

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 14/05/2026	Ref: 72976/FUL
Registration: 17/03/2026	LDfC: 23/04/2026	Expiry Date: 12/05/2026
Site Visit: 15/04/2026	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: NONE
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: COUS

Proposal: Refurbishment of existing building and change of use to office accommodation (Class E), including internal subdivision to provide up to four office units, ancillary storage, associated parking and landscaping.

Location: 271 Tottington Road, Bury, BL8 1SE

Description

The site relates to a building and yard which are associated with the adjacent car repair and MOT garage. The site is used to store car parts and vehicle storage area.

The surrounding area is mixed in its uses comprising Woolfold Shopping Centre to the north, Woolfold Trading Estate to the south and residential properties to the north and east.

The building is a single storey brick built structure which was originally constructed as a laboratory associated with Smethursts Mill but has been in the ownership of the applicant for approximately 10 years.

The site is located on the corner of Tottington Road and Stewart Street with a vehicle access near this junction off Stewart Street. The access leads directly to a yard at the rear which is bounded by a railing fence.

The main part of the building is rectangular in form with a rear projection which is formed along the boundary with the adjacent garage.

The building is considered to be a Non-Designated Heritage Asset due to its architectural merit and historical value.

The application proposes the refurbishment of the existing building and the description states a change of use to office accommodation (Class E), including internal subdivision to provide up to four office units, ancillary storage, associated parking and landscaping.

Internally, it is proposed to split the building into 4 units. Unit 1 would be located in the rear outrigger with its own WC facility and entrance. Units 2,3 and 4 would be in the main building served by a communal entrance at the rear. Unit 4 could also be accessed from the front. There would be shared WC facilities.

The proposed units are intended to meet a local demand for small-scale office accommodation or workshops. There is some flexibility in the internal arrangements which would allow units to be combined if demand or a future occupier required.

Unit 1 - Ancillary storage 25 sqm

Unit 2 - Office - 50 sqm

Unit 3 - Office 33 sqm

Unit 4 - Office 43 sqm

It is also proposed to install mezzanine floor which would be used for storage.

Within the rear yard would be an enclosed bin store and cycle store with parking for 6 cars including an accessible and EV chargepoint. The existing access would be retained from Stewart Street.

Externally, windows would be replaced by upvc glazed units, the rear entrance door widened to create a double opening, new entrance to unit 1 and new bin store enclosed by a timber boarding.

Relevant Planning History

03039/E - Refurbishment and conversion to mixed use development of existing commercial premises. - Enquiry completed 30/01/2025

52806 - Use of land for the display of motor vehicles following demolition of public house - Approve with Conditions 24/09/2010 (adjacent site)

Publicity

Letters sent to 19 properties on 31/3/26.

No responses received

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Waste Management - No response received

Environmental Health - Pollution Control - No response received

United Utilities (Water and waste) - No response received

Conservation Officer - No objection subject to deletion of the rooflights

Pre-start Conditions - Not relevant

Development Plan and Policies

NPPF	National Planning Policy Framework
EC4/1	Small Businesses
EC5/3	Other Office Locations
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
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), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

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

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, it is 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.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Principle

Policy EC4/1 - Small Businesses, allows development where the scale would be appropriate to and the use environmentally compatible with the surrounding area in which it is to be located and where they do not conflict with other policies in the plan.

Policy EC5/3 - Other Office Locations development for further office uses will not be permitted except for small scale development providing a direct service to the area, refurbishment or conversion proposals which would result in the retention of buildings of architectural or historic interest and proposals for office type homeworking where existing residential amenity would not be adversely affected.

The site is located next to a car workshop, on the edge of a Local Shopping Centre and close to Woolfold Trading Centre on Stewart Street. As such, the site is closely related to commercial and industrial development and the proposal for a Class E office use would form a natural extension to existing businesses.

Class E covers a range of uses including retail, gym, creche/day nursery and E(g) i, ii and iii for offices, research and development of products and industrial processes.

The development would comprise 4 units with a combined maximum footprint of 151 sqm which is considered to be relatively small scale for an office development which would serve a local need.

To keep options open for potential future occupiers and to bring the building back into a viable use, it is considered that the site could also operate as Class E (g) (ii) and (iii), for research and development and industrial processes. These are uses considered to be acceptable to be carried out in residential areas, especially as the site previously operated as a laboratory. There is also a lesser demand for parking for these uses than other uses in Class E.

The proposed development would bring the building back into a use which would preserve the historic merits as an NDHA.

The proposed development is therefore considered to be acceptable in principle and would comply with EC4/1.

Heritage

The building is considered to be a Non-Designated heritage Asset (NDHA).

The applicant has submitted a Heritage Statement which details the historic, architectural and communal and evidential value.

The Conservation officer has been consulted.

The building is considered to be an NDHA for the following reasons -

The building is single storey constructed from red brick with a slate pitched roof and parapets to the east and south elevations. It has a rectangular planform. It was built between 1910 and 1929, believed to be a laboratory for Smethursts' Mill. It has decorated parapets with brick dentilled eaves and stone copings. The window openings are large with stone heads and cills with pedestrian access at the south and west elevations. There are stone quoins to the east and south elevations.

The building is considered to be a Non-Designated Heritage Asset (NDHA) as it meets at least one of the criterion for assessment of local heritage assets.

- The building is built between 1919 and 1939 and possibly a little earlier in relatively unaltered state. There are some blocked up door and windows with their original cills and heads still in situ and so could easily be re-instated.
- The building has architectural merit in its design being a good example of Edwardian period design. It has decorative elements and quoins. And if its original use can be confirmed it would be rare in its building typology for Bury.
- There is historical value in its reference to that part of Tottingtons' industrial heritage.

The building should be retained and adapted sensitively whilst restoring the missing openings, therefore preserving a local heritage asset.

The proposed rooflights, nine in total, are an over contemporising feature to a relatively unaltered period building which would provide natural light to a storage area which would not be in a habitable use or be a workspace area and as such would not preserve the architectural merit of the building and therefore its significance. It is recommended the rooflights are deleted from the scheme.

The applicant has now deleted the rooflights from the scheme.

As such, the proposed development is considered to be acceptable and comply with policy JP-P2 and the principles of the NPPF.

Layout

The layout of the site would not fundamentally change from the existing arrangements. The site would continue to be accessed from Stewart Street and lead to the parking area

which would be formalised to provide 6 demarcated spaces including an accessible and EV chargepoint space. Secure cycle storage for 4 cycles and an enclosed bin store would also be provided in the yard area.

Internally, the building would be split to provide 4 units although there could be scope to amalgamate 2 of the units depending on future occupiers. A mezzanine level for storage purposes would also be installed. Unit 1 at the rear would have its own access as would unit 4 with the main entrance provided at the rear from the car park.

It is therefore considered that the layout of the proposed development would be acceptable and comply with policies EC4/1 and EN1/2.

Design and appearance

The development proposal include replacing all the windows with upvc frames but utilising the existing size and shape of the openings.

The main structure of the building and external elevations would remain as existing.

It is therefore considered the proposed works to the external appearance of the building would be acceptable and enable the building to be brought back into a usable condition.

The proposed development would therefore comply with policies EC4/1 and EN1/2.

Impacts in the surrounding area

The site is located in an area of a mix of uses including commercial and industrial although there are residential properties opposite the site. The site has formally operated as a laboratory and currently used for the storage of parts and vehicles associated with the adjacent garage, which in itself would generate activity and comings and goings on a regular and daily basis.

It is therefore considered the proposed use for Class E (g) as uses which could operate within residential areas without detriment would be acceptable and comply with policies EN1/2 and EC4/1.

Parking and access

The site is located in zone 4 for parking. For a class E office in this location with a combined floor area of 151 sqm, the development would require 4 parking spaces. It is proposed to provide 6 parking spaces including 1 EV chargepoint.

Although the applicant has stated that the site would be used as offices, the description of development states a Class E use.

Class E contains a broad set of uses which include food retail, cafe/restaurant, creche and gym which would demand more parking provision and potentially better access arrangements. In this case, given the proposed parking provision, it would therefore be reasonable to include a condition that the development be limited to Class E (g)(i) (ii) (iii) for offices, research and development and industrial processes.

The development proposes 4 cycle parking spaces which would comply with SPD11. The site is located on a main bus route and as such there are alternative modes of sustainable travel available to future occupiers.

The existing access is from Stewart Street which is close to the junction with Tottington Road and whilst not an ideal position for an access which is only 3m wide, it is historical and served the original use of the building as a laboratory and for the past 10 years used in association with the car repair garage which could generate daily traffic movements of cars on and off the site.

Although the site and the building would be divided into 4 units, an office use/small scale

businesses would not necessarily generate significantly more traffic movements than previous uses or other uses which fall within class B2 for a car repair garage. The access route down the side of unit 4 is not lengthy and cars could manoeuvre within the yard to avoid conflicts between vehicles.

Given the scale of development and considering the previous and existing uses, it is considered the proposed development would provide adequate levels of parking and access to serve the office use.

The Highway Authority have raised no objection.

As such, the proposed development is considered acceptable and would comply with policies EC4/1, JP- C5, JP-C6 and JP-C8.

Policy JP-S2 - Carbon and energy

A carbon and energy statement has been submitted and it is proposed to follow the recognised hierarchy of reducing energy demand, using energy efficiently and supporting carbon low outcomes.

The emphasis would be on fabric first improvements and efficient building services. Proposals include upgrading thermal insulation where practicable as part of the refurbishment works, improving air tightness where achievable without adversely affecting the existing building fabric, maximising natural daylight to reduce reliance on artificial lighting and energy-efficient heating and hot water systems compliant with current Building Regulations.

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

Policy JP-C2 - Digital connectivity

This policy requires development to provide full fibre connections unless unfeasible to do so.

The applicant has provided a statement that the development would be designed to support high quality digital connectivity. Measures would include provision of internal ducting and cabling routes to support high-speed broadband connections, space for the installation of modern data and communications equipment, flexible internal layouts to allow office spaces to be configured to meet occupier requirements and the ability to connect to existing and future broadband networks, including fibre services, subject to availability.

The proposed development is therefore considered to comply with policy JP-C2.

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

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

Recommendation: Approve with Conditions

Conditions and Reasons:

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- 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 23/643.SLP
Existing site layout 23643-01
Existing plans and elevations 23643-02
Existing plans 23643-03
Proposed site layout 23643-11 E
Proposed plans and section 23643-12 D
Proposed elevations 23643-13 D

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

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

- 3 The development hereby approved shall be carried out in accordance with the materials detailed on the approved plans.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design

- 4 The premises to which this approval relates shall be used for Class E (g) (i), (ii) and (iii) uses and for no other purpose (including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that class in any statutory instrument revoking or re-enacting that Order with or without modification).
Reason. To ensure adequate parking and servicing arrangements could serve the development pursuant to policies EC4/1, HT2/4, JP-C8 and SPD11.

- 5 The car parking/cycle and bin storage arrangements indicated on the approved plans shall be surfaced & demarcated/provided and made available for use prior to the part of the development hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision, cycle and bin storage facilities in the interests of road safety pursuant to policies HT2/4 and JP-C8.

- 6 The turning facilities within the curtilage of the site indicated on the approved plans shall be provided before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to policies JP-C5 and JP-C8.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	14/5/26	DM	14.05.2026