

**Ward:** Bury East - Moorside

Item 02

**Applicant:** Crown Gas & Power Limited

**Location:** Chamberhall Business Park, Magdalene Road, Bury, BL9 0JU

**Proposal:** Erection of office HQ with ancillary sport facilities (use class E(g)(i)) and mixed-use employment units (use classes B2, B8 and E(g)(ii) and (iii)) including associated parking, access and landscaping

**Application Ref:** 72790/Full

**Target Date:** 28/04/2026

**Recommendation:** Approve with Conditions

### **Description**

The Chamberhall site is located to the north of Bury Town centre and comprises 2.25 hectares. It is bounded by a road network of Magdalene Road to the north, Castlecroft Road to the east, Dunster Road to the south and Harvard Road to the west. The site is accessed via Peel Way and a traffic light controlled junction with Peel Way and Bolton Street .

The Chamberhall Business Park includes the police station, Bury fire station and to the north of the site, commercial/industrial units in a Class B1, B2 and B8 use which received full planning permission and formed part of a hybrid application (ref 63185) with outline consent granted for development within use Classes A1, A3, A4, A5, B1, B2, B8, C1 (hotel), D1 (creche) and D2 (gym). A reserved matters application was not progressed. This planning application relates to the site which was granted the outline planning consent for the mixed use development.

The site itself has not been maintained and comprises overgrown grassland with areas of tree growth and self-seeded vegetation, bounded by a knee high fence. A pond is located centrally and used for the wider site's surface water drainage.

The application proposes a mixed-use employment development comprising a 4 storey office building with ancillary sports facilities and the erection of 5 No. mixed use units in B2, B8 and E(g)ii and iii including associated parking provisions, access and landscaping.

The development would be split into two different areas of the site, separated by the pond.

### Proposed office building

In the western half of the site would be the proposed office building which would be the main office head-quarters for the applicant and their business. The building would have a gross external floor area of 4534 sqm over 4 floors.

The building would have a rectangular footprint and be orientated to run lengthways north to south, fronting Harvard Road and set back from the road by approximately 40m. Parking would be located to the front and sides of the building and would provide 193 spaces including 10 No. accessible spaces, 20 No. EV charge spaces, 48 No. cycle spaces and 2 no. motorcycle spaces. Access to the site would be off Harvard Road. The development also proposes ancillary sports facilities to provide an all weather 5-a-side football pitch and two padel courts.

At the ground floor, the majority of floor space would provide recreation for the staff including gym, changing facilities and canteen with break out office spaces and meeting rooms. The second and first floors would be largely office and meeting spaces. Approximately half the third floor would be for offices and meeting rooms, the other half for plant equipment and solar panelling.

Elevations would be contemporary and modern and materials limited to a simple palette of brickwork with aluminium cladding and aluminium framed curtain walling. Feature green walls would be added to the south, east and west elevations.

Proposed 5 No. mixed use employment units (Class B2, B8 and E(g)ii and iii - General industrial, storage or distribution, research and development and industrial processes).

The 5 No. units would be located in the eastern side of the site.

Parallel to the eastern boundary and Castlecroft Road would be a row of four units, Units A-D, each with a floor area of 447 sqm, designed as starter units for smaller businesses.

Unit E would be located at the top of the site next to the northern boundary and would be the larger unit with a floor area of 575 sqm.

Each unit would have a vehicular access door and the front elevations would comprise a light buff brickwork at the lower half of the units, horizontal band of dark grey cladding and vertical white cladding which would part wrap around the sides. The remaining side and rear elevations would be finished in a dark grey cladding.

Access to this part of the site would be created off Magdalene Road between units A-D and Unit E and would lead to a centrally shared service yard and turning area for larger vehicles. A total of 38 parking spaces including 5 accessible spaces, 10 EV charging spaces and 2 motorcycle spaces would be located to the front of each of the units and along the western boundary, together with 12 cycle spaces and bin store.

A large part of the proposed landscaping would be formed around the retained pond with other areas of landscaping along the site boundaries, planted with a mix of native and ornamental trees, native shrub and native hedgerows.

### **Relevant Planning History**

56827 - Proposed 2 storey office and warehouse (Class B1 (a) (b) and (c) and Class B8) including internal and external product display areas - Approve with Conditions 26/03/2014

59673 - Erection of VW car showroom with external display, compound and customer parking across two levels including workshop and valeting facilities - Approve with Conditions 02/06/2016

61732 - Extension to existing facility to provide additional warehouse area (Class B8/B2 use) with associated parking, landscaping and boundary treatments with new mezzanine floor added over existing warehouse to create new office area (Class B1 use) - Approve with Conditions 25/10/2017

62721 - Variation of condition nos. 15 and 16 of planning permission 61732 to allow the existing drain to be constructed over in accordance with the submitted build over agreement and method statement (condition 16 to be amended to reference the updated drainage plan) - Approve with Conditions 08/06/2018

63185 - Hybrid planning application comprising:

A full planning application for 5 buildings of up to 12,317 square metres to be used within Use Classes B1, B2 and B8 and associated works to include an access road, landscaping, car parking, servicing areas (Phase 1); and site preparation works, access, boundary treatments and associated works including engineering works (Phase 1a); and engineering works comprising site preparation works (Phase 2).

An outline planning application for development within Use Classes B1, B2 and B8 (Phase

1a) including details of access (all other matters reserved); and for development within Use Classes A1, A3, A4, A5, B1, B2, B8, C1 (hotel), D1 (creche) and D2 (gym), including details of vehicular access (all other matters reserved) (Phase 2) - Approved 7/2/2019  
64930 - Non-material amendment following grant of planning permission 63185:  
To include the low level retaining wall to the landscape zone north west of block D - Approved 23/12/2019  
65165 - Erection of builders merchant building (Class B1/B2/B8) and associated works - Approve with Conditions 03/09/2021  
67738 - Formation of 4 no. openings to facilitate the installation of 3 no. windows at first floor level and 1 no. window at ground floor level - Approved 9/12/2021  
68699 - Construction of 2no. Buildings comprising 5no. Units to be used within Use Classes B1, B2 and B8 with associated works including access, car parking and landscaping - Approved 16/12/22  
70671 - Variation of condition no. 2 (approved drawings) following approval of planning permission 68699 - Additional drawings for the construction of a pre-cast concrete retaining wall along western site boundary and rear of building (block A) - 16/7/24

### **Publicity**

Letters sent to 58 properties on 30/1/26 and 2/2/26.

Three representations received with the following comments -

- Concern is the effect on the exit road to this industrial estate. Currently there is only one exit road from the estate which is used by all of Chamberhall business park and the Police & Fire stations. This road is congested at busy times already so the knock on effect of around 250 new jobs without layout improvements will be horrendous. It will also be detrimental to the emergency services leaving their stations to serve the town. Are there plans in place to improve the road layout in and around this development?
- Echo the concerns already raised regarding traffic management. The primary bottleneck is the signal timing at the top of the road, which currently allows only a limited number of vehicles to pass per cycle. Given the existing traffic volume, exiting the area during the evening rush hour has become a significant and time-consuming issue
- The plot of land is heavily populated with Wildlife - How will this be affected?
- When a previous development was built on Chamberhall in 2024/2025 there was a severe impact to ducks/frogs/newts/rabbits when their habitat was destroyed and they were also hit by speeding drivers. The swans on that patch of land in particular need to be considered.

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

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

**Traffic Section** - No objection subject to conditions

**Borough Engineer - Drainage Section** - No objection

**Environmental Health - Contaminated Land** - No objection subject to conditions

**Public Rights of Way Officer** - No objection

**Waste Management** - No response received

**Environment Agency** - No objection subject to an advisory note

**United Utilities (Water and waste)** - No objection subject to condition.

**The Coal Authority** - No objection

**Greater Manchester Ecology Unit** - No objection subject to conditions

**G M Archaeological Advisory Service** - No objection

**Transport for Greater Manchester** - No objection.

**Planning & Building Regs consultation Fire Protection Dept Bury Fire Station (Part B)**

- No response received.

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

### **Development Plan and Policies**

NPPF	National Planning Policy Framework
EC1/3	Land Suitable for Business (B1)
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
EN8/2	Woodland and Tree Planting
HT2/4	Car Parking and New Development
HT6/3	Cycle Routes
SPD11	Parking Standards in Bury
JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-C1	Our Integrated Network
JP-S2	Carbon and Energy
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-C2	Digital Connectivity
JP-J1	Supporting Long-Term Economic Growth
JP-J3	Office Development

### **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.

### **Policy considerations**

#### Employment - Unitary Development Plan

The site is allocated for employment use under Unitary Development Plan (UDP) Policy EC1/3 - Land Suitable for Business (B1) (now falling under Class E(g)), Office and Hotel/Conference facility Uses and specifically EC1/3/2 - Bury Ground.

Policy EC1/3 states that the Council will only allow development for the uses specified. Other uses will only be permitted in exceptional circumstances and in accordance with other policies and proposals contained within the UDP.

Whilst the range of uses proposed under this application are broader than the uses for which the site is allocated in the UDP, it is an employment led proposal and the other uses proposed (sports facilities) are ancillary and will support the larger business park. Furthermore, the principle of widening the scope of uses on the site has been previously accepted through the approval of planning application 63185.

On balance, the principle of the proposal is acceptable and not conflict with the adopted plan policy.

#### Employment - Places for Everyone

Places for Everyone (PfE) Policy JP-J1 supports long term economic growth and the diversification and resilience of the economy by encouraging investment in high-value sectors, enhancing local skills, and ensuring that growth is inclusive and well-connected. The proposal would contribute to Policy JP-J2.

Policy JP-J2 states that a diverse range of employment sites and accessible premises will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities. The proposal would contribute to delivery of JP-J2.

#### **Site layout**

The proposed layout has been driven by the centrally located pond which has led to the site being split into two schemes which would also allow for ecological enhancements within the site.

The first scheme would deliver a new 4 storey head office for a commercial business which would be sited in the western half of the site. The building would have a linear form set back into the site with a new barrier controlled access formed towards the northern end. The development would also provide recreation facilities for staff with a 5 side pitch and 2 padel courts located to the north of the office block.

Parking would be located to the front and sides of the office building comprising a total of 191 No. spaces to include 10 accessible spaces, 20 EV chargepoints 2 motorcycle spaces and a cycle store for 48 cycles. Pedestrian footpaths to the site would provide connectivity to the surrounding and wider area.

Planting of native and ornamental trees and native hedges would feature along the site boundary with proposals to retain landscape and enhance the area next to the pond.

The second element proposes 5 commercial starter units in Class B2, B8 and E(g) ii and iii) uses.

These units would be located in the eastern part of the site.

Units A-D would form a row along the eastern boundary to Castlecroft Road with the larger Unit E set against the northern boundary. The units would share the service yard yet the proposed layout would allow each unit to operate independently with interruptions to their individual working operations. A new access would be created from Magdalene Road with parking to the front of the units and additional parking proposed to the western side which is considered to adequately serve the development.

This part of the site would be similarly enhanced by landscaping and planting with the existing knee high boundary fence replaced 'like for like' to maintain openness.

It is considered the proposed layout would maximise the potential of the site, providing a new headquarters office building and commercial units with associated facilities to meet future commercial and business needs. Formed on either side of the pond, the development would provide open greenspaces and landscaping which would enhance both the appearance of the site and contribute to its ecological value.

It is therefore considered the proposed development would be acceptable and comply with policies EC2/1, EC6/1, EN1/2 and PfE 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.

Developments at Chamberhall include the police and fire station, the more recent units approved as part of the original Hybrid application and the commercial building to the west of the site, all of which contribute to the high quality business park.

#### Head office site

In terms of scale, the head office building is proposed to be 4 storeys high but with the third floor significantly set back which would reduce the massing but also functionally would allow for plant and renewable energy access. The building would also be set back into the site by approximately 40m which would provide some relief within the streetscene and relate well to the surrounding development when viewed in the wide context.

Intersections and protrusions within the elevations and balcony areas would add interest to the form and appearance of the building, and whilst a simplistic pallet of materials has been chosen, the integration of brickwork, aluminium cladding, framed curtain walling, defined glazed entrance and the addition of a distinctive feature green wall system would result in a quality office development.

The proposed padel courts, to the northern side of the office building, would sit within a total floor area of 480 sqm and the structure would have a height of 8.6m with a curved roof covering. The courts would be contained within a metal support frame with mesh and glass panel surrounds. The padel courts would be sited approximately 20m from the boundary to Magdalene Road and given the lightweight structure and location within the site considered not to be an over dominant feature of the development.

#### Commercial units site

The proposed units would reflect the scale and massing of the other commercial units found at Chamberhall, having a similar height and roof form. The front elevation and part of the side elevation would be light brick at the lower half, with a horizontal dark grey panel cladding and a mix of white and dark grey vertical cladding to the upper elevations. The remaining side and rear elevations would feature a wrap around grey vertical cladding. Whilst the purpose of the units is to provide functional and usable work spaces, the type of materials which would be used and the way they would be arranged within the elevations would provide interest and deliver a contemporary and modern development.

It is therefore considered the design, scale and appearance of the proposed builds would deliver a high quality office and commercial development which would integrate well and reflect the existing built form within the Chamberhall site.

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 the surrounding area**

The site is located within a Business Park and as such there are would be no residential neighbours affected by the development.

The nearest buildings to the site would be the fire station, commercial units to the north, LGC building to the west and the police headquarters to the south.

Whilst the head office building would be 4 storeys in height it would be set at a lower level to the police station and set back into the site from the frontage and as such would not appear over dominant within the Chamberhall site or the setting of the area. The scale of the commercial units would be comparable to the height and massing of the other units to the north on Harvard Road.

It is therefore considered the proposed development would not have significant impacts on the amenity of the adjacent buildings and businesses.

### **Highways issues**

Located within Chamberhall Industrial Estate, the site is accessed via Peel Way and traffic controlled junction which is part of the key route network in this area of Bury leading to routes into and out of the Borough.

The applicant has submitted a Transport Assessment and Transport for Greater Manchester (TfGM) have been consulted on the development proposals.

### **Transport for Greater Manchester (TfGM) response**

TfGM HFAS (Highways Forecasting Analytical Services) and TfGM UTC (Urban Traffic Control) have reviewed the Transport Assessment (TA) and provided initial comments in respect of the relevant sections.

#### Highways overview

##### I. Trip Generation

A trip generation exercise has been undertaken using TRICS. The choice of sites seems appropriate and the resulting two way vehicle trips are 73 in the AM peak and 70 in the PM peak. These projected values potentially exceed the junction threshold. TfGM would expect further analysis to be undertaken, which is included in the TA.

##### II. Trip Distribution

Trip distribution diagrams were advised to be expanded to include any junction which is likely to see an increase of 30 or more vehicles as a result of the development. TfGM would recommend that these junctions are modelled, so that the impact of the development can be understood.

##### III. Highway Assessment

Highway assessment has been undertaken for the following junctions:

- Harvard Road / Magdalene Road
- Harvard Road / Dunster Road / Employment Access Roundabout

Assessment has been undertaken for 2025, 2026 and 2030. Growth has been applied using NTEM for MSOA Bury 008. The TA states that trip rates have been obtained for the "Weekday PM and Saturday Peaks" and that once calculated, "an adjustment was

applied to provide a local growth rate". TfGM would seek clarification on these points as a quick interrogation of TEMPRO with the same parameters results in different growth factors to those reported in the TA.

The modelling results show that these junctions are likely to remain within capacity in 2030 with the development flows.

A sensitivity assessment has been undertaken to understand the impact of only B2 development. The assessment results in an additional 26 two way AM peak trips and 14 two-way PM peak trips, when compared to the B2/B8 split scenario. TfGM would agree that the impact of this on the junctions which have been assessed would be negligible, given that these junctions operate well within capacity in each assessment scenario.

However, TfGM would suggest that further junction assessment is undertaken for any junction which exceeds an additional 30 vehicle per hour as a result of the development and a sensitivity assessment should be undertaken for considering B2 only development for these junctions.

#### IV. Proposed Internal Access Arrangements

The TA confirms that the site will be served via a new priority controlled junction off Harvard Road (to the west) and a new priority controlled junction off Magdalene Road (to the north).

In terms of car parking provision, 229 total parking spaces are proposed to serve the site, split between standard bays, EV charging bays and disabled parking bays. Swept path plans are contained within the TA appendices which demonstrate that the largest intended service vehicle can enter and exit the site in forward gear, carrying out turning manoeuvres within the car park.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access, car parking and servicing arrangements are acceptable.

#### V. Traffic Regulation Orders

This has been noted in Section 1.3 of the TA but a review does not seem to have been undertaken.

#### VI. Other

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

#### Site Accessibility

##### I. Public Transport

The nearest bus stops to the site are located on Bolton Street, approximately 400m from the site. These stops provide regular services to Bury, Rochdale and Ramsbottom. Bury Interchange is located around a 20-minute walking journey from the site and provides services along the green and yellow lines.  
It is considered that there are some public transport options available to future users of the site.

## II. Active Travel

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

To establish travel patterns at the beginning of occupation and encourage modal shift to sustainable modes of travel, it is important to ensure the facilities are in place to support sustainability. Therefore, improvements to the pedestrian environment are required to help encourage the uptake of active travel modes by future employment and it is recommended that access point(s) serving the site should be designed to ensure the provision of tactile paving and dropped kerbs (if not already in place).

## III. Cycle Parking

The TA states that a total of 60 cycle parking spaces are to be provided as part of the development. The cycle store should be suitable for long-stay cycle parking, which is lockable and covered, located in a central accessible location, with sufficient lighting and CCTV.

## IV. Travel Plan

A Travel Plan has been developed and provided as part of the application.

### **Update to the above TfGM response**

In response to the junction modelling TfGM has requested be carried out, the applicant has provided additional information and put forward a case as to why they consider this to be unnecessary.

- The previously approved outline Phase 2 application for Chamberhall included a number of employment, retail and commercial uses including hotel and gym. The current proposals for the site are for an employment development, consistent with the allocation on the site, with a lower quantum of development than the previous outline application.
- The submitted TA undertook traffic surveys and assessments of the proposed site access junctions and the roundabout junction to the south of the site and an assessment was also carried out of the assignment of trips where it was concluded that very few new trips would be distributed through the network, marginally exceeding the 30-trip threshold.
- The previously approved outline phase 2 development had demonstrated that more traffic would be added to the highway network and which added vehicle trips onto junctions that already exceeded capacity. This was accepted.

To summarise, the applicant has set out that there would be no additional background traffic and less development traffic added as a result of the development.

TfGM have considered the applicant's case and assessment and from the information provided, are satisfied that no further modelling needs to be undertaken. Whilst TfGM would usually expect modelling to be undertaken on any junction where the development is likely to cause an additional 30 vehicles per hour or more, which the resulting distribution work suggests is likely to happen, TfGM consider the applicant has clearly demonstrated that both the background growth and the development are likely to be less than the previous

application and therefore TfGM would expect the impacts to be less than previously anticipated.

No further information is therefore required.

### **Local Highway Authority (LHA) response**

#### **Access and servicing**

The LHA have reviewed the submitted site plan, the proposed new accesses to serve the two schemes and the servicing arrangements proposed for the commercial units.

The proposed access to the head office site would be controlled by a barrier which would be set back into the site to avoid obstructions on the local highway and this is an acceptable solution.

To the commercial site, the access would be formed off Magdalene Road with a new kerb radius. This access would be off-set to the entrance to the fire station which would be an acceptable solution to avoid conflicts with other vehicles as far as possible. The servicing yard would be shared between the 5 units which would have a 15m turning radius suitable for a 10m rigid size vehicle which would serve the units which is stated in the Transport Assessment. A condition would be included for the submission of a delivery management plan to include confirmation that delivery vehicles to the mixed-use employment units (Units A - E) shall not exceed the size of a 10m rigid type (HGV) vehicle.

#### **Parking**

The development proposes to deliver a total of 229 parking spaces including accessible spaces and EV chargepoints which would exceed the requirement in SPD11 and therefore provides additional capacity for visitors and any overflow parking.

This is considered to be an acceptable provision for the scale of development proposed.

In terms of non car travel, the site is located approximately 10 mins walk from Bury Town centre and links to public transport.

Chamberhall also connects to a National Route Network and staff would be encouraged to use this form of sustainable travel and would provide secured cycle storage and changing facilities.

Subject to conditions and approval of technical details, the LHA have no objections to the proposed development.

It is therefore considered the proposed development would be acceptable and would comply with policies EC6/1, HT2/4, JP-C5, JP-C6, JP-C8, SPD11 and the principles of the NPPF.

#### **Ecology**

The applicant has submitted a preliminary ecological assessment, arboricultural report and BNG metric.

Greater Manchester Ecology Unit have been consulted and responded as follows.

#### **Summary**

There is a significant deficit in biodiversity units that may impact the viability of the development. Other ecological issues include bats, nesting birds, other wildlife, Himalayan balsam and protection of Chamberhall Lake during construction.

### Bats

A bat report has been provided. One very large tree on the site, proposed for removal, was assessed as having bat roosting potential. A snapshot of bat activity indicated only very low numbers of common pipistrelle utilising the site. An aerial inspection of the tree proposed for removal, found no evidence of bats, with the hole providing the potential for a maximum of two bats. It was concluded that precautionary working measures would be adequate during felling of the tree to remove the risk of a negative effect on bats. GMEU have no reason to doubt the findings of the report and accept the recommendations. It is recommended that the felling of T6 is carried out as proposed in section 5.1.1 of the Bat Surveys report by Rachel Hacking Ecology, reference RHE.4607 and conditioned as part of any permission.

Sensitive external lighting has also been recommended around the boundaries with the lake. GMEU note however that there is no significant road or car parking adjacent to the lake and there was only very low levels of common pipistrelle bat activity, a species that is not significantly effected by lighting. GMEU are therefore satisfied that the risk of negative effects would be low. No further information or measures are required.

### Other Protected Species

Great crested newt surveys came back as negative. No evidence of any other protected species was found or suspected, in-line with previous surveys. The 2023 Middlemarch report does however note that otter are likely present in the River Irwell and could theoretically travel over to the lake to forage. GMEU would however regard this risk as very low. No further information or measures are required.

### Nesting Birds

One very large tree and some scrub would be lost 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 scrub and dense grassland on the site provide potential cover for small mammals such as hedgehog and amphibians such as common toad. GMEU agree with the consultant that reasonable avoidance measures during site clearance and during construction are justified and therefore recommend a condition is applied to any permission that prior to any vegetation clearance or earthworks, a precautionary working measures method statement for mammals and amphibians during the development shall be provided to and agreed in writing by the LPA.

### Invasive Species

Himalayan balsam and rhododendron were recorded on the site. Japanese knotweed was recorded during early phases of the development of Chamberhall, but now appears to have been controlled. The rhododendron also appears to fall just outside of the site. All three species are listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). It is an offence to cause any such species to spread in to the wild.

Requesting eradication of the himalayan balsam would be unreasonable as it is present on the adjacent land. An offence could however occur, if seed or soil contaminated with seed, was accidentally carried off-site. GMEU therefore recommend control and biosecurity measures during construction and that a condition is applied to any permission that prior to

any machinery on-site, vegetation clearance or earthworks a method statement for the control of and biosecurity protocols for himalayan balsam will be provided to and agreed in writing by the LPA.

#### Protection of Chamberhall Lake

This historic landscape feature was significantly modified at the start of the Chamberhall redevelopment (around 20 years ago) to act as flood storage body for the development. It is still however a feature of ecological value. GMEU therefore recommend it is protected during construction from dust, debris, sediment and pollution. This would form part of the construction and environmental management plan and could be conditioned.

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

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

The development would result in the loss of a relatively large area of moderate value grassland to development. The site was stripped of vegetation in around 2019 including a significant loss of trees the grassland having developed since then. As the damage occurred prior to 2020, the previous habitats cannot be taken in to account. Soft landscaping includes small areas of moderate value grassland and the planting of trees and scrub. Wildlife mitigation for loss of bird nesting and bat roosting habitat is proposed.

The development is not exempt from biodiversity net gain. A metric and assessment have been provided. This indicates a shortfall of 9.72 area based units to achieve 10% net gain a relatively significant number for a development of this size. There are no hedge or river units. There is at least one error in the baseline with the very large tree T6 shown as retained, when it is in fact lost. This increases the shortfall to 10.63.

With regards the post development habitats, the landscape plan and BNG assessment appear to be in alignment, but the main concern is ensuring the 0.5 ha of created other neutral grassland achieve good condition. This is fairly high risk for an amenity area, where some public pressure is likely to occur and the soils on site are not natural, the site having been reclaimed historically as a public park from industry. It is not however impossible and therefore if the developer is willing to provide the required input it would not be a reason to object. There appears to be limited opportunity for any additional creation or enhancement on the site, unless the applicant extend the red edge to include the adjacent land and enhance these areas for biodiversity.

GMEU therefore recommend that prior to determination, the developer confirms they are aware and capable of purchasing the large number of off-site units required and whether they have considered including additional land currently outside the development footprint which is currently tightly drawn.

The applicant has provided an amended BNG metric calculation, BNG letter of support and information regarding other neutral grassland. The ecologist also confirmed the soil analysis could be conditioned.

GMEU have assessed the information and have no further issues, the developer has amended the metric as recommended and is prepared to purchase the required number of units.

Whilst arguably the applicant has not fully addressed the mitigation hierarchy, the habitats on-site are of very recent origin, with the highest value trees retained. The site has

undergone significant disturbance on and off over the last 15 years and therefore no strong justification for arguing more should be retained on the site.

A 30 yr habitat management and monitoring plan would be required for the other neutral grassland, urban tree planting and mixed scrub. GMEU recommend a section 106 is utilised to control the HMMP or at least cover the monitoring fees of what are a significant number of on-site units. This is however for the LPA to decide.

To discharge the statutory biodiversity gain condition the applicant will need to:

- Provide the biodiversity gain plan utilising the defra template,
- Have purchased the required number of off-site units and registered them with defra, (Note GMEU do not recommend early purchase in case the layout changes ie final registration of purchase with defra, should not occur until there are no likelihood of any further amendments to the on-site layout),
- Provide the final version of the statutory metric with the developers sections of the start page completed and
- Provide the final pre-commencement HMMP. (Note the HMMP is not a fixed document and can be amended post permission as long as 10% net gain is still achieved).

With regards to wildlife mitigation and enhancement, GMEU note the provision of bird and bat boxes currently just off-site and hibernacular on-site and would regard the bat boxes and hibernacular as adequate and could be conditioned. More bird boxes should however could be provided. The final details can be provided via condition.

### **Crime impact statement (CIS)**

A statement has been provided and in the Executive Summary, Design for Security (DfS) consider the proposed layout to be acceptable subject to consideration to provide secure perimeter fencing to the office and industrial sites, access controlled gates and secondary fencing to the padel courts and 5-a-side pitch and control of the access into and around the office building and units.

The applicant proposes to install 1.8m high anti climb weld mesh paladin fences round the commercial/industrial development with buildings fitted with secure gates and personnel gates. The office development would have manned security and the site would be constantly under surveillance by robust CCTV camera coverage which would be linked to intruder systems and located to cover open areas and potential dark spots and anti vandal 'dusk til dawn' lights would promote natural surveillance over the site. Buildings would be secured with intruder alarms and fitted to a high standard security specifications for windows and doors.

The physical security specifications and measures recommended in the report would be included as an informative.

### **Carbon and Energy**

Policy JP-S2- Carbon and Energy requires new development to be net zero carbon in relation to the developments operational carbon emissions. Development proposals should set out how this has been achieved in a Carbon and Energy statement in accordance with the energy hierarchy.

The policy also requires new development to incorporate adequate Electric Vehicle Charging (EVC) points.

The applicant has submitted an Energy Statement which details how the development would achieve optimum energy performance.

The development would focus on maximising natural daylight and ventilation, using energy efficient and recyclable materials, low energy lighting, heat recovery systems and pv panels.

The head office building and Units A-E would satisfy the requirements of Part L 2021 of Building Regulations.

The proposed development would therefore accord with policy JP-S2.

### **JP-C2 - Digital Connectivity**

This policy requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting.

The applicant states that all new telecoms would be high speed fibre optic to suit the anticipated needs of a B2/B8 or office development.

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

### **United Utilities (UU)**

All options for the sustainable management of surface water must be thoroughly investigated before United Utilities will accept any surface water connections from new development to the public sewer. Where a new surface water connection to the public sewer is proposed, UU will require robust evidence to demonstrate the drainage hierarchy has been fully investigated and there are no more sustainable options available for the management of surface water.

Noting this is a full application, UU request that the applicant provides a detailed drainage plan, and that United Utilities has had the opportunity to review and comment on this plan prior to determination of this application.

Where the application be recommended for approval, UU recommend a drainage condition for the submission of a drainage strategy to be approved prior to the commencement of development.

This is considered to be an acceptable approach.

It is understood that discussions are currently taking place between UU and the applicant to finalise and agree a drainage strategy.

### **Local Lead Flood Authority**

- Confirmation of the surface water discharge arrangement, including whether the proposed discharge (and any alteration to existing controls) requires consent from the Environment Agency where flows ultimately discharge to the River Irwell, and written confirmation that the proposed discharge is acceptable.
- Details of exceedance flow routing, demonstrating how surface water flows in events exceeding the design capacity (including extreme rainfall with climate change allowance) would be safely managed and directed away from nearby critical infrastructure, including the Police and Fire Stations.

The applicant has supplied a response to the above points and after review the LLFA have nothing further to add.

The EA have confirmed the proposals fall under the EA's Flood Risk Standing Advice and no additional written confirmation from the EA with regards to flood risk is necessary.

### **Environment Agency**

No objection in principle to the proposed development and has confirmed that the proposal

falls within the category of "lower risk" development for which Flood Risk Standing Advice applies. They also advised that their standard Flood Risk Standing Advice should be referred to by the Local Planning Authority when determining this application, and that they do not require further consultation on flood risk matters.

The EA would provide an advisory note to the applicant with regards to any off-site movements of waste and to follow the Environmental protection (Duty of care) Regulations 1991. This would be included as an informative.

### **Coal Authority**

The application site falls marginally within the defined Development High Risk Area (DHRA). Information indicates that a coal seam is conjectured to outcrop at or close to the surface within the south western corner of the site, dipping in a south westerly direction, which may have been worked in the past. Such workings can pose a risk to surface stability and public safety.

It is evident that no built development is proposed within the small part of the site which falls within the DHRA. As such, the Coal Authority would not expect the submission of a Coal Mining Risk Assessment in support of the application. The conclusion on the matter is reflected in Section 4.4 of the accompanying Phase 1 Desk Study (9 January 2024, prepared by Civic Earth) which advises that 'a Coal Mining Risk Assessment is not necessary in accordance with CA guidance.

In light of the above and based on the submitted information, the Coal Authority raise no objection to this planning application and recommend an informative note is included on any planning permission decision notice issued to contact the Coal Authority should any mining related issues arise.

### **GMAAS response**

Historic mapping shows that the site boundary partially overlaps with the former grounds/formal gardens of Chamber Hall house. The area has little potential to further our archaeological knowledge of the house itself, and the gardens are of a low level of significance when regarded in terms of their potential to inform on research interests in the North West Historic Environment Research Framework.

The remainder of the site has negligible potential to contain features or deposits of an archaeological origin due the location of former industrial-related reservoirs across the site, the formation of which will have severely truncated or removed any surviving archaeological remains. Any interests related to water management features between the reservoirs are not included within the red line boundary.

On this basis there remains no reason to seek to impose any archaeological requirements upon the applicant.

### **Response to objections**

- TfGM have assessed the proposed development and are satisfied that the junctions the site and local highway network would not be significantly affected to warrant any mitigation measures.
- GMEU have been consulted and subject to mitigation measures and precautionary working measures to be secured by conditions and informatives have no objections to the proposed development.

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

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

**Recommendation:** Approve with Conditions

### **Conditions/ Reasons**

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

2. This decision relates to drawings and documents -

Plans - 24.180.02-BA-00-DR-A -

Location plan 1001 P03  
Proposed site plan 1003 rev P15  
Development areas site plan 1004 P04  
Key floor plans 2001 P08  
Unite A-D plans and elevations 2003 P04  
Unit E plans and elevations 2004 P01  
Proposed roof plans 2005 P03  
Proposed elevations 3001 P08  
Proposed visuals 3002 P03  
Proposed site sections 4001 P02

#### Others

Proposed 12 no. cycle store - 24.180.02-7004-P01  
Proposed 48 no. cycle store - 24.180.02-7006-P01  
Site plan - padel courts - 4.180.01-BA-XX-DR-A-1105 P01  
Soft works plan (1 of 2) 5648 01 rev C  
Soft works plan (2 of 2) 5648 02 rev C  
Impermeable area plan 24312-PWA-00-XX-DR-C- 1001 P02  
Foul & Surface Water Drainage Design Drawing 24312-PWA-00-XX-DR-C-1002,  
Rev P02 - Dated 22.08.25 prepared by PWA

#### Supporting documents

Revised transport assessment report 3700225 rev B March 26  
Amended statutory BNG rev D  
BNG letter statutory units 16 Feb 26  
Invasive species survey  
Bat survey 2025  
Preliminary Ecological appraisal rev C 2025  
Energy statement office unit 6342-KGA-XX-XX-RP-ME -0001 P02  
Energy statement Units A-E 6342-KGA-XX-XX-RP-ME-0002 P02  
Digital connectivity statement  
Civic Earth Phase 1 Desk Study E1006-CE-XX-XX-R-G-1000 P02 dated 9 Jan

2024

and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

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

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

- I. Preliminary Risk Assessment (PRA). Submission of this document is the minimum requirement.
- II. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.
- III. Detailed Quantitative Risk Assessment (DQRA). Submission of this document if GQRA requires it.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

This condition can be satisfied in phases.

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

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

- I. Remedial Options Appraisal.
- II. Remediation Strategy.
- III. Verification Plan.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

This condition can be satisfied in phases.

5. 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:

I. Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.

II. 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).

This condition can be satisfied in phases.

6. The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

This condition can be satisfied in phases.

7. New buildings other than residential or mixed use and more than 10 spaces
  - A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW\*) and at least one in every five remaining parking spaces must be provided with cable routes.

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).

8. No development shall commence unless and until a scheme to minimise dust emissions has been submitted to the Local Planning Authority for approval. The scheme shall include details of all dust control measures and the methods to monitor emissions of dust arising from the development. The development shall be implemented in accordance with the approved scheme 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).

This condition can be satisfied in phases.

9. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

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

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

Reason. Information not submitted at application stage. To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies EN7/3 - Water Pollution, EN7/5 - Waste Water Management, JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

This condition can be satisfied in phases.

10. 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.

11. The felling of T6 shall be carried out as proposed in section 5.1.1 of the Bat Surveys report by Rachel Hacking Ecology, reference RHE.4607.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6/3 – Features of Ecological Value and Chapter 15 of the National Planning Policy Framework.
12. 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 and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
13. Prior to any machinery on-site, vegetation clearance or earthworks a method statement for the control of and biosecurity protocols for himalayan balsam shall be provided to and agreed in writing by the LPA. The approved method statement shall thereafter be implemented in accordance with the approved details.  
Reason. To ensure the safe and satisfactory development of the site pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
14. No development shall commence unless and until a detailed Construction Environment Management Plan, including measures to protect the lake from dust, debris, run-off and pollution, have been submitted to and approved by the Local Planning Authority. The approved measures only 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 lake pursuant to Bury Unitary Development Plan Policies EC6/3 - Features of ecological interest and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

This condition can be satisfied in phases.

15. The development hereby approved shall be carried out in accordance with the softworks plans dwg 01 rev C and dwg 2 rev C and the provision of the bat boxes as detailed on the proposed plans. In addition to the bird boxes detailed on the approved plans, a further two bird boxes shall be provided over the site and the head office building shall incorporate swift bricks.  
The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) 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. The bat and bird boxes shall thereafter be maintained.

Reason. To secure the satisfactory development of the site and secure ecological enhancements pursuant to policies EN6/3 - features of Ecological Value, EN8/2 - Woodland and Tree Planting and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

16. The development hereby approved shall be carried out in accordance with the materials detailed on the proposed elevations plans dwg no. 24.180.02-BA-00-DR-A-2003 P04, dwg no. 24.180.02-BA-00-DR-A-2004 P01 and dwg no. 24.180.02-BA-00-DR-A-3001 P08.

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

17. Notwithstanding the details indicated on approved plan reference 24.180.02-BA-00-DR-A-1003 Revision P15, no development shall commence unless and until full details of the following have been submitted to the Local Planning Authority on a topographical survey of the site and adjacent adopted highways:

1. Formation of the site access onto Magdalene Road serving Units A - E (mixed-use employment units), incorporating adequate kerb radii that ensures entering HGV's do not encroach on the opposing side of the road whilst manoeuvring (supported by a revised swept path analysis), rising arm barrier set back a minimum of 5.0m from the back of the footway/adopted highway boundary and tactile paved crossing points.
2. Formation of the site access onto Harvard Road serving the 'office HQ', incorporating adequate kerb radii that ensures entering HGV's do not encroach on the opposing side of the road whilst manoeuvring (supported by a revised swept path analysis), rising arm barrier set back in the position shown relative to the back of the footway/adopted highway boundary and tactile paved crossing points.
3. Provision of 2.4m x 33m visibility splays at the junctions of the two site accesses with no obstructions above the height of 0.6m within them, incorporating any alterations to the boundary treatments proposed.
4. Replacements of the boundary knee rail shown including foundation details confirming no projections under the adjacent adopted highway.
5. All associated highway remedial/accommodation works required as a result of the proposed development and statutory undertakers connections to the site.
6. Measures and scheme of works to ensure that surface water is not discharged from the private shared access roads/car park accesses onto the adjacent adopted highways.

The details subsequently approved shall be implemented to an agreed programme with all highway works completed prior to the development hereby approved being brought into use.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure the intervisibility of the users of the site and the adjacent adopted highways, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies EC6/1, JP-C5, JP-C6 and JP-C8.

This condition can be satisfied in phases.

18. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site.
  2. Access route for all vehicles to the site from the Key Route Network.
  3. Access point(s) for construction traffic from Harvard Road/Magdalene Road and all temporary works required to facilitate access for ground works/construction vehicles.
  4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto the adjacent adopted highway.
  5. The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway.
  6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es) onto Harvard Road/Magdalene Road.
  7. Confirmation of hours of operation and number of vehicle movements.
  8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
  9. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
  10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the 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. All highway remedial works identified as a result of the dilapidation survey shall be implemented of the Local Planning Authority prior to the development hereby approved being brought into use

Reason. To maintain the integrity of the adopted highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to policies EN1/2 and JP-C8.

This condition can be satisfied in phases.

19. The vehicular and pedestrian access arrangements, turning facilities and bin storage/collection arrangements 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 EC6/1, JP-C5, JP-C6 and JP-C8.

This condition can be satisfied in phases.

20. The car and two wheeled vehicle parking and cycle storage arrangements indicated on the approved plans shall be surfaced, demarcated (as appropriate) and made available for use prior to the development 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.

This condition can be satisfied in phases.

21. Prior to commencement of the mixed employment phase of development (Units A-E) a 'Delivery Management Plan' for that phase shall be submitted to and approved in writing by the Local Planning Authority confirming that delivery vehicles to the mixed-use employment units (Units A - E) shall not exceed the size of a 10m rigid type (HGV) vehicle. The approved plan shall only be implemented and maintained thereafter.

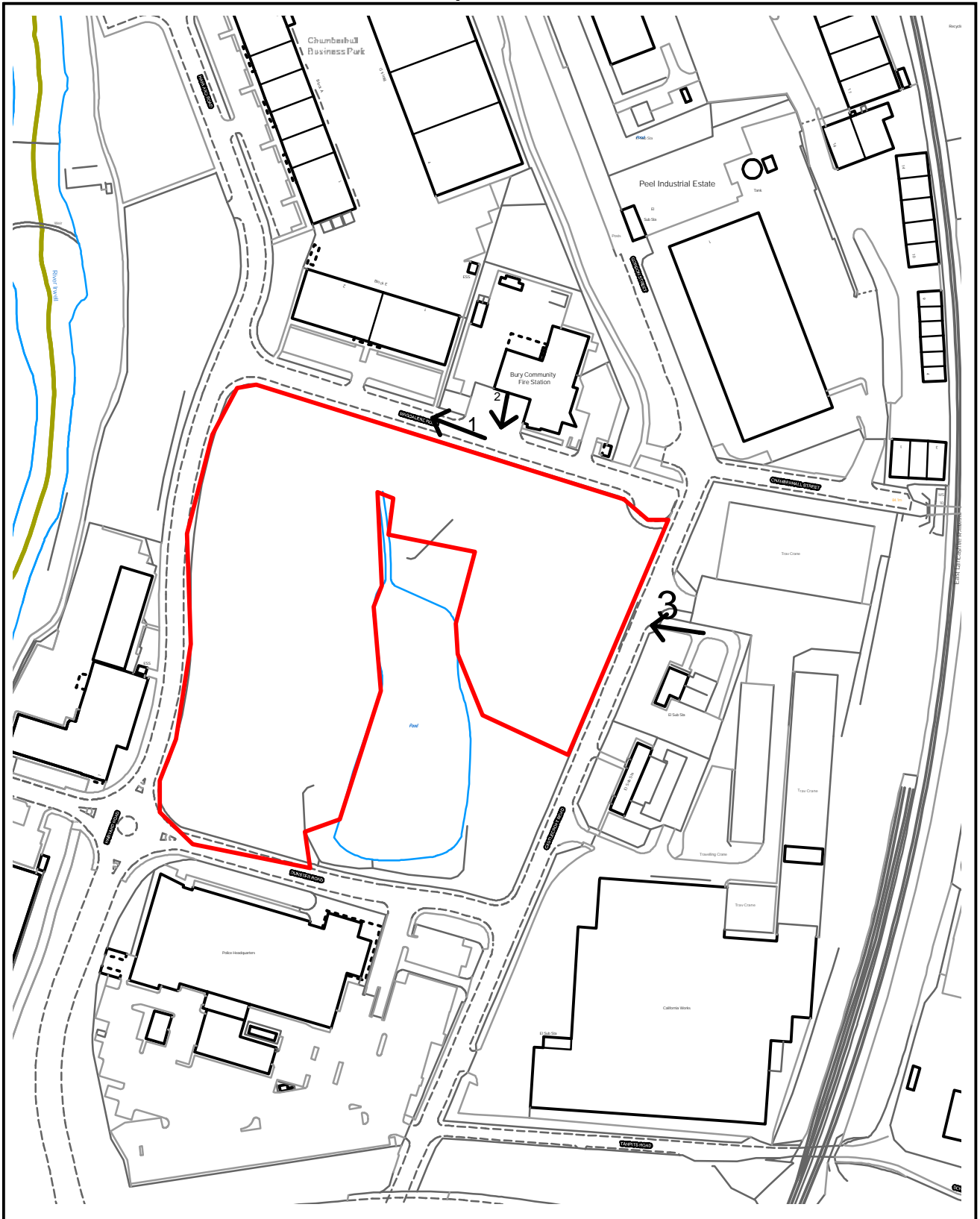
Reason. In the interests of highway safety and to ensure that no Heavy Goods Vehicles larger than the proposed servicing design vehicle will serve the site pursuant to policies EC6/1, JP-C5, JP-C6 and JP-C8.

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

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

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

# Viewpoints



**72790**

ADDRESS: Chamberhall Business Park  
Magdalene Road, Bury



**Bury**  
Council

Planning, Environmental and Regulatory Services

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Photo 1



Photo 2



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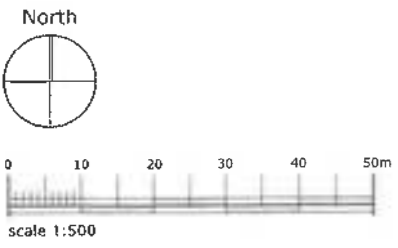
Photo 3





revision notes

no.	date	description
01	11.11.24	original issue
02	27.11.24	G8 7 head-quarters increased in size, spec office building omitted, car parking layout increased to see demand
03	17.12.24	G8 7 head-quarters updated to suit car parks, speculative units updated and recreational spaces shown
04	02.01.25	site plan updated to suit speculative unit design
05	19.02.25	site plan updated to suit B2/BM requirements and tree and tree surveys
06	26.03.25	updated to suit revised development boundaries
07	01.04.25	updated to include new unit F and associated services
08	17.04.25	updated to suit landscaping and location of fences
09	18.07.25	additional context information shown
10	06.08.25	footpaths location amended and cycle parking provision increased
11	05.01.26	the block changed to Barrowclough Architects Ltd
12	13.01.26	updated to reflect changes made on plans and elevations, some panels introduced on office roof
14	23.03.26	site access to units moved, updated to reflect new access
15	23.03.26	red line boundary updated to suit imposed access



**Barrowclough Architects Ltd**  
 architecture interiors masterplanning  
 www.barrowclough-architects.co.uk

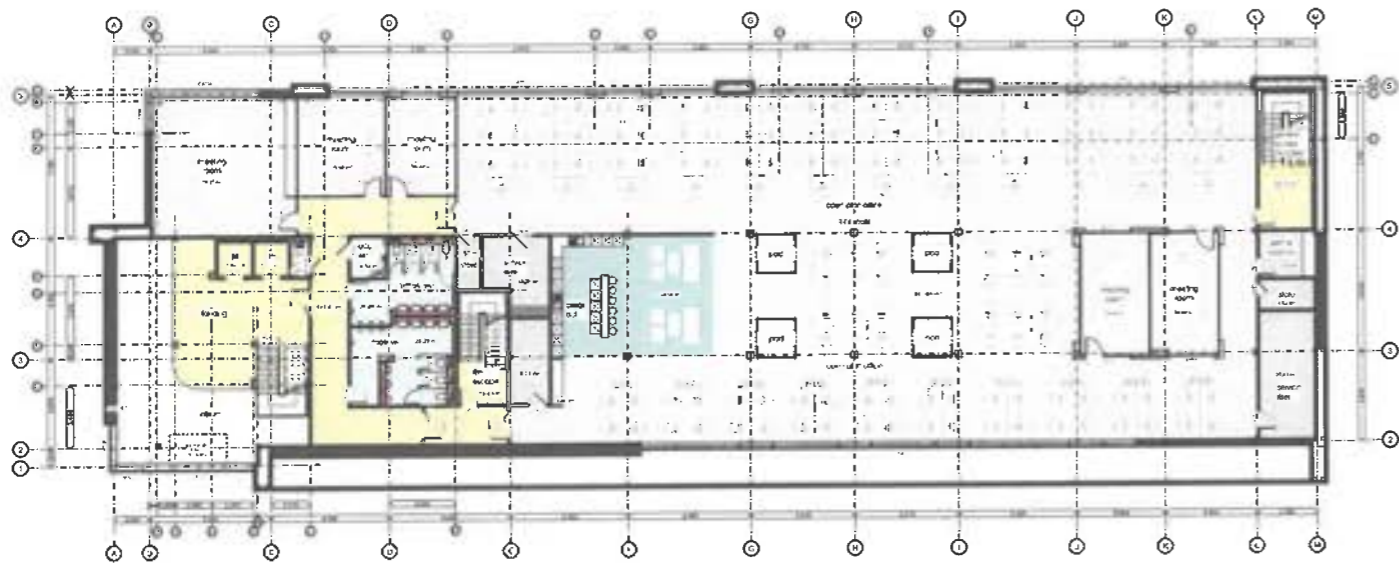
client: crown gas and power

project: new office building  
 dunster road, bury, BL9 0JU

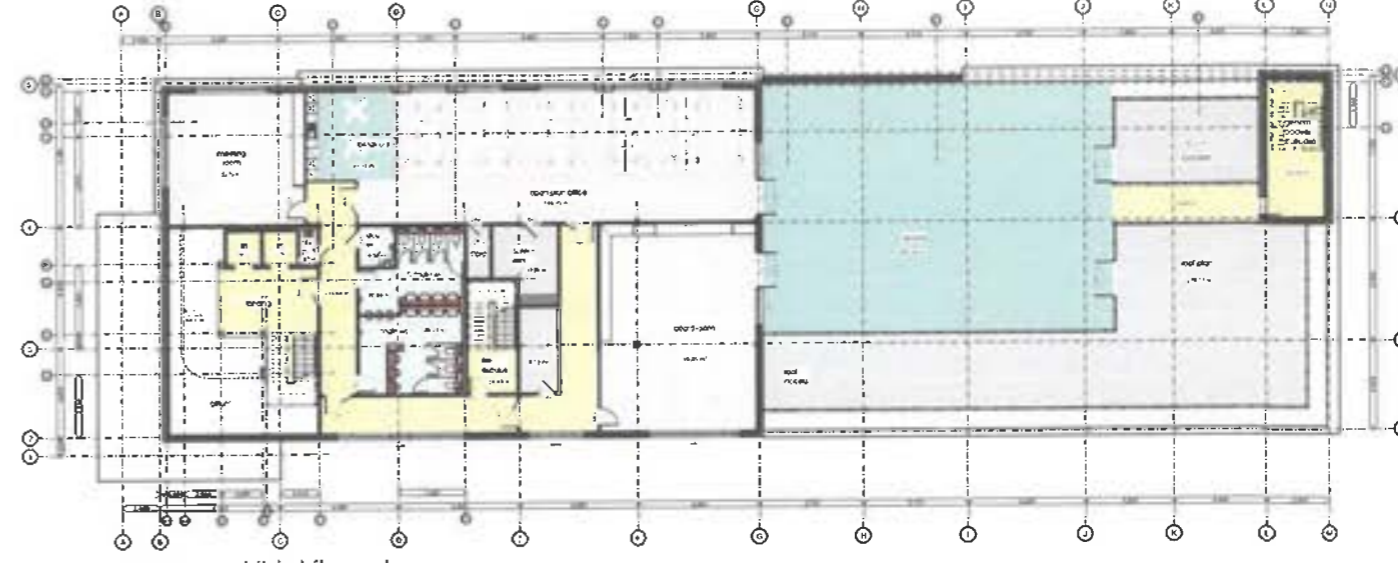
document: proposed site plan

drawing no.	24.180.02-BA-00-DR-A-1003	sheet no.	P15
scale	1:500 @ A1	status	WIP
date	21.11.24	drawn by	JB

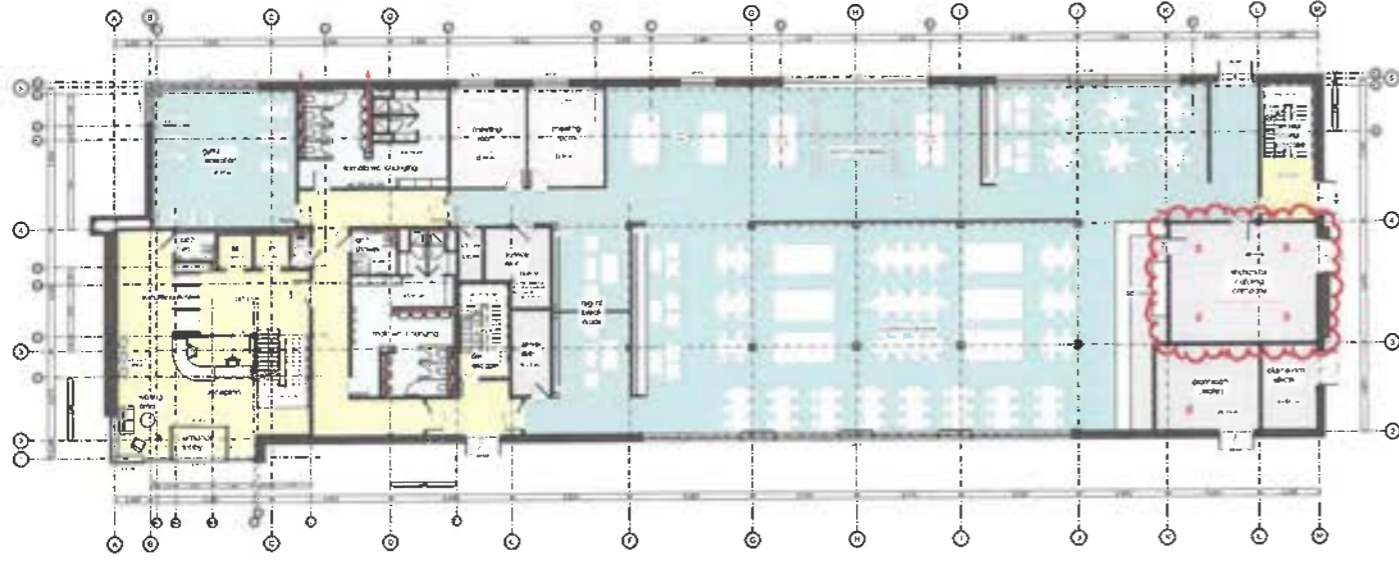
no.	date	description
01	10.12.24	original issue
02	16.12.24	updated to surt civil feedback
03	19.02.25	grid lines shown, updates to surt and to include accessible layout
04	26.03.25	updated to surt M&S comment
05	15.04.25	updated to include solar shading
06	19.04.25	layout updated following client requirements meeting
07	25.01.26	fire door changes to doors through fire tech 01
08	09.02.26	updated to reflect changes to the main entrance



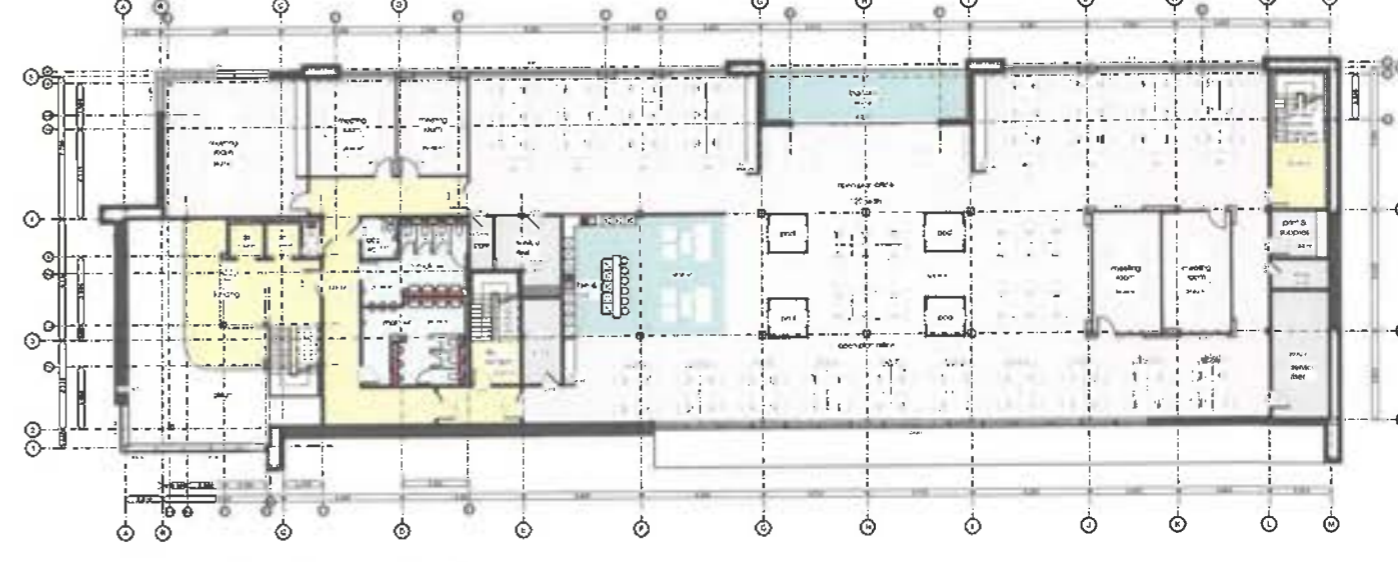
proposed first floor plan 1:200



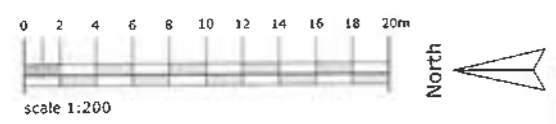
proposed third floor plan 1:200



proposed ground floor plan 1:200



proposed second floor plan 1:200



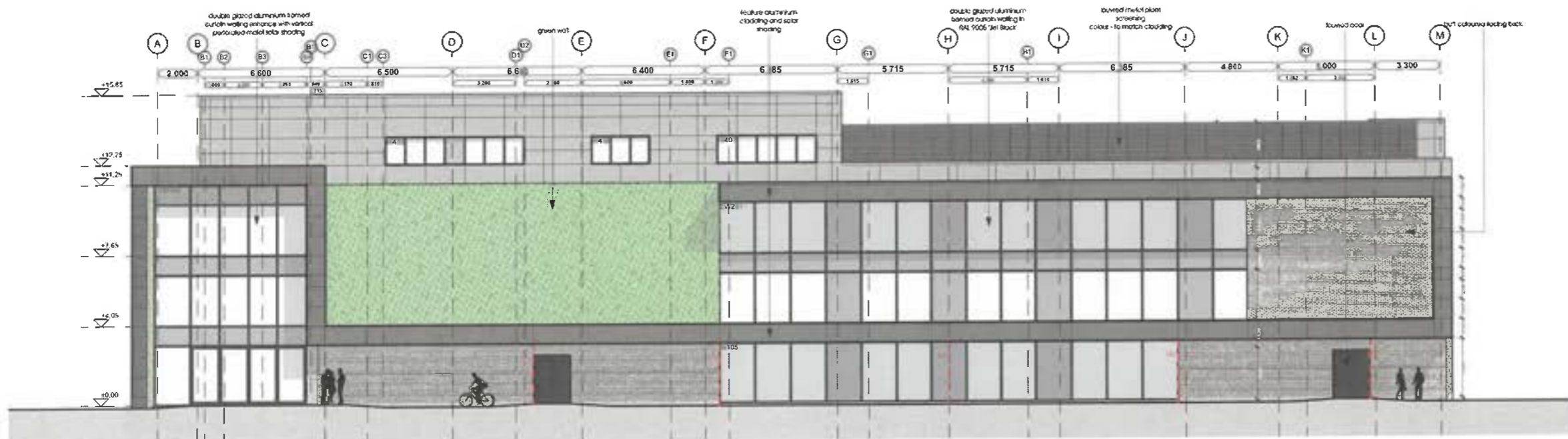
GROUND FLOOR		FIRST FLOOR		SECOND FLOOR		THIRD FLOOR		SECOND FLOOR EXTERNAL		THIRD FLOOR EXTERNAL	
	office/meeting space	45.05m <sup>2</sup>		office/meeting space	790.19m <sup>2</sup>		office/meeting space	782.27m <sup>2</sup>		office/meeting space	243.64m <sup>2</sup>
	toilets/changing	99.76m <sup>2</sup>		toilets/changing	51.62m <sup>2</sup>		toilets/changing	51.62m <sup>2</sup>		toilets/changing	51.62m <sup>2</sup>
	circulation	205.84m <sup>2</sup>		circulation	162.68m <sup>2</sup>		circulation	162.68m <sup>2</sup>		circulation	156.55m <sup>2</sup>
	recreation	698.79m <sup>2</sup>		recreation	59.56m <sup>2</sup>		recreation	59.56m <sup>2</sup>		recreation	29.51m <sup>2</sup>
	storage/services	149.72m <sup>2</sup>		storage/services	61.71m <sup>2</sup>		storage/services	61.71m <sup>2</sup>		storage/services	28.53m <sup>2</sup>
<b>total GIFA</b>		<b>1,198.86m<sup>2</sup></b>	<b>total GIFA</b>		<b>1,125.76m<sup>2</sup></b>	<b>total GIFA</b>		<b>1,117.84m<sup>2</sup></b>	<b>total GIFA</b>		<b>503.67m<sup>2</sup></b>

GROSS INTERNAL FLOOR AREA - 3,964.99m<sup>2</sup> / 42,678 SQFT

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client: crown gas and power  
 project: new office building  
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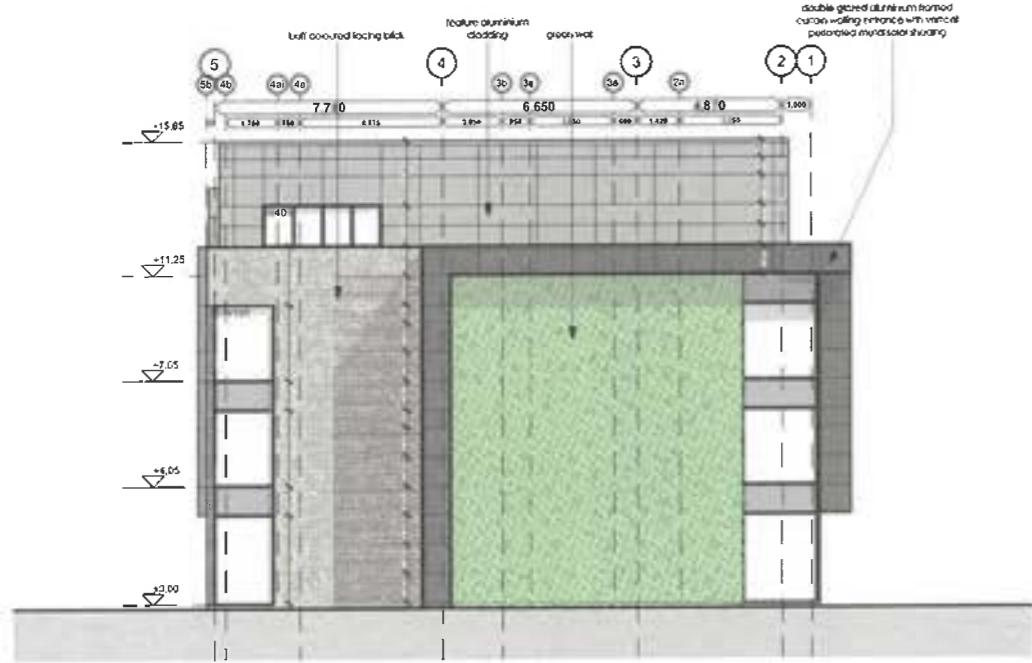
key floor plans	
project no	24.180.02-BA-00-DR-A-2001
sheet no	P08
scale	1:200 @ A1
date	02.12.24
status	WIP
drawn by	jd



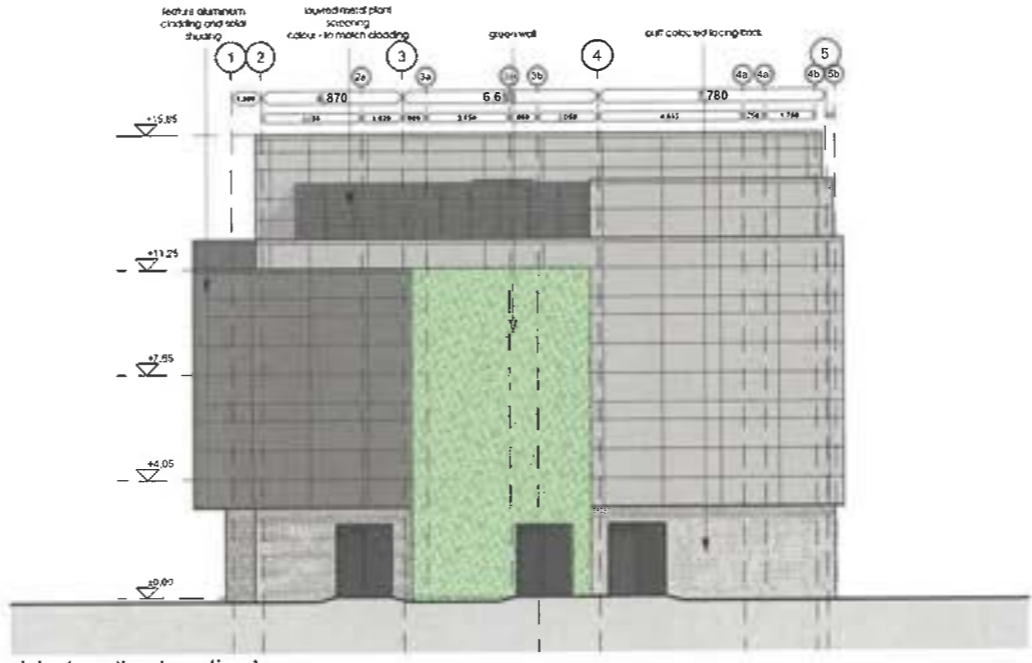
front (west elevation) 1:125

revision notes

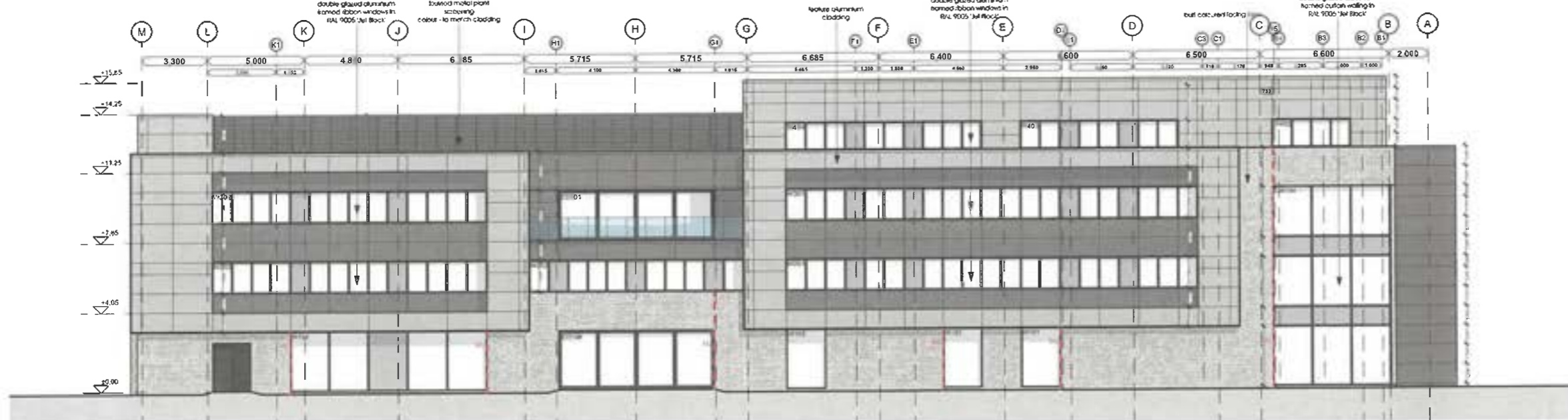
no.	date	revision
01	16.12.24	original issue
02	16.12.24	updated to suit latest floor plans
03	19.02.25	updated to show glazing
04	26.02.25	updated to suit latest floor plans
05	15.04.25	updated to include solar shading
06	19.04.25	updated to suit latest layout
07	05.01.25	The block changed to Rowncloough Architects Ltd



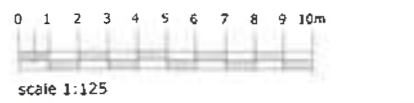
side (north elevation) 1:125



side (south elevation) 1:125



rear (east elevation) 1:125



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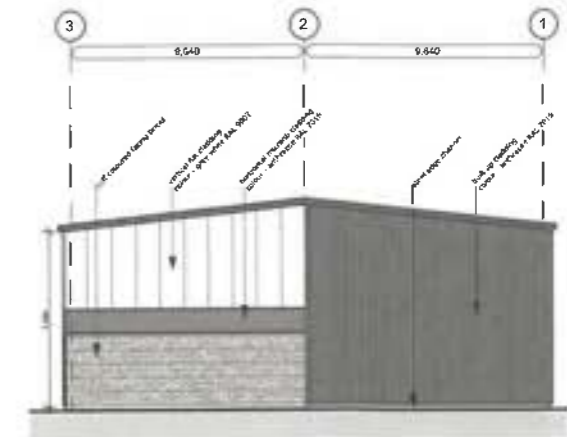
sheet: proposed elevations

drawing no.	24.180.02-BA-00-DR-A-3001	sheet	P08
scale	1:125 @ A1	status	WIP
date	07.04.25	drawn by	lg

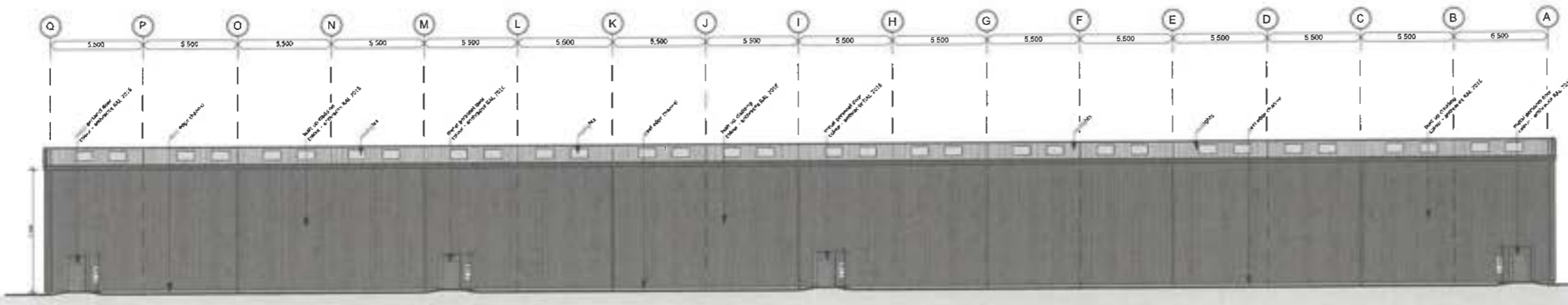
no	date	description
01	1.1.1	original issue
02	19.02.25	kg updated to suit BRE BAM comments
03	25.02.25	kg with client included, final removed
04	01.04.25	kg additional windows removed
05	01.04.25	kg tile cl changed to Barrowclough Architects Ltd



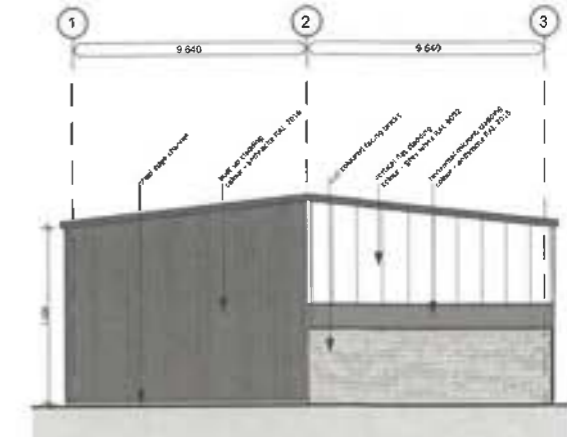
proposed front elevation 1:150



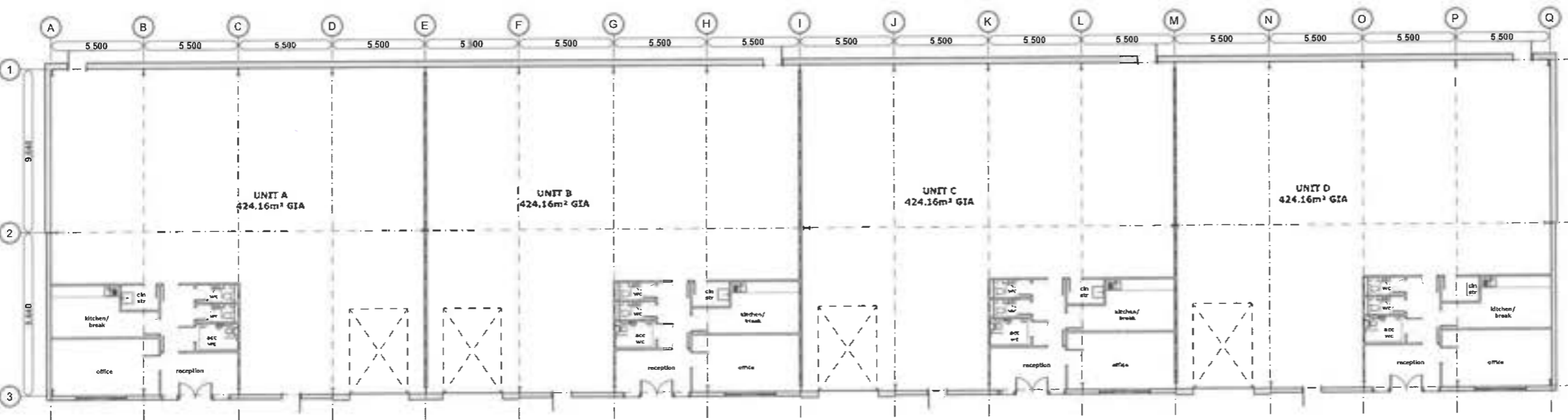
proposed side elevation 1:150



proposed rear elevation 1:150



proposed side elevation 1:150



ground floor plan 1:150

0 1 2 3 4 5 6 7 8 9 10m

scale 1:150

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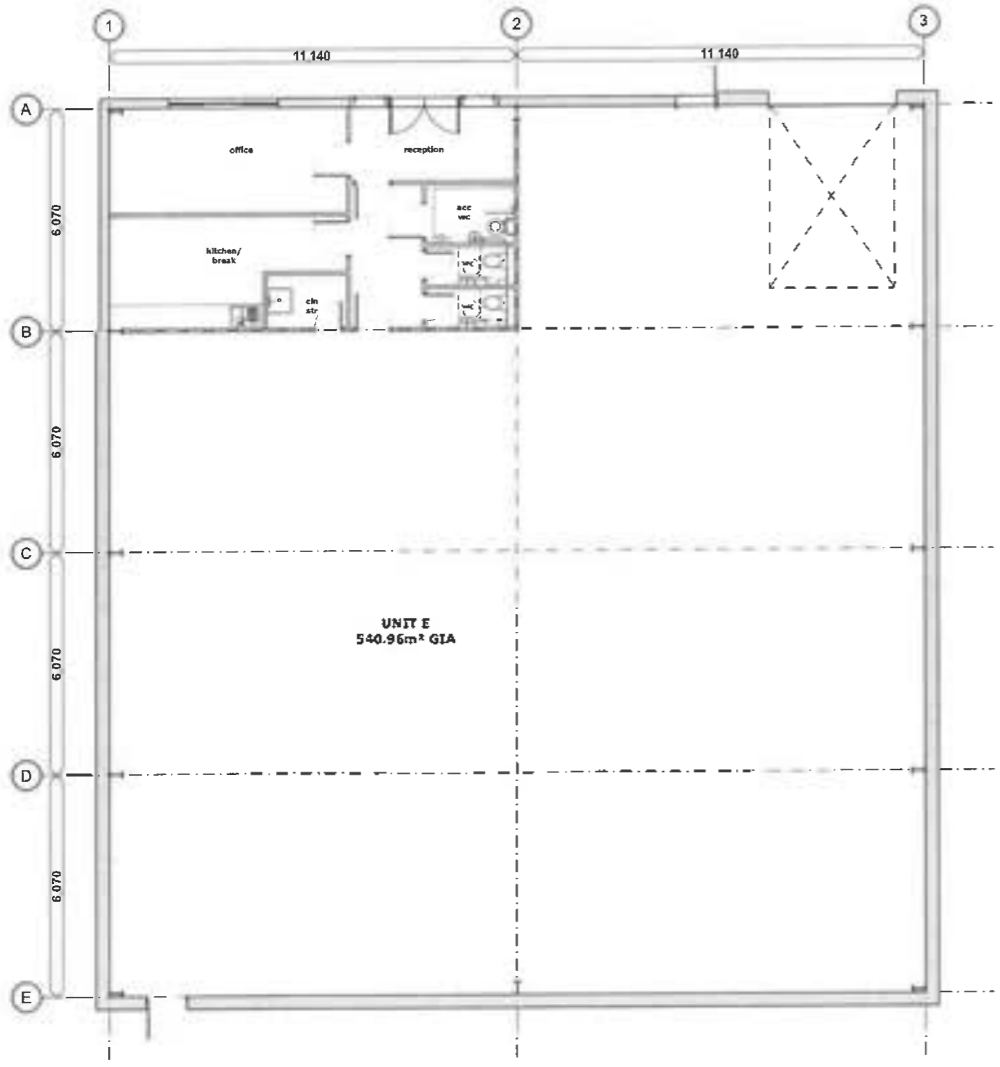
units A-D plans and elevations

project no	24.180.02-BA-00-DR-A-2003	sheet no	P04
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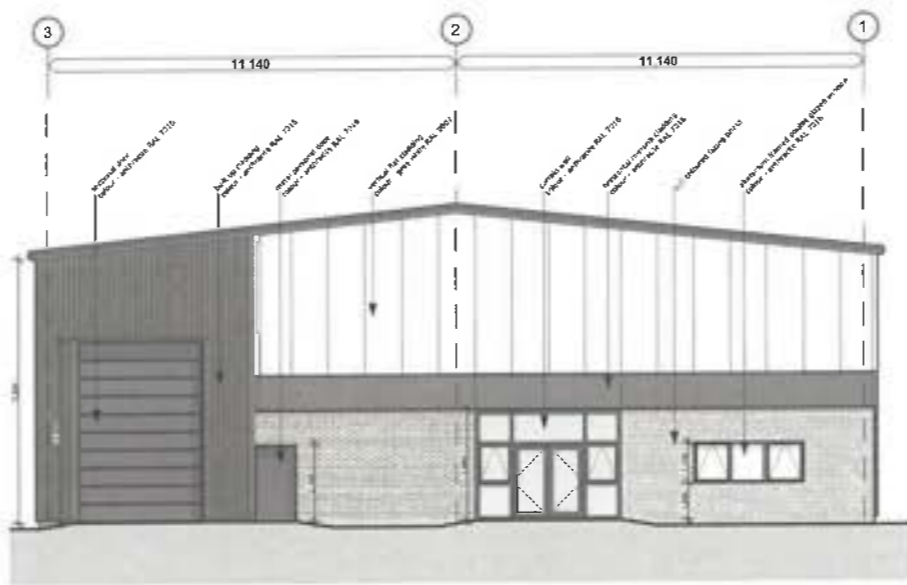
scale	1:150 @ A1	date	WIP
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date	02.01.25	drawn by	kg
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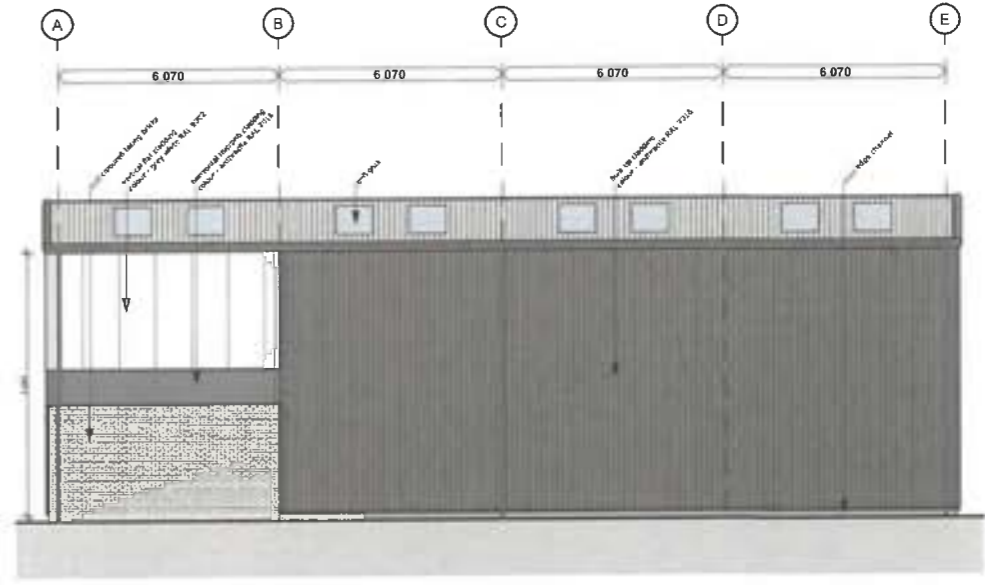
revision notes	
01	initial
02	original issue
03	05/01/2019 - Rtg OBUs changed to Barrowclough Architects Ltd



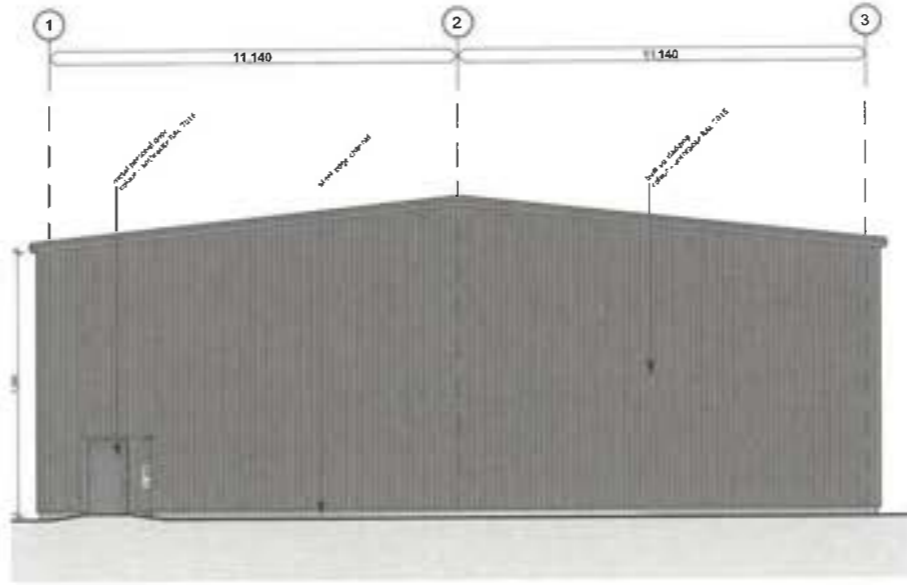
ground floor plan 1:100



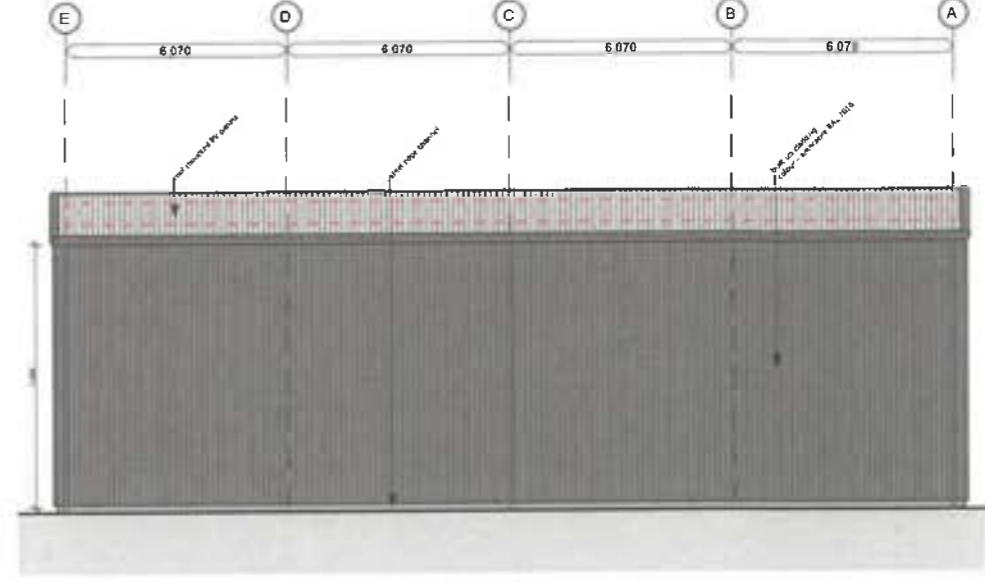
proposed front elevation 1:100



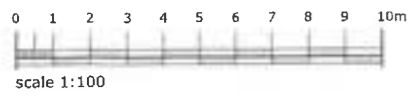
proposed side elevation 1:100



proposed rear elevation 1:100



proposed side elevation 1:100



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project: new office building  
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sheet: unit E plans and elevations

drawing no:	24.180.02-BA-00-DR-A-2004	sheet no:	P01
scale:	1:100 @ A1	status:	WIP
date:	01.04.25	drawn by:	lg



proposed front



proposed front



proposed rear



proposed front

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client: crown gas and power

project: new office building  
dunster road, bury, BL9 0JU

stage: proposed appearance

project no	24.180.02-BA-00-DR-A-3002	sheet no	P03
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version	@ A1	status	WIP
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date	07.04.25	drawn by	lg
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