

Ward: Radcliffe - West

Item 02

Applicant: Mr Mohammed Amirinejad

Location: Land at Harper Fold Road & Canute Street, Radcliffe, Manchester, M26 3BX

Proposal: Erection of 2 no. dwellings

Application Ref: 72750/Full

Target Date: 19/05/2026

Recommendation: Approve with Conditions

Description

The application site is an approximately 381sqm site bound to the east by Harper Fold Road and to the west by Canute Street. The site is bound to the north by infrastructure belonging to United Utilities, and to the south by properties that line Harper Fold Road. The site is currently undeveloped grassland.

The site is an unallocated urban site and is surrounded by predominantly residential development, with a primary school and community centre in relatively close proximity.

The proposal is for the erection of 2no. dwellings. The proposed dwellings would be semi-detached dormer bungalows, each hosting a dining room, living room, kitchen and WC at ground floor and bedroom and bathroom at first floor.

The dimensions of the proposed properties would be 5.8m wide and a maximum of 10.9m in length from the rear elevation of the properties to the front elevation of the front porch. The properties would feature dual pitched gable roofing, a maximum of 5.8m in height with an eaves height of 2.8m. Within the rear roof plane, each property would feature a small flat roof dormer at a height of 1.6m and a length of 2.2m. Each proposed dormer would project 2.6m from the rear roof plane but be set down from the ridge by 0.9m and up from the eaves by 0.8m.

Each bungalow would have a floorspace of approximately 81.7sqm and a private side garden approximately 85sqm in size. On the proposed plans, there is also allocated space for 4 waste bins for each property as well as one car parking space.

The area surrounding the site is predominantly residential in nature, with some other uses such as a primary school and hot food takeaways. Parking within the area is mixed with some properties benefitting from private driveways however due to the close-knit nature of the residential developments surrounding the site, parking on street is not uncommon.

Amendments

Amendments to the scheme were sought to change the orientation of the proposed dwellings from facing Bolton Road, to facing Harper Fold Road to appear more consistent with the existing dwellings along this street.

The proposed parking provision at the site was also amended, as well as the position of EV charging points on the proposed dwellings.

Relevant Planning History

54258 - Installation of above ground control kiosk and changes in ground levels - Approve

with Conditions 13/09/2011

58225 - Outline application for 3 no. dwellings with associated car parking - Refused 27/02/2015

68092 - Outline application for 2 no. dwellings with all matters reserved - Approve with Conditions 12/10/2022

69590 - Erection of building comprising of 3 no. commercial units (Class E) at ground floor with 2 no. flats at first floor (Class C3) with associated car parking and external works - Refused 19/12/2023

14/0174 - Untidy land; Breach of Condition - 16/06/2014

70477 - Erection of 2 no. dwellings - Refused 17/05/2024

71444 - Erection of 2 no. dwellings - Refused 03/03/2025, subsequent appeal dismissed 29/10/2025

Publicity

88 neighbouring properties were consulted on 02.04.2026. 28 objection comments from 23 addresses have been received detailing the following concerns:

Visual Amenity

- The dwellings are out of character within the area
- Loss of green space
- The plot of land is not suitable for development, overdevelopment of the site
- The proposed dwellings are cramped with little space surrounding them
- The site provides a visual break in the densely built-up area
- The land hasn't been developed previously

Highways and Parking Concerns

- Concerns over traffic and parking, especially given the proximity to the school and chip shop
- Concerns regrading congestion increasing on neighbouring streets
- Safety, damage and disruption concerns to properties from construction vehicles
- Safety impacts caused by visibility issues at nearby junctions
- Impact on emergency services
- Safety concerns to school children caused by increase parking and traffic
- Impact on road infrastructure

Residential Amenity Concerns

- Noise concerns during construction
- Privacy concerns to neighbouring residents, including impacting residential amenity

Drainage Concerns

- The land was developed with storm drains which will be hindered by the development
- Concern over utility infrastructure, and whether easements or stand off distances would apply and whether maintenance of the land would still happen.
- Concern over United Utilities infrastructure which caused a gas leak recently

Other

- The proposed is in close proximity to a primary school, an elderly people's home, a busy

- community centre and a busy chip shop
- The dwellings aren't needed
- The proposed hinders the work being done by the local Community Centre which neighbours the site
- The proposals have not changed from those previously refused
- The properties could end up as HMOs which are not needed in the area, nor wanted
- Safety concerns for the footpath leading from Harper Fold Road to Canute Street
- How many times can a planning application be submitted?
- Concern over whether the proposed would change to a different use once approved, such as a shop

Statutory/Non-Statutory Consultations

Traffic Section - raised objections to the proposal.

Comments and the response of the LPA has been discussed within the Highways Team in the Access Section of the report below. Highways Officers recommended 8 reasons for refusal as detailed below:

1. The proposal would result in the creation of sub-standard access arrangements to a site in close proximity to the Higher Dean Street/Canute Street junction.
2. The proposed accesses are sub-standard in terms of visibility both at the junctions with Canute Street and at the back edge of the footway.
3. The proposals would result in the loss of existing on-street parking facilities.
4. The proposed car parking provision is inadequate.
5. The proposal does not provide suitable accommodation for vehicles to enter and leave the site in a forward gear.
6. The proposed boundary treatment on the southerly site boundary would result in the worsening of conditions for pedestrians on the unadopted footpath linking Harper Fold Road to Canute Street (which is a highway through usage) by enclosing the route, creating a ginnel and resultant personal safety issues.
7. The application and submitted plans contain insufficient, topographical survey based information in order to properly assess the physical impact of the proposed development on the adjacent adopted highway.
8. The application and submitted plans contain insufficient information in order to ensure that adequate bin storage/access arrangements can be provided within the curtilage of both dwellings or that surface water from the two driveways proposed will not discharge onto the adjacent adopted highway.

Drainage Section - raised no objections subject to a condition requiring details of surface water drainage proposals to be submitted to and approved by the Local Planning Authority prior to commencement of the development. This has been acknowledged within the conditions of this report.

Environmental Health - Contaminated Land - provided initial comments that due to the sensitivity of the proposed land use, as a minimum, a Desk Study and Preliminary Risk Assessment will be required. This was submitted and Contaminated Land Officers recommended 5 conditions, all of which have been acknowledged within the conditions of

this report.

Waste Management - raised no objections, but made comment that bins would be presented on Canute Street for collection and would need returning as soon as possible after collection to avoid any issues with restricting the public footpath. This has been added as an informative.

Environmental Health - Pollution Control - made no comments/raised no objection to the proposed.

The Coal Authority - reviewed the application and determined that part of the application site falls within the Coal Authority's defined Development High Risk Area. The application was accompanied by a Coal Mining Risk Assessment Report (Bolton Road / M26 3BX / 2023, dated 13 September 2023) produced by Worms Eye Limited for commercial development at the site. The Coal Authority considered the details outlined within the report, and raised no objections subject to the inclusion of two conditions which have both been acknowledged within the conditions of this report.

United Utilities (Water and waste) - raised objection to the proposal based on the applicant not including the proven location of infrastructure/sewers within the site boundary. Despite this, the consultee response included a pre-commencement condition which has been acknowledged within the conditions of this report.

Greater Manchester Ecology Unit - made comment that the application is accompanied by a Preliminary Ecological Appraisal, which found the site to comprise predominantly modified grassland with minimal ecological value. Nevertheless, there was some value for hedgehog, and as such precautionary working methods were recommended. These should be adhered to and secured via condition. Enhancements were also proposed, which included bat and bird boxes and hedgehog houses. These should also be secured via condition. These conditions have therefore both been acknowledged within the conditions of this report.

Furthermore, with regard to Biodiversity Net Gain, a metric has been submitted which shows the baseline value of the site to comprise 0.12 units. A post-development assessment has not been undertaken; however, considering the site will entirely comprise buildings, hardstanding, and vegetated gardens (in which habitats cannot be secured) it is likely that a loss will be incurred on site and off-site units will need to be purchased. Based on the small number and low distinctiveness of units present on site, the LPA can be reasonably confident that these will be available and the BNG condition could be discharged. As such, it is accepted that a post-development assessment is not required at this stage. However, the Statutory Biodiversity Gain Condition will be deemed to apply should this planning application receive permission, and to discharge the condition, sufficient information will be required to demonstrate that a 10% net gain will be achieved, including a Biodiversity Gain Plan, final version of the BNG metric showing a 10% net gain in habitat units based on final plans, and evidence that the correct number and type of units have been successfully purchased and allocated to this development. These have been acknowledged within the conditions of the report.

Pre-start Conditions - Agent has agreed with pre-start conditions

Development Plan and Policies

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention

EN1/7	Throughroutes and Gateways
OL3/1	Protection of Urban Open Space
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
SPD16	Design and Layout of New Development in Bury
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
NPPF	National Planning Policy Framework

Issues and Analysis

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

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

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

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

The Council has carried out an assessment of the housing land supply to determine whether sites meet the deliverability tests in the NPPF and can contribute to the five year supply of housing land. Based on the 2025 5-year supply statement, the Council has demonstrated a 4.3 year supply of housing land. This includes a 20% buffer (as currently required in Bury due to past under delivery) and accounts for past oversupply when assessed against the adopted PfE housing requirement. The Council is therefore currently unable to demonstrate a deliverable five-year supply of housing land against the adopted housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%.

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

Paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provide a strong reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

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

The site is located within an established urban area and is outside of the Green Belt. The proposal, albeit only for two dwellings, would result in a small but positive contribution to the housing supply of the borough and with this, and taking into account the above, the principle of the development would be acceptable.

Layout and Design

PfE Policy JP-H4 - Requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered. Therefore in accordance with Policy JP-H4 regard should be had to a minimum net residential density of 35 dwellings per hectare at this site.

The application form states that the site is 0.03 hectares, which based on a total of 2 dwellings would result in a density of 66.7 dwellings per hectare. This exceeds the minimum density on site and as such it is considered that the proposal would achieve efficient use of land in accordance with the above Policy.

UDP Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments.

UDP Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area.

PfE Policy JP-P1 seeks to create a city region that consists of a series of beautiful, healthy and varied places. High quality design is fundamental to achieving this.

PfE Policy JP-H3 seeks to provide an appropriate mix of dwelling types and sizes reflecting

local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build.

The site is bound by Harper Fold Road and Canute Street, with vehicular access to the site being proposed off Canute Street. The front of the properties would face Harper Fold Road to appear consistent with existing residential properties along this road. The proposed dwellings would also be semi-detached to appear consistent with existing bungalows along Harper Fold Road. The proposed maximum height of 5.8m would also remain consistent with existing bungalows along Harper Fold Road, as can be seen within the submitted Street Scene Plan.

Areas of private amenity space for each dwelling is proposed to be to the side of the dwellings, with these areas proposed to be approximately 85sqm in size. Boundary treatment has not been submitted at this stage but has been acknowledged within the conditions of this report. Each property would also have space within the private amenity space for 4 waste bins, and each property would have one car parking space allocated to the rear of the private amenity space. It is considered that the size of the amenity space for the proposed dwellings would be acceptable. A hard and soft landscaping scheme condition has also been acknowledged within the conditions of the report.

It is therefore considered that the proposed development would fit appropriately within the locality and would be in accordance with Policies H2/1, H2/2, EN1/2, JP-P1 and JP-H3. PfE Policy JP-H3 also states that all new dwelling must:

1. Comply with the nationally described space standards (NDSS); and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

The NDSS states that 1 bedroom 2 person properties must have a minimum floor space of 58sqm. The floorspace of the proposed dwellings is over 81sqm, and therefore exceeds this.

The accessible and adaptable standard in Part M4(2) of Building Regulations can be secured via condition however given the entrances to the properties are step-free access, it is likely that the proposals meet the regulations.

Residential Amenity

UDP Policy H1/2 states that the council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 (SPD6) provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

SPD 6 provides the following guidance:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall

Neighbouring properties to the east, such as Hollybank Nursing Home, retains over 36m between the proposals, compliant with the guidance outlined within SPD 6.

Properties to the north retain over 30m, also compliant with SPD 6.

Properties to the south are sited over 8m from the proposed dwellings, with no habitable room windows proposed to face these neighbours. This therefore is compliant with the guidance outlined within SPD 6.

Neighbouring properties to the west retain approximately 13m between side elevations and rear gardens to the proposed dwellings. Given the guidance outlined above, this is considered compliant.

Given the above, it is considered that the proposed dwellings would comply with UDP Policy H1/2 and would be in accordance with the intentions of SPD 6 in terms of separation distances. A condition restricting permitted development rights for the proposed dwellings has been acknowledged in order to prevent the dwellings from being further extended towards neighbouring dwellings without the benefit of planning permission.

Highways and Access

UDP Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by UDP Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. PfE Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

PfE Policy JP-C8 seeks to enable a reduction in the need to travel by private car and prioritise sustainable transport opportunities ahead of capacity enhancements on the highway network.

The proposals set out that the semi-detached dwellings would face onto Harper Fold Road with amenity space at the side of each dwelling. The amenity space would have a vehicular access which would be taken from Canute Street.

Application 71444 was refused based on the following reasons:

- The proposed access and resultant car parking arrangements indicated on submitted plan reference HF001 001 Revision D do not take into consideration the presence of the existing street lighting column or parked vehicles on Canute Street are sub-standard and are likely to lead to vehicles parking, reversing onto and carrying out manoeuvres on the highway to the detriment of the free flow of traffic and road safety.
- Due to the conflicting details submitted, the proposals indicated on plan reference GW-HFR-R-10-01 Revision A do not provide suitable accommodation for vehicles to enter and leave the site in a forward gear, which would therefore be detrimental to road safety and maintaining the free flow of traffic on the adjacent adopted highway.

The subsequent appeal for application 71444 however noted that:

- The application plans do not detail how the parking spaces for the properties would be accessed, but it is common ground between the parties that access would be taken from Canute Street. Although there is a lighting column within the pavement between the appeal site and Canute Street there would still be sufficient space to provide an appropriate access without needing to move the lighting column.

It is therefore considered that the access off Canute Street would be acceptable in principle.

Highways Engineers were consulted and raised objections based on the access needing to be a singular parking court located solely at the southern end of the site, as was considered

acceptable by the inspector. The layout provides in curtilage parking for each dwelling. Highways Engineers raised objections to the car parking space proposed for the proposed northern dwelling due to the proximity of the space from the corner of Higher Dean Street and Canute Street, including visibility issues with this parking space as well as details not being provided that show parked cars can leave the spaces in a forward gear. They also raised concerns that existing on street parking provision would be lost.

In terms of the space proposed for the northern dwelling at the site, it would be approximately 18.4m from the corner of Higher Dean Street to the car parking space. The average speed of a residential terraced street is 20mph, with cars going around corners on average at 10mph. At this limit, and assuming a standard reaction time of 2 seconds, a car turning the corner at Higher Dean Street would stop in a maximum of 7.6m, leaving a distance of 10.8m between the stopped car and the parking space. It is considered by the Local Planning Authority that this is an adequate distance between the proposed space and the corner.

Furthermore, existing on street parking is common within the area, with unrestricted parking along the western side of the proposed site. It is therefore the case that, as existing, cars could be pulling out from spaces along the side of the road whilst other cars come around the corner at Higher Dean Street, and so it is considered a level of care would already be shown within this area by drivers.

As stated by the inspector within appeal decision 71444, appropriate visibility for both pedestrians and vehicle drivers around the proposed access could be secured by condition, as could also be the case for the proposed car parking spaces. This has therefore been acknowledged within the conditions of the report.

Although the spaces do not provide sufficient space within the site to provide turning space to allow vehicles to enter and exit the site in a forward gear, this is not uncommon of spaces within this area, such as along Higher Dean Street, and so although desirable, it is not considered that this in itself should present as a reason for refusal particularly given the scale and nature of Canute Street, a lower grade highway that the main principal distributor roads.

The inspector also stated that:

The proposal includes a policy compliant provision of off-street parking, and the creation of an access would only result in the loss of a small amount of on-street parking. Whilst there may be increased demand for parking during school pick up and drop off times and when the nearby takeaway or community centre are busy, there is no substantive evidence of parking stress in the area.

Despite two access points for the dwellings now being proposed, these access points are smaller than that previously considered under 71444 and so it is considered that these comments would still apply. A policy compliant parking provision of off street parking is still proposed, and on street parking would only be impacted slightly.

Given the above, the Local Planning Authority consider that the highways and access proposals at the site would be considered acceptable.

It is noted, and respected, that Highways Engineers object to these considerations. However, the reasons for refusal as listed within the consultations section of this report have been addressed within the section above. It is not considered that these could warrant a refusal that either have been or would be up held at any subsequent appeal due to the reasoning above.

Furthermore, Chapter 2 of the NPPF states that decisions apply a presumption in favour of sustainable development, whilst also saying within Paragraph 125 (c) that: 'Planning policy and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.'

Although the proposed site is currently not built on, the site is unmanaged currently, and is degraded and derelict, currently overgrown and presents as an eyesore when driving through Bolton Road. For this reason, it could be considered brownfield land which could be developed into a small housing scheme, where the site would be better managed. The site is also within an existing settlement area, also considered a sustainable area within the NPPF.

Given this, it is therefore stated within the NPPF that the proposed should be approved unless substantial harm would be caused. Given the reasoning above, it is not considered the concerns raised by the Traffic Section would be significant.

It is also the consideration of the Local Planning Authority that the refusal reasons presented by the Highways Department didn't reflect the degree of flexibility that the Appeal Inspector for Application 71444 and related appeal decision conveyed.

The proposal is therefore considered by the Local Planning Authority to comply with the policies outlined above.

Parking

SPD 11 provides guidance on the parking provision required for new developments within the borough.

The site is located within Zone 4, with 1 no bedroom homes requiring an off road car parking provision of 1 space. As detailed on the proposed site plan, this has been accounted for both proposed dwellings and therefore the parking provision proposed meets the requirements as set out within SPD 11.

Ecology and Biodiversity Net Gain

PfE Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by UDP Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value.

Paragraph 187 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment.

Colleagues at Greater Manchester Ecology Unit were consulted who made comment that the application is accompanied by a Preliminary Ecological Appraisal, which found the site to comprise predominantly modified grassland with minimal ecological value. Nevertheless, there was some value for hedgehog, and as such precautionary working methods were recommended. These should be adhered to and secured via condition. Enhancements were also proposed, which included bat and bird boxes and hedgehog houses. These should also be secured via condition. These conditions have therefore both been acknowledged within the conditions of this report.

Biodiversity Net Gain

With regard to Biodiversity Net Gain, a metric has been submitted alongside the application which shows the baseline value of the site to comprise 0.12 units. A post-development

assessment has not been undertaken; however, considering the site will entirely comprise buildings, hardstanding, and vegetated gardens (in which habitats cannot be secured) it is likely that a loss will be incurred on site and off-site units will need to be purchased.

Based on the small number and low distinctiveness of units present on site, the LPA can be reasonably confident that these will be available and the BNG condition could be discharged. As such, it is accepted that a post-development assessment is not required at this stage.

However, the Statutory Biodiversity Gain Condition will be deemed to apply should this planning application receive permission, and to discharge the condition, sufficient information will be required to demonstrate that a 10% net gain will be achieved, including a Biodiversity Gain Plan, final version of the BNG metric showing a 10% net gain in habitat units based on final plans, and evidence that the correct number and type of units have been successfully purchased and allocated to this development. These have been acknowledged within the conditions of the report.

Flood Risk and Drainage

PfE Policy JP-S4 seeks to provide an integrated catchment-based approach to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk. Chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF confirms that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk.

PfE Policy JP-S4 and UDP Policies EN7/3 and EN7/5 seek to protect the water courses and other water features within the Borough, and limit surface water pollution.

The proposed site is located within Flood Risk 1, which has the lowest risk of flooding. In this instance, it is therefore not a requirement for a Flood Risk Assessment to be submitted. The Council's Drainage Engineer was consulted who recommended a condition requiring details of surface water drainage proposals to be submitted to and approved by the Local Planning Authority prior to commencement of the development. A similar condition was also recommended by United Utilities. These have been acknowledged within the conditions of this report.

Carbon And Energy

PfE Policy JP-S2 sets out the steps required to achieve net zero carbon emissions.

A Carbon and Energy Statement has been submitted alongside the application, detailing ways in which the development will seek to achieve net zero carbon emissions. These include increasing energy efficiency through a fabric first approach, incorporating low carbon heating systems and a focus on sustainable design.

The proposal is therefore considered to be in conformity with Policy JP-S2.

Digital Connectivity

PfE Policy JP-C2 requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. The policy supports the provision of free, secure, high-speed public wi-fi connections, particularly in the most frequented areas.

It has been confirmed that the development will be provided with full connections in accordance with the requirements of Policy JP-C2.

Response to Objection Comments

- Access to emergency services would still remain.
- It is not considered that the road infrastructure would be impacted beyond an unacceptable level by two new dwellings.
- The proposed being in close proximity to a primary school, an elderly people's home, a busy community centre and a busy chip shop is not a reason in itself to refuse planning permission.
- The development of two 1no bedroom dwellings is not considered to hinder the work being done by the local Community Centre which neighbours the site.
- The proposals have now changed significantly from those previously refused.
- The properties ending up as other uses such as HMOs or a shop would require the benefit of full planning permission. It is unlikely the properties would end up as HMOs as they are proposed as just 1no bedroom dwellings.
- Safety concerns for the footpath leading from Harper Fold Road to Canute Street has been addressed by conditioning boundary treatment.
- A planning application can be submitted as many times as deemed necessary, and this is not considered a material planning consideration.
- All other concerns are considered to have been addressed within the body of the report, or within the conditions imposed.

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 numbered RAD/3469/26/4, RAD/3469/26/1/RevD 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. Details and samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.

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

4. Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided.

Reason: To promote sustainable development. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact.

5. 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; (v) Details of points of discharge for foul and surface water; and (vi) 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: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

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

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).

7. No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:
In accordance with the findings of site characterisation and risk assessment as previously approved, documents from the following shall be submitted to the Local Planning Authority for approval:

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

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

8. 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).

9. 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).

10. Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.

Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.

The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.

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

11. No development shall commence until;
- a) a scheme of intrusive site investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
 - b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is made safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: to ensure that past coal mining activity has no impact on the development.

12. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: to ensure that past coal mining activity has no impact on the development.

13. The dwellings hereby approved shall be built in accordance with the 'accessible

and adaptable' standard in Part M4(2) of the Building Regulations.

Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.

14. To satisfy the requirements of Schedule 7A to the Town and Country Planning Act 1990, development must not commence until the following has been submitted for the approval of the Local Planning Authority:
1. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 2. the pre-development biodiversity value of the onsite habitat;
 3. the post-development biodiversity value of the onsite habitat;
 4. any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 5. any biodiversity credits purchased for the development; and
 6. any such other matters as the Secretary of State may by regulations specify.

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.

15. The precautionary working measures recommended for hedgehogs outlined within the Preliminary Ecological Appraisal submitted alongside this application shall be adhered to and the development shall be implemented in full accordance with the approved details and measures.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to Bury Unitary Development Plan Policies EN6/2 - Sites of Nature Conservation Interest (LNR's and Grade B and C SBI's), EN6/3 - Features of Ecological Value, EN6/4 - Wildlife Links and Corridors, Places for Everyone Joint Development Plan Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity and Chapter 15 - Conserving and enhancing the natural environment of the National Planning Policy Framework

16. A bird and bat enhancement strategy shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should target house sparrow and starlings and include the provision of House Sparrow terraces, swift bricks and bat boxes. Thereafter, the development shall be implemented in full accordance with the approved details and measures.

Reason. To secure the satisfactory development of the site and ensure enhancements and net gains for biodiversity pursuant to Places for Everyone Joint Development Framework Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity, Bury Unitary Development Plan Policy EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

17. Prior to the commencement of development, details relating to the proposed boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details only shall be implemented as part of the approved development and in relation to Canute Street and intervisibility for the vehicular parking bays, the approved treatments to these shall remain as approved for as long as they serve the development hereby approved.
Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

18. No development approved by this permission shall be commenced until a soft and hard landscaping scheme has been submitted to and agreed by the Local Planning Authority. The approved details only shall be implemented as part of the approved development.

Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

19. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/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 residential streets, and 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 Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

20. No development approved by this permission shall be commenced until details of the existing and proposed floor levels have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details.

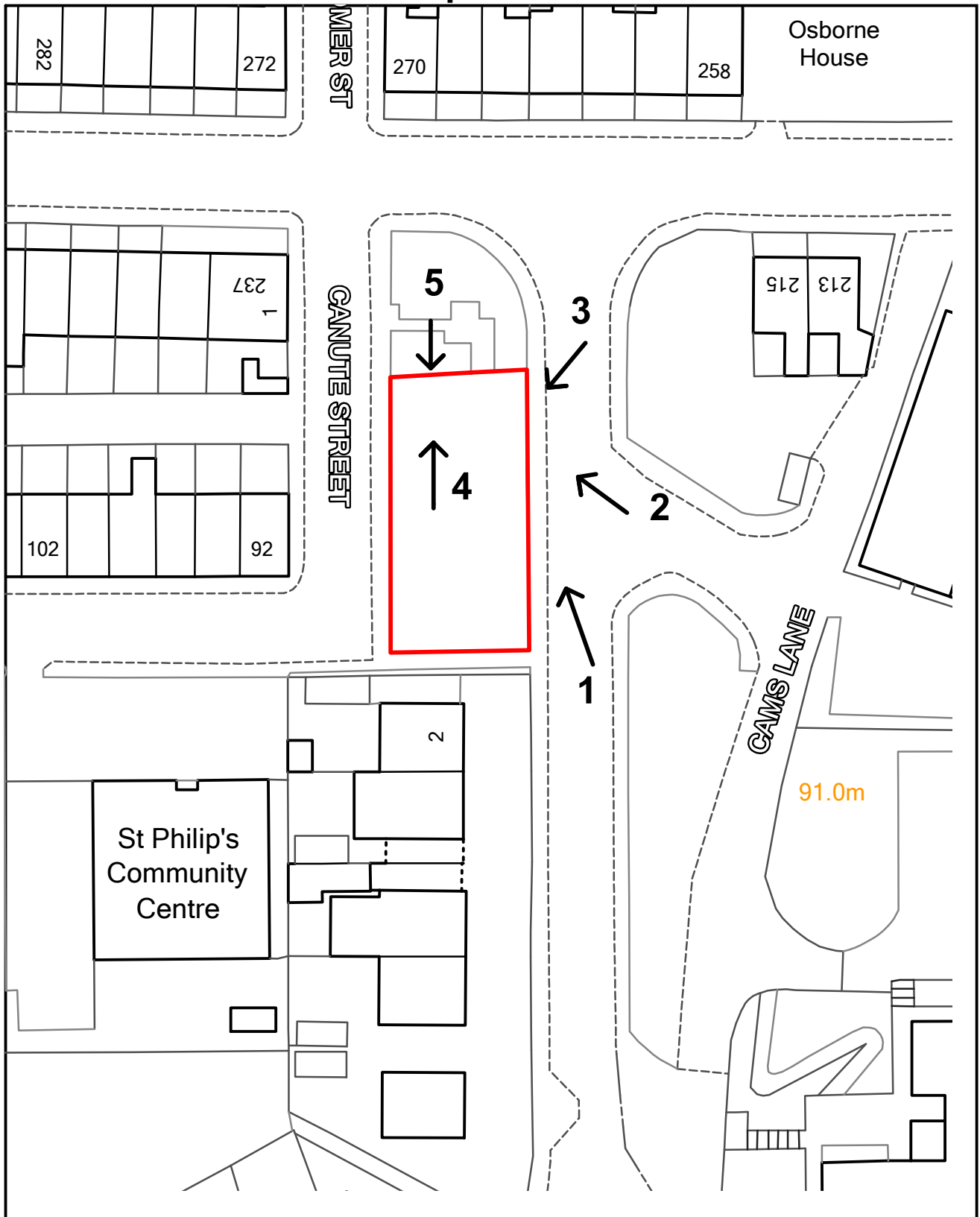
Reason: To ensure that the development is subject to minimum risk of flooding to

ensure compliance with PfE Policy JP-S4 and UDP Policies EN7/3 and EN7/5.

21. Notwithstanding the terms of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order) no development shall be carried out on the site within the terms of Classes A, B, C, D, E, F, G and H of Part 1 and Classes A and B of Part B of Schedule 2 of the Order, without the prior consent of the Local Planning Authority.
Reason. To enable the Local Planning Authority to control any future development, having regard to the character and appearance of this Listed Building.
22. Visibility splays for both vehicles and pedestrians measuring 2.4 metres by 2.4 metres shall be provided at the junction of Higher Dean Street with Canute Street **and** at the junction between each proposed parking space and Canute Street to the written satisfaction of the Local Planning Authority before the development is brought into use and shall subsequently be maintained free of obstruction above the height of 0.6m
Reason. To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety.
23. The driveways approved shall be constructed of porous and permeable material to prevent discharge of surface water onto the adjacent highway.
Reason: In the interests of highway safety and to maintain the integrity of the adopted highway, compliant with Policy JP-C5 of PfE.

For further information on the application please contact **Charlotte Orrell** on **0161 253 5426**

Viewpoints



Application Number 72750

**Land at Harper Fold Road & Canute
Street, Radcliffe, Manchester, M26**

ADDRESS: 3BX



Bury
Council

Planning, Environmental and Regulatory Services

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72750

Photo 1



Photo 2



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Photo 3



Photo 4



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Photo 5





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Project
**LAND AT HARPER FOLD ROAD & CANUTE STREET,
RADCLIFFE,
M26 3BX**

Title
SITE PLAN SHOWING UU BOX

Client

Drawn
RA
Date
JUNE 2026
Scale
1:500 @ A4
Drawing Number
RAD/3469/26/4



Date	Rev.		Initials	
6/5/26	A.	Amended streetscene	RA	
14/7/26	B.	Amended streetscene	RA	

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The whole of the works to comply with Planning Approval & Conditions and current Building Regulations. No work to commence without Planning & Building Regulations approval.
The client must ensure the project complies with the Construction Design and Management Regulations 2015
The Client should ensure consent from any landowner or interested party is obtained, as well as compliance with Party Wall Act 1996

Notes

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Project
LAND AT HARPER FOLD ROAD & CANUTE STREET,
RADCLIFFE,
M26 3BX

Title
EXISTING AND PROPOSED STREETSCENE

Client
Drawn RA
Date JULY 2026
Scale 1:100 @ A1 / 1:200 @ A3
Drawing Number RAD/3469/26/2/RevB