in accordance with the mitigation measures recommended in the Noise Impact Assessment rev P01 dated 28 November 2025. The mitigation measures shall be implemented prior to first use/occupation of the development hereby approved and thereafter maintained.  
Reason. In the interests of visual amenity pursuant to policies EN1/2 and EN7/2.
12. The development hereby approved shall be carried out in accordance with the submitted Construction Environment Management Plan, Method Statement Plan and Traffic Management Plan (ref NW2310/CEMP/MS/PH2 rfev G) for measures to protect the Local Nature Reserve from dust, debris, run-off and pollution. The measures detailed in the Management Plan shall be implemented prior to the commencement of development and retained throughout the construction period.  
Reason. To ensure the safe and secure development of the site in relation to the nature conservation of particular ecological significance of the Local Nature Reserve pursuant to Bury Unitary Development Plan Policies EN6/2 - Sites of Nature Conservation Interest Local Nature Reserves and Grade B and C Sites of Biological Importance, EC6/3 - Features of ecological interest and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
13. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a precautionary working method statement for nesting birds by a suitably experienced ecologist has been supplied to and 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 of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

14. The development hereby approved shall be carried out in accordance with the Invasive Non - native Species Method Statement and timetable by Urban Green and implementation of any recommended mitigation measures to eradicate/treat invasive and species.  
Reason. To ensure the safe and satisfactory development of the site in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.  
FULL
15. The development hereby approved shall be carried out in accordance with the approved landscaping scheme, Phase 1 and 2 landscape plan and the landscape design proposals which shall be implemented not later than 12 months from the date the building is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN6/3 - Features of Ecological Value, 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 the occupation of the building hereby approved, the development hereby approved shall implement the details - provide 2 bat boxes (in addition to the 3 already installed on site) and 2 bird boxes (in addition to the 4 already installed during phase 1) within the southwestern corner that bounds the Hollins Vale Local Nature Reserve. The bat and bird boxes shall thereafter be retained in situ and available for use.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN6/3 - Features of Ecological Value, EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
17. The development shall not commence until a Habitat Management and Monitoring Plan (the HMMP), prepared in accordance with the approved 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. Prior to the first occupation of the development hereby approved, the approved security fencing and CCTV shall be implemented and thereafter retained on site.

Reason. To protect users and visitors to the site and provide efficient security measures pursuant to policy EN1/5.

20. The development hereby approved shall be carried out in accordance with the details shown on the approved elevation plans. Only the approved materials shall be used for the construction of the development.

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

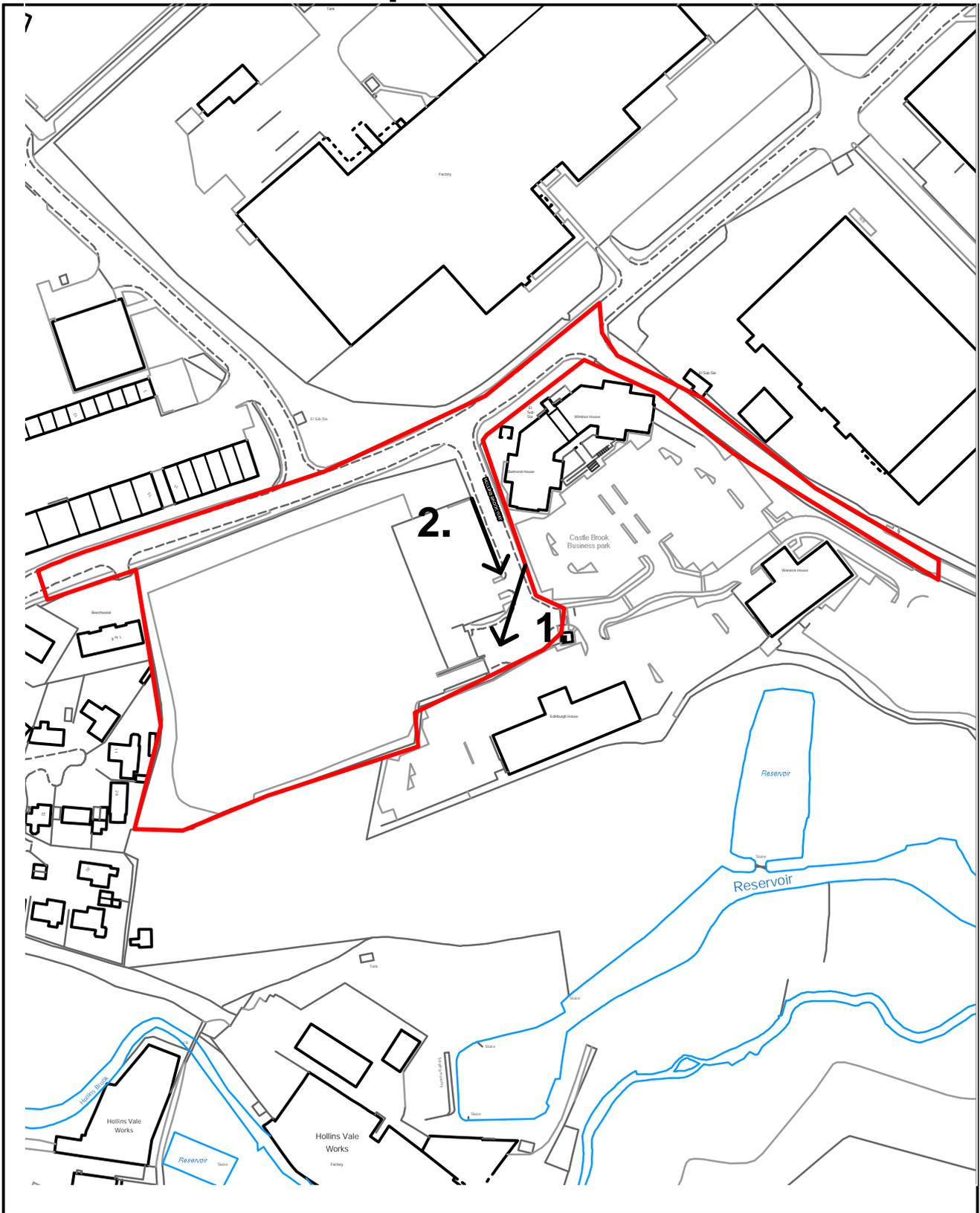
21. Prior to the first use of the floodlights to the MUGA hereby approved, each lighting column shall be fitted with control switches and time clocks to automatically switch the floodlights off no later than 21:00 for the MUGA pitch and lighting for the padel courts. The floodlights and lighting to the padel court shall remain switched off until at least 9am the following morning.

Reason. In the interests of residential amenity pursuant to Bury Unitary Development Plan Policies EN1/2 and EC6/1.

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



# Viewpoints 72656



ADDRESS: Land at junction of Hollins Brook  
Way & Pilsworth Road, Bury,  
BL9 8RR



Planning, Environmental and Regulatory Services

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72656

Aerial 1 - Site

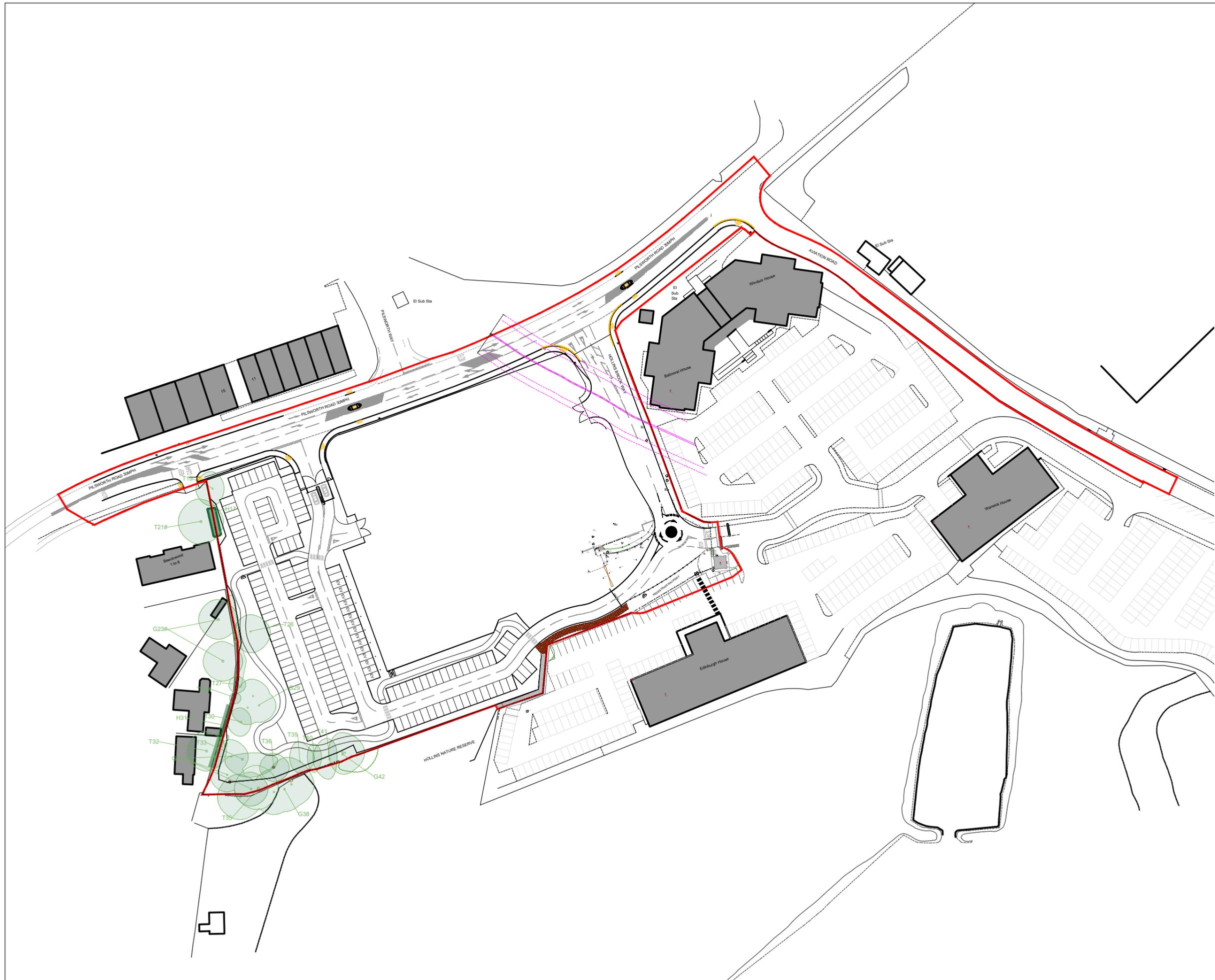


Photo 1

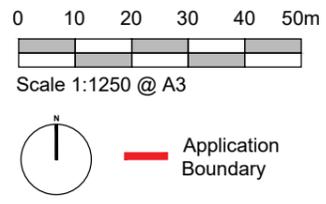


Photo 2





- NOTES**
- All dimensions and levels are to be checked on site.
  - Any discrepancies are to be reported to the architect before any work commences
  - Whilst information on this sheet is issued to scale, scaling directly from this drawing may result in inaccuracies. For precise measurements, refer to the stated dimensions or contact the Architect
  - This drawing shall not be reproduced without express written permission from AEW.
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  - All proprietary materials and products are to be used strictly in accordance with the manufacturers recommendations.



REV	Date	Drawn by	Checked by
P03	02/12/25	RP	PBH
Issued for planning			
P02	07/10/2025	RP	RP
Gas main position updated			
P01	05/09/2025	RP	RP
Initial Issue			
Status		Purpose of Issue	
S2		For Approval	
drawing stage		<b>Stage 3</b>	
client			
<b>JD Sports</b>			
project			
<b>JD Sports Campus, Phase 2</b>			
drawing title			
<b>Location Plan</b>			
date		drawn	
30/07/25		RP	
scale@A3		checked	
1:1250		RP	
AEW Reference Number 14579			

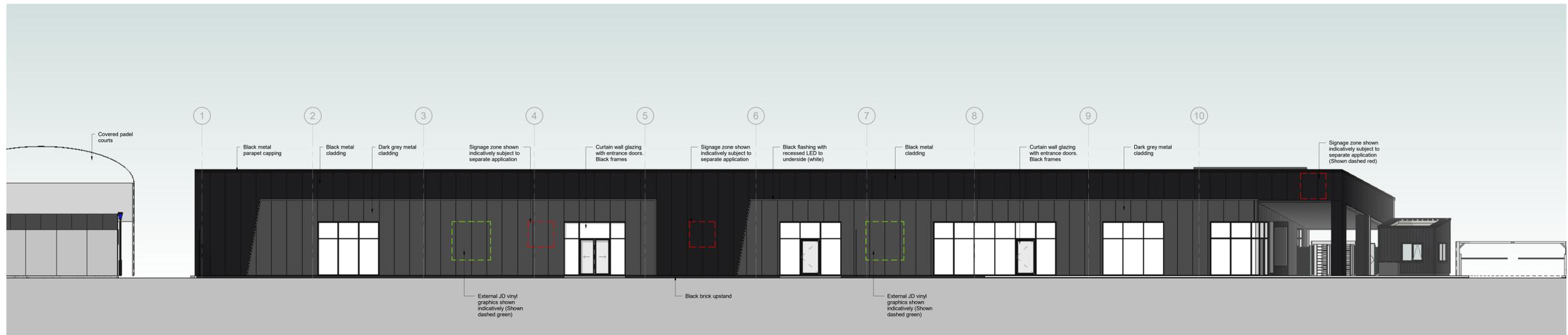
Job No **14579-AEW-XX-XX-DR-A-0500**  
 Rev **P03**  
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Scale	mm	ft	in
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1:500	1:500	1:500	1:500
1:1000	1:1000	1:1000	1:1000

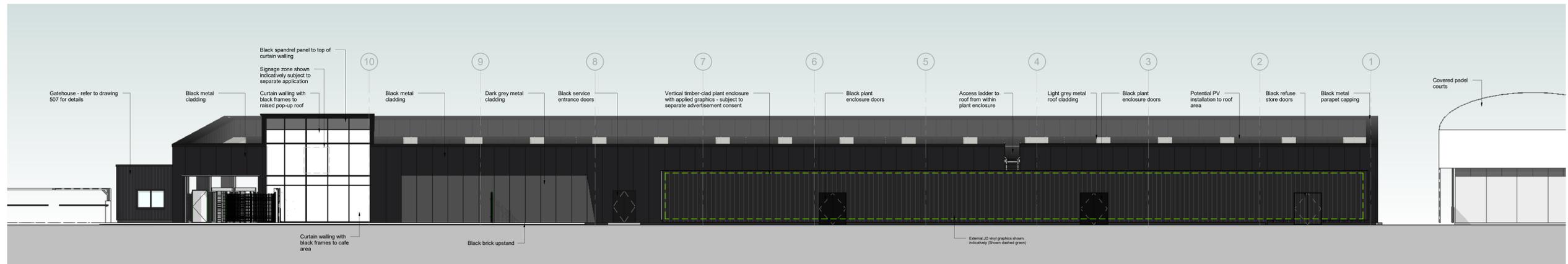
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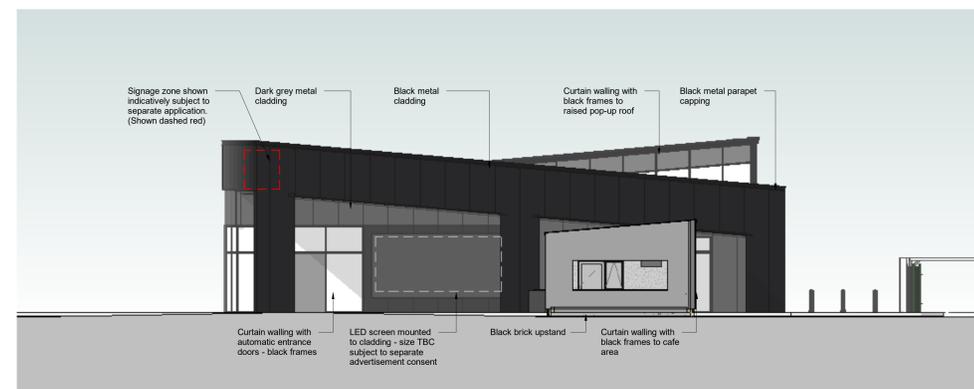
This drawing contains the following model files -  
 14579-AEW-XX-XX-43-A-001  
 14579-AEW-XX-XX-43-A-002  
 250715-ARD-XX-XX-43-A-001  
 250715-ARD-XX-XX-43-A-001  
 250628-SD-XX-XX-43-A-001



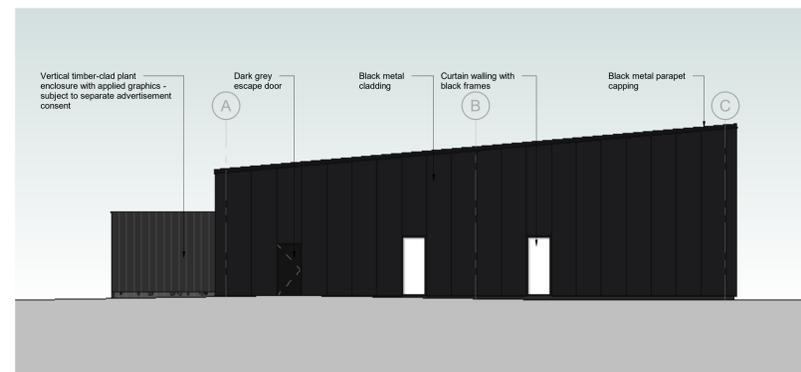
**1 Proposed South Elevation**  
 Scale @ 1:100



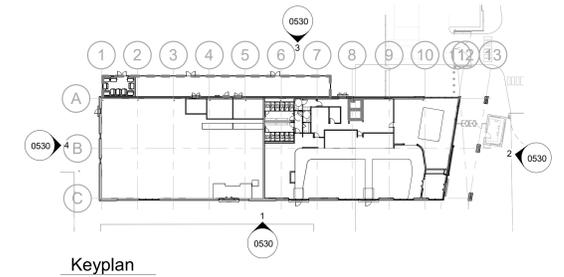
**3 Proposed North Elevation**  
 Scale @ 1:100



**2 Proposed East Elevation**  
 Scale @ 1:100



**4 Proposed West Elevation**  
 Scale @ 1:100



**Keyplan**

Status	Purpose of Issue	Drawn By	Checked By
S2	For Approval		

Rev	Date	Description	Drawn By	Checked By
PS1	04/02/25	Revised Planning Issue	RP	RP
PS2	03/12/25	Issued for planning	RP	RP
PS3	10/10/25	Issued for co-ordination	RP	RP
PS4	01/10/25	Initial Issue	RP	RP

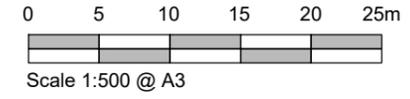
Client	Project
JD Sports	JD Sports Campus, Phase 2

Date	Drawn By	Checked By
31/07/25	RP	RP







NOTES

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P01	05/03/2026	RP	PBH
Initial Issue for planning			
REV	Date	Drawn by -	Checked by -
Status	Purpose of Issue		
S2	For Planning Approval		
drawing stage	<b>Stage 3</b>		
client	JD Sports		
project	JD Sports Campus		
drawing title	Proposed Pilsworth Road Street Scene Elevation		
date	05/03/2026	drawn	RP
scale@A3	1:500	checked	PBH
AEW Reference Number XXXXX			