

Title	Planning Applications
To:	Planning Control Committee
On:	23 June 2015
By:	Development Manager
Status:	For Publication

Executive Summary

The attached reports present members with a description of various planning applications, the results of consultations, relevant policies, site history and issues involved.

My recommendations in each case are given in the attached reports.

This report has the following implications

Township Forum/ Ward: Identified in each case.

Policy: Identified in each case.

Resources: Not generally applicable.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:
The elimination of discrimination, harassment and victimisation;
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, I have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based

upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

Development Manager

Background Documents

1. The planning application forms and plans submitted therewith.
2. Certificates relating to the ownership.
3. Letters and Documents from objectors or other interested parties.
4. Responses from Consultees.

FOR FURTHER INFORMATION ON THE CONTENTS OF EACH REPORT PLEASE CONTACT INDIVIDUAL CASE OFFICERS IDENTIFIED IN EACH CASE.

01	Township Forum - Ward: Radcliffe - North	App No. 58521
Location:	Former Red Bridge Inn, Bury Old Road, Ainsworth, Bolton, BL2 5PJ	
Proposal:	Refurbishment and conversion/change of use of vacant public house to form 2 no. cottages and 8 no. apartments and erection of block of 10 no. apartments with bin/cycle stores, reconfiguration of existing car park and hard/soft landscaping accessed via Bury Old Road	
Recommendation:	Minded to Approve	Site Visit: N
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02	Township Forum - Ward: Prestwich - St Mary's	App No. 58558
Location:	8 Warwick Street, Prestwich, Manchester, M25 3HN	
Proposal:	Change of use from beauty salon at ground floor and flat at first floor (Class C3) to mixed use cafe bar (Class A3) and Community Activity Facility (Class D1); Access/fire exit at rear; External roller shutters.	
Recommendation:	Approve with Conditions	Site Visit: N
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03	Township Forum - Ward: Bury East - Redvales	App No. 58653
Location:	Grundy Day Care Centre, Wellington Road, Bury, BL9 9AH	
Proposal:	Change of use of day centre to a mixed use day care centre, hairdressers (A1) and cafe (A3) (to be open to members of the public)	
Recommendation:	Approve with Conditions	Site Visit: N
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04	Township Forum - Ward: Ramsbottom and Tottington - Ramsbottom	App No. 58668
Location:	56-58 Bridge Street, Ramsbottom, Bury, BL0 9AQ	
Proposal:	Change of Use to ground floor of property only - from A1 (Shop) to A3 (Cafe) Some internal alterations to accommodate new licensed premises	
Recommendation:	Approve with Conditions	Site Visit: N
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05	Township Forum - Ward: Ramsbottom and Tottington - Ramsbottom	App No. 58669
Location:	56-58 Bridge Street, Ramsbottom, Bury, BL0 9AQ	
Proposal:	Listed building consent for change of use of ground floor from shop (Class A1) to cafe (Class A3) and internal alterations arising as a result of application 58668 (resubmission)	
Recommendation:	Approve with Conditions	Site Visit: N

06 **Township Forum - Ward:** Radcliffe - East **App No.** 58706

Location: 222-224 Durers Lane, Radcliffe, Manchester, M26 2QJ
Proposal: Variation of condition no. 2 (approved plans) of planning permission 54875 for alterations to the shop front, forecourt, new pitched roof at rear and omission of rear roller shutter

Recommendation: Approve with Conditions **Site Visit:** N

07 **Township Forum - Ward:** Bury East **App No.** 58733

Location: Clay Bank Works, Unit 4A Fletcher Street, Bury, BL9 7AT
Proposal: Single storey rear extension and creation of two new entrances to side with roller shutters

Recommendation: Approve with Conditions **Site Visit:** N

08 **Township Forum - Ward:** Bury West - Elton **App No.** 58768

Location: Burrs Country Park, Woodhill Road, Burrs, Bury, BL8 1DA
Proposal: Variation of condition 2 of planning permission 51368 to shorten the platform; relocate the maintenance access to the south end of the platform; Amend construction method of platform to cross walls, located perpendicular to track; provide timber fencing to rear of platform; realignment of fence to caravan club site; additional pitch to caravan site.

Recommendation: Approve with Conditions **Site Visit:** N

Applicant: Mr Nick Howcroft

Location: Former Red Bridge Inn, Bury Old Road, Ainsworth, Bolton, BL2 5PJ

Proposal: Refurbishment and conversion/change of use of vacant public house to form 2 no. cottages and 8 no. apartments and erection of block of 10 no. apartments with bin/cycle stores, reconfiguration of existing car park and hard/soft landscaping accessed via Bury Old Road

Application Ref: 58521/Full

Target Date: 09/07/2015

Recommendation: Minded to Approve

The application has been advertised as a Departure from the Bury Unitary Development Plan. It has been brought before the Planning Committee for determination as it is a Departure from the Bury UDP.

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement for recreation provision in accordance with Policy RT2/2 of the adopted Unitary Development Plan and SPD1. If the agreement is not signed within a reasonable timeframe, then delegated authority is sought by the Development Manager to determine the application.

Description

The site relates to a rectangular piece of land and 2 storey public house which is located in the Green Belt and Area of Special Landscape, on the fringe of a small village settlement.

The pub sits on the frontage (north) of the site facing Bury Old Road with access to the east of the building which leads into the site and the former pub car park.

The site is bounded by a concrete fence and is surrounded to the east and south by open fields. To the west is a reservoir beyond which is a mixture of residential and industrial development. Directly to the north is the main road through the village and 2 storey cottage style terrace properties opposite.

Historically, the public house had two adjoining stone cottages on its western side, which have since been incorporated within the public house use. The building has been vacant for approximately 3 years and has become dilapidated and run down as a result of its abandonment. The rest of the site has similarly been left derelict and has become overgrown and unsightly, and subject to a number of vandalism attacks.

The application seeks a residential development to convert the public house and build a new apartment block with associated parking and landscaping. The proposal comprises:

- Refurbishment and conversion of the public house to create 2 no. 3 bed cottages and 8 no. apartments - 5 x 2 bed and 3 x 1 bed. The later additions to the building at the rear would be removed and the rear wall rebuilt to incorporate an access into the apartments. The existing porch and first floor roof to the east would be rebuilt to provide access to the 2 apartments on that elevation. The original public house would be externally re-rendered and re-roofed with new slate, and the cottages would remain the original stone exterior. Private gardens to the ground floors would be provided with balcony areas for the upper floors.
- The new build would incorporate 10 x 2 bed apartments over 3 storeys. Access would be via a centrally positioned entrance on the west elevation with 2 doorways on the north elevation fronting Bury Old Road for access into 2 ground floor apartments. The building would comprise a mix of natural stone and render with a natural slate roof finish.

- Access to the site would be in the same position as the existing but improved and widened to provide adequate visibility splays. It would lead to the parking area for the development which would be laid out in bays and incorporate a turning head for refuse collection.
- Two bin and cycle stores would be provided. One positioned on the eastern boundary built in stone with a timber boarded roof and one on the west boundary comprising timber boarding.
- Amenity areas around the perimeter of the site would be landscaped.

Relevant Planning History

01521/E - Conversion of former public house into residential units

Publicity

28 letters sent on 10/4/2015 to properties at Nos 1-17 (odds) Bury Old Road; Brightmet Golf Club, Red Lane; Nos 2-12 (evens) Red Bridge; 412,414 Red Lane; and 10 units in the Brightmet Fold Works.

Site notice posted 24/4/2015.

Press advert in the Bury Times 16/4/2015.

No responses received as a result of the publicity.

Consultations

Traffic Section - No objection subject to conditions.

Drainage Section - No objection subject to condition.

Environmental Health Contaminated Land - No objection subject to conditions.

Waste Management - No issues

Environment Agency - Advise the applicant to contact the Environment Agency regarding the proximity of the development to Blackshaw Brook

Greater Manchester Police - designforsecurity - No comments.

United Utilities (Water and Waste) - No objection subject to conditions.

The Coal Authority - Informative referring the applicant to the Coal Authorities Standing Advice.

Fire Protection Dept Bury Fire Station (Part B) - Advisory note to applicant.

Greater Manchester Ecology Unit - No objection subject to conditions.

Bolton MBC - No comments received.

Minerals and Waste Planning Unit (Urban Vision Partnership Ltd) - No comments received.

Unitary Development Plan and Policies

OL1	Green Belt
EN6/4	Wildlife Links and Corridors
EN9/1	Special Landscape Areas
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
HT2/4	Car Parking and New Development
RT2/2	Recreation Provision in New Housing Development
SPD1	Open Space, Sport and Recreation Provision
SPD8	DC Policy Guidance Note 8 - New Buildings in the Green Belt
SPD 9	Conversion and Re-use of Buildings in the Green Belt
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
H2/4	Conversions
HT5	Accessibility For Those With Special Needs
HT6/2	Pedestrian/Vehicular Conflict
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD16	Design and Layout of New Development in Bury
OL1/4	Conversion and Re-use of Buildings in the Green Belt

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) and 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 Policy 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.

Housing Principle - Following revocation of the North West Regional Strategy on 20th May 2013, there is no statutory housing target for Bury. Work has commenced on the Greater Manchester Spatial Framework and this will bring forward a new statutory housing target for the Borough. This will subsequently be incorporated into Bury's future Local Plan.

In the meantime, the National Planning Policy Framework should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable land.

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.

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties provides useful guidance in terms of acceptable aspect standards between dwellings and design criteria.

The site comprises a vacant and derelict public house and associated large tarmaced car park. The site is currently boarded up and has been subject to a number of vandalism attacks. The proposed redevelopment of the site would regenerate a disused, redundant building land.

The conversion of the public house to residential, together with external improvements and maintenance of the building, would bring back into use a derelict and dilapidated building which would bring considerable benefits to the visual amenity of the area. The proposed new build would be similarly located along the road frontage and would utilise the existing access and an area of hardstanding vacant land. It would be adjacent to established residential properties and served by existing infrastructure. The development for 20 dwellings in total is considered to be acceptable given the size and form of the land available and as such, the principle is in general accordance with national and regional planning policy and will help to contribute to meeting local housing targets and would be in compliance with NPPF and UDP Policy H1/2 - Further Housing Development.

Green Belt Principle -

Conversion - Paragraph 90 of the NPPF states that certain forms of development are not

inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land within the Green Belt. One of these is the reuse of buildings providing the buildings are of permanent and substantial construction. As such, the proposed conversion of the public house to apartments is appropriate development in the Green Belt in principle.

Advice in SPD9 sets out guidelines on external alterations and provides that any new window and door openings should be designed to match any existing openings. Unsympathetic openings that do not reflect the character or design of the original building are unlikely to be acceptable. The applicant has sought to retain many of the original elements and has only introduced minimal alterations such as new patio doors where necessary to reflect the number of new apartments in relation to the existing. It is considered that the 'simplified south elevation is more sympathetic to the Green Belt and causes no additional harm.

New Build - A new block of 10 apartments is proposed adjacent to the existing public house. Paragraph 89 of the NPPF in respect of new buildings in the Green Belt finds this to be inappropriate except where one of a number of criterion are satisfied. It has been suggested by the applicant that the new build could comply with the criterion in relation to limited infilling in villages and that of Policy OL1/3 of the Bury UDP. OL1/3 relates to all named villages which lie within the Green Belt including Ainsworth. However it is not considered that the site is within the settlement envelope of Ainsworth and is instead located within open Green Belt land on the edge of the built-up area of Bolton. The criterion of limited infilling in villages is therefore not applicable in the context of this policy.

The most relevant criterion to the proposal under Paragraph 89 is the partial or complete redevelopment of previously developed land which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development. Whilst the new build represents the partial redevelopment of a brownfield site, it is clear that the proposed scheme would have a greater impact on the openness of the Green Belt when compared with its existing use as a car park.

As such the proposal is inappropriate development in the Green Belt and Very Special Circumstances are required to be demonstrated by the applicant. Very special circumstances will not exist unless the potential harm caused by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

It is considered that additional harm is caused by the volume of the structure, the number of openings, and the slight encroachment beyond the rear building line of the public house further into the Green Belt.

The new apartment block is situated at the entrance to the site on the frontage of Bury Old Road. Following pre-application advice from the Council, the applicant has relocated the new build from the rear of the site in a position which would have generated considerable harm to the openness of the Green Belt by substantially increasing the development footprint, to that of the present location which corresponds with the building line of the public house, being in close proximity to Bury Old Road and therefore ensuring it is in keeping with the built form in the local area.

The height of the apartments has also been gradually reduced to be in line with the height of the public house, thereby ensuring it minimises the additional harm caused to the Green Belt and that it accords with SPD8 advice in relation to the scale and form of buildings. Also, it is viewed that the character of the new build is appropriate to the Green Belt as many sympathetic details have been introduced to give the building the look of a mill conversion from the west/east or a rural cottage from the north/south.

It is judged that the above adjustments have reduced the harm caused to the Green Belt.

The proposal also includes plans for a revised layout of the car park which originally served

the public house. The current car park is tarmac and is in poor condition, forming an eyesore in the Green Belt. The proposed surface is part tarmac, part recycled plastic paving with gravel finish. The layout also includes landscaped amenity areas to serve the residents of the development. This accords with guidance set out in SPD10 on car parking and hardstanding.

It is judged that these changes offer enhancements to the openness of the Green Belt.

Turning to the applicant's case for very special circumstances, it is considered that the points made in relation to the site being an eyesore which is in need of regeneration, the efforts to improve the openness of the site and the sensitive design response to the site's location and historic setting are sufficient to warrant very special circumstances which outweigh the in-principle harm and any other harm to the Green Belt.

As such, the proposed development is considered to be acceptable and in compliance with the principles of the NPPF.

Layout and scale - The layout of the site has been determined over a number of discussions with the applicant to progress a scheme which would not only be acceptable in policy and land use terms, but would best utilise the area to accommodate the built development and provide adequate parking, external amenity areas and bin storage facilities.

The scheme has been progressed with the issue of Green Belt predominantly in mind, with a desire to keep the new build broadly in line with the existing building, which would not only serve to acknowledge its position in the streetscene, but which would not be of greater detriment to the openness of the Green Belt.

In terms of the pub conversion, the footprint of the building would essentially remain the same, with the building consolidated and reduced in depth by the removal of the single storey rear extensions. The rear elevation would be rebuilt to create the lounges for the apartments and access. The western part of the building would restore the 2 cottages which had been integrated into the public house, to provide 3 bed accommodation. The remaining space would be converted into 8 no. apartments. Access to the apartments would be at the rear, apart from at the eastern end where a new porch and stairwell would serve 2 dwellings. At the rear there would be a private garden for each cottage and ground floor apartment, with balcony areas serving the upper floors. Additional open space and landscaped amenity areas would be provided for both the conversion and the new build to the west and south of the development site.

The new building would be positioned at the front of the site, following the same building line and ridge height as the existing pub and would reinforce the built development from the street scene. The front entrance and front elevation of the building would face towards the middle of the site and would project lengthways 24.5m southwards. The eastern elevation would follow the boundary line of the site and outdoor amenity area would be provided in this area. All parking would be located towards the lower (southern) part of the site, and laid out in a series of rows with turning areas within the site for vehicles.

Access from Bury Old Road would be as existing, albeit improved and widened leading directly to the car park.

Two bin and cycle stores would be situated next to the east and west fence lines, accessible for residents and the waste collection service.

The development would incorporate landscaped amenity areas and timber lattice boundary fencing.

As such, it is considered that the layout of the scheme has been carefully considered by the applicant to deliver a quality and well thought out development. The positioning of the new

building would respect and acknowledge the street frontage without compromise to access into the site. Adequate parking would be located towards the rear of the site, similar to the existing pub layout, but would not compromise the ability of the site to incorporate sufficient bin/cycle store facilities and external amenity areas.

The layout would respect the residential character context and character of the area and as such is considered to be acceptable and in compliance with UDP Policies H2/1 and H2/2.

Impact on residential amenity - The nearest residential properties are the terrace cottages directly opposite the site fronting Bury Old Road. The proposed conversion of the public house would not result in any further overlooking or privacy issues over and above the existing relationship and as such residential amenity of the occupiers of these dwellings would not be compromised.

There would not be a direct relationship between the new build apartments and the properties opposite and therefore its position would not compromise residential amenity.

Given the benefits which would be associated with providing dwellings on the site, together with the layout, design and appearance of the houses, the relationship to the properties opposite on Bury Old Road is considered to be acceptable and in accordance with H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development.

Design and appearance - The immediate locality is characterised by 2 storey stone and rendered cottages to the north and west and the ethos of the scheme would be to reflect this traditional vernacular.

This would essentially be achieved by minimal intervention of the existing front elevations of the public houses which would be repaired and upgraded to incorporate aesthetical improvement to the frontage, with the mix of render and stone appearance retained. The side porch and stairwell would be built of stone to reflect that of the cottages on the other side of the building, and the rear elevation incorporate a glazed balustrade adding a lightweight and contemporary element to the building. New window openings would be inserted, the size and positions of which would be compatible with those in the cottages and would evenly balance the appearance of the building, whilst allowing for ample natural light to the dwellings. The rear elevation would be re-rendered to upgrade its overall appearance. A new slate roof to the pub would further improve the building's facade and again be in keeping with the locality of the area.

The new build apartments have undergone a number of redesigns, resulting in a building that is considered would not only reflect the residential character of the area, but which sit comfortably within the street scene. The new build would match the height of the existing public house providing continuity along the frontage. The proposal to provide a separate entrance to the 2 apartments facing Bury Old Road as well as principal window openings would echo the front facade of the 2 cottages and further emulate a strong street frontage. The main entrance to the apartments would be recessed, and centrally positioned on the western elevation in render material. It would be flanked within 2 stone gable ends which would reduce the overall massing of the building to an acceptable scale. The southern elevation would be similarly designed as that facing Bury Old Road with a rendered finish.

The rear or eastern elevation would not be dissimilar to that of the west, reversing the material selection to incorporate stone in the recessed middle section with the two outer elements rendered.

Careful consideration has been given to the size and position of the window openings in this building. The approach is very much reminiscent of the industrial design of the area, and each window would be crowned in a brick arch and with the centre link staircase on the west elevation utilising large scale glazed openings to reference the local industrial buildings to the south west of the development site.

The eastern elevation of the building would be in fairly close proximity to the boundary and the open land beyond. Whilst this is Green Belt land and there is no planned development, that is not to say that in the future, it may not come forward for redevelopment. In response to this, window openings on the first and second floor eastern elevation would be reduced in size and slim-lined by inserting a widened central mullion. The design of the windows would still be consistent with the overall design principles of the new build and considered to be an acceptable solution.

As such, it is considered that a sensitive approach to both the conversion and the new building would result in a high quality development and would be in compliance with UDP Policies EN1/1 - Visual Amenity, EN1/2 - Townscape and Built Design, OL1/2 - New Buildings and Associated Development in the Green Belt, H2/1 - The Form of New Residential Development, SPD 16 - Design and Layout of New Development in Bury and SPD8 - New Buildings and Associated Development in the Green Belt.

Landscaping - The site is currently run-down and derelict. Bounded by high concrete panel fences and laid with tarmac, the site is unattractive and unappealing. It is proposed to incorporate a new landscaping scheme within the development, to include the replacement of the boundary treatment with lattice fencing and laying a permeable surfacing to the parking bays using gravel and grass to create a softer visual appearance. Planting in the amenity areas would further enhance the visual appearance of the site.

The proposals are considered to be acceptable and appropriate to the Green Belt setting, and as such would be in compliance with UDP Policy H2/2 - The Layout of New Residential Development.

Parking and access - The existing access into the site would be utilised, improved and widened to create acceptability visibility into and out of the development. A 1.8m wide public footpath on both sides of the access road would ensure a safe pedestrian route.

The access road would lead into the car park for the dwellings, laid out in a form which would allow for manoeuvrability not only for occupiers vehicles, but also provide adequate turning areas for waste vehicles.

In terms of the parking provision, SPD11 - Parking Standards in Bury states the maximum standards for residential dwellings for 1, 2 and 3 bed properties are 1, 1.5 and 2 spaces each respectively. For a development of this scale, the parking requirement would be 31.5 spaces. It is proposed to provide 32 spaces in total together with a secured cycle store. As such, there would be sufficient parking for the development in compliance with SPD11.

It is considered the scale of the development would not generate a significant amount of traffic and potentially less than that generated by the public house previously. Access to the site would be improved in terms of its layout, geometry and visibility with Bury Old Road, together with the proposed improvements to pedestrian footpaths and access.

The Traffic Section have not raised an objection to the development of the site, subject to conditions, and as such the proposal would comply with UDP Policy H2/2 - The Layout of New Residential Development, HT6/2 - Pedestrian/Vehicular Conflict and SPD11 - Parking Standards in Bury.

Ecology - The western part of the site which includes the existing public house is located within a Wildlife Link and Corridor as defined in the Bury UDP in EN6/4. This seeks to ensure that new development within or adjacent to identified links or corridors contributes to their effectiveness through the design, landscaping and siting of development proposals with mitigation works where appropriate. In summary, GMEU are satisfied with the reports and conclusions submitted in terms of bats, nesting birds and a landscaping scheme, and have raised no objection to the proposals. Details of which are discussed below.

Bats - A bat assessment and emergence surveys were carried out for the buildings to be converted. These found no evidence of bats. An informative and condition are recommended to cover pre-cautionary surveys should work be delayed.

Nesting birds - The development appears to result in the loss of the majority of the existing trees and shrubs associated with the site. A condition is recommended to restrict the removal of vegetation to avoid any potential impact on nesting birds.

Ecological Mitigation Measures - The landscape proposals include native trees and shrub planting as well as native bulb and seed planting. GMEU are satisfied with the species composition, supplies and amount proposed and recommend a condition the development is carried out in accordance with these details. The ecology strategy also includes bat bricks into the new build and swift bird boxes onto the bin and cycle store to encourage more wildlife.

As such, it is considered that the proposals would be acceptable and comply with UDP Policies EN6/4 and H2/2 - The Layout of New Residential Development.

Flood Risk - The site is not within a designated Flood Zone. Blackshaw Brook and a reservoir run to the west of the site. Should development occur within 8m from the top of the bank, the applicant is advised to contact the Environment Agency.

Planning obligations - The scale of the proposals requires a recreation contribution of £30,120.06 towards off-site recreation provision. The Council's SPD1 was approved on 10/6/2015 and supports Policy RT2/2 of the UDP. This would be secured through a S106 Agreement.

As of 6 April 2015, the Community Infrastructure Regulations 2010 (as amended) have imposed restrictions on pooling Section 106 contributions, preventing obligations being entered into that result in the pooling of more than five Section 106 obligations for a project or type of infrastructure. As a result of this change, all Section 106 agreements signed after 6 April 2015 must specify exactly what project each contribution will be spent on.

The £30,120.06 for recreation provision would be spent on improvements to the Bradley Fold Play Area. The specific details for the projects will be set out in the Section 106 agreement.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

Recommendation: Minded to Approve

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 9624 - L02 A; L07 D; L08; E01; E11 A; E16; P01; P02; P03 B; P04 B; P05 A; P12 A; P13 A; P15 A; E15 B; D01; 388/01 C 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 listed.

3. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
5. Following the provisions of Condition 3 of this planning permission, where ground gas remediation / protection measures are required, the approved Remediation Strategy must be carried out to the written satisfaction of the Local Planning Authority within approved timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To alleviate any possible risk associated with the production of landfill gas and ground gas in accordance with the recommendations of the Environment Agency and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
6. Should the works hereby approved not commence before 30th April 2016, the building shall be reassessed for bat roosting potential and the findings supplied to and agreed in writing by the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
7. No works to trees or shrubs shall occur between 1st March and 31st August inclusive in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active birds nests are present which has been agreed in writing with the Local Planning Authority.

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 –

Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

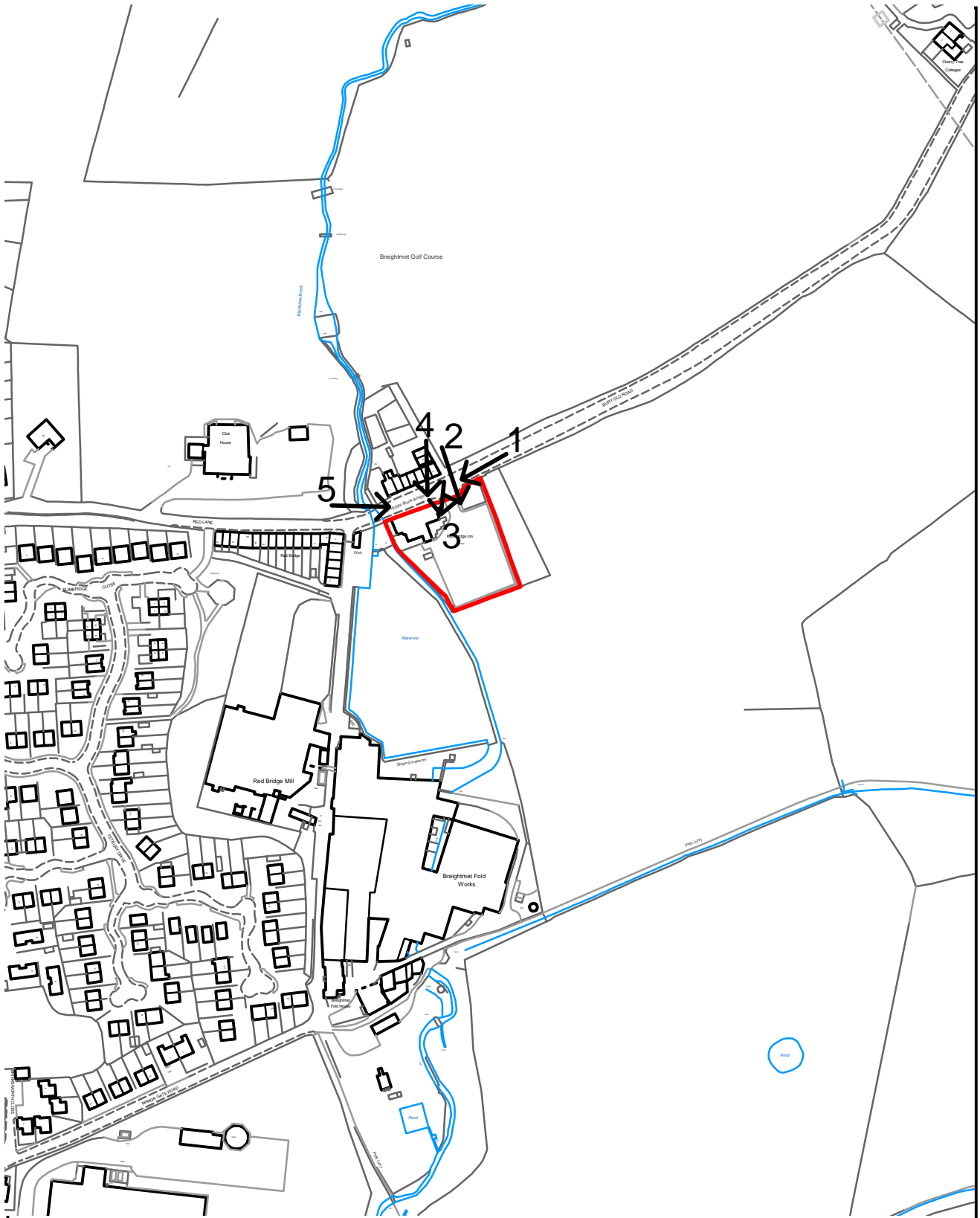
8. The Native Planting and Landscaping Scheme be carried out in accordance with the details contained in the Planting Plan, Penny Bennett Ref 388/01 Rev C and Landscape Specification for Planting Works Document (1/7/2015) as submitted and agreed in principle by the Local Planning Authority.
Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted to the written satisfaction of the Local Planning Authority.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
9. No development shall commence unless and until full details of the formation of the proposed site access onto Bury Old Road, incorporating the resurfacing of the carriageway at the junction with the adopted highway, refurbishment of the footway abutting the site, provision of appropriate tactile paving and all necessary highway remedial works, including the provision of any additional highway drainage that may be required and alteration of existing road markings, have been submitted to and approved by the Local Planning Authority. The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority.
Reason. To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to Bury Unitary development plan Policies H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.
10. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) has been submitted to and approved by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period and shall ensure that there is provision to be made for the turning and manoeuvring of vehicles within the curtilage of the site, parking on site of operatives' and construction vehicles together with storage on-site of construction materials. The provision shall be retained and used for the intended purpose for the duration of the construction period and the areas identified shall not be used for any other purposes other than turning and parking of vehicles and storage of construction materials respectively.
Reason. To ensure that adequate turning facilities, car parking provision and materials storage arrangements are provided for the duration of the construction period, in the interest of highway safety pursuant to Bury Unitary Development Plan Policies HT4 - New Development and HT2/4 - Car Parking and New Development.
11. The visibility splays indicated on the approved plans L07 Revision D shall be implemented before the development is brought into use and subsequently 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 pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.
12. The turning facilities indicated on the approved plans L07 Revision D shall be provided before the development is first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the

highway in the interests of road safety pursuant to Bury Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and HT2/4 - Car Parking and New Development.

13. The car parking indicated on the approved plan L07 Revision D shall be surfaced/cellular porous plastic paving implemented, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained.
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.
14. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover 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 details shall be implemented and maintained thereafter during the period of construction.
Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Bury Unitary Development Plan Policy HT4 - New Development.
15. Details/Samples of the materials (stone, render, slate, windows) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policies EN1/1 - Visual Amenity, EN1/2 - Townscape and Built Design, OL1/4 - Conversion and Re-use of Buildings in the Green Belt and H2/2 - The Layout of New Residential Development of Bury Unitary Development Plan, and SPD8 - New Buildings and Associated Development in the Green Belt and SPD9 - Conversion of Buildings in the Green Belt.
16. No development shall commence unless and until details of a foul drainage scheme have been submitted to and approved by the Local Planning Authority. Foul and surface water shall be drained on separate systems. The approved scheme only shall be implemented prior to the first occupation of the development hereby approved and thereafter maintained.
Reason. To reduce the risk of flooding and ensure the satisfactory treatment of surface water drainage pursuant to Chapter 10 of the National Planning Policy Framework - Meeting the Challenge of Climate Change, Flooding and Coastal Change.
17. No development shall commence unless and until a surface water drainage scheme and means of disposal, based on sustainable drainage principles with evidence of an assessment of the site conditions and available SuDS options (inclusive of how the scheme shall be maintained and managed after completion) shall be submitted to and approved by the Local Planning Authority. No surface water shall discharge to the public combined sewer system either directly or indirectly. Surface water must be disposed of in the most sustainable means possible, which must be evidenced by the designer. The approved scheme only shall be implemented prior to the first occupation of the development hereby approved and thereafter maintained and managed in accordance with the approved details.
Reason. To reduce the risk of flooding and ensure the satisfactory treatment of surface water drainage pursuant to Chapter 10 of the National Planning Policy Framework - Meeting the Challenge of Climate Change, Flooding and Coastal Change and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58521

**ADDRESS: Former Red Bridge Inn
Bury Old Road, Ainsworth**

Planning, Environmental and Regulatory Services 1:1250

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Bury
COUNCIL

58521

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5





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REV.D 08/11	UPDATED	SP
REV.C 04/14	UPDATED	EE
REV.B 05/14	UPDATED	RL
REV.A 03/14	UPDATED	RL
REV.	DATE	NOTES

CLIENT / PROJECT
 NICK HOWCROFT
 BURY OLD ROAD
 BURY

DRAWING TITLE
 THE HAMLET AT AINSWORTH
 PROPOSED SITE PLAN

STATUS		PLANNING	
DATE	DRAWN	SCALE @ A2	
NOV 14	SP	1:200	
PROJECT NUMBER	UNIT / BLOCK	CL / F/R	TYPE & NUMBER
			REVISION LETTER
9624			

DRAWING NO. 9624 **L07** **D**

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ARCHITECTS
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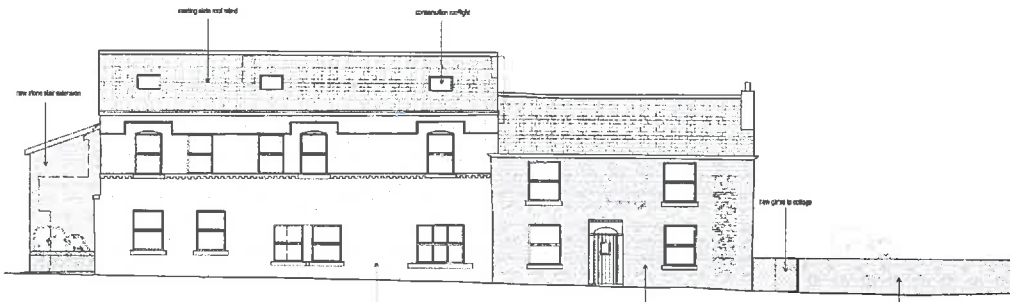
RCG architects

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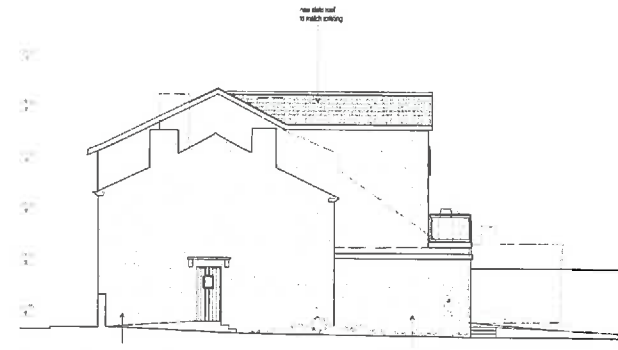
DATE REVISED: 2014

BY: [Name]

REASON: [Reason]



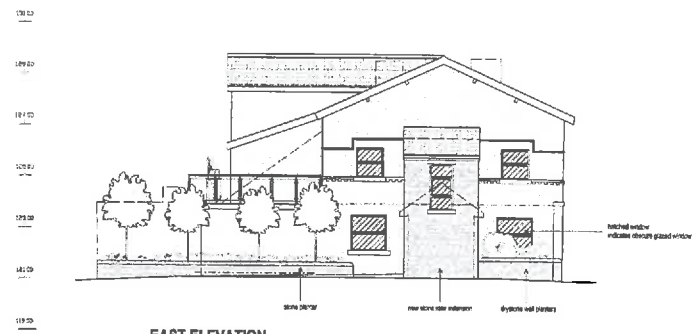
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



SIMPLIFIED SOUTH ELEVATION WITHOUT EXISTING OPENINGS

REV	DATE	NOTES
01	02/12/14	Drawn
02	03/12/14	Revised

CLIENT: PUBLIC
 NICK HOWCROFT
 BURY OLD ROAD
 BURY
 CONVEYOR: 10112
 THE HAMLET AT AINSWORTH
 PROPOSED ELEVATIONS
 (PM CONVERSION)
 DRAWN BY: PLANNING

DATE	DRAWN	SCALE
NOV '14	EZ	1:100

NO	BY	DATE
01	02/12/14	02/12/14
02	03/12/14	03/12/14

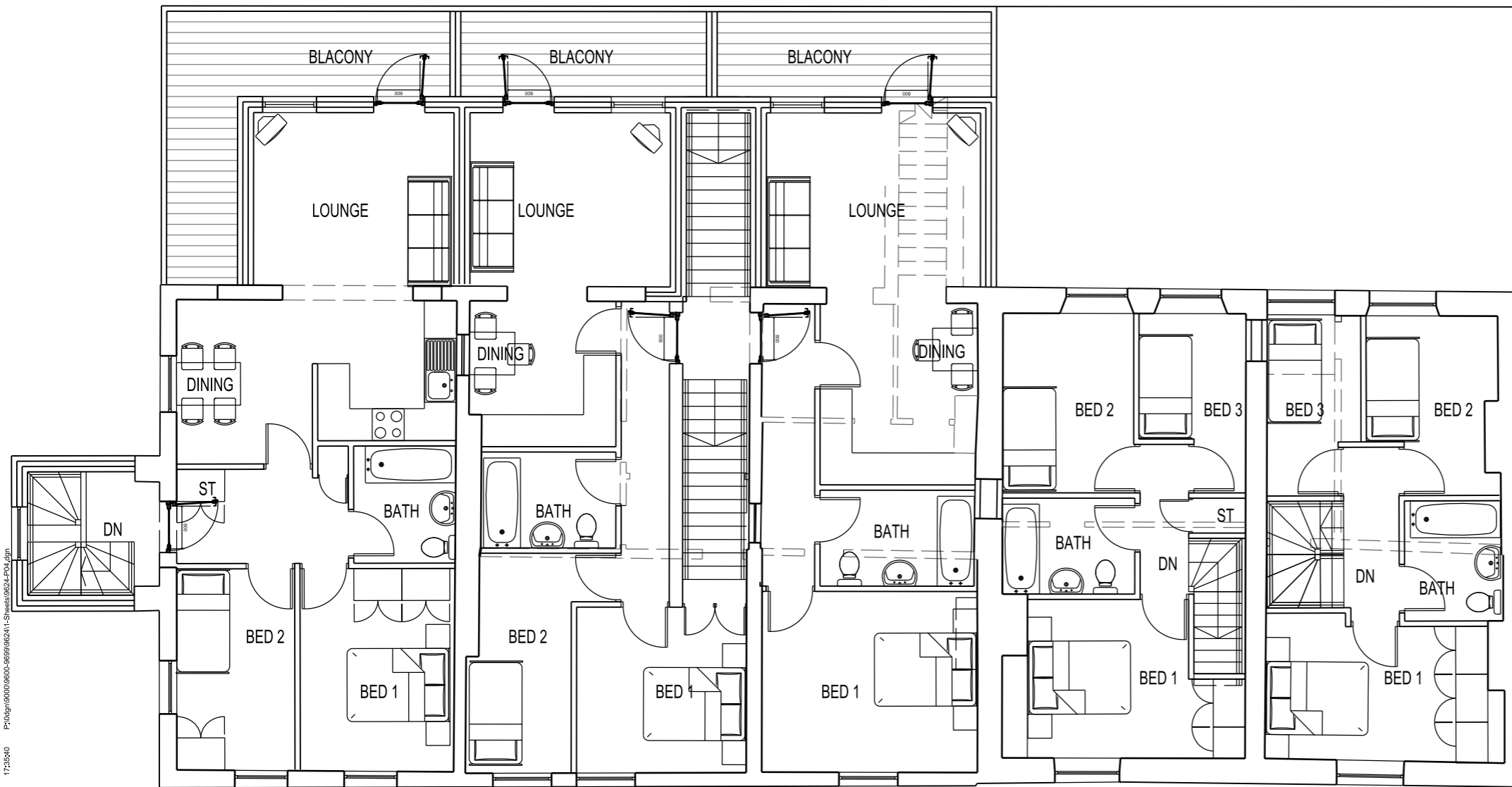
0624 E11 A

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 BURY
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REV.A 07.11.14 WINDOWS ALTERED	RSL
REV. DATE	NOTES
	INIT.

CLIENT / PROJECT
NICK HOWCROFT
BURY OLD ROAD
BURY

DRAWING TITLE
THE HAMLET AT AINSWORTH
PROPOSED FIRST FLOOR PLAN
(PH CONVERSION)

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
MAY'14	RSL	1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.
9624 **P04** **B**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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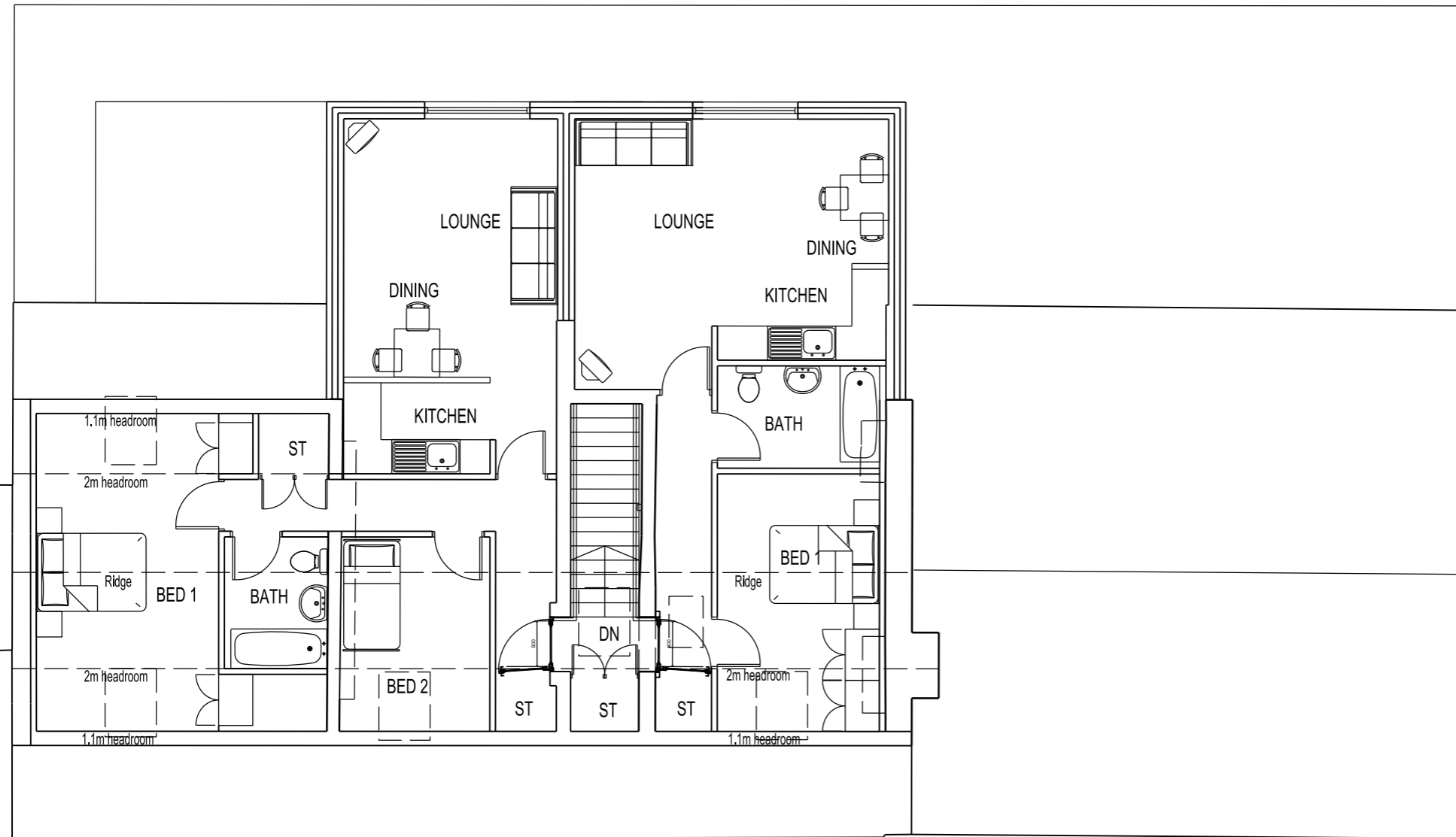


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 Bury old road - Bury
 smita.patel

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A 02.12.14 Windows adjusted SP

REV. DATE NOTES INIT.

CLIENT / PROJECT

**NICK HOWCROFT
BURY OLD ROAD
BURY**

DRAWING TITLE

**THE HAMLET AT AINSWORTH
PROPOSED SECOND FLOOR PLAN
(PH CONVERSION)**

STATUS

PLANNING

DATE MAY'14 DRAWN RSL SCALE @ A3 1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.

9624 P05 A

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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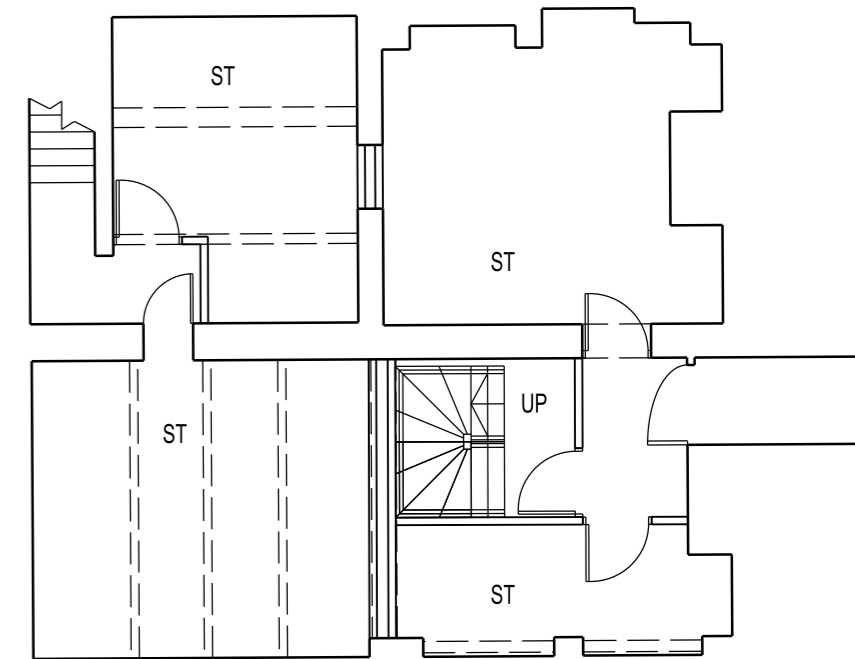
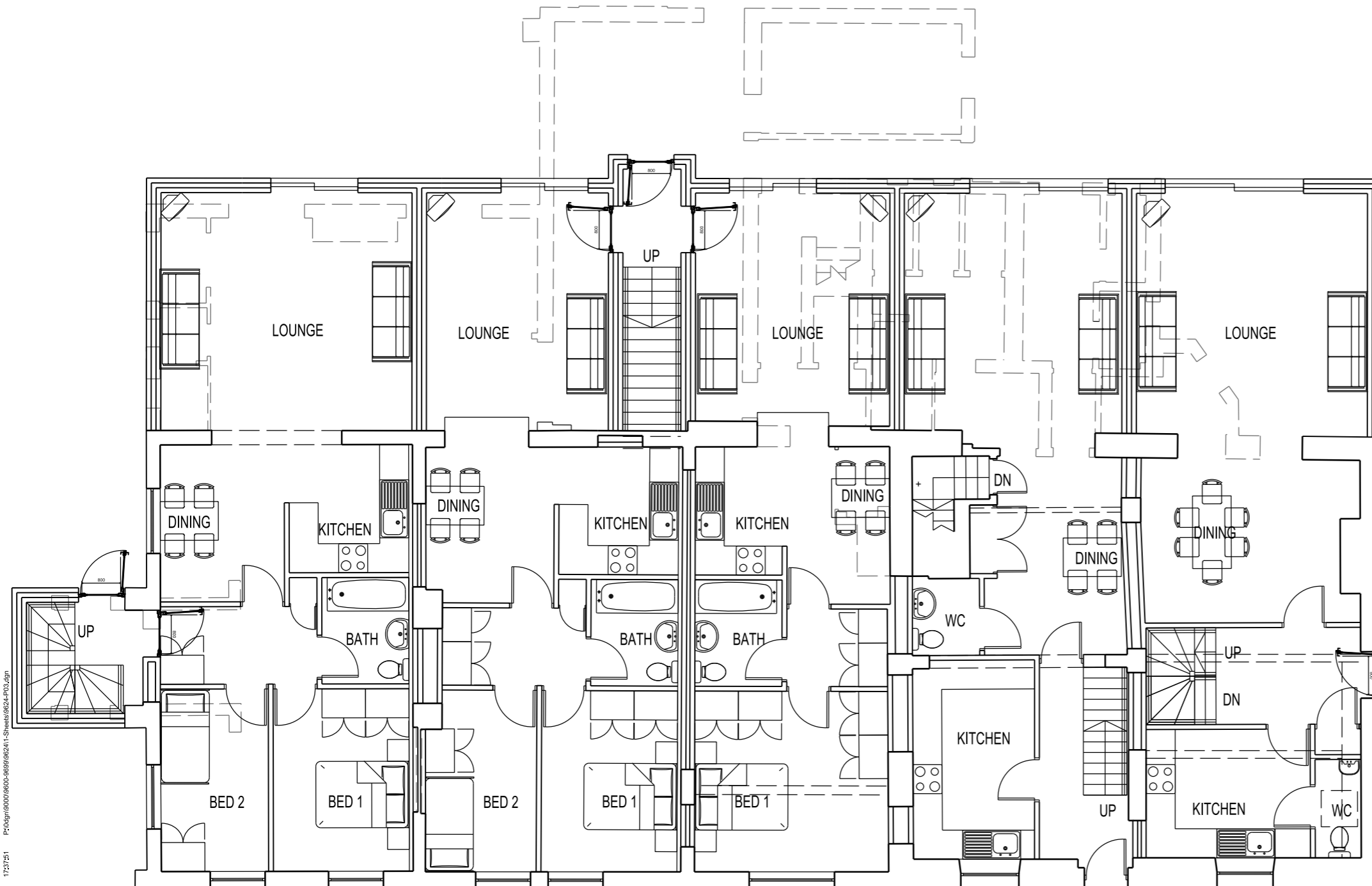
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Dotted line indicates structure to be removed



Basement Plan

REV.B 02.12.14	WINDOWS ALTERED	SP
REV.A 07.11.14	WINDOWS ALTERED	RSL
REV. DATE	NOTES	INIT.

CLIENT / PROJECT
NICK HOWCROFT
BURY OLD ROAD
BURY

DRAWING TITLE
THE HAMLET AT AINSWORTH
PROPOSED FLOOR PLAN
(PH CONVERSION)

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
MAY'14	RSL	1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
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DRAWING NO.
9624 **P03** **B**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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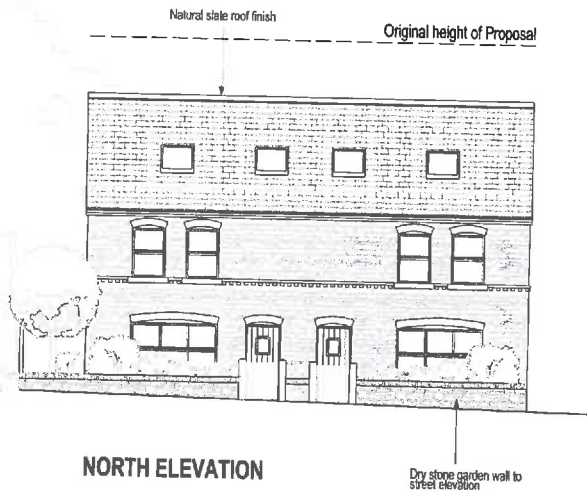
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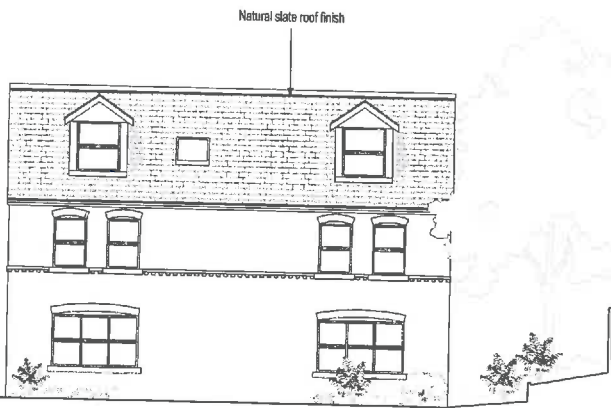
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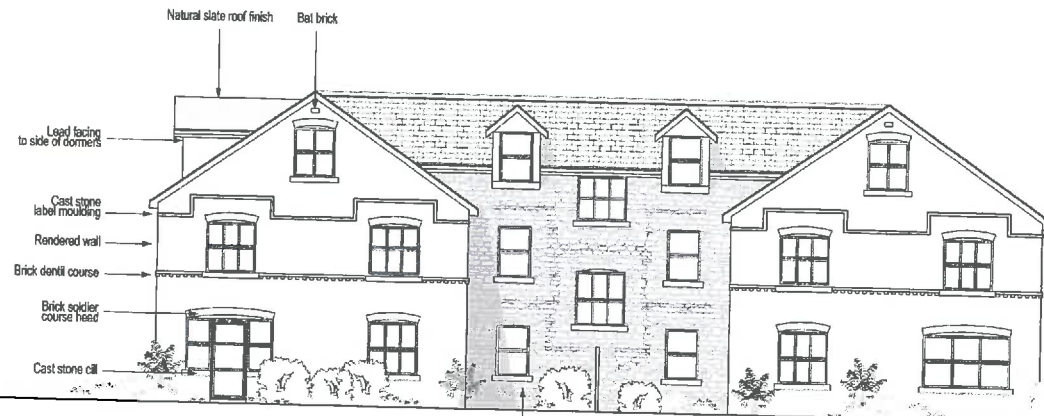
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

REV. DATE NOTES INT.

CLIENT / PROJECT

NICK HOWCROFT

BURY OLD ROAD

BURY

DRAWING TITLE

THE HAMLET AT AINSWORTH

PROPOSED ELEVATIONS

(NEW BUILD)

STATUS

PLANNING

DATE DRAWN SCALE @ A2

DEC '14 EZ 1:100

PROJECT NUMBER DATE CHECK DRAWING CODE TIME & NUMBER REVISION

DRAWING NO

9824 E15

Site Location Plans L CA Plans P Drawings D

Sections S Details D Pref. Colour C

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LONDON W15 6LJ

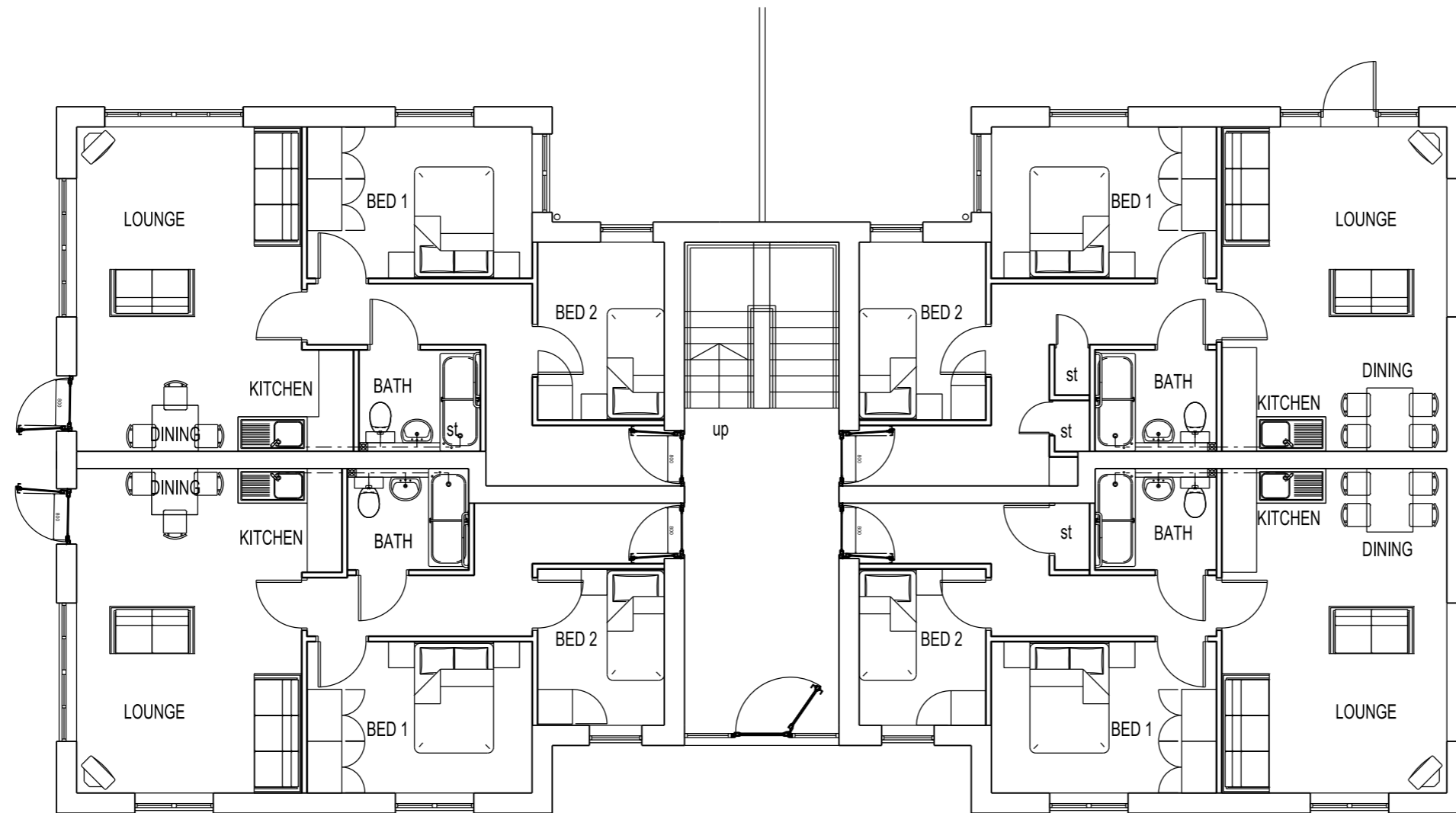
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GROUND FLOOR

A	01.12.14 Change in layout	INIT.
REV.	DATE	NOTES
		INIT.

CLIENT / PROJECT
NICK HOWCROFT
BURY OLD ROAD
BURY

DRAWING TITLE
THE HAMLET AT AINSWORTH
PROPOSED GROUND FLOOR PLANS
(NEW BUILD)

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
NOV'14	RSL	1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER
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DRAWING NO.
9624 **P12** **A**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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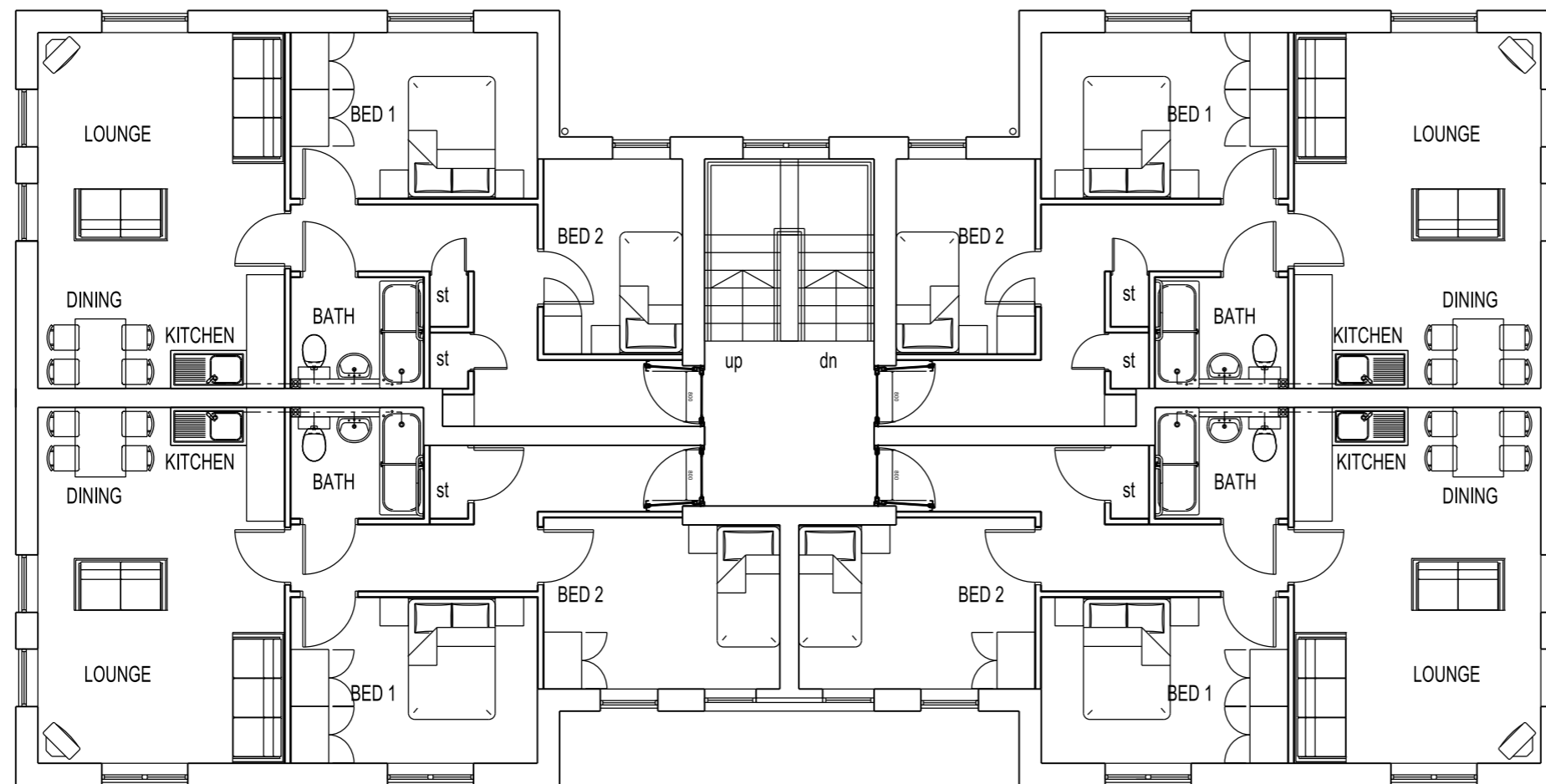
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FIRST FLOOR

REV.	DATE	NOTES	INIT.

CLIENT / PROJECT
NICK HOWCROFT
BURY OLD ROAD
BURY

DRAWING TITLE
THE HAMLET AT AINSWORTH
PROPOSED FIRST FLOOR PLANS
(NEW BUILD)

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
NOV'14	RSL	1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.
9624 **P13** -

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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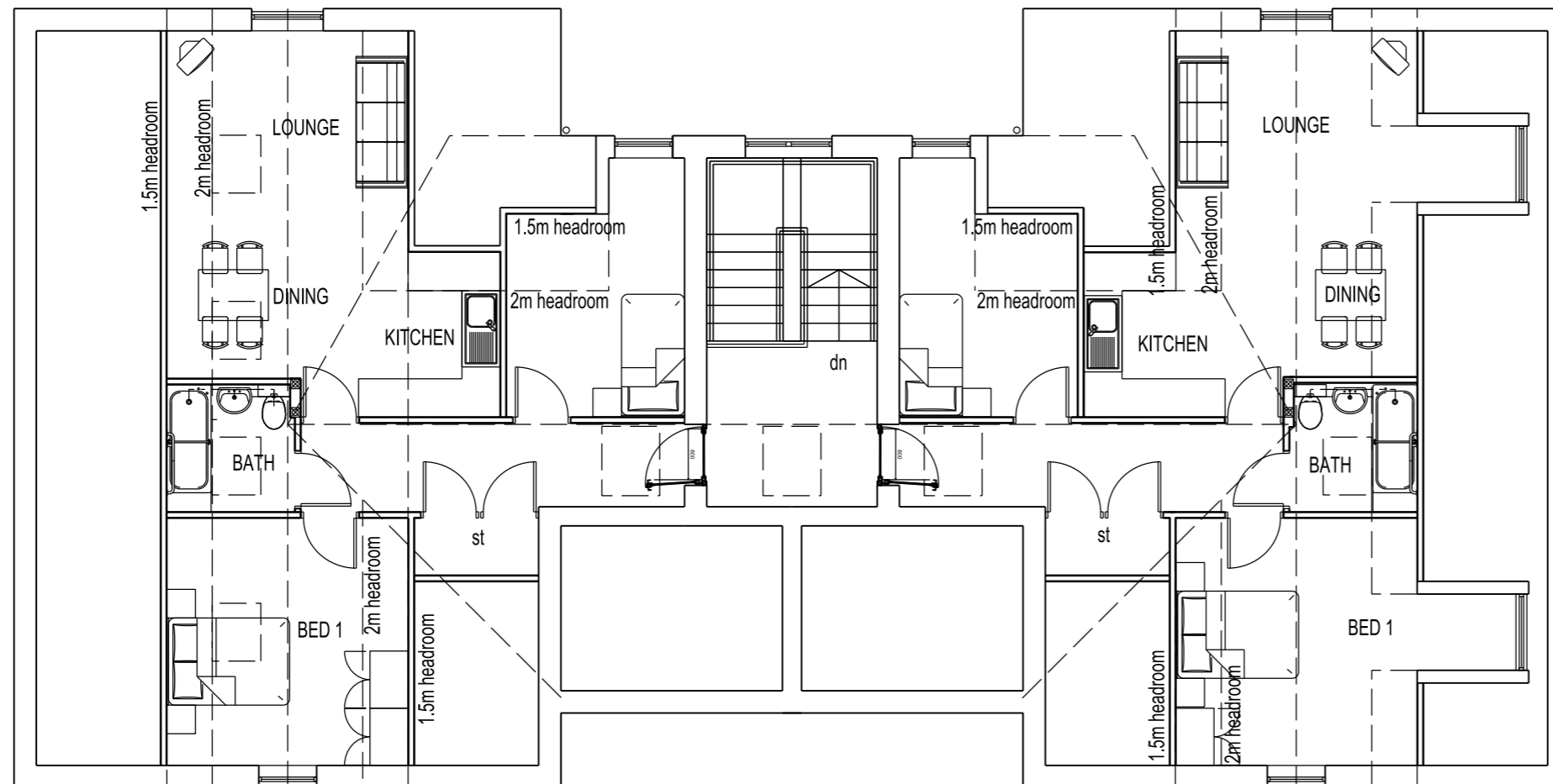
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SECOND FLOOR

REV.	DATE	NOTES	INIT.

CLIENT / PROJECT
NICK HOWCROFT
BURY OLD ROAD
BURY

DRAWING TITLE
THE HAMLET AT AINSWORTH
PROPOSED SECOND FLOOR PLAN
(NEW BUILD)

STATUS
PLANNING

DATE	DRAWN	SCALE @ A3
DEC '14	EZ	1:100

PROJECT NUMBER	UNIT / BLOCK	CI / SFB CODE	TYPE & NUMBER	REVISION LETTER

DRAWING NO.
9624 **P15**

Site Location Plans	L	GA Plans	P	Elevations	E
Sections	S	Details	D	Prefix Colour	C

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Ward: Prestwich - St Mary's

Item 02

Applicant: Mr Richard Kendrick

Location: 8 Warwick Street, Prestwich, Manchester, M25 3HN

Proposal: Change of use from beauty salon at ground floor and flat at first floor (Class C3) to mixed use cafe bar (Class A3) and Community Activity Facility (Class D1); Access/fire exit at rear; External roller shutters.

Application Ref: 58558/Full

Target Date: 27/05/2015

Recommendation: Approve with Conditions

Description

The application site is a 2 storey building which is located within Prestwich Town Centre. The current use of the building is a beauty/tan/tone salon at ground floor and residential flat at first floor. The salon is accessed directly off Warwick Street and the flat via a separate entrance at the side and through a small yard which is currently used to store bins. There is restricted on street parking on Warwick Street.

To the east are commercial premises (a restaurant and printers), to the north a public car park and to the west a building currently under construction for residential development. Opposite are residential flats with dedicated parking in front.

The application seeks a change of the building from a beauty salon to a cafe bar (Class A3) and community activity (Class D1), the provision of an access at the rear and external roller shutters. The proposed cafe bar would be located at ground floor level and the community room at first floor. The proposed access would take the form of a new door on the rear elevation, which would open onto a footpath adjacent to the car park. The proposed external roller shutters would be located on the proposed door and the windows at ground floor level.

Relevant Planning History

01574/E - Proposed change of use to become a licensed coffee bar business - Enquiry completed 15/10/2014

51372 - Change of use to beauty and fitness. - Approve with Conditions 22/07/2009

Publicity

The neighbouring properties were notified by means of a letter on 10 April 2015.

2 petitions were received, containing 95 and 16 signatures respectively and raised the following issues:

- Against Tan and Tone closing to be converted to a cafe/bar/bistro.

4 letters were received from the occupiers of 5, 8 Warwick Street, which have raised the following issues:

- The proposal will have an impact upon parking availability, which is a headache for local residents in Warwick Street.
- There are a large number of cafe bars within a small area.
- The owner of tan and tone has spent a number of years building up her clientele and we feel that there is no room for another eating establishment.
- The owner of tan and tone will have no alternative but to close the business.
- There are a number of cafe bars in Prestwich, but few beauty salons.

- The proposed development would be in close proximity to existing properties and a development, which is not yet complete.

The neighbouring properties were re-notified of an amended description on 26 May 2015. 1 letter has been received, which has raised the following issues:

- Wish to object to yet another eatery and alcohol establishment in Prestwich.
- The road is busy and parking is limited.

The objectors have been notified of the Planning Control Committee meeting.

Consultations

Traffic Section - No objections.

Environmental Health - Pollution Control - No objections, subject to the inclusion of a condition relating to a scheme for the dispersion of fumes and odours.

Waste Management - Comments awaited.

Design for security - Comments awaited.

Unitary Development Plan and Policies

EN1/2	Townscape and Built Design
EN1/8	Shop Fronts
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/1	Atmospheric Pollution
S1/2	Shopping in Other Town Centres
S2/1	All New Retail Proposals: Assessment Criteria
S2/3	Secondary Shopping Areas and Frontages
S2/6	Food and Drink
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
CF1/1	Location of New Community Facilities
TC2/2	Mixed Use Development
Area	The Longfield Centre/Bury New Road
PR1	
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
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) and 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 Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle - The NPPF recognises town centres as the heart of their communities and seeks to pursue policies to support their vitality and viability and promote competitive town centres. It advocates provision of customer choice and diverse shopping facilities which reflect the individuality of town centres, and acknowledges the importance that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.

Policy S1/2 states that the Council will seek to maintain and strengthen the retail roles of Ramsbottom, Radcliffe and Prestwich town centres.

Policy S2/3 states that within secondary areas of town centres, the Council will seek to maintain retailing as the predominant land use at ground floor level. Proposals for change of

use or redevelopment within these areas will be assessed on their merits and by taking into account the following factors:

- the design and appearance of the proposed frontage;
- the maintenance or provision of a display window at ground floor level, where appropriate;
- whether the proposals would give rise to disturbance or nuisance.

Policy S2/6 states that the Council in considering all proposals which involve cafes, will have regard to the following factors:

- the amenity of nearby residents by reason of noise, smell, litter and opening hours;
- whether or not the proposal would result in an over concentration of uses, which could adversely change the nature or character of the centre as a whole;
- parking and servicing;
- provision for the storage and disposal of refuse and litter;
- the environmental impact of any flues and/or ducting.

Policy CF1/1 states that proposals for new and improved community facilities will be considered with regard to the following factors:

- impact upon residential amenity and the local environment;
- traffic generation and car parking provision;
- the scale and size of the development;
- access to shops and other services;
- the suitability of the chosen location in relation to the community;
- accessibility by public and private transport;
- the needs and requirements of the disabled.

Area PR1 states that the Council will encourage and support proposals for retailing and other appropriate ancillary uses.

The proposed development involves the change of use of a beauty salon (*sui generis*) and flat to a cafe bar (ground floor) with a community room (at first floor). Policy S2/3 seeks to maintain retailing as the use at ground floor level. The existing use of the building is classed as *sui generis* and as such, the proposed development would not lead to a loss of a retail unit. The shop front would be retained and the proposed use and opening hours of 08.00 to 23.00 would ensure a high level of activity, bringing people to the centre. As such, the proposed cafe bar use would introduce diversity and therefore, would enhance the vitality and viability of the town centre and would be in accordance with Policies S1/2, S2/3 and S2/6 of the Bury Unitary Development Plan.

The proposed community room would be located at first floor level and it is envisaged that it would be used for exhibitions and classes. The proposed development would be located within the town centre and would be accessible by public and private transport. The scale of the proposed development at 58 square metres would be conservative. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy CF1/1 of the Bury Unitary Development Plan.

Design and layout - The only external alterations are the proposed roller shutters to the front elevation and a door on the rear elevation. The proposed door would be located at ground floor level and would open onto the pavement adjacent to the car park. The proposed roller shutters would be located at ground floor and the design would be controlled by a condition with the intention to be permeable to maintain intervisibility. Therefore, the proposed development would not be a prominent feature within the streetscene and would be in accordance with Policies EN1/2 and CF1/1 of the Bury Unitary Development Plan.

Fumes - It is not proposed to cook hot food on the premises. The majority of the food served would be cold (such as sandwiches, snacks and the like) or heated up on domestic type appliances, and as such there would be no undue smells or fume pollution which would necessitate any external extraction systems. As such, the impact on the occupiers of nearby

residents and businesses from cooking smells would be relatively insignificant.

Noise - The proposed cafe bar would be open from 08.00 to 23.00 on Mondays to Saturdays. There is a printing shop opposite and the nearest residential properties would be located 18 metres away. There are other uses in the area, which are permitted to be open until 23.00. Given that the proposed development would be located within a town centre and there are other uses open at 23.00, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties in terms of noise and activity. Therefore, the proposed development would be in accordance with Policies CF1/1 and EN7/2 of the Bury Unitary Development Plan.

Highways issues - The proposed development would be accessed from Warwick Street. The proposed development would not provide any off-street parking. However, the current use operates without any off-street parking. The proposed development is located within the town centre and has good access to public transport. The Traffic Section has no objections to the proposal. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies CF1/1 and HT2/4 of the Bury Unitary Development Plan.

Response to objectors

The issues relating to parking and the impact upon neighbouring properties have been addressed in the report above. The issue of competition is not a material consideration and cannot be taken into account.

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 Paragraphs 186-187 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 the drawings received on 10 April 2015 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 listed.
3. No roller shutters shall be installed unless and until details of the design of the roller shutters has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented.
Reason. In the interests of visual amenity pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and EN1/8 - Shop Fronts.
4. The use hereby permitted shall not be open to customers outside the following times:

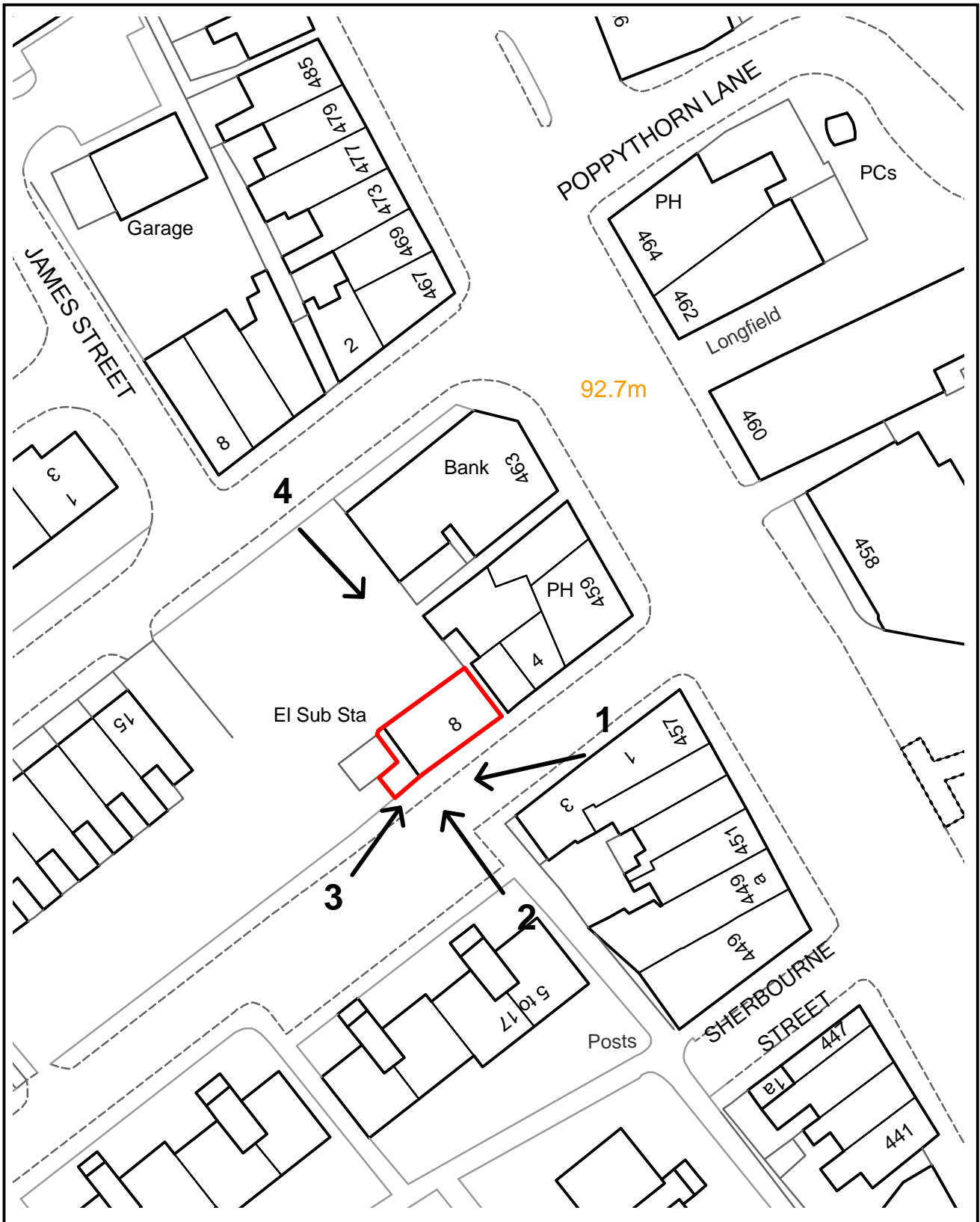
08.00 to 23.00 - Mondays to Saturdays

09.00 to 22.00 - Sundays and Bank Holidays

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies CF1/1 - Location of Community Facilities and S2/6 – Food and Drink of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58558

ADDRESS: **8 Warwick Street**
Prestwich

Planning, Environmental and Regulatory Services **1:1250**

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Bury
COUNCIL

58558

Photograph 1



Photograph 2



Photograph 3

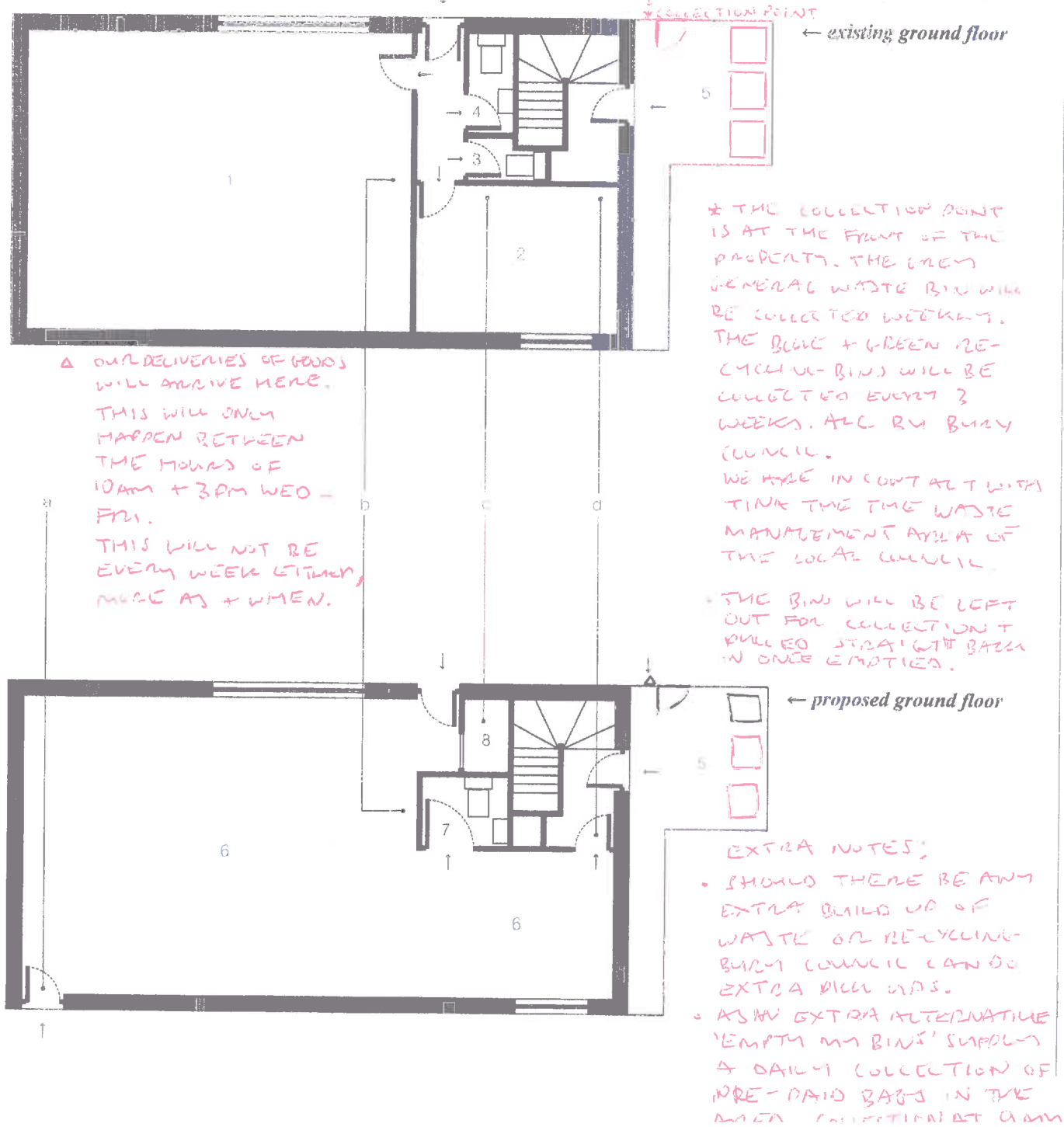


Photograph 4



BIN STORAGE

□ BINS (GENERAL WASTE, GLASS) + PLASTIC & PAPER + CARDBOARDS)



project

proposed remodelling of 8 Warwick Street, Prestwich, Manchester

drawing title

existing ground floor and proposed ground floor plan

scale

1:100

date

april 2015

existing spatial layout

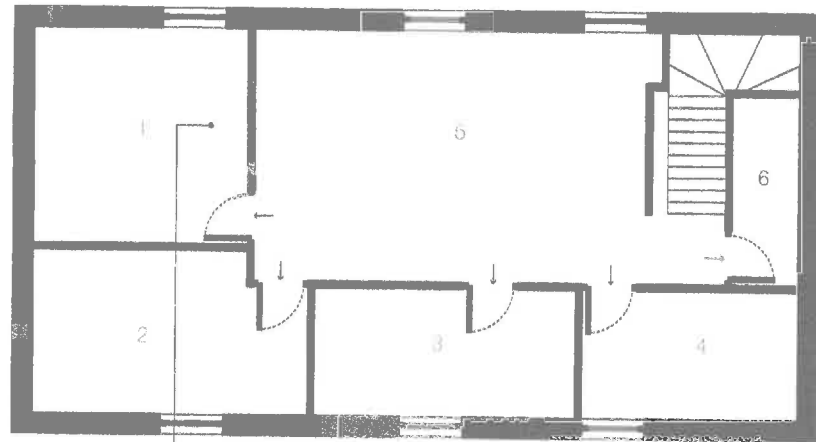
1. showroom
2. store
3. w.c
4. w.c
5. courtyard

proposed spatial layout

5. courtyard
6. bar and seating area
7. disabled w.c
8. storage space

proposed structural alterations

- a. removal of existing solid masonry wall [approx. 1200mm] from side and insertion of external door and dwarf lite [approx. 2440x800mm]
- b. removal of existing and insertion of new internal stud partition and doors
- c. removal of existing and insertion of new drainage, plumbing and electrical services
- d. removal of existing and insertion of new internal stud partition and door



← existing first floor

project

proposed remodelling of 8 Warwick Street
Prestwich, Manchester

drawing title

existing first floor and proposed first floor
plan

scale

1:100

date

april 2015

existing spatial layout

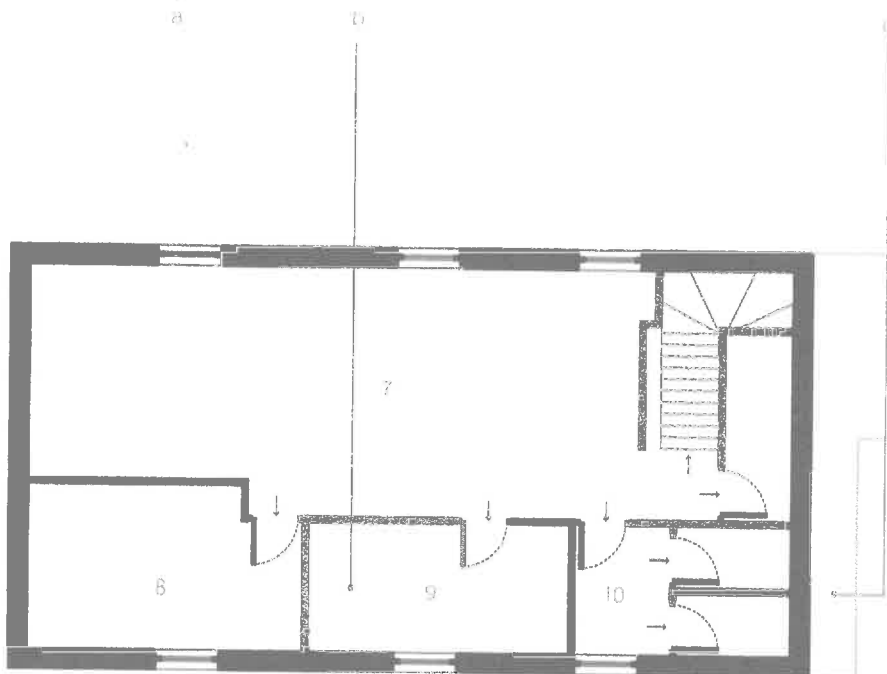
- 1. bedroom
- 2. bedroom
- 3. kitchen
- 4. bath & w.c
- 5. lounge
- 6. storage

proposed spatial layout

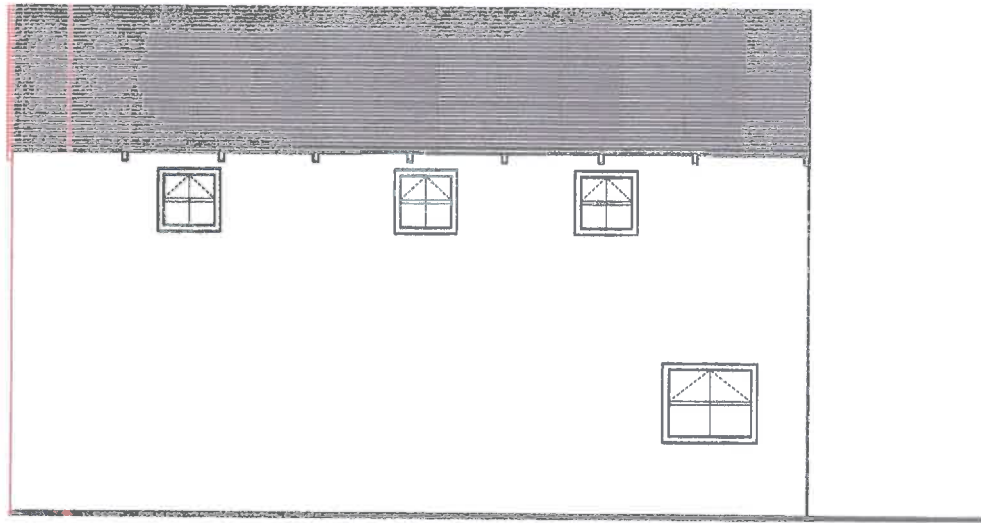
- 7. bar and seating area
- 8. office
- 9. kitchen
- 10. w.c x 2
- 11. storage

proposed structural alterations

- a. removal of existing internal stud partition and door
- b. insertion of new drainage, plumbing and electrical services
- b. insertion of new internal stud partition and doors and drainage, plumbing and electrical services



← proposed first floor



← *existing rear*

project

proposed remodelling of 8 Warwick Street,
Prestwich, Manchester

drawing title

existing building rear and proposed building
rear elevations

scale

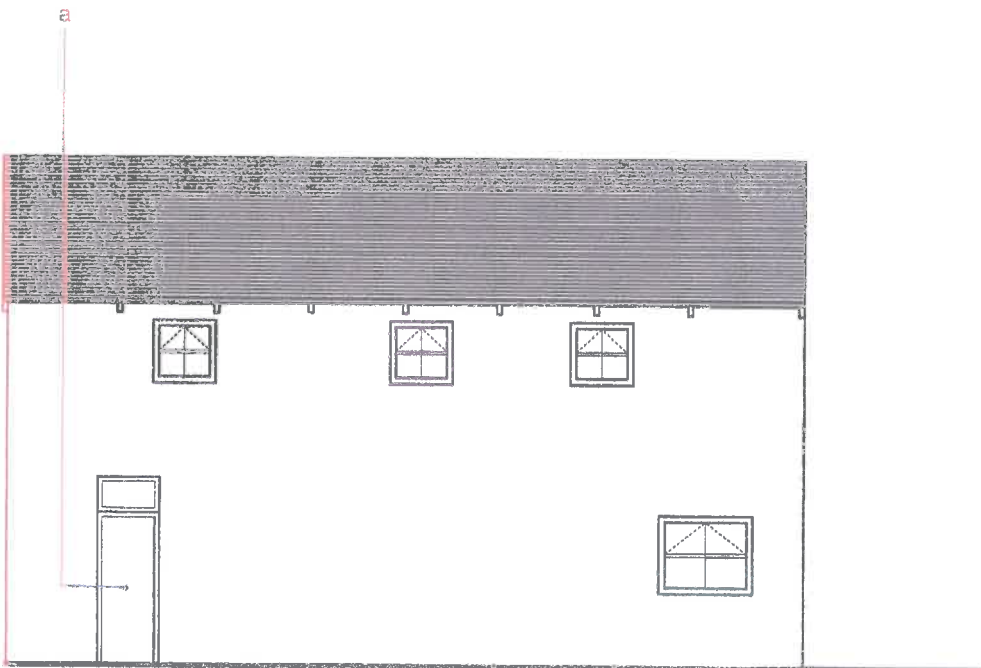
1:100

date

april 2015

proposed structural alterations

a. removal of existing solid masonry wall [approx.
1200mm] from side and insertion of external
door and dwarf lite [approx. 2440x800mm]



← *proposed rear*

Ward: Bury East - Redvales

Item 03

Applicant: Bury Council - Dept of Communities & Wellbeing

Location: Grundy Day Care Centre, Wellington Road, Bury, BL9 9AH

Proposal: Change of use of day centre to a mixed use day care centre, hairdressers (A1) and cafe (A3)
(to be open to members of the public)

Application Ref: 58653/Full

Target Date: 02/07/2015

Recommendation: Approve with Conditions

Description

The site relates to a day care centre which is located on the outskirts of Bury town centre and provides a facility for members of the community receiving social care.

The building is located side-on to the main road with the main entrance positioned on the east elevation with a car park for 6 cars and a turning area directly in front. There is also parking to the rear of the building for 10 cars, which is allocated as Protected Recreation Provision in the Urban Area under UDP Policy RT1/1 and which extends beyond the site to the west. There are two accesses into the site both off Wellington Road which lead to the car parks.

The application is for a change of use of part of the building which seeks to allow members of the public to use the existing cafe and hairdressing salon which are currently only for users of the centre.

Hours proposed are Monday to Friday 9am to 4.30pm for the hairdressers and 9am to 5pm for the cafe.

Relevant Planning History

00978/E - Use of land as car park - Enquiry completed 30/11/2011

Publicity

26 letters sent on 8/5/2015 to properties at Nos 97, 99, 101,103, 196,200, 204, Wellington Road; 20,21,22,23 Shortlands Avenue, 7,9,11,15,17, 19,21,23,183,185,187,189,191,193,195, Parkhills Road.

One letter of objection received from No 20 Shortland Avenue which raises the following issues:

- Car parking is at a premium in this area due to the colleges and council's car parking charges with many of the surrounding streets residential parking only;
- Shortlands Avenue is not residential parking and already parked on by members of Grundy staff and college students - Will 28 spaces be sufficient for staff, service users and proposed customers of the cafe and hairdressers;
- Will the car park gates be closed before the cafe/restaurant close as happens at present?

The objector has been informed of the Planning Control Committee meeting.

Consultations

Traffic Section - No objection subject to condition.

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
HT2/4	Car Parking and New Development
RT1/1	Protection of Recreation Provision in the Urban Area
CF1	Proposals for New and Improved Community Facilities
CF1/1	Location of New Community Facilities
SPD11	Parking Standards in Bury

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) and 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 Policy 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.

Policies - CF1/1 - Location of New Community Facilities acknowledges the benefits these offer all members of the community. Regard for new proposals will be given to the following factors - impact on residential amenity and the local environment, traffic generation and parking, scale and size of the development, access to nearby facilities, suitability of the location in relation to the local area, and accessibility by transport.

Use - The vision for the future of the day centre is for it to become a community hub, to provide valuable community resources for local people, rather than being perceived as isolated centres solely for people receiving social care.

In this instance, the proposal would make available the existing cafe and hairdressing salon to members of the public.

There would be no increase in floorspace of either use and no additional staff employed as a result of opening it out to the public. The uses propose daytime only, between the hours of 9am and 5pm which would be within the existing opening hours of the centre.

It would be located within an existing established residential area within accessible distance to nearby facilities.

There would not be a significant increase in the scale and size of the existing uses, and subject to parking and access, which are discussed in more detail below, the proposal is considered to be acceptable and comply with CF1/1.

Parking - There are currently 5 equivalent full time members of staff employed in the cafe and hairdressers combined, and there would be no increase in staffing as a result of the development. As such, there would be no requirement to provide additional parking in this respect.

However, it is recognised that whilst not encouraged, future public users of the cafe and hairdressers may access the site by private car.

There are 16 spaces on site for use by staff members and visitors, as well as a turning circle and spaces for buses to drop off and pick up. The site is located just outside the town centre, within walkable distance to public transport and within an established residential area. As a community asset, it is envisaged that the facilities are more likely to be used by local people, who would either walk or use public transport.

The proposal would not result in an increase in any floorspace to the cafe or hairdressers and it is considered the development would be relatively small scale in comparison to what is currently catered for. It is anticipated that there would not be a significant number of members of the

public who would visit the centre at the same time. Hairdressers tend to operate by a booking system only, and as such numbers of patrons could be controlled.

Given the scale of the proposed uses and the location of the centre within a residential area, close to public transport, the current parking provision is considered to be acceptable and would comply with HT2/4 - Car Parking and New Development.

In the future, it is proposed to incorporate a head office for the care element facility and with this in mind, improve the car parking provision available on site. This would be submitted as a separate planning application as and when it is needed. The proposed layout plan annotates the area for information purposes only.

Response to objection - The issues raised regarding parking have been covered in the above report.

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 Paragraphs 186-187 of the National Planning Policy Framework.

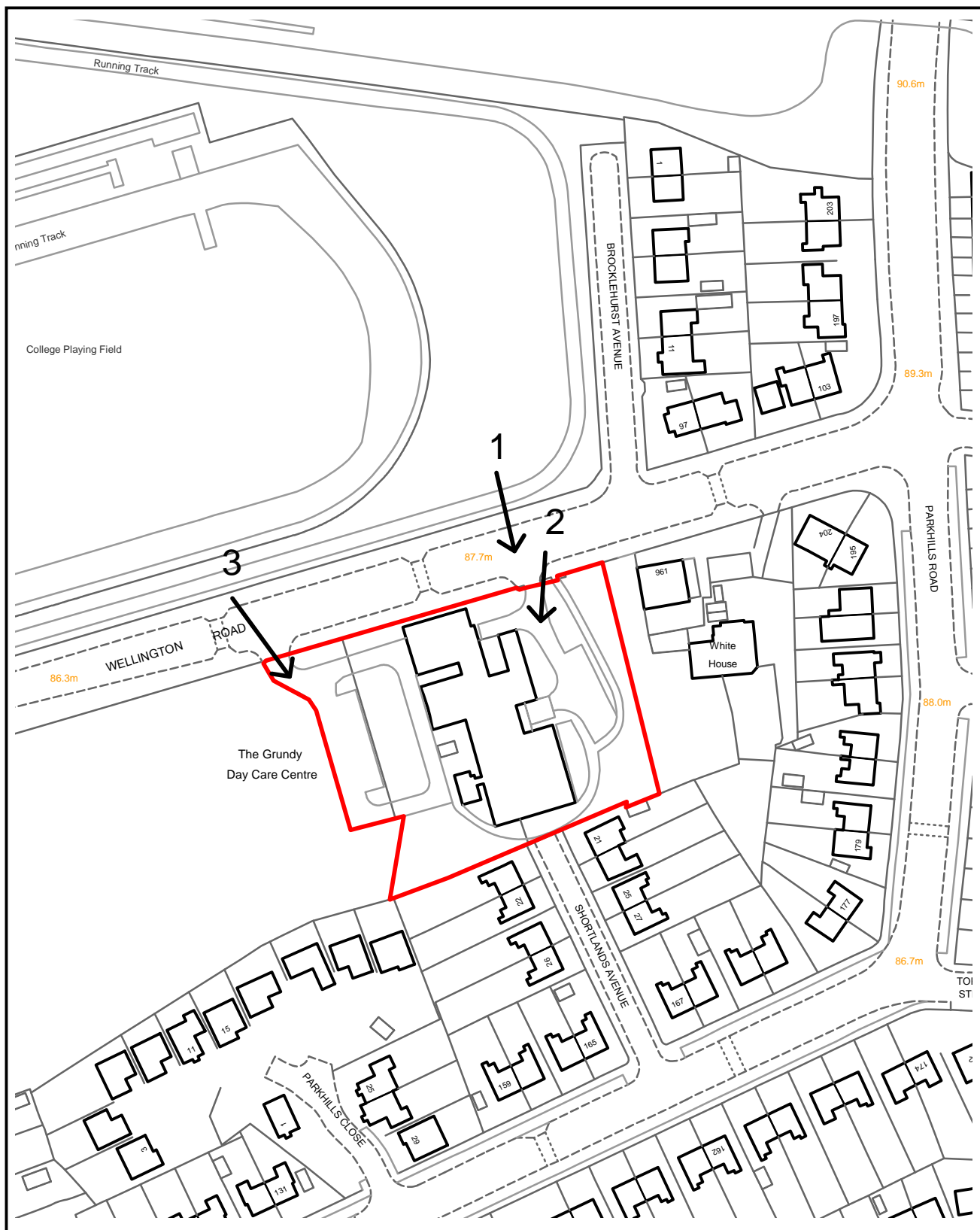
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings - Location Plan with annotated parking detail received 8/5/2105; Red edge site location plan received 21/4/2015; cafe layout GM 090215; Hairdressing salon layout GM 090215 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 listed.
3. The use hereby permitted shall not be open to customers outside the following times: 09.00 to 17.00 Monday to Friday.
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies CF1/1 - Location of New Community Facilities of the Bury Unitary Development Plan.
4. The car parking indicated on the approved plans shall be maintained and made available for use.
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.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58653

ADDRESS: Grundy Day Care Centre
Wellington Road
Bury

Planning, Environmental and Regulatory Services 1:1250

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58653

Photo 1

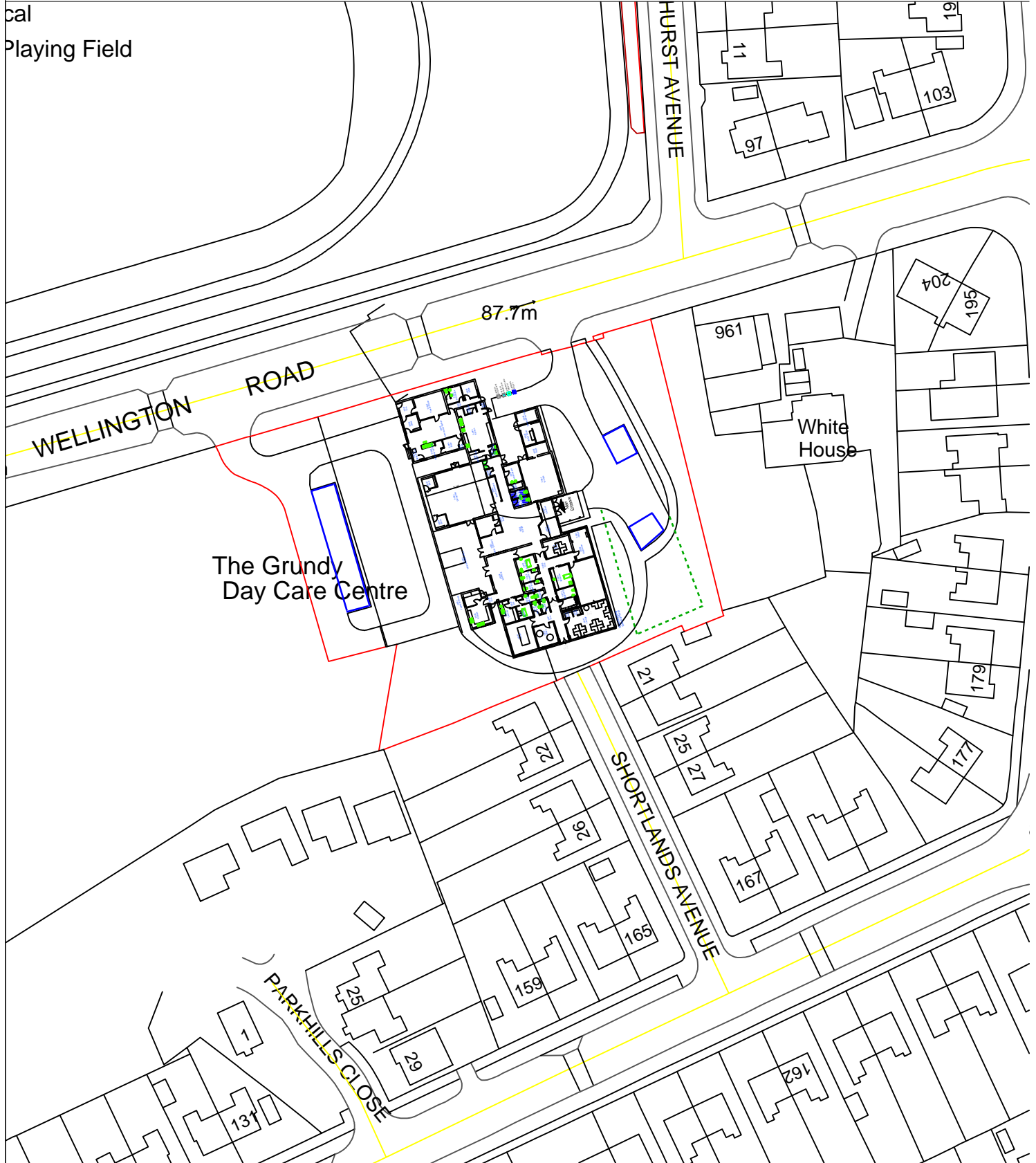


Photo 2



Photo 3





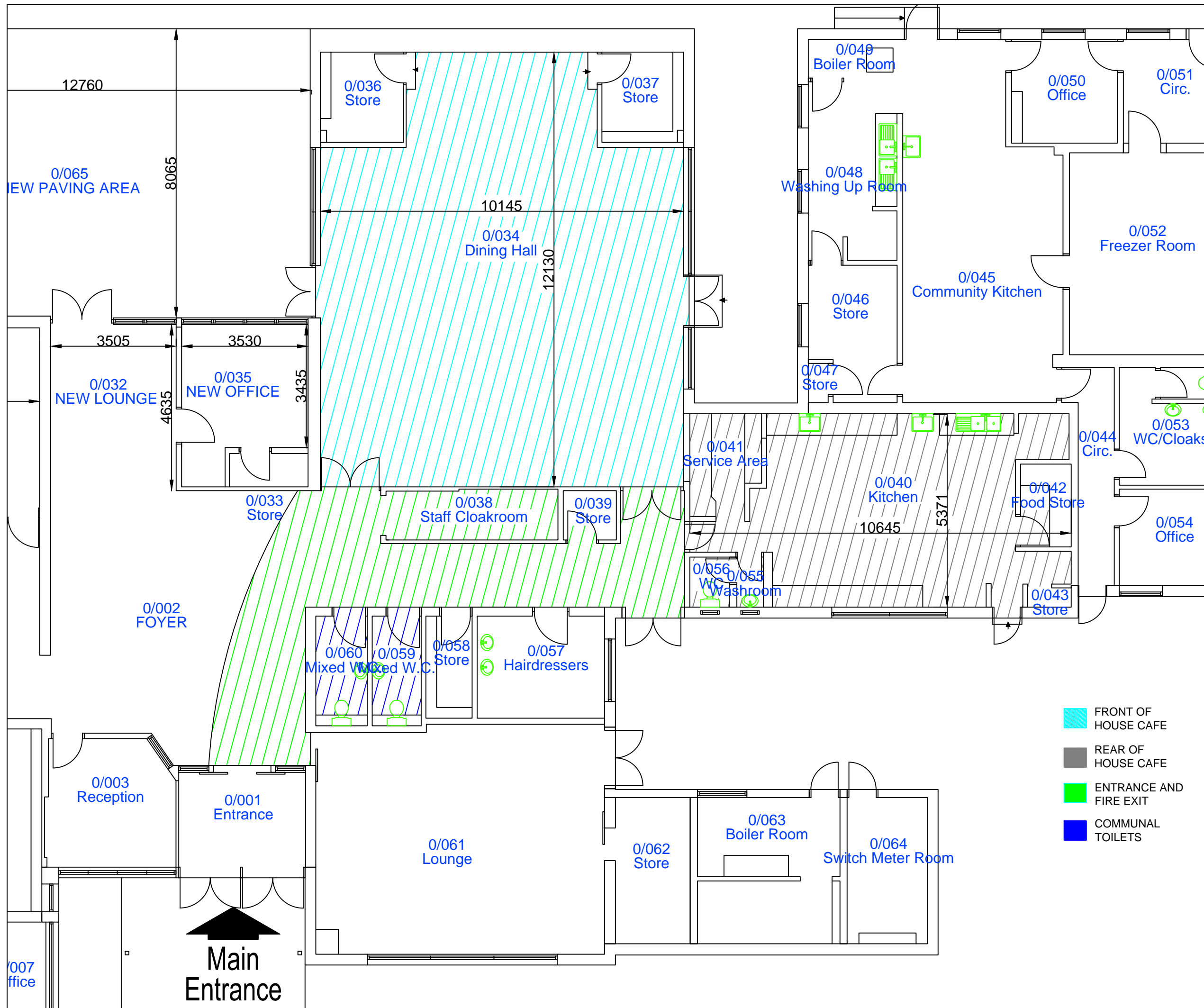
PROJECT TITLE:	DRAWING TITLE:
GRUNDY DAY CENTRE WELLINGTON ROAD BURY	LOCATION PLAN
DRAWN BY: GM	DATE: MAY 2015
CHECKED BY:	DATE:
SCALE: 1:1250	

**Environment and
Development Services**
Architectural Services

3 Knowsley Place,
Duke Street,
Bury, Lancs BL9 0EJ



Tel: 0161 253 5390
Fax: 0161 253 6193
Web: www.bury.gov.uk



- FRONT OF HOUSE CAFE
- REAR OF HOUSE CAFE
- ENTRANCE AND FIRE EXIT
- COMMUNAL TOILETS

preliminary issue

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Bury | Prestwich | Radcliffe | Ramsbottom | Tottington | Whitefield

PROJECT TITLE:
 GRUNDY DAY CARE CENTRE
 WELLINGTON ROAD
 BURY

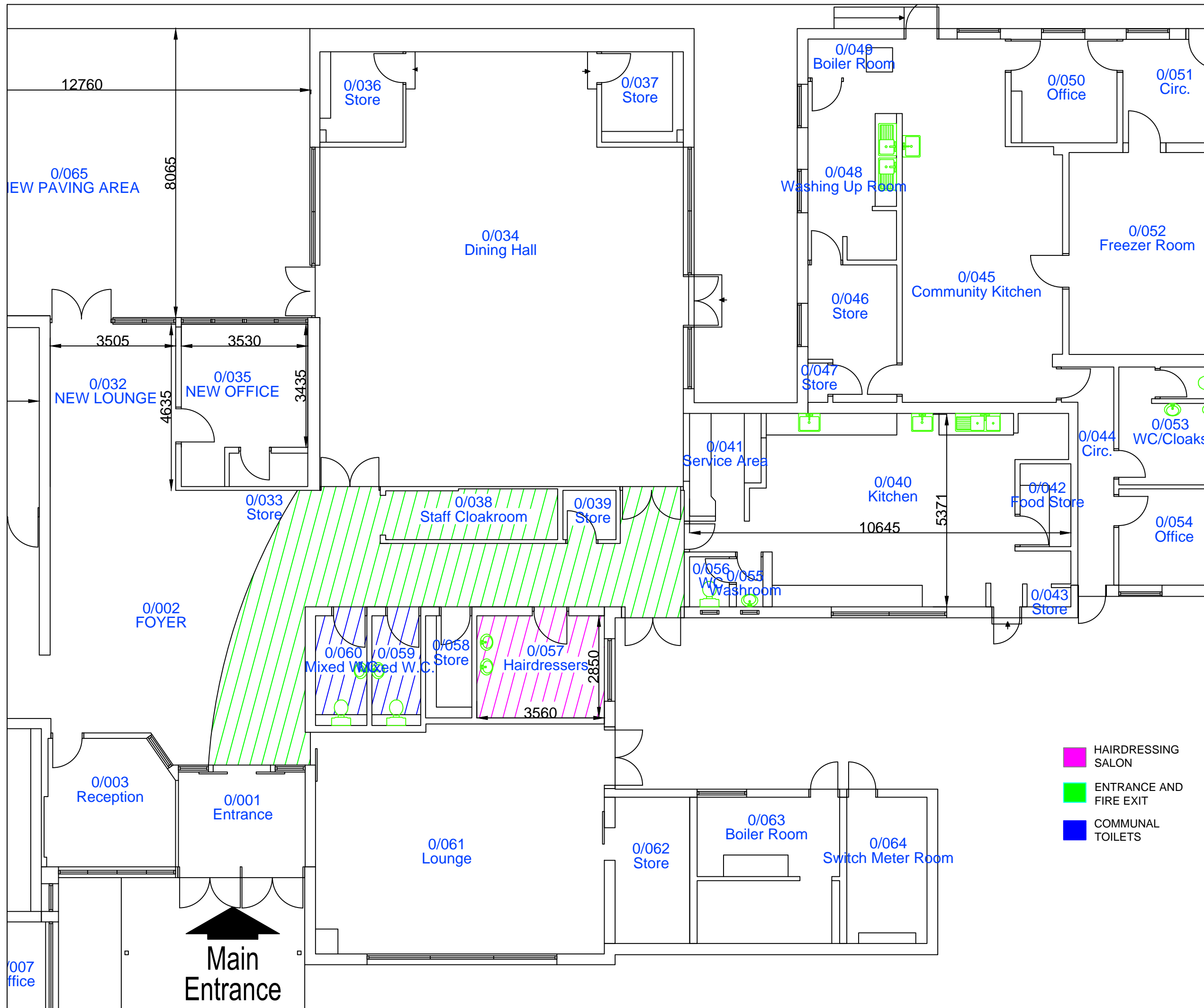
DRAWING TITLE:
 CAFE LAYOUT

DRAWN BY: GM	DATE: Feb 15	ISSUE NUMBER:
CHECKED BY:	DATE:	DATE OF ISSUE:

SCALE: 1:100 @ A3

DRAWING NUMBER:
 GM 090215

DEPT	CODE	DRAWING REF.	REV
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Buisness Rates

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Bury | Prestwich | Radcliffe | Ramsbottom | Tottington | Whitefield

PROJECT TITLE:
 GRUNDY DAY CARE CENTRE
 WELLINGTON ROAD
 BURY

DRAWING TITLE:
 HAIRDRESSING SALON LAYOUT

DRAWN BY: GM	DATE: Feb 15	ISSUE NUMBER:
CHECKED BY:	DATE:	DATE OF ISSUE:

SCALE: 1:100 @ A3

DRAWING NUMBER:
 GM 090215

DEPT	CODE	DRAWING REF.	REV
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Ward: Ramsbottom and Tottington -
Ramsbottom

Item 04

Applicant: Mr C Daubney

Location: 56-58 Bridge Street, Ramsbottom, Bury, BL0 9AQ

Proposal: Change of Use to ground floor of property only - from A1 (Shop) to A3 (Cafe) Some internal alterations to accommodate new licensed premises

Application Ref: 58668/Full

Target Date: 23/06/2015

Recommendation: Approve with Conditions

Description

The application relates to a late Georgian building circa 1840, which is a prominent stone built Grade II Listed Building set within the Ramsbottom Conservation Area. It is 3 storey in height fronting onto Bridge Street, reducing to single storey at the rear on Silver Street. The ground floor has double fronted display windows to both elevations, with the main entrance to the shop on Bridge Street and principal access to the flats above is through a side door off Silver Street. There is a hardstanding area at the rear between the shop premises and the row of shops on Princes Court, which is within the applicant's ownership and used for parking.

The premises operates as an A1 retail shop use at the ground floor, with the upper floors in separate residential use.

The application seeks the change of use of the ground floor from a retail shop (Class A1) to a cafe (Class A3). The Design and Access Statement states that internally the rear of the premises would predominantly act as an 'overspill' area from the front cafe and could be made available for community use.

The food would be prepared off site and delivered daily, comprising mainly cold food which would need little kitchen and preparation space and not require any external extraction systems.

Hours proposed are 8am to 10pm daily.

The bin store would be located at the rear of the building in the existing car park area.

There are no proposed changes to the external appearance of the building and access to the cafe would be off Bridge Street as existing.

The upper floors would be retained in residential use and accessed via the existing Silver Street entrance.

Relevant Planning History

51889 - Listed building consent for removal of canopy, repair to shop front beam, replacement fascia to shop front and render finish to tiled piers between shopfronts - Approve with Conditions 27/11/2009

58377 - Change of use of shop (Class A1) to 2 No. cafe/bars (Class A3/A4) - Withdrawn 10/4/2015.

58470 - Listed Building Consent for Change of use from shop (Class A1) to 2 no. cafe/bars (Class A3/A4) - Withdrawn 10/4/2015.

58669 - Listed building consent for change of use of ground floor from shop (Class A1) to

cafe (Class A3) and internal alterations (resubmission) - concurrent application

Publicity

59 letters sent on 29/4/2015 to properties on Bridge Street, Princess Court Silver Street, Prince Street, Silver Street, Union Street, Market Place, Bolton Street and Crow Lane.

Site notice posted 8/5/2015.

Press advert in the Bury Times 7/5/2015.

Three letters of objection received from Nos 52A Bridge Street, 2 Silver Street, 36 Adderstone Mansion which raises the following issues:

- Living in a flat adjacent, have concerns regarding personal safety;
- Concern the shared back yard at the rear would become a noisy thoroughfare for deliveries at all times, or become a smoking area;
- Anti social behaviour;
- Noise and disturbance with loud music until 2-3am;
- Such establishments already well catered for in Ramsbottom;
- Building is not suitable for a cafe which is quite large with big display windows;
- In the centre of Bridge Street better suited to stocking goods;
- Would need extensive redevelopment not in keeping with its status as a Listed Building;
- Damage to the character and atmosphere if the change of use allowed;
- Only outside area is a small car park at the rear;
- Frequent deliveries would block either Bridge Street or Silver Street;
- Bin store not an appropriate location - rotting food would become a health hazard to local residents;
- Silver Street is proposed as the fire exit - this would need to be kept clear at all times but is a narrow footway;
- The application assumes a drinks license has been granted - aware is still undecided;
- The change of use would not be an asset or beneficial to Ramsbottom;
- Already a smaller cafe next door -not sensible to have 2 together;
- Ramsbottom already well served by cafes - lack of retail in the area;
- Proposal does not have alot to offer;
- Although no live music proposed, could still be noise issues from equipment;
- The alcohol licence applied for states no entertainment so there is a contradiction there anyway;
- The Design and Access statement that the back room will be used mainly for overspill (3.5) and the entrance in Silver Street for emergency and residential use is not credible;
- The advert consent for 2 signs shows separate names - obviously a plan to run with 2 premises;
- Greatest benefit to this area of Ramsbottom if this application is refused in its entirety and the premises remains as A1 use. All of the other shops, cafes and bars in this area will likely lose custom if we keep losing our A1 retail outlets.

The objectors have been informed of the Planning Control Committee meeting.

Consultations

Environmental Health Pollution Control - No objection subject to a condition regarding soundproofing and control of hours of operation. There are no proposals to erect any external ventilation systems.

Unitary Development Plan and Policies

Area	Bolton Street/Bridge Street
RM3	
EN1/2	Townscape and Built Design
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN2/3	Listed Buildings
S1/2	Shopping in Other Town Centres
S2/1	All New Retail Proposals: Assessment Criteria

S2/2	Prime Shopping Areas and Frontages
HT5/1	Access For Those with Special Needs
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
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) and 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 Policy 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.

Policies - The NPPF recognises town centres as the heart of their communities and seeks to pursue policies to support their vitality and viability and promote competitive town centres. It advocates provision of customer choice and diverse shopping facilities which reflect the individuality of town centres, and acknowledges the importance that needs for retail, leisure, office and other main town centre uses are met in full and are not compromised by limited site availability.

The premises sit within the Prime Shopping Area of Ramsbottom town centre and within a Prime Shopping Frontage that extends from No 28 to 58 Bridge Street.

UDP Policy S2/2 states that within Prime Shopping Areas identified in the Borough's town centres, the Council will seek to maintain retailing (Class A1) as the predominant land use at ground floor level. Proposals for change of use or redevelopment within these areas will be assessed on their merits and by taking account the following factors:

- a) the design and appearance of the proposed frontage;
- b) the maintenance or provision of a display window at ground floor level, where appropriate;
- c) access for the mobility impaired, where appropriate and through negotiation with the developer;
- d) whether the proposal will give rise to disturbance or nuisance.

The proposal does not involve any changes to the design and appearance of the building, and the display window and access would be maintained as existing. As an A3 use operating daytime and evening only, it is considered the use would not give rise to excessive noise or disturbance (see below) and as such would not conflict with criteria a) to d) of Policy S2/2.

In addition, Policy S2/2 states that where a proposal would lead to more than 10% of any identified shopping frontage being in non-retail use (Class A1), the Council will also take into account the following factors:

- e) the location and prominence of the proposal within the prime shopping frontage;
- f) the number, distribution and proximity and other premises in non-retail (Class A1) use with planning permission for such uses;
- g) the particular nature and character of the use proposed, including the level of activity associated with it.

The identified frontage currently includes more than 10% non-A1 uses (22%) and the proposal would lead to a slight increase in this (34%). However, in general, it is considered that the frontage is well served by a good dispersal of A1 uses, given that the premises would operate during the daytime, and would be active throughout the day and generate footfall within the town centre.

Consequently, it is considered that the proposed use would continue to provide footfall and

business to the area which would in turn contribute to the vitality and viability of the town centre, and as such be in compliance with the principles of the NPPF.

Residential amenity - The premises are situated on a busy main road in a town centre location where there is already ongoing activity from shoppers, visitors and residents alike during both the day and at night. Cafes/restaurants are uses which are expected to be located within town centres. As a daytime use, it is considered that a cafe would not cause any more noise or disturbance than a shop or any other cafe which operates in the town. Whilst the use would create more footfall and activity to the area at later hours, it is considered the position of the premises on a main road, with continual traffic movement and the comings and goings of people already patronising existing eateries and drinking establishments, the proposal would not generate undue additional noise and disturbance to local residents.

It is not proposed to cook hot food on the premises. The majority of the food served would be cold (such as sandwiches, snacks and the like) or heated up on domestic type appliances, and as such there would be no undue smells or fume pollution which would necessitate any external extraction systems. Impact on the occupiers of nearby residencies and businesses from cooking smells would therefore be relatively insignificant.

The scale of the operation would be such that deliveries would only be 2-3 times a week, made during the daytime by a transit sized van, which would have a dedicated parking space adjacent to the bin store at the rear of the property. This is considered to be an acceptable arrangement.

In terms of impact of the hours of operation on the residential occupiers of the flats above, the applicant proposes 8am to 10pm. These hours are not uncommon within town centres and likewise not uncommon to find commercial premises with residential accommodation above, in such locations. As a town centre location, residents should also expect there to be more activity in these areas, and at later times of the day.

The hours of operation up to 10pm are therefore considered to be reasonable.

However, it would be reasonable to include a condition to ensure that soundproofing to a Building Regulations standard is carried out between the units and the apartments above, to ensure and maintain amenity.

An application to the Licensing department would be required for the sale of alcohol from the premises, who operate under separate legislation and would have the power to control any noise and disturbance complaints should they arise.

As such, given measures could be controlled and enforced by condition and licensing, the negligible food odours, and the proposed opening hours, it is considered that the use would not be significantly detrimental to the occupiers of nearby residential properties or business operators, and would be in compliance with UDP Policy EN7/2 - Noise Pollution, EN7/1 Atmospheric Pollution and S2/2 - Prime Shopping Areas and Frontages.

Visual amenity - There are no proposed alterations to the external appearance of the building. Consideration of impact on the historic character of the Listed Building and Conservation would be considered in application reference 58470.

Access - Access into the cafe would be maintained off Bridge Street. There is already a small step up into the building off Bridge Street and as there are no proposals to make any alterations to the entrance, the existing situation is considered to be acceptable.

There would be a separate access to the flats off Silver Street.

Bin storage - This would be located to the rear of the premises in the existing courtyard/parking area, and would be readily accessible for collection by the Waste

Management Team.

Response to objectors -

- The application proposes opening hours until 10pm and not 2am.
- There are no proposed external alterations that would harm the character of the Listed Building. Internal alterations would be minimal and not be detrimental to the fabric of the building.
- The bin store area would be within the applicant's ownership and accessible for collection purposes.
- Whilst advertisement consent has been granted for 2 signs with different names, this application is for the change of use to one cafe unit.
- The objections which relate to the type of use, deliveries and noise and disturbance have been covered in the above report.

Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

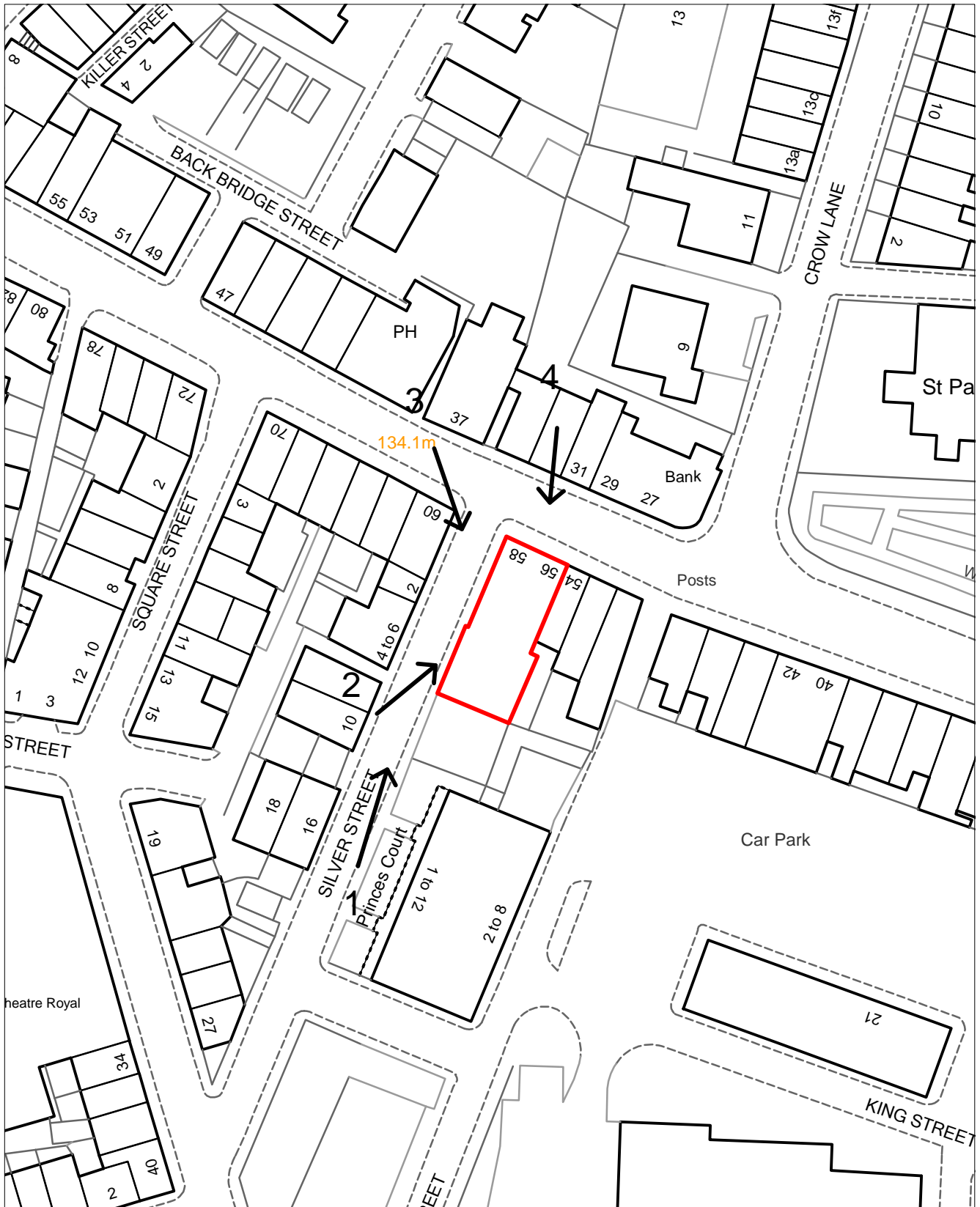
Recommendation: Approve with Conditions

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 Site location plan; Existing ground floor layout and elevations 14/353.01; Proposed ground floor layout 14/353.05; Design and Access Statement April 2015 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 listed.
3. The use hereby permitted shall not be open to customers outside the following times: 08.00 to 22.00 hours daily.
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies S2/2 - Prime Shopping Areas and Frontages and S2/6 – Food and Drink of the Bury Unitary Development Plan.
4. No development shall take place unless and until a scheme to soundproof the floor/ceiling between the ground floor and the first floor flat, which shall be in accordance with standards of construction specified in current Building Regulations, has been submitted to and approved by the Local Planning Authority. Such works that form the approved scheme shall be completed before the development is brought into use.
Reason. To protect the residential amenities pursuant to Bury Unitary Development Plan Policies EN7/2 - Noise Pollution, S2/2 - Prime Shopping Areas and Frontages and S2/6 - Food and Drink.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58668

**ADDRESS: 56-58 Bridge Street
Ramsbottom**



Bury
COUNCIL

Planning, Environmental and Regulatory Services 1:1250

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58668

Photo 1



Photo 2



Photo 3



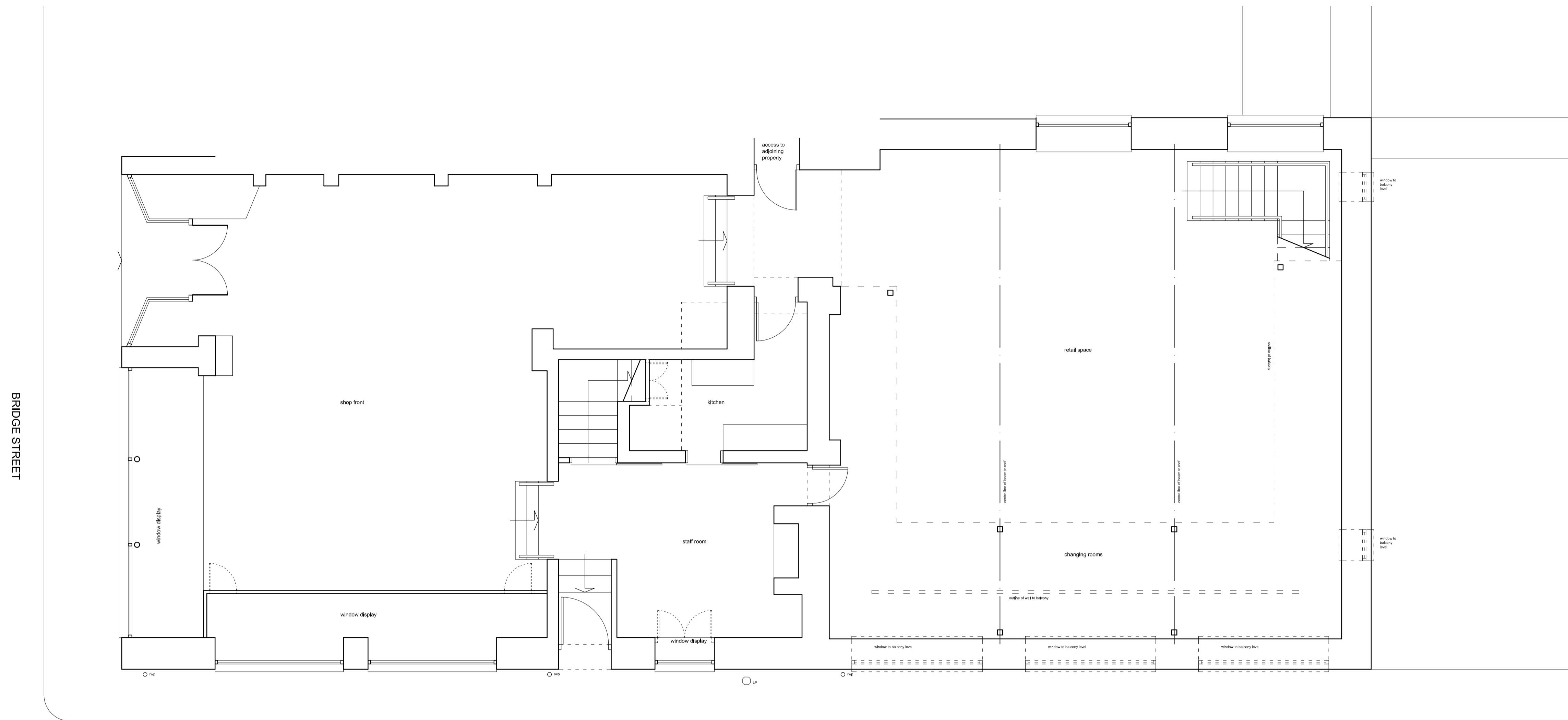
Photo 4



NOTES

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- Contractors to check all dimensions on site prior to commencement of works.
- All works to be carried out in accordance with current statutory Health and Safety Regulations.
- This drawing is to be read in conjunction with all relevant consultants' and / or specialists' drawings / documents and any discrepancies or variations are to be notified to the architect before affected work commences.

REV. AMENDMENTS DATE



EXISTING GROUND FLOOR LAYOUT
1:50

SILVER STREET



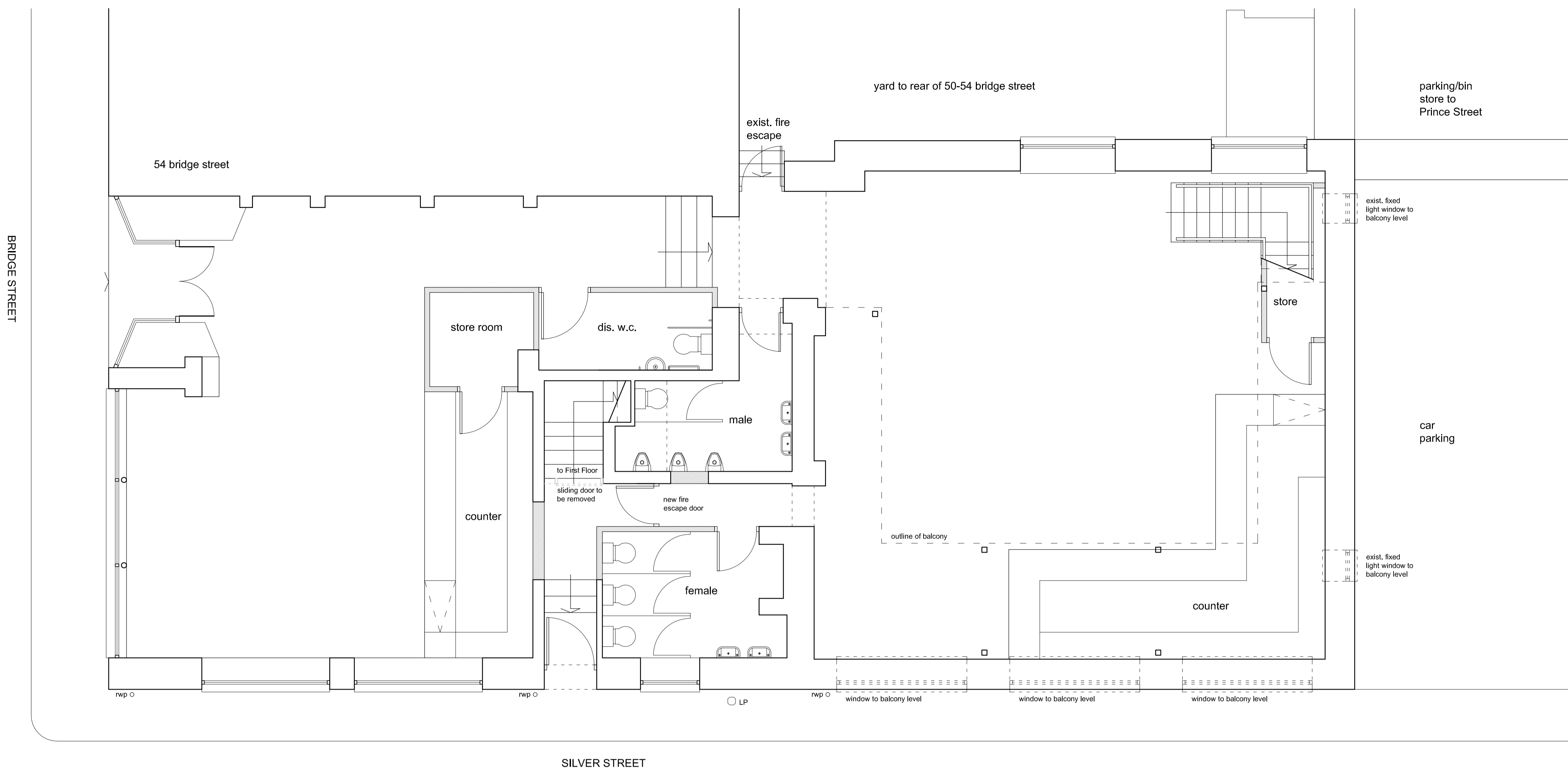
EXISTING FRONT ELEVATION
to BRIDGE STREET
1:100



EXISTING GABLE ELEVATION
to SILVER STREET
1:100

Project	PROPOSED CHANGE OF USE: 58 BRIDGE STREET, RAMSBOTTOM
Drawing	EXISTING GROUND FLOOR LAYOUT & ELEVATIONS
Client	Mr C. DAUBNEY
Dwn. By	CMc
Scale	1:50, 1:100
Drg. No.	14/353.01
Drg. Size	A1
Date	NOVEMBER 2014

JOHN HOLT ARCHITECTS LTD.



- NOTES**
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REV.	AMENDMENTS	DATE
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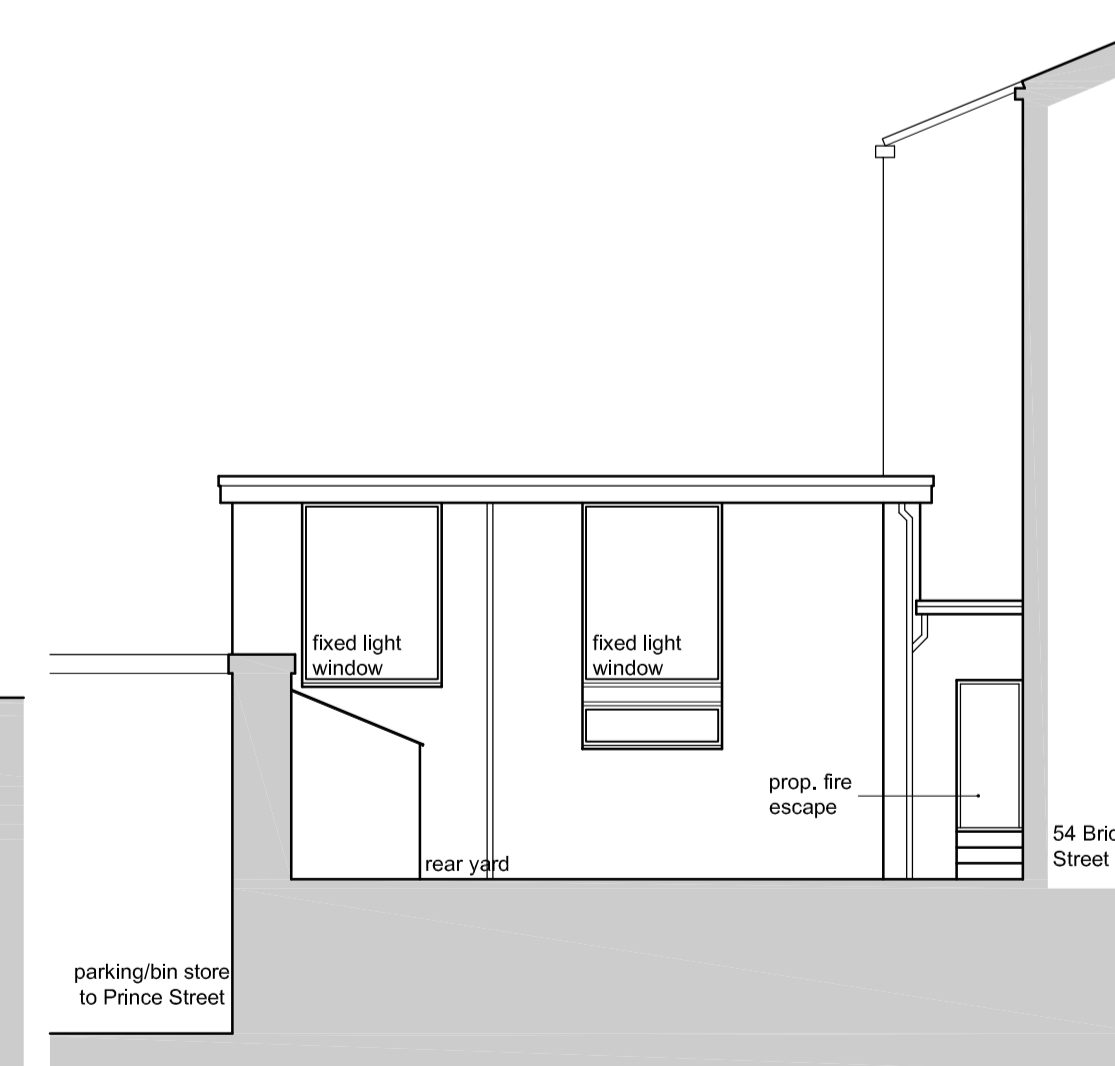
PROPOSED GROUND FLOOR LAYOUT
1:50



PROPOSED FRONT ELEVATION
to BRIDGE STREET
1:100



PROPOSED GABLE ELEVATION
to SILVER STREET
1:100



EXISTING SIDE ELEVATION
to ADJACENT YARD AREA
1:100

Project	PROPOSED CHANGE OF USE: 58 BRIDGE STREET, RAMSBOTTOM
Drawing	PROPOSED GROUND FLOOR LAYOUT
Client	Mr C. DAUBNEY
Dwn. By	CMc
Scale	1:50, 1:100
Drg. No.	14/353.05
Drg. Size	A1
Date	APRIL 2015

JOHN HOLT ARCHITECTS LTD.

Ward: Ramsbottom and Tottington -
Ramsbottom

Item 05

Applicant: Mr C Daubney

Location: 56-58 Bridge Street, Ramsbottom, Bury, BL0 9AQ

Proposal: Listed building consent for change of use of ground floor from shop (Class A1) to cafe (Class A3) and internal alterations arising as a result of application 58668 (resubmission)

Application Ref: 58669/Listed Building
Consent

Target Date: 23/06/2015

Recommendation: Approve with Conditions

Description

The application relates to a late Georgian building circa 1840, which is a prominent stone built Grade II Listed Building set within the Ramsbottom Conservation Area. It is 3 storey in height fronting onto Bridge Street, reducing to single storey at the rear on Silver Street. The ground floor has double fronted display windows to both elevations, with the main entrance to the shop on Bridge Street and principal access to the flats through a side door off Silver Street. There is a hardstanding area at the rear between the shop premises and the row of shops on Princes Court, which is within the applicant's ownership and used for parking.

The premises operates as an A1 retail use at the ground floor, with the upper floors in residential use.

The application seeks Listed Building Consent for the change of use from a retail shop (Class A1) to a cafe (Class A3). There are no proposed alterations to the external appearance of the building and no major structural works internally.

Relevant Planning History

51889 - Listed building consent for removal of canopy, repair to shop front beam, replacement fascia to shop front and render finish to tiled piers between shopfronts - Approve with Conditions 27/11/2009

58377 - Change of use of shop (Class A1) to 2 No. cafe/bars (Class A3/A4) - Withdrawn 10/4/2015.

58470 - Listed Building Consent for Change of use from shop (Class A1) to 2 no. cafe/bars (Class A3/A4) - Withdrawn 10/4/2015.

58668 - Change of Use to ground floor of property only - from A1 (Shop) to 2no A3 (Cafe) Some internal alterations to accommodate new licensed premises - Concurrent application.

Publicity

52 letters sent on 29/4/2015 to properties on 29/4/2015.

Site notice posted 8/5/2015.

Press advert in the Bury Times 7/5/2015.

Three letters of objection received from Nos 52A Bridge Street, 2 Silver Street and 36 Adderstone Mansions which raises the following issues:

- Living in a flat adjacent, have concerns regarding personal safety;
- Concern the shared back yard at the rear would become a noisy thoroughfare for deliveries at all times, or become a smoking area;

- Anti social behaviour;
- Noise and disturbance with loud music until 2-3am;
- Such establishments already well catered for in Ramsbottom;
- Listed Buildings should be respected;
- Can foresee the applicants intention to run a bar would mean the building would sustain damage over a longer term;
- Other non listed buildings around so is not essential to use this one;
- Our Listed Buildings should be used but only allowed by those that respect them, and not businesses that are likely to encourage raucous behaviour - we soon would have no heritage left.

The objectors have been informed of the Planning Control Committee meeting.

Consultations

Historic England

Ancient Monuments Society

Council for British Archaeology

The Georgian Group

Society for the Protection of Ancient Buildings

The 20th Century Society

The Victorian Society (London)

No responses received from the above consultees.

Unitary Development Plan and Policies

Area	Bolton Street/Bridge Street
RM3	
EN1/2	Townscape and Built Design
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN2/3	Listed Buildings
S1/2	Shopping in Other Town Centres
S2/1	All New Retail Proposals: Assessment Criteria
S2/2	Prime Shopping Areas and Frontages
HT5/1	Access For Those with Special Needs
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
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) and 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 Policy 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.

Policies - The NPPF advocates positive strategies for the conservation and enjoyment of the historic environment. Paragraphs 131, 132 and 133 are particularly relevant, citing that local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

EN2/1 - Character of Conservation Areas and EN2/2 - Conservation Area Control policies only support proposals where it can be demonstrated that development would preserve or enhance the special character of the area. The re-use of buildings within Conservation Areas will be encouraged, particularly at upper floor level, with regard had to any likely impact on the character of the immediate area and any need for alterations to the fabric of the building.

EN2/3 - Listed Buildings - The Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features. Consideration will be given to the impact of the proposal on the historic fabric of the building. New uses are often the key for preservation for buildings, especially for buildings which have become wholly or partly redundant. However, new uses must not adversely affect the architectural or historic features and character of such buildings.

Impact on the historic environment - There would be no alterations to the external appearance of the building, and as such, in terms of physical appearance, the historic fabric of the building would be retained in compliance with EN2/1, EN2/2 and EN2/3.

In terms of the use, conservation policy states that consideration will be given to the impact of proposals for new uses on the character of such areas.

The premises are located within a town centre where it is expected a variety of shopping, services and entertainment provision would be on offer. The proposed change of use would ensure that the building would continue to be occupied at the ground floor and make use of an important historic asset which may otherwise become vacant and subject to the start of deterioration. The internal works would consist of the blocking up of a doorway, the installation of equipment and redecoration. The proposed equipment could be easily removed and the remainder of the works would not interfere or impact structurally on the fabric or character of the Listed Building.

The proposal is therefore considered to be a viable use for the premises, would preserve and enhance the character of the Conservation Area and would be acceptable in principle in compliance with EN2/1, EN2/2, EN2/3 and the NPPF.

Response to objectors -

- The objections regarding the detrimental impact on the town centre and residential amenity relate to application reference 58377 regarding the proposal for the change of use to cafe/bars. The response to such objections have been covered in that report to Planning Committee.
- The objections relating to the proposed use and impact on the Listed Building have been covered in the above report.

Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
Reason - Required to be imposed pursuant to Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

2. This decision relates to drawings Site location plan; Existing ground floor layout and elevations 14/353.01; Proposed ground floor layout 14/353.05; Design and Access Statement April 2015 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 listed.

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

Ward: Radcliffe - East

Item 06

Applicant: Mr Azhar Mahmood

Location: 222-224 Durers Lane, Radcliffe, Manchester, M26 2QJ

Proposal: Variation of condition no. 2 (approved plans) of planning permission 54875 for alterations to the shop front, forecourt, new pitched roof at rear and omission of rear roller shutter

Application Ref: 58706/Full

Target Date: 01/07/2015

Recommendation: Approve with Conditions

Description

The application site comprises two terraced properties in a predominantly residential area. They form shop premises at ground floor with living accommodation above. The end terrace is No.224 which was the original shop with No.222 receiving consent for a change of use from dwelling to shop in 2012.

To the front is a paved forecourt and to the side a street adjacent which leads round to a back street and the rear yards to the terraces.

Works have not been completed in accordance with the previous approval. This application seeks to vary the approved plans condition and has been submitted following a complaint to the Enforcement Team.

The changes comprise the frontage of No.222 to remain with the original door and ground floor window to the residential property it was. The existing canopy above to be removed. The forecourt would remain as existing as an open paved area without the previously proposed boundary wall and railings.

The constructed extension to the rear would retain the sloping roof which was proposed to be flat and the proposed roller shutter door is omitted.

Relevant Planning History

53589 - Change of use from dwelling (Class C3) to shop (Class A1) and new shop front; Extension at rear and roller shutter door at rear - Withdrawn 16/06/2011

54875 - Change of use (no. 222) from dwelling (Class C3) to shop (Class A1); Extension at rear and roller shutter door at rear; New shop front and boundary wall to front (resubmission) - AC 18/04/2012.

Publicity

25 notification letters were sent to addresses at 206-220, 226-234 & 293-311 Durers Lane and 1-3 Morris Street. 1 objection has been received from 220 Durers Lane the concerns in summary are:-

- Misleading detail on the application. It states removal of canopy to 224 but the canopy is shown as missing on 222 on the diagram. Also states 222 frontage not to be changed however there is a badly constructed canopy, bricked up window.
- There is also unplanned advertising boards and neon lighting which projects light into the living room.
- Omitting the front railings and boundary walls is a parking nuisance. The owners and other delivery vans park immediately adjacent the boundary of No.220.
- This is the 3rd occasion A Mahmoud has willfully ignored the approved planning permission for this development causing the condition, value of neighbouring properties

and environmental impact of his business intolerable to others. What assurances will Bury Council be held accountable to ?

The objector has been notified of the Planning Control Committee meeting.

Consultations

Traffic Section - No objection.

Unitary Development Plan and Policies

S1/5 Neighbourhood Centres and Local Shops

EN1/8 Shop Fronts

EN1/2 Townscape and Built Design

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) and 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 Policy 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.

Visual amenity - The plans as approved proposed a double fronted shop with central entrance door. This has not been implemented in full. Now, the new scheme proposes a single entrance door and single shop window to No.224 to be retained, with the adjoining No.222 retaining the domestic door and window to the original dwelling. Internally the floor space to No.222 would be part of the shop.

The removal of the canopy, part brickwork to the front door and adverts from the front elevation would restore the appearance of 222 to the residential property it once was. As such the proposals would be of an acceptable appearance on the street.

To the rear of the premises, the roof design as originally approved was a flat roof. The current proposals introduce a shallow sloping roof. The roof would not be readily visible from beyond the site itself and would be only marginally different to the existing approved scheme. The development here would not be visible from other surrounding properties and as such the proposals would be acceptable. Similarly, the addition of a single personnel door instead of a roller shutter would have minimal impact on the immediate area and in any event would have no impact beyond the site itself.

The proposal complies with UDP Policies EN1/2 - Townscape and Built Design and EN1/8 - Shop Fronts.

Residential amenity - The premises as existing lawfully trades as a shop and the proposed elevational changes as described, would not impact upon the closest neighbouring terrace at No.220.

Response to objection - The application form has been amended to correct the description of the proposal to each of the properties 222 & 224.

The forecourt area to the front is not proposed as a parking area and would cross the public highway to access. No such consent exists.

There is on street parking to the side and front of the site.

Signage and adverts are subject to separate regulations and this matter has been referred to the Enforcement Team for investigation.

Whilst this is a further application for this site, each application must be considered on its own merits.

Statement in accordance with Article 31 Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2012

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions 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 Paragraphs 186-187 of the National Planning Policy Framework.

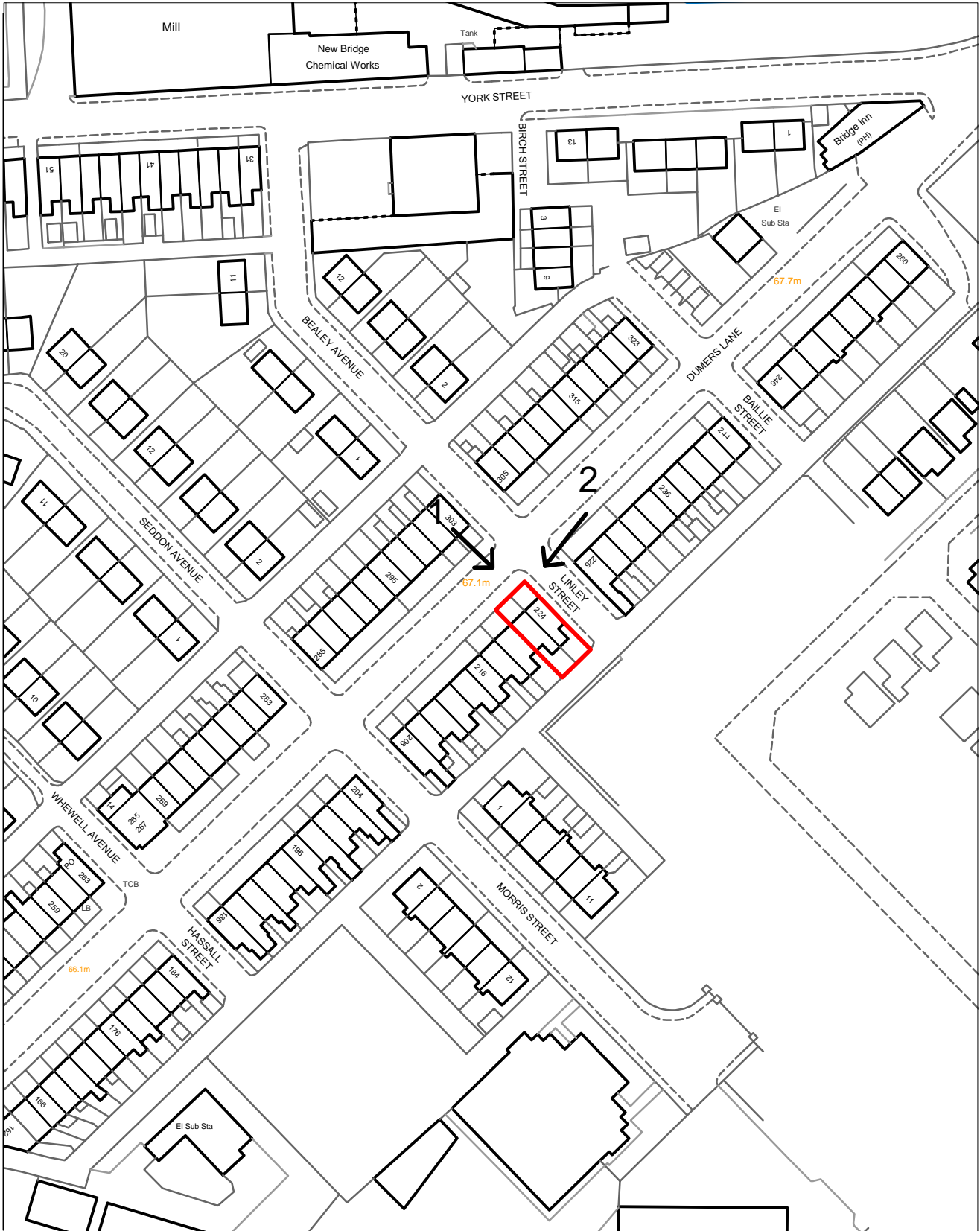
Recommendation: Approve with Conditions

Conditions/ Reasons

1. This decision relates to drawings numbered SHT 1, SHT 2 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 listed.
2. The premises shall not be open to customers outside the following times: 0630 - 2230hrs Monday to Saturday and 0730 - 2230hrs Sundays and Bank Holidays. Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policy S1/5 - Neighbourhood Centres and Local Shops of the Bury Unitary Development Plan.
3. The first floor shall be used for residential purposes only as shown on the approved plan and for no business use. Reason. For the avoidance of doubt and pursuant to the UDP Policies of the Bury Unitary Development Plan listed.

For further information on the application please contact **Jane Langan** on **0161 253 5316**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58706

**ADDRESS: 222-224 Dumers Lane
Radcliffe**



Planning, Environmental and Regulatory Services 1:1250

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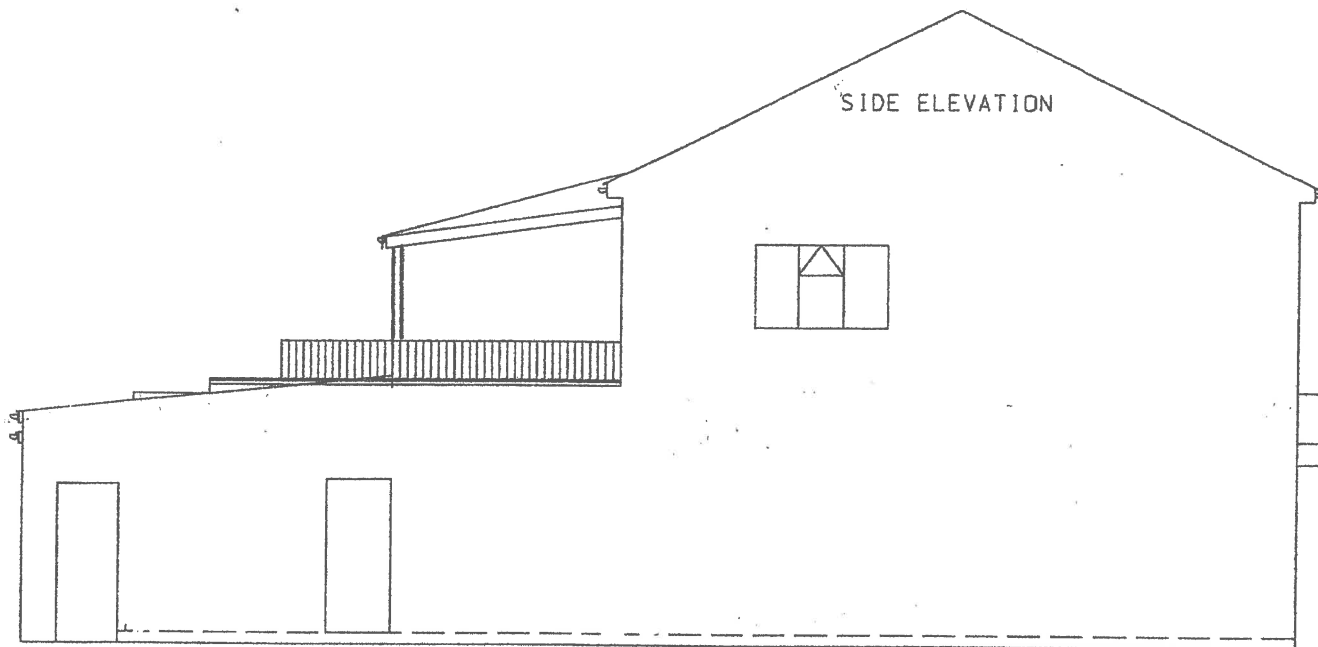
58706

Photo 1

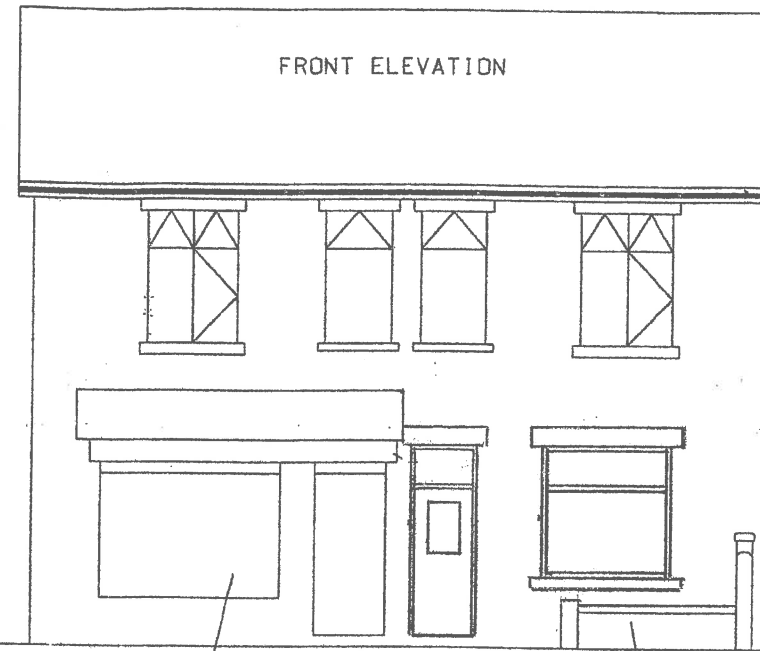


Photo 2

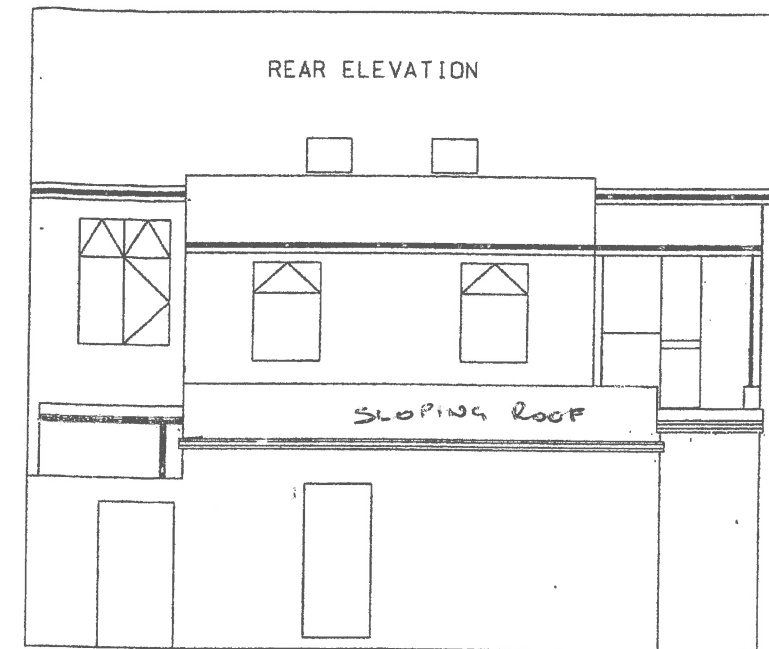




SIDE ELEVATION

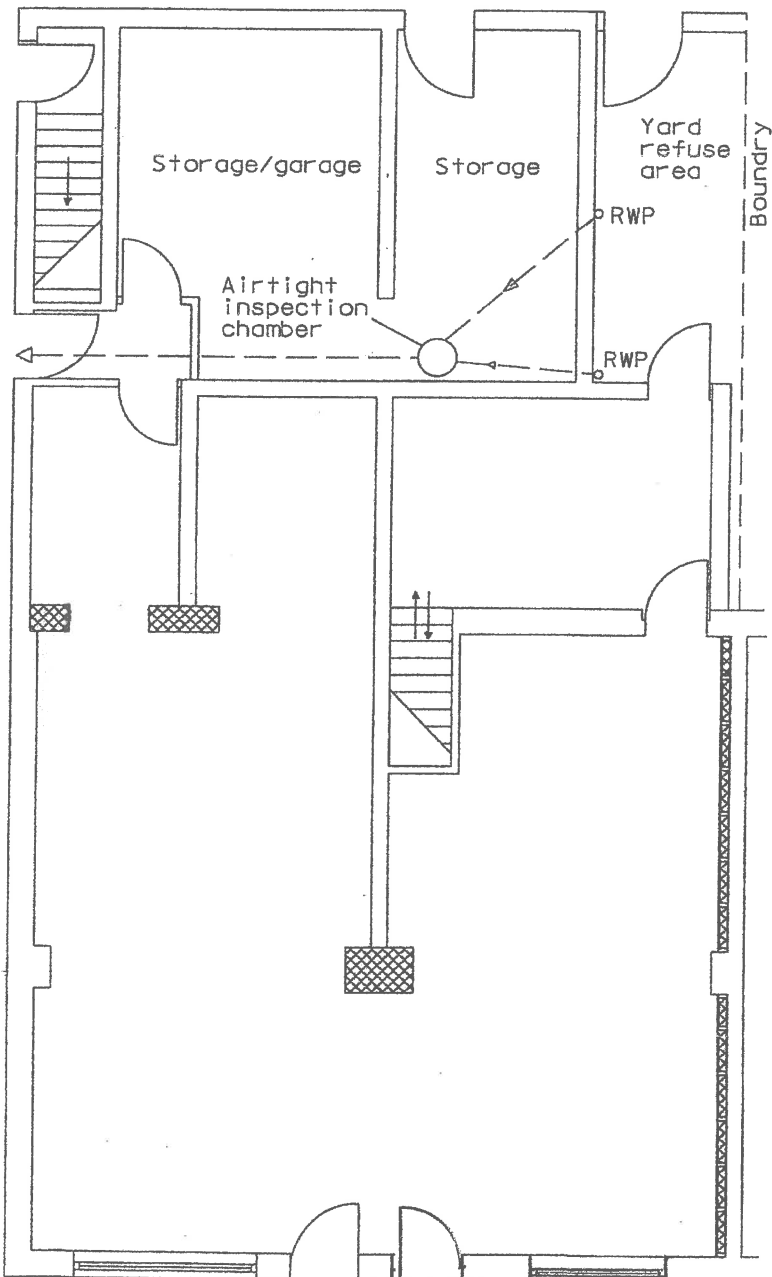


FRONT ELEVATION

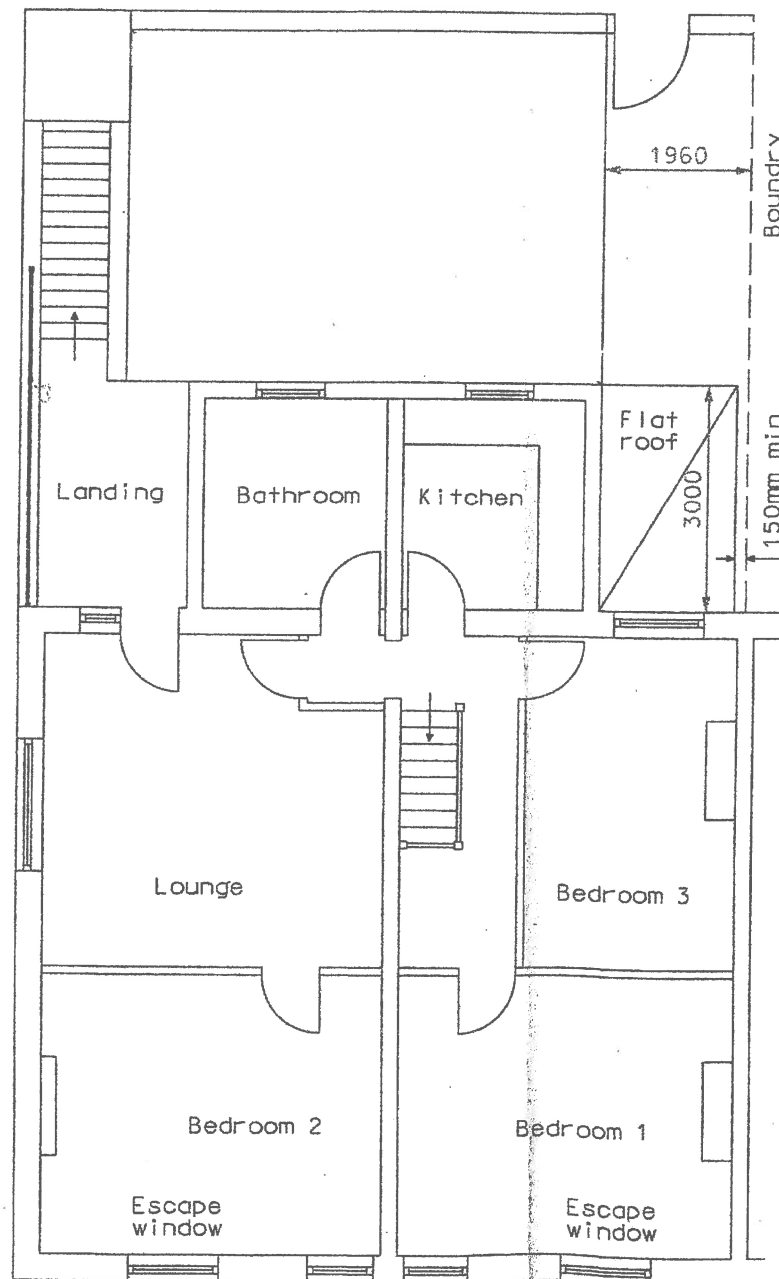


REAR ELEVATION

GL
 New door and frame, windows and stone cill
 Shop Front
 Brick bond steel roller shutter painted to match existing brickwork colour
 Garden brick wall 600mm high

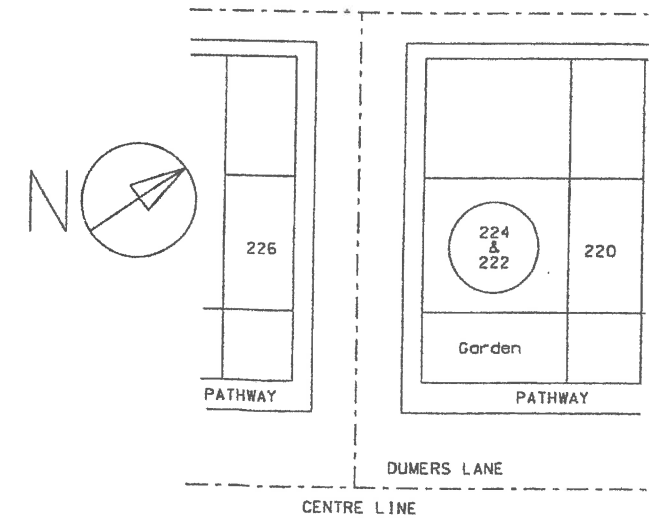


GROUND FLOOR PLAN



FIRST FLOOR PLAN

BLOCK PLAN
 Scale 1:500



PROPOSED PLANS & ELEVATIONS:
 AT 224 & 222 DUMERS LANE, BURY, LANCS, M26 2QJ
 FOR MR A MAHMOOD
 SCALE: 1:100 ALL VIEWS ALL DIMENSIONS IN MM
 DATE: 30-09-14 PC/AM/31/09/14 Issue 1

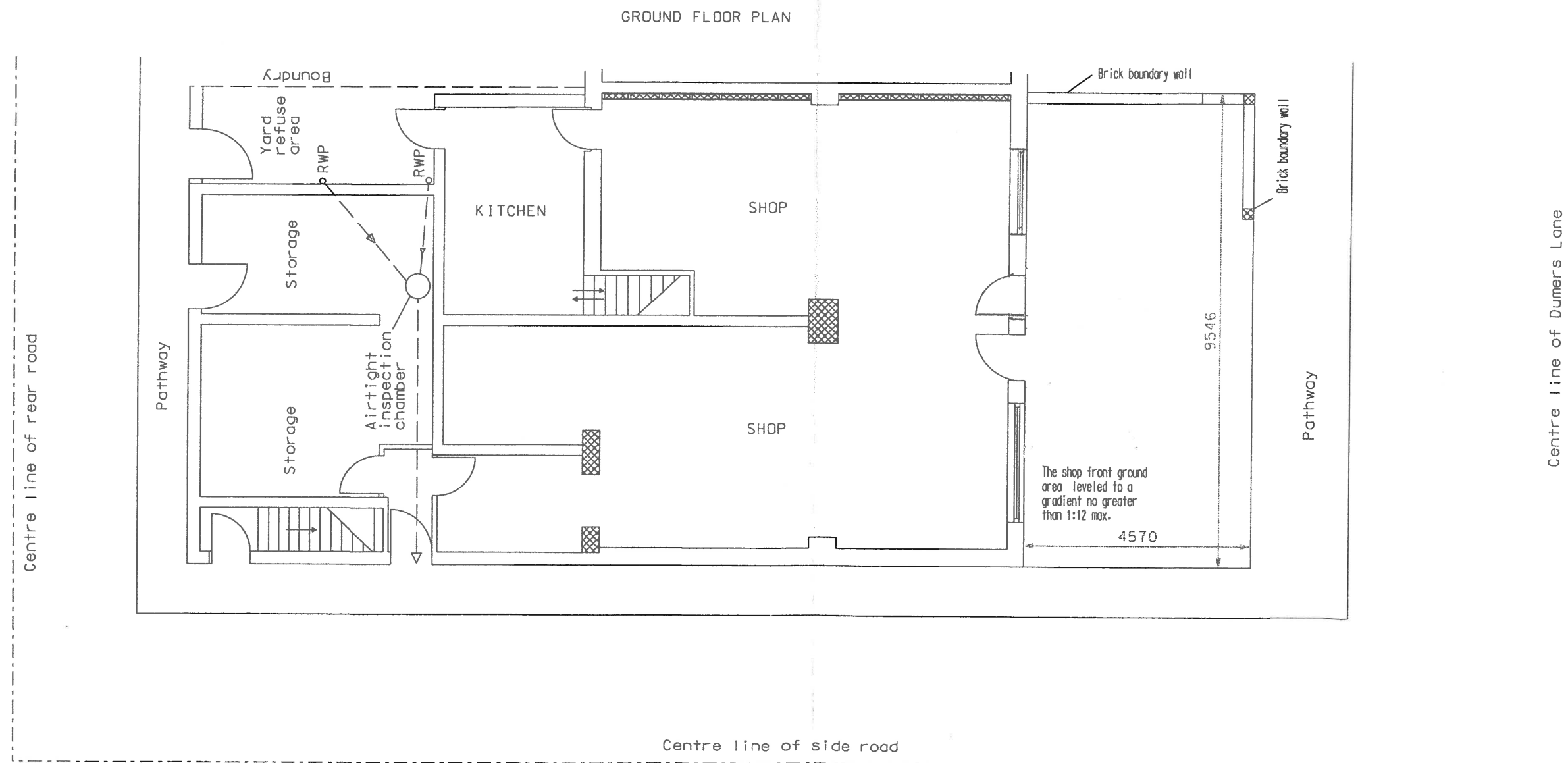
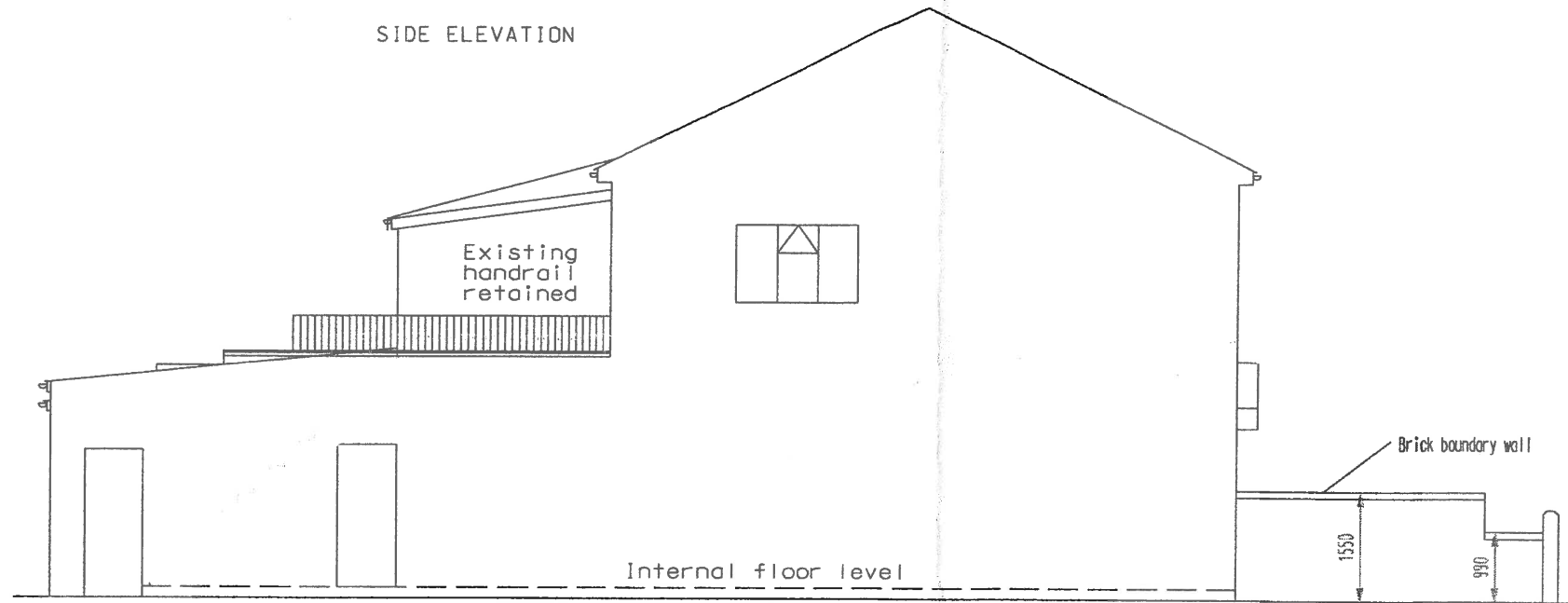
PROPOSED

SHT 1

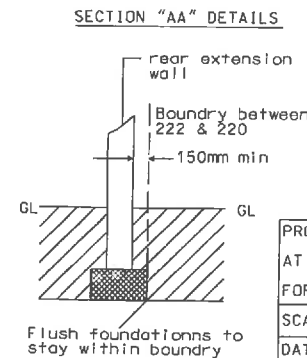
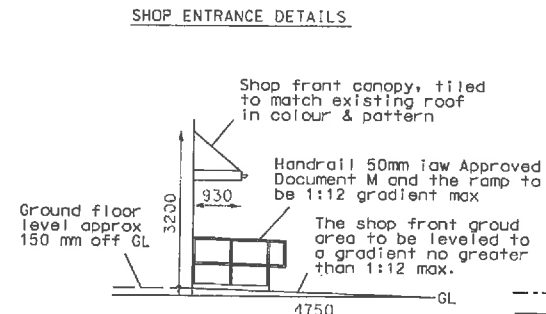
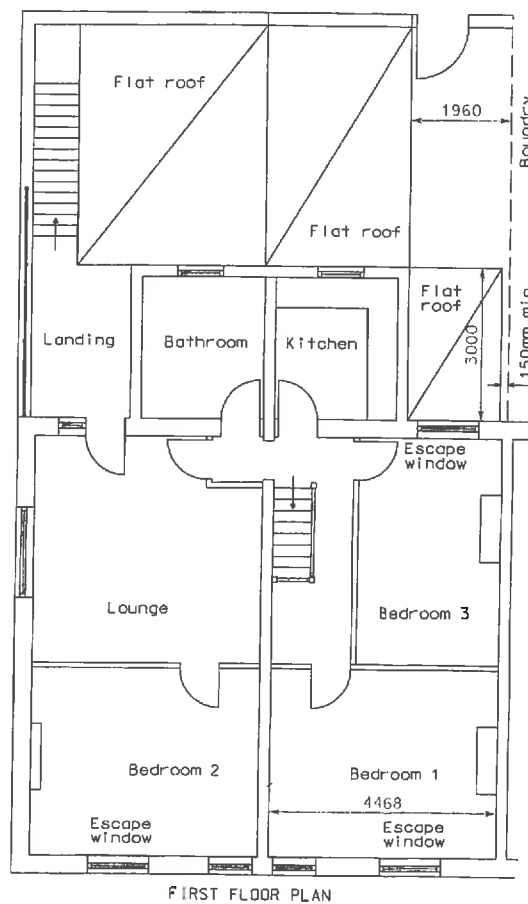
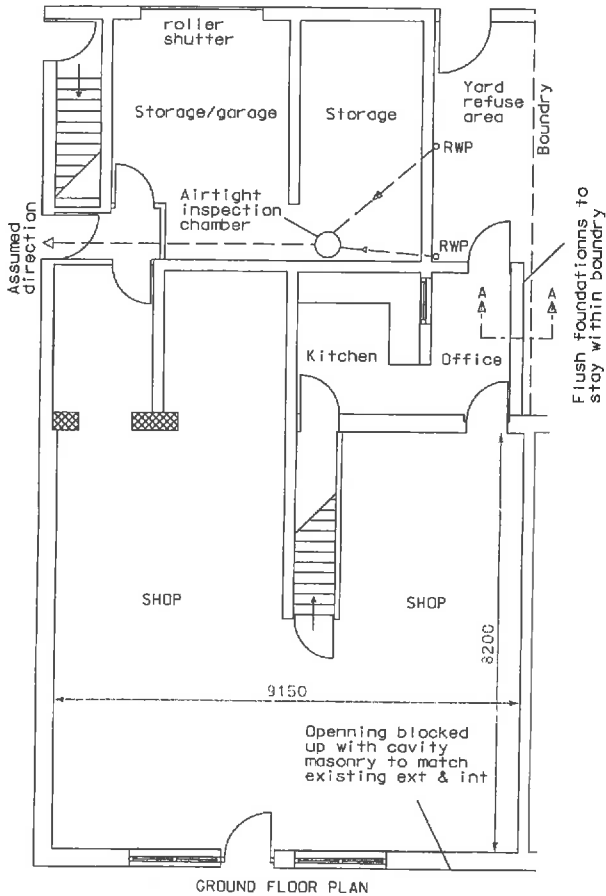
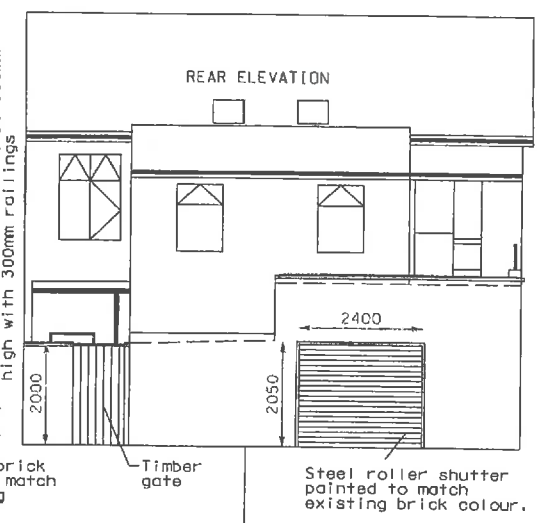
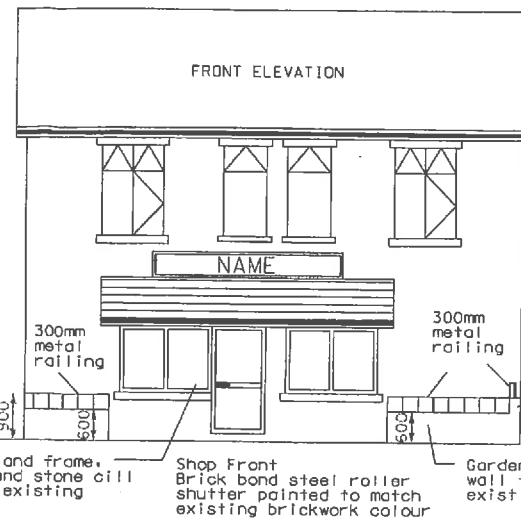
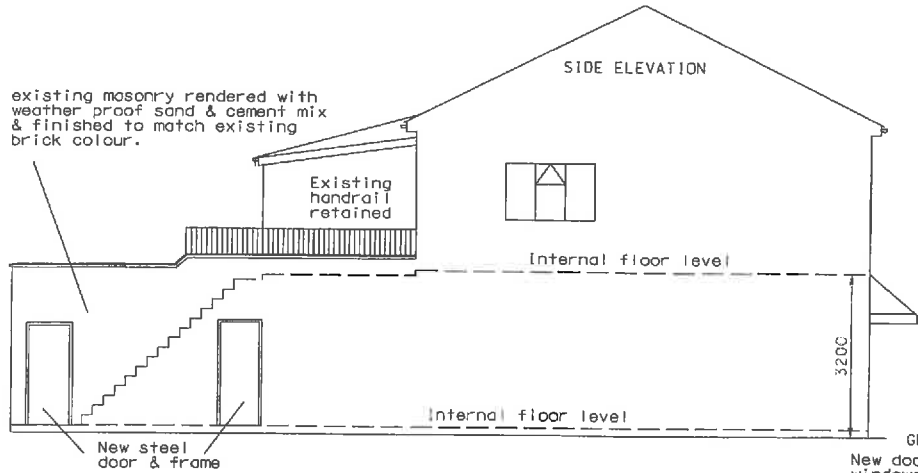
PROPOSED PLANS & ELEVATIONS:
 AT 224 & 222 DUMERS LANE, BURY, LANCS, M26 2QJ
 FOR MR A MAHMOOD

SCALE: 1:100 ALL VIEWS	ALL DIMENSIONS IN MM
DATE: 30-09-14	PC/AM/31/09/14 Issue 1

PROPOSED SHT 2

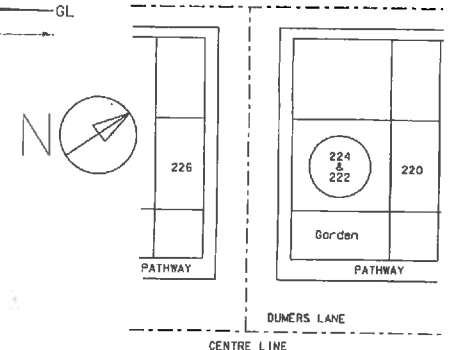


APPROVED DWG - 54875



BLOCK PLAN

Scale 1:500



PROPOSED PLANS & ELEVATIONS:	
AT 224 & 222 DUMERS LANE, BURY, LANCs, M26 20J	
FOR MR A MAHMOOD	
SCALE: 1:100 ALL VIEWS	ALL DIMENSIONS IN MM
DATE: 21-03-12	PC/AM/04/04/11 Issue 3
PROPOSED	
SHT 2	

Ward: Bury East

Item 07

Applicant: Mr Intazar Hussain Shah

Location: Clay Bank Works, Unit 4A Fletcher Street, Bury, BL9 7AT

Proposal: Single storey rear extension and creation of two new entrances to side with roller shutters

Application Ref: 58733/Full

Target Date: 09/07/2015

Recommendation: Approve with Conditions

Description

The application relates to an existing car repair workshop business located in between Fletcher Street and Back Rochdale Road, Bury. The building is part of a small enclave of industrial uses which is separated from a terrace of residential properties across Fletcher Street to the north.

The existing building is a single storey metal clad building with a vehicular access fronting on to Fletcher Street and a pedestrian personnel doorway on the easterly side of the building towards the rear of the workshop. To the easterly side of the building is a narrow footpath and cobbled street that connects Fletcher Street with Back Rochdale Road.

To the south of the workshop, is an area of unused enclosed land and immediately next to that is a single storey domestic scaled garage and further south beyond that fronting on to Rochdale road are businesses.

The application is seeking to extend the workshop building by a single storey extension to provide an additional car repair area with ramps. The building would be taller than the existing one by approx 1.2m but would have the same roof shape and profile as the existing building. The proposed eaves height would be 4.25m and height to the ridge would be 5.0m. A new vehicular access would be provided from Back Rochdale Road and a new personnel door would also be provided on this elevation.

Relevant Planning History

None relevant.

Publicity

50 neighbouring properties and businesses on Fletcher Street, Yarwood Street, Rochdale Road, James street Motor Bodies and L Mortimer were notified by letter on 21/5/15. As a result of this publicity, three letters of objection have been received from 15, 21 and 31 Fletcher Street. Issued raised include:

15, 21, 31 Fletcher Street, one objection no postal address supplied raising the following issues:

- Objects to any changes or business using the existing unit - the dust, noise and fumes is damaging to health;
- As a person with a disability, the Council have a duty of care under the Disabled Discrimination Act;
- An extension would not be in keeping with the original building;
- There is no car park within the current building - the business parks cars on the road and side street to repair cars outside. The side street needs to be clear for access by fire and ambulance;
- Cars have been damaged from vehicles using the site entrance;

- No control of the collection of waste from the property which use flammable materials and paint;
- Not feasible to have another garage in the area with the existing parking problems;
- The vacant plot of land on Rochdale Road would be ideal as a car park for businesses in the area

Respondents have been informed of the Planning Control Committee meeting.

Consultations

Traffic Section - No objections add conditions concerning the access.

Environmental Health Contaminated Land - No objections.

Unitary Development Plan and Policies

Area	Rochdale Road/Lord Street/York Street
BY10	
HT2/4	Car Parking and New Development
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EC4/1	Small Businesses
EN1/2	Townscape and Built Design
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) and 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 Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle

The site is not allocated within the UDP, but as an existing business, Policy EC4/1 - Small Businesses is relevant. The policy considers that proposals for small businesses will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the plan.

With this in mind, the site is located within a predominantly industrial and commercial area with a small enclave of dwellings fronting on to Fletcher Street, which are in close proximity to the site. Given that the area is predominantly a business and commercial one, the proposals to extend an existing business premises would be acceptable in principle. Other issues in terms of amenity and parking are discussed below.

Parking - HT2/4 requires proposals to make adequate parking provision for new development. The site currently has no off road parking, which is the same of the other adjoining business premises located within this island of commerce. Residents to the north on Fletcher Street have resident parking allocations. As such, the business premises are totally reliant upon limited street parking and the use of Back Rochdale Road.

The premises is a small business concern with limited staff numbers (3) and the proposals to extend the premises would be to provide for a lift rather than to seek to increase staff numbers. The site currently can only accommodate vehicles that they are working on (four) and staff park on the side street, which are away from residential property. The proposals would not ultimately change the way that the business would operate, but would simply facilitate a ramp to ease working on the vehicles. As such parking levels would not need to increase nor should they change and therefore would not change the historic demands of

the property. However, in consideration of the possibilities that the premises could subdivide, this would bring the opportunity for two users to use the premises, which would double the demands of the site particularly in terms of parking. As such, it is considered that a planning condition could be imposed to prevent such subdivision.

On this basis, there would be no conflict with HT2/4.

Residential Amenity, Air Pollution and Noise - UDP Policy EN7/1 - Atmospheric Pollution seeks to limit atmospheric pollution and will not permit development that creates unacceptable levels of atmospheric pollution and/or is not compatible with the Councils long term air quality standards.

UDP Policy EN7/2 states that in seeking to limit noise pollution the Council will not permit development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users and development close to a permanent source of noise.

The area is a mixed use area with a small enclave of residential property. The business has been operating on the site for some considerable time and as such is an established business in planning terms. The proposals are not looking to change the use, simply to accommodate a lift to ease existing working practices. As such the proposals to house the ramp/lift within an extension would not change the existing levels of pollution that the site currently generates. As such the proposals would not worsen the existing scenario.

The application site business currently accesses the unit from Fletcher Street and it is understood from the consultation process that there is already a degree of disturbance from the operation due to the juxtaposition of the access into the building to the existing residential properties.

The proposed extension would be located to the southerly side of the main building and would be accessed off the side cobbled street. Given that the siting of the extension would be further away from residential properties than the existing access, the activities of the use would be enclosed within a building and would be shielded from residents by the existing building. Furthermore, the development would provide an opportunity for further storage of vehicles that are to be at the site, which would again be away from the residents. This would include the manoeuvring and access arrangements as well as the repairs that are to be undertaken.

In terms of restricting access by emergency vehicles, the proposals would not make the situation any worse and to a large extent, would actually improve the present situation by housing more vehicles off the road. As such, the proposals should not worsen the existing access arrangements to the street, which is an adopted highway and therefore should not be creating an obstruction in any event.

On this basis, the likelihood of disturbance upon residents from the works to be undertaken within the extension to the building is likely not to be significant. As such there would be no conflict with the development under policy EC4/1, EN7/1 or EN7/2.

Visual Amenity - UDP Policy EN2/1 provides a means of assessment in external appearance, access, materials, relationships to the surrounding area in design terms, landscaping and lighting.

The extension to the existing building would be higher than the existing form by approximately 1.2m and would follow a similar profile. The reasoning behind this is to accommodate a ramp/lift so that vehicles can be elevated to be worked on. The extension would be some 13.6m from Fletcher Street, which would be some 25m from the front elevations of the Fletcher Street properties. SPD6 would normally expect a separation of two storey building side elevations to be 13m from another property's principle elevation. Given this relationship, the increase in height would not give rise to any undue impact in terms of proximity and increased height. The design and appearance of the development

would be simple and in matching materials. The profile of the building would closely reflect that of the existing building and as such be a modest and simple addition in elevational terms. Given this, the design and appearance of the building would not have any detrimental impact upon the Fletcher Street properties nor would it appear out of place when viewed from any other vantage points. As such, the proposals would not conflict with EN1/2.

Waste Provision - The site currently has an area dedicated provision for the storage of waste at the side of the premises. Given that the scheme would enclose all of the land associated with the development of the site, it is suggested that a planning condition be imposed to ensure that and it is not handled in an adhoc way that would create a locally environmental problem.

Comments on objections

The issue that there is a vacant plot of land on Rochdale Road is not relevant to the determination of this proposal. Each application must be treated on its merits and determined accordingly.

Working on vehicles on the highway is not a matter for planning as this is governed under highways legislation.

The remaining objections raised have been considered within the above officer report.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

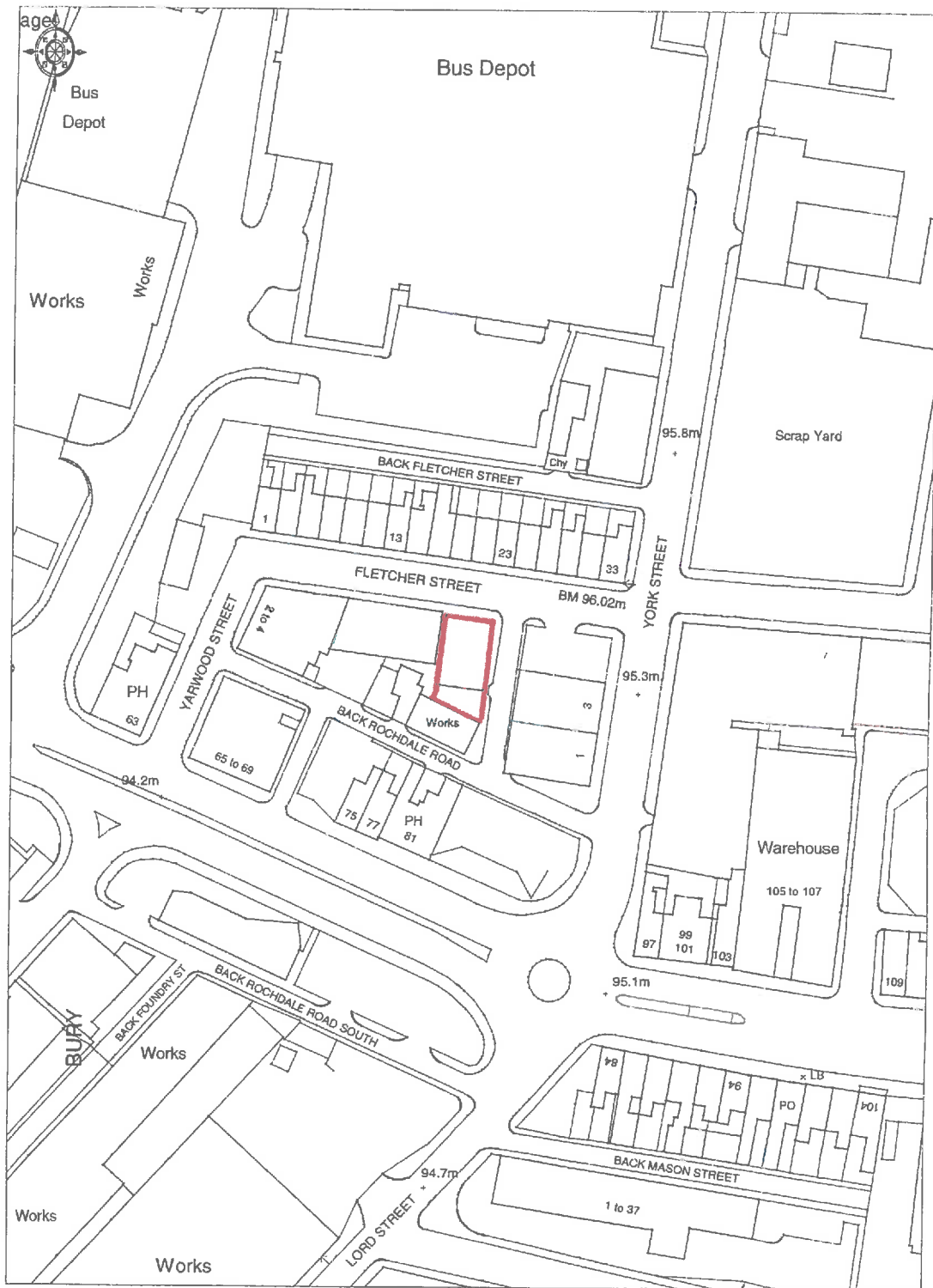
Conditions/ Reasons

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 SHT1 of 4 - Existing; SHT 2 of 4 Existing & Proposed; SHT 3 of 4 - Proposed and SHT 4 of 4 - Existing 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 listed.
3. The external finishing materials for the proposal hereby approved shall match those of the existing building.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. The development hereby approved shall remain as part of the single business within the entire building and shall not be subdivided to become a separate use.
Reason - The development would not provide sufficient parking provision in the event of a separate business being introduced pursuant to UDP Policy HT2/4 - Car Parking and new development.

5. No development shall commence unless and until a scheme for treating and storing waste has been submitted to and approved by the Local Planning Authority. The approved details shall be implemented and the facility shall be available on first occupation of the development.
Reason - To ensure that the development makes provision for waste pursuant to UDP Policy EC4/1 - Small Businesses.
6. The development hereby approved shall not be brought into use unless and until a new industrial specification access has been provided and adjacent redundant access has been reinstated to the written satisfaction of the Local Planning Authority
Reason - To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to UDP Policy EC4/2 - Small Businesses.
7. Notwithstanding the details indicated on the approved plans, the proposed pedestrian and vehicular entrances shall be fitted with roller shutter doors or a similar approved type which do not project outwards at any time during or after operation and do not have external housings with an underside clearance of less than 2.4m, to the written satisfaction of the Local Planning Authority and shall thereafter be maintained.
Reason - To ensure good design in relation to public highway safety using the adopted highway and pursuant to Section 153 of the Highways Act 1980, which prohibits the opening of doors, gates or bars outwards onto the street.
8. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

For further information on the application please contact **Dave Marno** on **0161 253 5291**

Claybank Works, Fletcher Street, Bury, BL9 7AT



Ordnance Survey

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Reginald Cook and Co
Griffin Court,
201 Chapel Street,
Manchester, M3 5EQ.



IPS DESIGN	2 York Street Bury Lancashire BL9 7AR	
	Photographs	
4A Unit Fletcher Street Bury BL9 7AT		
Scale : N/A on A3	All Dimensions in Meters	
Ref.: IPS/R/4a/BL97AT	Date : 25/04/2015	
SHT 4 of 4	Existing	

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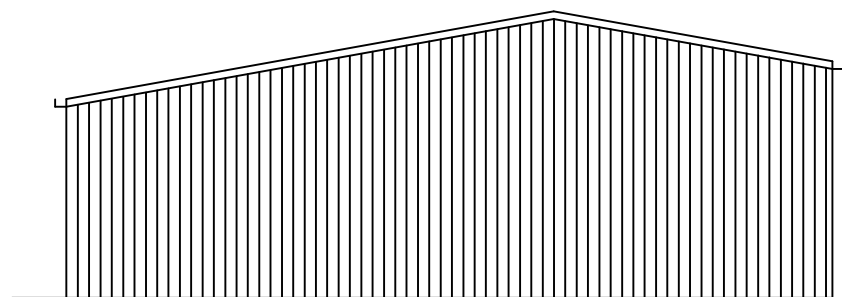
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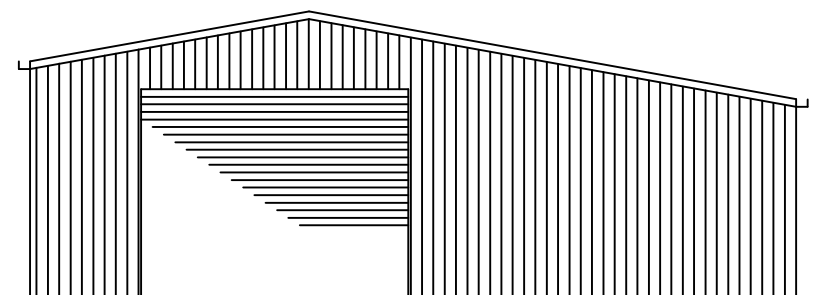
Any discrepancies are to be reported to the architects for clarification.

All materials and workmanship to be accordance with the current British Standards and codes of practice.

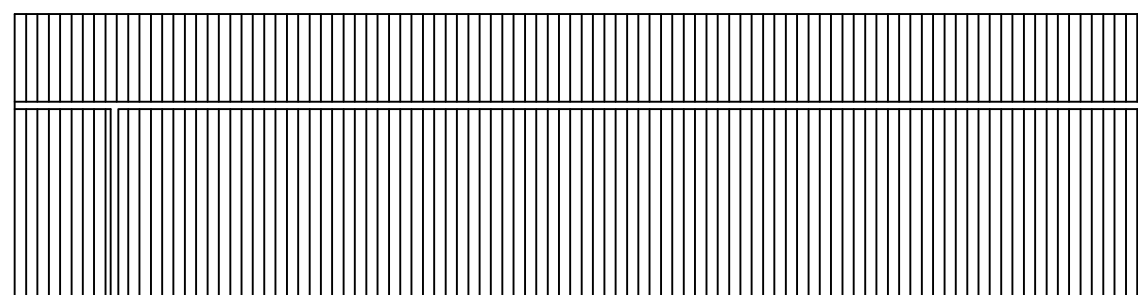
This drawing is to be read in conjunction with all relevant Architectural Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.



Existing Rear Elevation

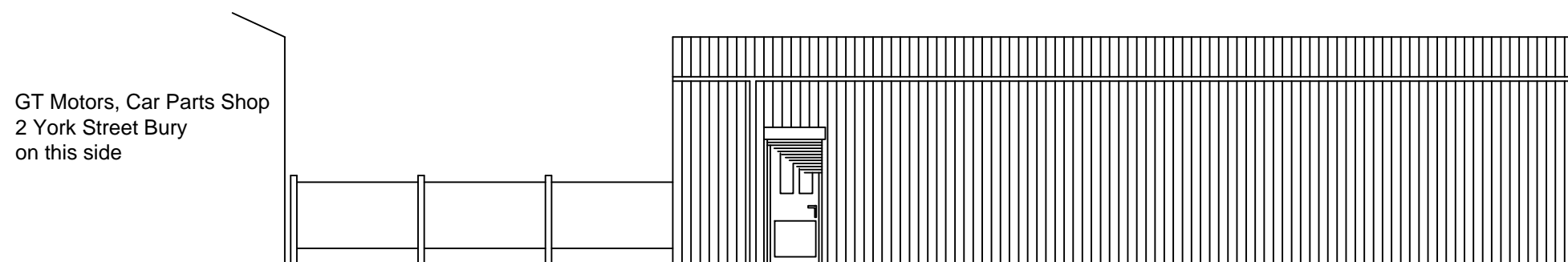


Existing Front Elevation



Existing Side Elevation
From Number 4

GT Motors, Car Parts Shop
2 York Street Bury
on this side



Existing Side Elevation
From Side Street

GT Motors, Car Parts Shop
2 York Street Bury
on this side

IPS DESIGN	2 York Street Bury Lancashire BL9 7AR	
	Existing Elevations	
4A Unit Fletcher Street Bury BL9 7AT		
Scale : 1 : 100 on A3	All Dimensions in Meters	
Ref: IPS/R/4a/BL97AT	Date : 25/04/2015	
SHT 1 of 4	Existing	

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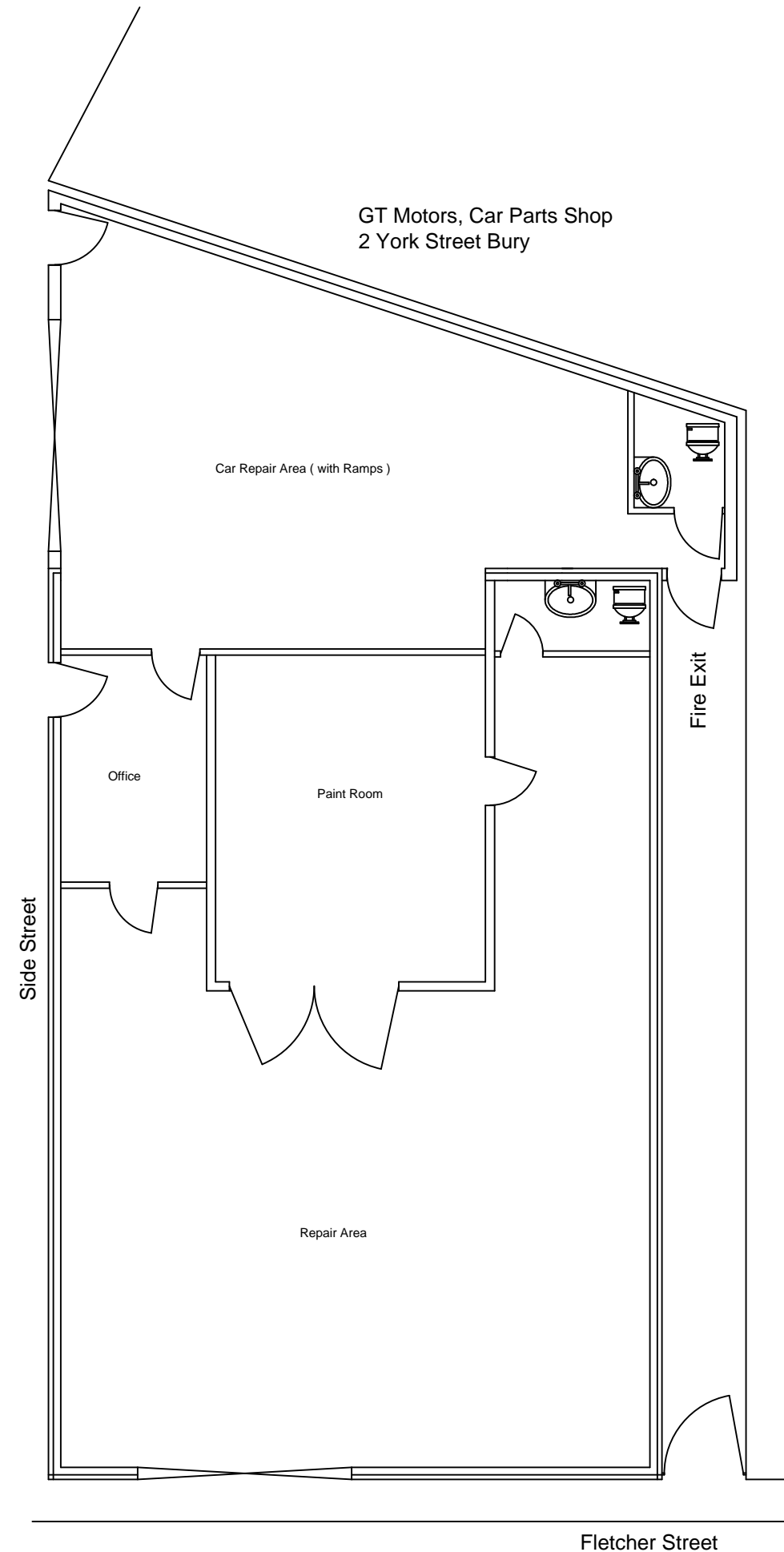
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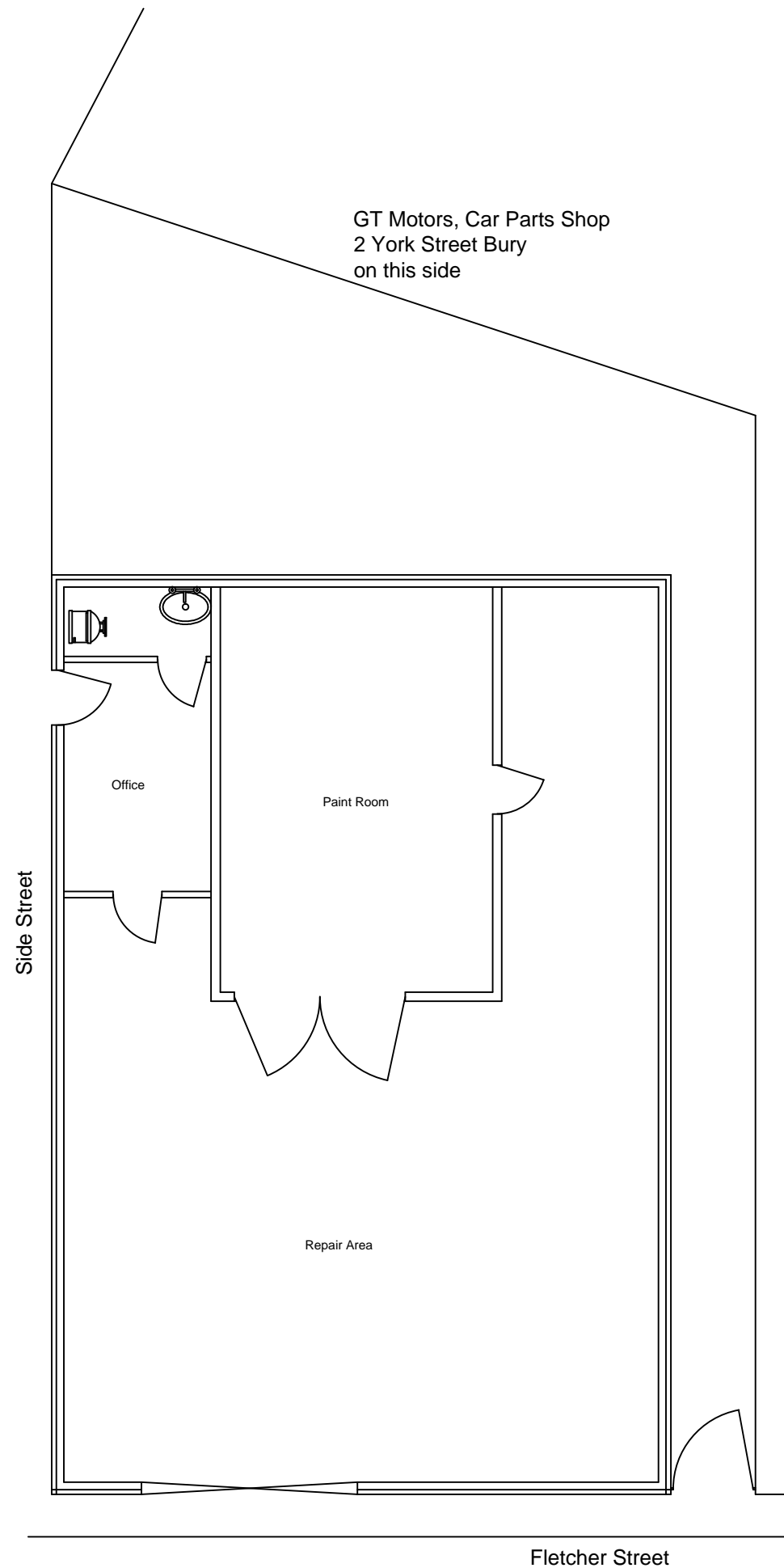
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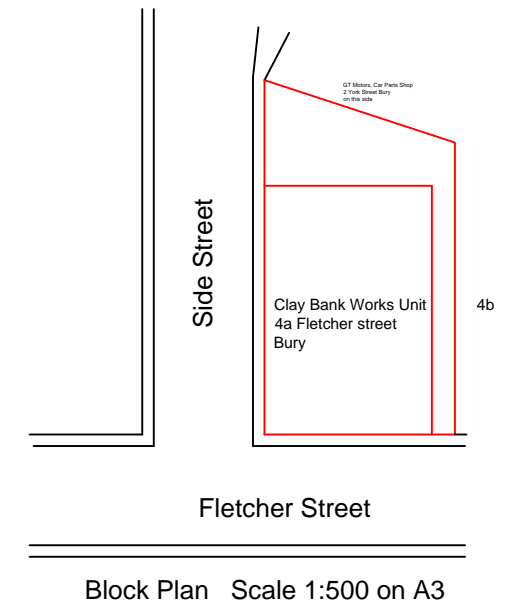
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Proposed Floor Plan



Existing Floor Plan



Block Plan Scale 1:500 on A3

IPS DESIGN	2 York Street Bury Lancashire BL9 7AR	
	Existing & Proposed Plans 4A Unit Fletcher Street Bury BL9 7AT	
Scale : 1 : 100 on A3	All Dimensions in Meters	
Ref.: IPS/R/4a/BL97AT	Date : 25/04/2015	
SHT 2 of 4	Existing & Proposed	

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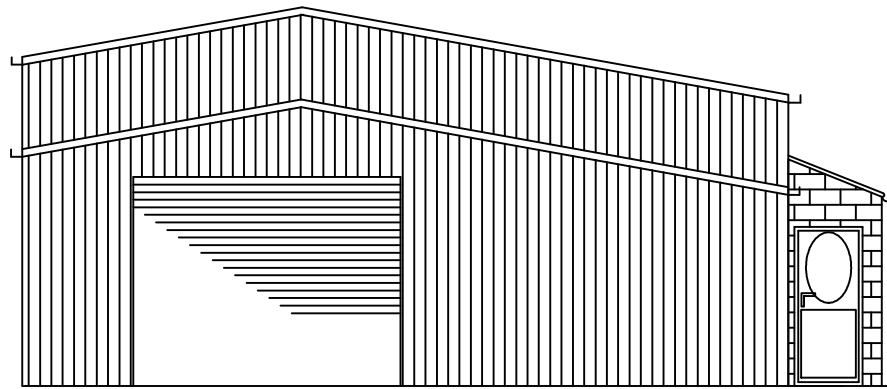
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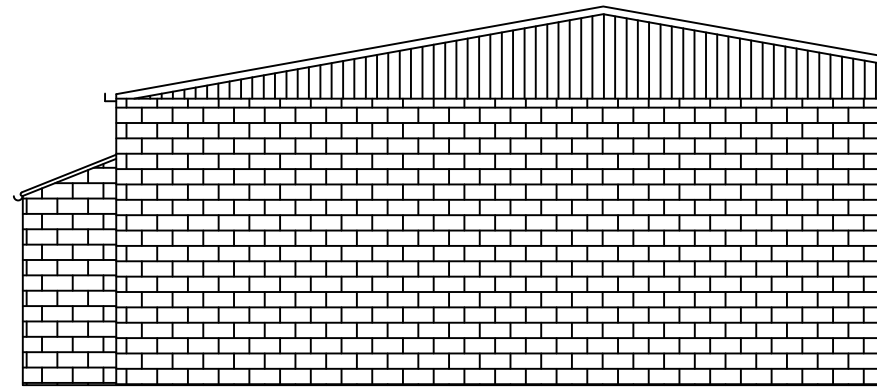
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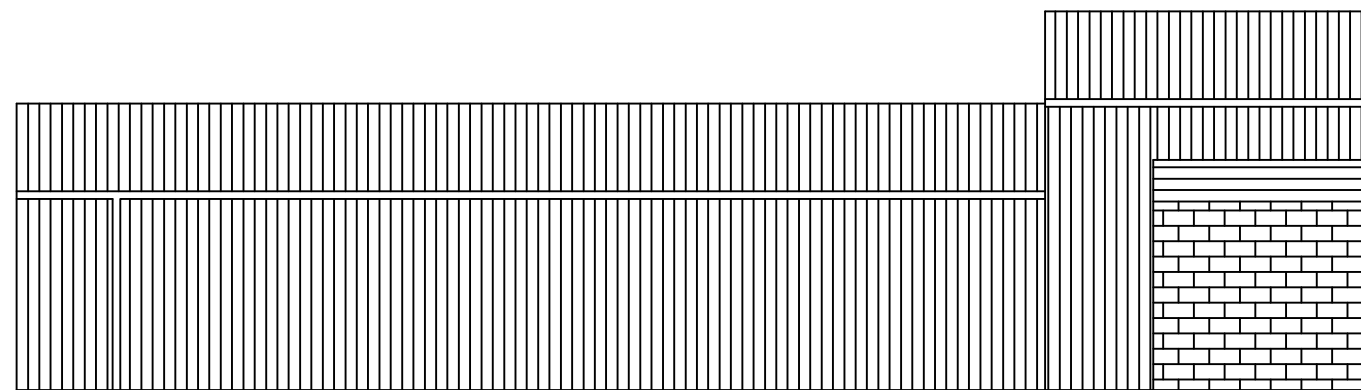
This drawing is to be read in conjunction with all relevant Architectural Structural Engineers, Mechanical Engineers, Electrical Engineers and Specialists drawings and specifications.



Proposed Front Elevation

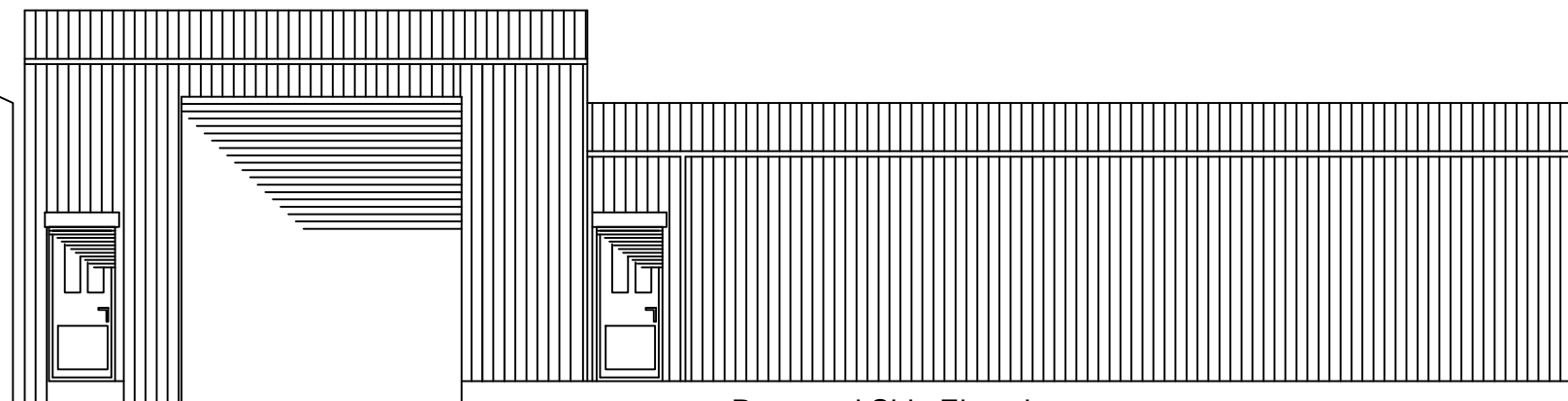


Proposed Rear Elevation



Proposed Side Elevation
From Number 4

GT Motors, Car Parts Shop
2 York Street Bury
on this side



Proposed Side Elevation
From Side Street

GT Motors, Car Parts Shop
2 York Street Bury
on this side

IPS		2 York Street Bury Lancashire BL9 7AR	
DESIGN			
Proposed Elevations			
4A Unit Fletcher Street Bury BL9 7AT			
Scale : 1 : 100 on A3		All Dimensions in Meters	
Ref: IPS/R/4a/BL97AT		Date : 25/04/2015	
SHT 3 of 4		Proposed	

Ward: Bury West - Elton

Item 08

Applicant: Bury MBC/East Lancashire Railway/Caravan Club

Location: Burrs Country Park, Woodhill Road, Burrs, Bury, BL8 1DA

Proposal: Variation of condition 2 of planning permission 51368 to shorten the platform; relocate the maintenance access to the south end of the platform; Amend construction method of platform to cross walls, located perpendicular to track; provide timber fencing to rear of platform; realignment of fence to caravan club site; additional pitch to caravan site.

Application Ref: 58768/Full

Target Date: 17/07/2015

Recommendation: Approve with Conditions

Description

The site is located to the east of the Brown Cow public house and consists of a field and a section of the East Lancashire Railway. The railway line is located to the north east of the site and How Lane, which is a public footpath (No. 153) runs along the southern boundary of the site and passes under a railway bridge.

Burrs Activity Centre is located to the south of the site and there are open fields to the north and east. The existing caravan site is located to the west of the site and has been laid out for use by touring caravans with tarmac roads and 20 hardstandings finished in stone chippings. Other caravans would use grass pitches and an area is set aside for tents. There are two single storey buildings on site, which have been constructed from red brick, with stone quoins.

Planning permission was granted in September 2009 for the construction of a railway halt, platform and shelter; the extension of the caravan site and a footpath diversion. The proposed halt would be located on the northwestern side of the railway line and included the construction of a shelter with internal seating. A pedestrian access ramp and a separate vehicular access ramp for maintenance would also be constructed.

The approved scheme included a proposed extension to the caravan site for the provision of 20 caravan pitches and 4 pitches for tents. A tarmac road would be constructed and the hardstandings would be constructed from stone chippings.

As a result of the extension to the caravan park, permission was granted for the diversion of the public right of way (No. 158) to pass along How Lane, under the railway bridge and head north (parallel with the railway line). The diversion of the public right of way has been completed and the steps near the railway bridge constructed.

The proposed development under consideration now involves the variation of condition 2 to include the following changes:

- shorten the platform;
- relocate the access to the south end of the platform;
- amend the construction method of the platform to cross walls, which would be perpendicular to the track;
- provide timber fencing to the rear of the platform;
- realignment of the fence to the caravan club site;
- provision of an additional pitch to the caravan extension.

Relevant Planning History

37239 - Site for showground and camp site at Burrs Country Park, off Woodhill Road, Bury. Withdrawn - 5 January 2001

37459 - Agricultural showground & campsite including the erection of amenity/toilet block and landscaping at Burrs Country Park, off Woodhill Road, Bury. Approved with conditions - 20 April 2001

42997 - Touring caravan and camping site at Burrs Country Park, Woodhill Road, Bury. Approved with conditions - 13 October 2004

46288 - Construction of all weather touring caravan pitches at Burrs Country Park, Woodhill Road, Bury. Approved with conditions - 23 June 2006

46402 - Construction of timber clad wardens bathroom unit including palisade fencing and gates at Caravan Club site, Burrs Country Park, Woodhill Road, Bury. Approved with conditions - 11 August 2006

51368 - Construction of a railway halt on the East Lancashire Railway with pedestrian/disabled access ramp, vehicular maintenance access ramp to track level with associated earthworks, lighting, cctv system, fencing and landscaping. Change of use of open land to a 20 pitch caravan and 4 tent caravan site with associated access road, maintenance track, service point, bollard lighting, electric caravan hook-ups and fencing. Construction of a footpath diversion route for public footpath no. 158 with associated earthworks, steps, drainage, fencing and landscaping at Burrs Country Park, Woodhill Road, Bury. Approved with conditions - 17 September 2009.

Publicity

The neighbouring properties were notified by means of a letter on 22 May and a press notice was published in the Bury Times on 28 May. Site notices were posted on 22 May 2015.

1 letter has been received from the occupiers of 27 Sleaford Close, which has raised the following issues:

- There is already significant traffic from the site and accompanying noise.
- This is a country park rather than a caravan park and should be treated as such.
- No objection to the planned platform as this would increase visitors travelling to the park by train.
- The aesthetic implications of the additional caravan pitches should be considered.
- There is limited greenspace in Bury and Burrs should be protected against any form of further development.

The objector has been notified of the Planning Control Committee meeting.

Consultations

Traffic Section - Any response shall be reported.

Public Rights of Way Officer - Any response shall be reported.

Estates Section - Any response shall be reported.

Unitary Development Plan and Policies

EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN7/2	Noise Pollution
EN9/1	Special Landscape Areas
OL1/2	New Buildings in the Green Belt
OL1/5	Mineral Extraction and Other Development in the Green Belt
OL5/2	Development in River Valleys
RT3/1	Protection of Existing Recreation Prov in the Countryside
RT3/3	Access to the Countryside

RT4/1	Tourism Development
RT4/6	East Lancashire Railway
HT5/1	Access For Those with Special Needs
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) and 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 Policy 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 (Recreation provision) - Policy RT4/3 states that the Council will encourage and support proposals for the further development and enhancement of the facilities associated with the East Lancashire Railway and the site at Burrs Halt is allocated for railway related development.

The principle of constructing a railway halt and associated shelter and 20 caravan pitches and 4 pitches for tents was established with the grant of planning permission in September 2009. The works to relocate the public right of way have been completed and as such, the permission is extant and has been implemented.

Policy RT4/3 states that the Council will support proposals for development which would extend the range of visitor accommodation in the Borough. Any development would be considered with regard to the following:

- design, scale, setting, the impact upon the character, quality and visual amenity of the locality;
- the provision of satisfactory access;
- compliance with Green Belt policies

The proposed development involves the provision of an additional single pitch for a caravan and no permanent buildings would be required. As such, given the extant permission for 20 pitches, the introduction of an additional pitch within the proposed development would not have a significant adverse impact upon the character and visual amenity of the area that has already been accepted by the grant of planning permission. The proposed additional pitch would be accessed off the approved access road, which would link to the remainder of the caravan site. The proposed access road would act as an emergency access for the caravan site and would be used for maintenance vehicles to the East Lancashire Railway. The proposed amendments would maintain good access to the site and minimal areas of hardstanding would be created. Therefore, the proposed development would extend the range of visitor accommodation within the borough and would be in accordance with Policy RT4/3 of the Bury Unitary Development Plan.

Principle (Green Belt) - The NPPF states that the construction of new buildings in the Green Belt should be regarded as inappropriate in the Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages and limited affordable housing for local community needs under policies set out in the local plan; or
- limited infilling or the partial redevelopment of previously developed sites, whether

redundant or in continuing use, which would not have a greater impact upon the openness of the Green Belt and the purpose of including land within it than the existing development.

Policy OL1/2 states that the construction of new buildings within the Green Belt will be inappropriate development unless it is for agriculture, forestry, essential facilities for outdoor recreation, limited extensions of existing dwellings and for other uses of land which do not conflict with the purposes of including land in it. Proposals for buildings, which do not fall into one of the above categories is inappropriate development and will only be permitted in special circumstances.

Planning permission was granted in September 2009 for the proposal, which is essentially for outdoor recreation and for the development of a key tourist attraction in the Borough.

The proposed development would shorten the proposed platform and as such, would reduce the amount of built development. The proposed platform would enable visitors to access the country park and would be seen in conjunction with the existing railway line. As such, the long distant views of the site are restricted and the proposed platform would not have an adverse impact upon the openness of the Green Belt. The amendment to the construction of the proposed platform would not affect the appearance of the platform and as such, would not impact upon the character of the Green Belt. Therefore, the proposed development would be in accordance with Policy OL1/2 of the Bury Unitary Development Plan and the NPPF.

The NPPF states that certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction;
- engineering operations;
- local transport infrastructure which can demonstrate a requirement for a Green Belt location;
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order.

Policy OL1/5 states that within the Green Belt, other development will be inappropriate unless it maintains openness and would not conflict with the purposes of including land within the Green Belt.

The principle of using the site as a caravan park, including the land relating to this application, was established in 2009 with the grant of planning permission (51368). The proposed development identifies the number of pitches (which would increase by 1 pitch) and the specific layout of this area. The proposed access to the pitches would remain as approved and as such, would incorporate minimal areas of hardstanding. The use of this land as a caravan site is established and the proposed works would not impact adversely upon the openness of the Green Belt and would be in accordance with Policy OL1/5 of the Unitary Development Plan and the NPPF.

Design and layout - The proposed amendment to the platform construction would not affect the external appearance of the platform. The proposal includes the provision of timber fencing along the rear of the platform, which would reflect the existing fencing along the East Lancashire Railway. The proposed fencing on the boundary between the caravan site and the railway halt would be a green mesh fencing and would be appropriate. Therefore, the proposed development would not be unduly prominent in the locality and would not have an adverse impact upon the openness of the Green Belt. The proposal would be in accordance with Policies EN1/1, EN1/2, OL1/2 and OL1/5 of the Unitary Development Plan.

Impact upon residential amenity - Policy EN7/2 states that the Council will not permit development which could lead to an unacceptable noise nuisance to nearby occupiers. The

proposed development would result in an additional pitch at the caravan park. The proposed railway halt and extension to the caravan park would be some 262 metres from the nearest residential property. Given the distance to the residential properties, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties through noise. The proposed development would be in accordance with Policy EN7/2 of the Unitary Development Plan.

Highways/access issues - The proposed development would involve an amendment to the location of the vehicular and pedestrian access to the railway halt. The proposed vehicular access would be relocated closer to the proposed platform and would connect to the caravan site access and How Lane. Emergency gates would be provided on the caravan club site, which would enable the proposed access road to be used as an emergency access road. Pedestrian access to the proposed platform would be provided via a ramped access from How Lane at a gradient of 1:20 and a maximum crossfall of 1:40. Therefore, the proposed development would be fully accessible and would be in accordance with Policy HT5/1 of the Bury Unitary Development Plan.

Response to objectors

The issues relating to the visual impact of the proposal, noise and traffic generation have been addressed in the above report.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraphs 186-187 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 DL79/15/103P, DL79/15/104, DL79/15/106P 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 policies of the Bury Unitary Development Plan listed below.
3. The external finishing materials for the proposal hereby approved shall be as stated on the application form and submitted plans.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. 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 and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;
The approved contamination testing shall then be carried out and validatory

evidence (soil descriptions, laboratory certificates, photographs etc) submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

5. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.

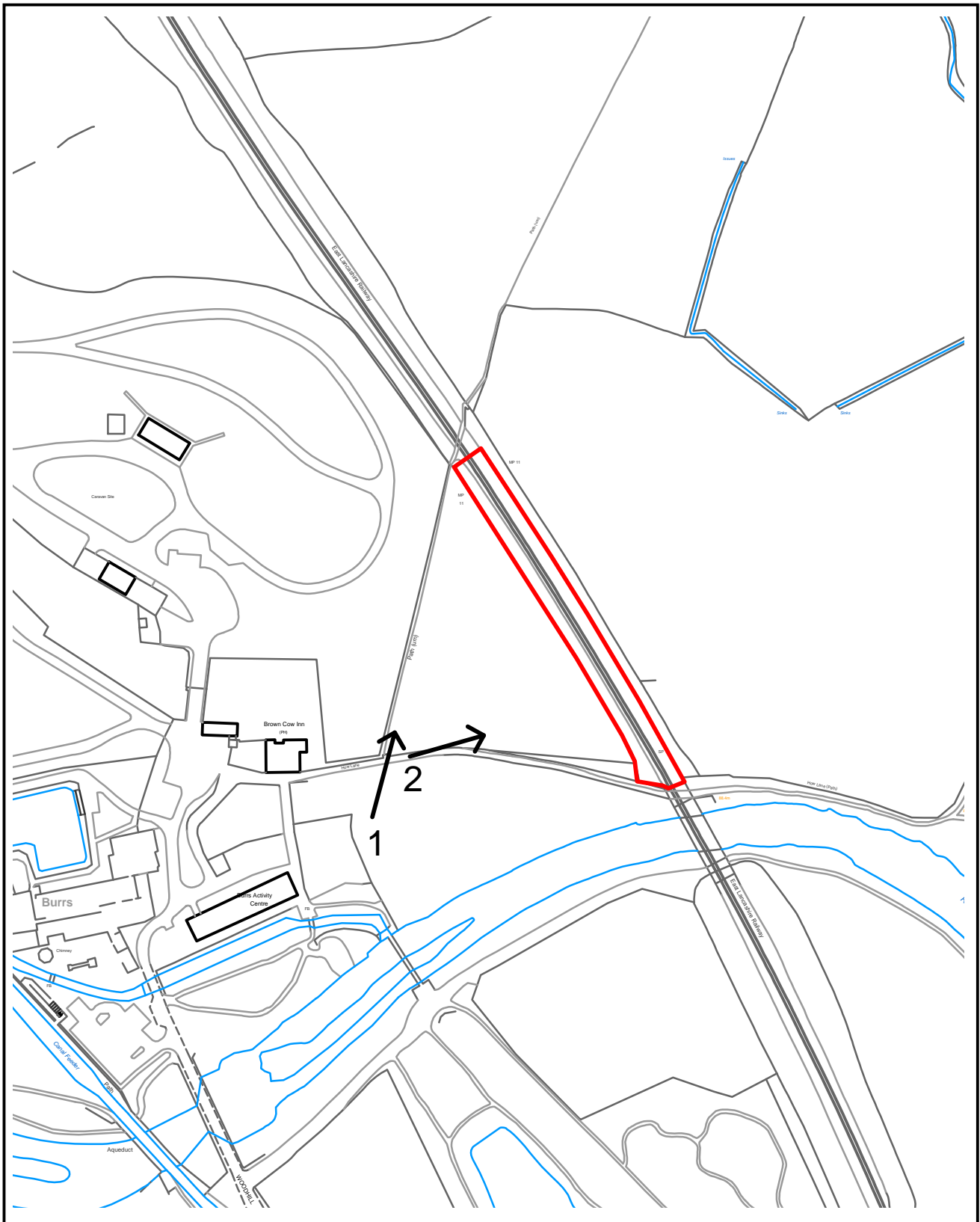
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

6. Notwithstanding the submitted plans, the maximum crossfall on the footpath and vehicular access shall be 1:40.

Reason. To ensure that the development is fully accessible to disabled persons pursuant to Policy HT5/1 – Access for Those with Special Needs of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Longworth** on **0161 253 5322**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 58768

**ADDRESS: Burrs Country Park
Woodhill Road
Bury**

Planning, Environmental and Regulatory Services 1:1250



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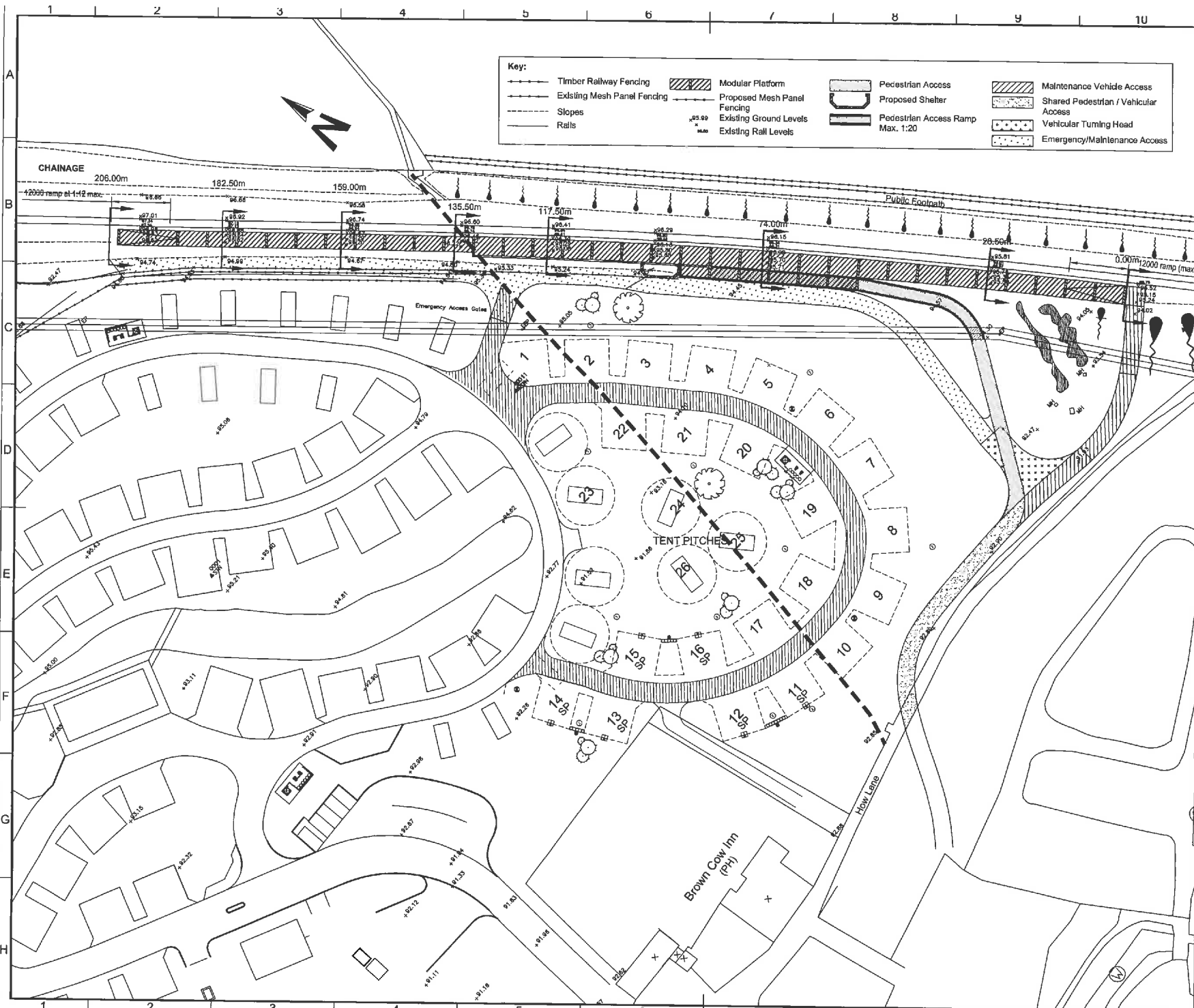
58768

Photo 1



Photo 2





Key:

Drawing Notes:

- Units**
- Dimensions shall not be scaled from the drawing.
 - All dimensions are in millimetres unless otherwise stated.
 - All coordinates and levels are in metres unless otherwise stated.
 - All chainages are in metres unless otherwise stated.
- Setting Out & Survey Data**
- Before proceeding with any construction activities, all setting out is to be agreed with the Engineer or Engineer's Representative on site.
 - Ordnance survey map data is shown for reference only and is not related to the survey.
- Mesh Panel Fencing**
- The existing mesh panel fencing to the Caravan Club/adjacent to the railway is to be set back away from the railway by 1.5m to the north end and 2.0m to the south end (original public footpath) and lined through to allow the construction, emergency and future platform maintenance access.

I have made all arrangements for the use of this drawing and the permission of the Controller of Copyright in the Copyright Act 1911 and the Copyright Act 1956 and any other laws relating to the publication or use of this drawing. © Crown Copyright 1900 & 2003.

Rev	Date	By	Author/Description

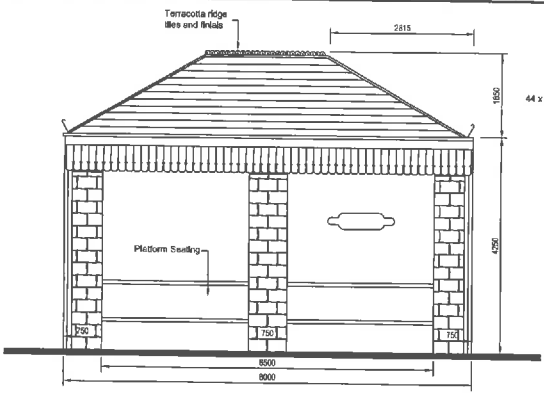
Department For Resources & Regulation
 Engineering Consultancy Services
 3 Knowlsey Place, Duke St, Bury BL9 9DZ
 Tel: 0161-257-7729
 Fax: 0161-257-9754
 E-mail: engcon@burys.gov.uk
 Internet: www.bury.gov.uk



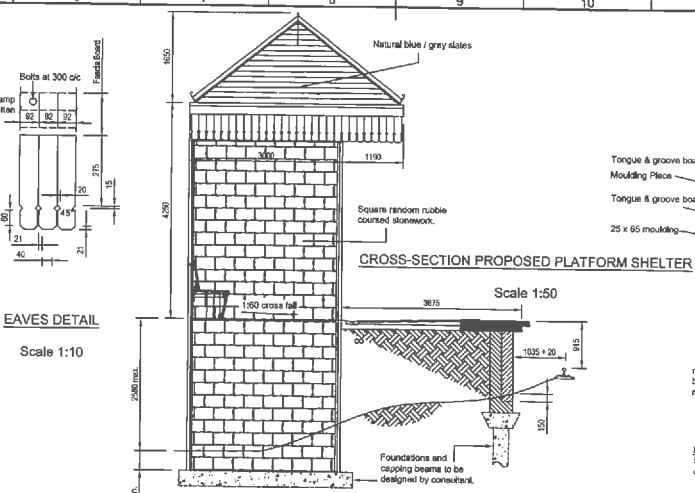
**EAST LANCASHIRE RAILWAY
BURRS HALT**

LOCATION PLAN

Drawn	MN	Date	May 15	Checked		Scale	1:500	Sheet Size	A2
Drawing No.	DL79/15/104			Revision					

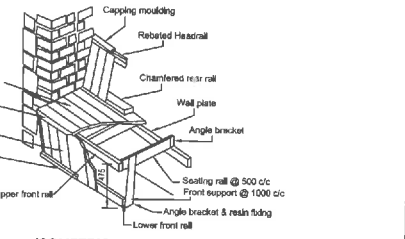


ELEVATION PROPOSED PLATFORM SHELTER
Scale 1:50

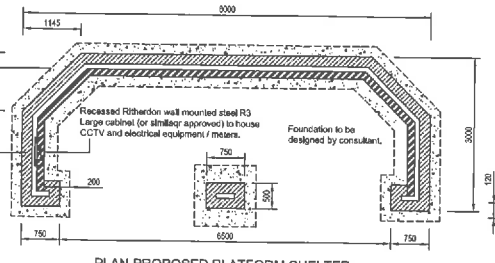


CROSS-SECTION PROPOSED PLATFORM SHELTER
Scale 1:50

EAVES DETAIL
Scale 1:10

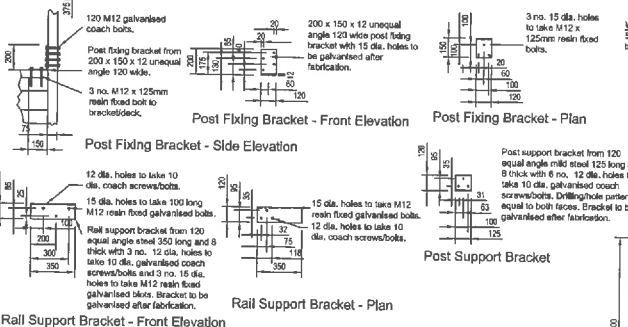


ISOMETRIC DETAIL OF SEAT CONSTRUCTION
Not to Scale

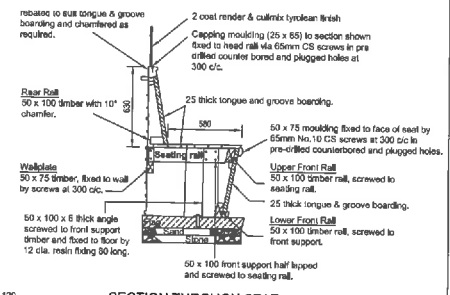


PLAN PROPOSED PLATFORM SHELTER
Scale 1:50

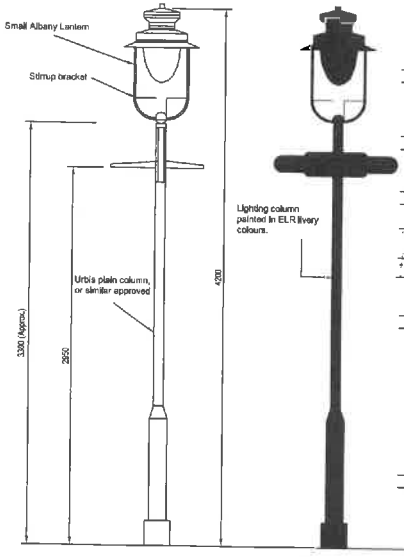
From 300 below platform level, outer skin of wall to be constructed from pitched faced squared random rubble coursed stone with 150 - 200 bed width in class (B) mortar with 100 cavity to inner skin of wall constructed from 140mm scale concrete blocks with 135° spandrel to angles.



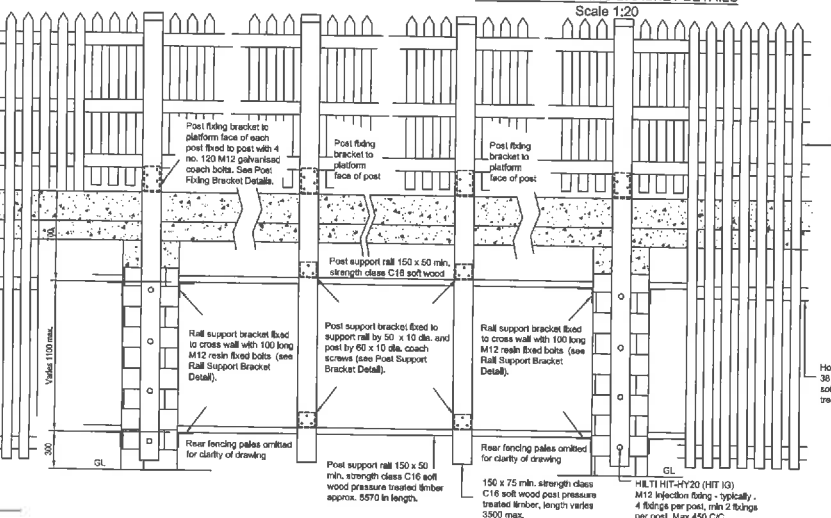
PLATFORM FENCING BRACKET DETAILS
Scale 1:20



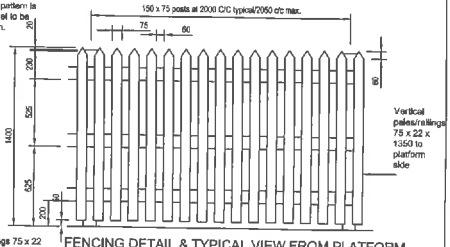
SECTION THROUGH SEAT
Scale 1:20



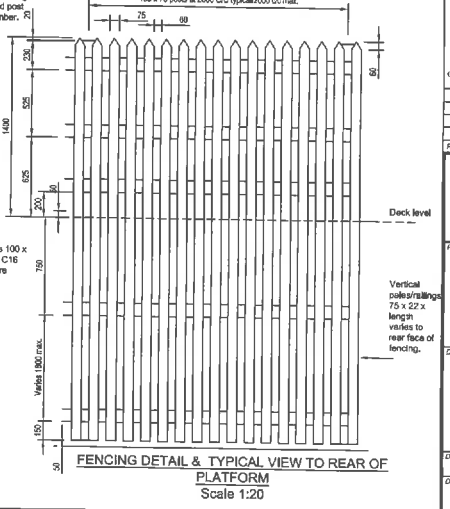
LIGHTING COLUMN DETAILS
Scale 1:20



FENCING - TYPICAL ARRANGEMENT & FIXING DETAILS
Not to Scale



FENCING DETAIL & TYPICAL VIEW FROM PLATFORM
Scale 1:20



FENCING DETAIL & TYPICAL VIEW TO REAR OF PLATFORM
Scale 1:20

- Drawing Notes:**
- Dimensions shall not be scaled from the drawing.
 - All dimensions are in millimetres unless otherwise stated.
 - All coordinates and levels are in metres unless otherwise stated.
 - All changes are in metres unless otherwise stated.

- Setting Out & Survey Data**
- Before proceeding with any construction activities, all setting out is to be agreed with the Engineer or Engineer's Representative on site.

- Fencing to Platform**
- All fencing to be pressure treated soft wood minimum strength class C18 in accordance with BS 4978:2007/EN 14061:2005.
 - All timber shall be finished (green/brown as instructed by the Engineer) for external use.
 - Angles to post tops and pales to be cut prior to pressure treatment.
 - Any outcrocheting on site to be treated with a suitable timber treatment to be approved by the Engineer.
 - The contractor must include in their rates for taking sections of fencing.

Ordnance Survey map data is shown for reference only and is not related to the survey.
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Rev	Date	By	Amendment Description

Department for Resources & Regulation
Engineering Consultancy Services
3 Knowlsey Place, Suite 50, Bury, Bury (UK)
Tel: 0161-253-7799
Fax: 0161-253-6124
Email: engcon@bury.gov.uk
Internet: www.bury.gov.uk

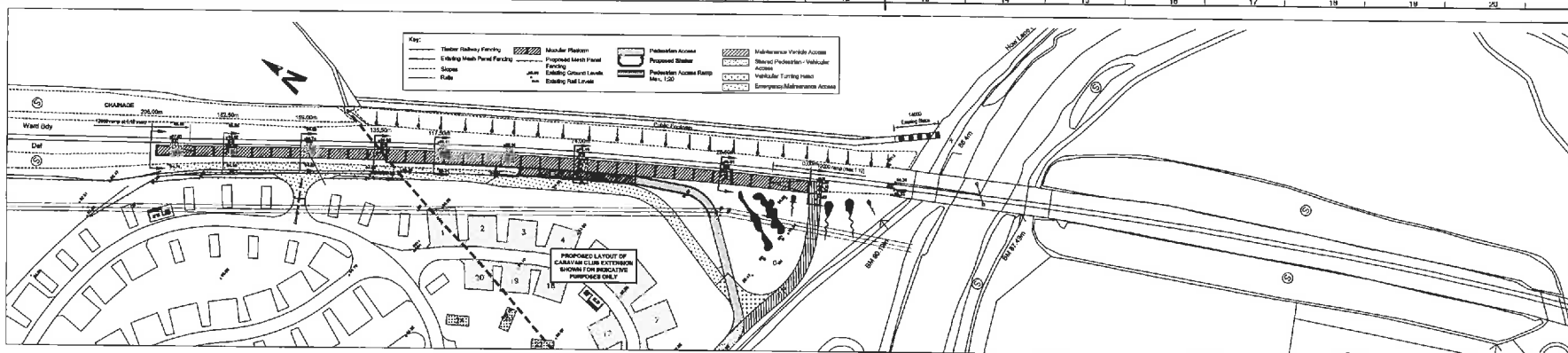


**EAST LANCASHIRE RAILWAY
BURRS HALT**

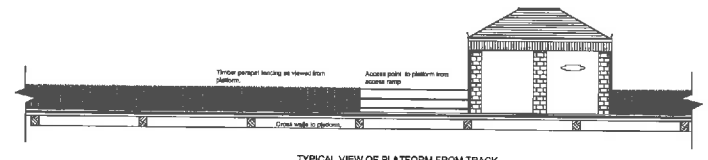
**PROPOSED SHELTER TO
PLATFORM
& FENCING DETAILS**

Drawn	Date	Checked	Scale	Sheet	Step
MN	May 15		As Shown	A1	

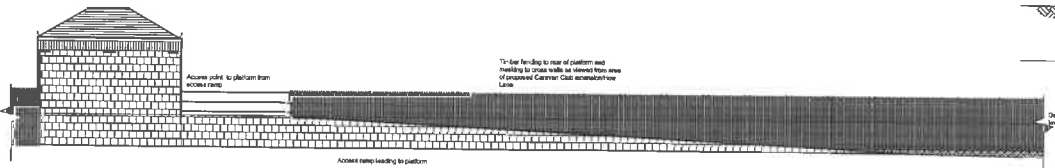
DL79/15/106P



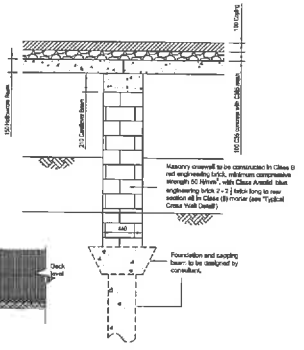
PLAN OF RAILWAY PLATFORM
Scale 1:500



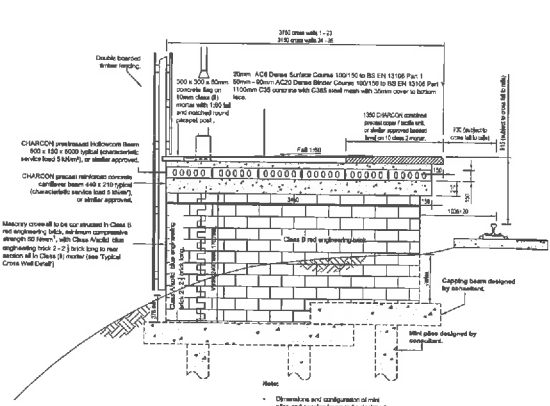
TYPICAL VIEW OF PLATFORM FROM TRACK
Scale 1:100



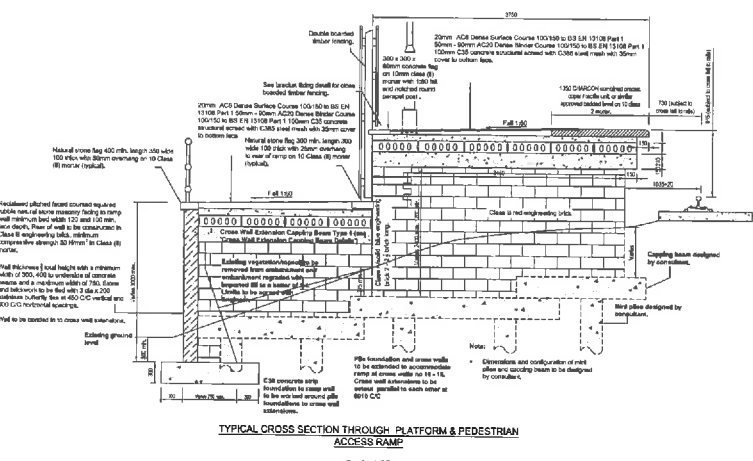
TYPICAL VIEW OF PLATFORM FROM PROPOSED CARAVAN CLUB EXTENSION/HOW LANE
Scale 1:100



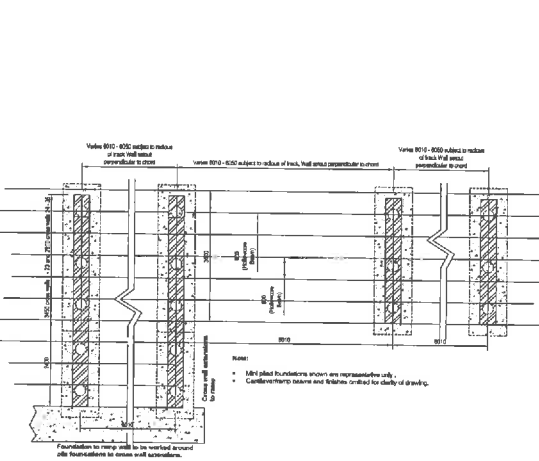
Typical Masonry Crosswall Detail
Scale 1:20



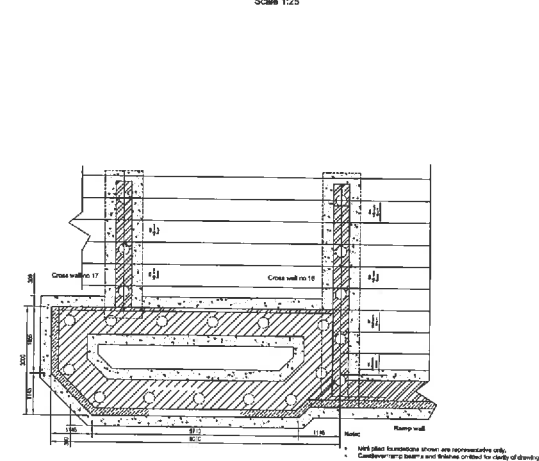
TYPICAL CROSS-SECTION THROUGH PLATFORM
Scale 1:25



TYPICAL CROSS SECTION THROUGH PLATFORM & PEDESTRIAN ACCESS RAMP
Scale 1:25



TYPICAL PLAN OF CROSSWALLS & FOUNDATIONS
Scale 1:25



TYPICAL PLAN OF FOUNDATIONS TO SHELTER
Scale 1:25

- Drinking Water
1. All dimensions shall not be scaled from the drawing.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All coordinates and levels are in metres unless otherwise stated.
 4. All dimensions are to centres unless otherwise stated.

- Site Safety
5. Before commencing any construction activities, an existing site to be approved with the engineer or Engineer's Representative or IWA.

Author: [Name]
 Date: [Date]
 Scale: [Scale]
 Drawing No: [Number]

Bury
SUBSTITUTES

**EAST LANCASHIRE RAILWAY
 BURRS HALT**

**GENERAL ARRANGEMENT
 PLATFORM**

Drawn by: [Name]
 Date: May 15
 Scale: As Shown
 Sheet No: AD
 Drawing No: DL79/15/103P