

DELEGATED REPORT

Report by Helen Leach	Date of report: 21/12/2023	Ref: 69413/FUL
Registration: 17/04/2023	LDfC: 09/08/2023	Expiry Date: 12/06/2023
Site Visit: 16/05/2023	Site Notice: N/A	Press Date: N/A
Objections: 2	Con Area: N/A	Adv Type: NONE
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MADW

Proposal: Variation of condition nos.2 (approved plans), 5 (materials), 15 (car parking) and 22 (turning facilities) of planning permission ref. 67431:

Location: Land off Poppythorn Lane, Heys Road, Prestwich, M25 1JY

Description

The application site is a triangular piece of land, containing a number of garages and commercial buildings, which are in a state of disrepair. The Metrolink line and Prestwich station are located to the southeast of the site and the land rises quite steeply from the garage site to the line. There are residential dwellings, of two storeys, to the north and east of the application site, with the rear gardens facing the site. There is a single track access road, leading to Prestwich Cricket ground, which is located between the residential properties and the application site. There is also a pedestrian access to the town centre, which passes under the Metrolink line.

The application site is located within Prestwich town centre and is allocated within the UDP as a potential park and ride scheme for the Metrolink.

Permission has been granted twice for residential development in 2010 and 2012. Both these applications were in outline and both permissions have lapsed.

Planning consent was granted in August 2022 for the erection of 18 dwellings in a single 'linked' building. The proposed buildings would be part two storey and part three storeys in height and would be linked by the external, sheltered staircase. The proposed development would be accessed from Poppythorn Lane, which would link through to the existing cricket club. Access to the rear of the dwellings on Heys Road would be maintained. 18 parking spaces would be provided off the new access road to the front of the site and private amenity space would be provided to the rear of the building.

The proposed development seeks to vary conditions 2 (approved plans), 5 (materials), 15 (car parking) and 22 (turning facilities) of permission 67431.

The variation of condition 2 involves the following amendments:

- 18 single storey apartments would be provided;
- the proposed roof has been amended to provide enclosed staircases;
- the location of windows and patio doors has been amended;
- brick feature panels have been added
- proposed finished floor level would be at one level (91.30);
- the location of the car parking spaces have been amended but 18 spaces are provided;
- the location and dimensions of the turning head have been amended

A materials schedule has been submitted, which includes the use of the brickwork (Grainger Antique), contrasting brickwork (Grainger Autumn), roof tile (smooth grey concrete tile), anthracite grey window frames, anthracite grey doors and 1.8 - 2.1 metre

high timber fencing (feather edged panels with timber posts).

Conditions 15 and 22 relate to the amendment of the location of the parking spaces and turning head.

Relevant Planning History

42744 - Demolition of existing garages, proposed 15 apartments and associated parking (outline) at land to rear of 12 - 28 Heys Road, Prestwich. Withdrawn - 15 July 2004

43478 - Residential development - Demolition of existing garages and erection of 15 apartments and associated parking (outline) at land off Heys Road, adjacent the Metrolink Station, Prestwich. Refused - 15 December 2004

49236 - Demolition of existing garages and erection of 12 no. dwellings at land off Poppythorn Lane, Prestwich. Refused - 10 April 2008.

50140 - Demolition of existing garages and erection of 12 dwellings (resubmission) at land off Poppythorn Lane, Prestwich. Withdrawn - 1 September 2008

52820 - Outline - Demolition of existing buildings and erection of 12 no. dwellings and associated access and car parking at land off Poppythorn Lane, Prestwich. Approved with conditions - 1 October 2010.

53963 - Outline - Demolition of existing buildings and erection of 9 dwellings and associated access and car parking at land off Poppythorn Lane, Prestwich. Withdrawn - 29 June 2011

54722 - Outline - Demolition of existing buildings and erection of 9 no. dwellings and associated access and car parking (Resubmission of 53963) at land off Poppythorn Lane, Prestwich. Approved with conditions - 2 March 2012.

02479/E - Erection of 20 no. dwellings with new access road at former coal yard, land south of Poppythorn Lane, Prestwich. Enquiry completed - 30 June 2021.

67431 - Residential development comprising 6 no. single storey apartments and 12 no. duplex apartments in part-two and three storey linked buildings with landscaped grounds, car parking and a new access road from Poppythorn Lane serving the development at land off Poppythorn Lane, Prestwich. Approved with conditions - 10 August 2022.

Publicity

The neighbouring properties were notified by means of a letter on 21 April 2023.

1 letter has been received, which has raised the following issues:

- Lets be honest, these apartments aren't going to be made into affordable housing; they will be sold for >300k each because its desirable to live in Prestwich, the buyer will receive a crappy new-build flat in a pokey enclave next to a tram-stop, ground which is prone to flooding and terrible traffic which is standstill at midday on a weekend.
- Firstly, the land was home to a few small garages. I don't realistically see how the amount of buildings or apartments will fit in there reasonably.
- These apartments are likely to tower over the surrounding houses and their gardens, invading privacy.
- The drainage of the land in this area is already poor and is susceptible to flooding; this is going to be made worse by the instillation of more buildings and concrete foundations.
- Traffic is already dismal at the junction of Heys Rd / Poppythorn Ln / Fairfax Rd. Cars already queuing halfway down the road because of the bottleneck in Prestwich Village. How does Bury Council plan on fixing that?

The neighbouring properties were notified of revised plans on 25 July 2023.

1 letter has been received, which has raised the following issues:

- It seems that the stairwells are to be enclosed with windows and a roof, which will block out more light to the back of the house on Heys Road.
- All of the extra building would create one solid building, which is different from the original building. How can it be allowed that current residents will have much of the daylight to the back of their houses blocked out?
- No one would object to houses of 2 storeys in height but this proposal is completely out of character with the area and would tower over the current residents.

Statutory/Non-Statutory Consultations

Traffic Section - No objections, subject to the inclusion of conditions relating to access alterations, construction traffic management plan, car parking, turning facilities and bin storage.

Transport for GM - No comments.

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

Unitary Development Plan and Policies

EC2/2	Employment Land and Premises
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/6	Garden and Backland Development
H4/1	Affordable Housing
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8	Woodland and Trees
RT1/1	Protection of Recreation Provision in the Urban Area
RT1/2	Improvement of Recreation Facilities
RT2/2	Recreation Provision in New Housing Development
HT2/3	Improvements to Other Roads
HT2/4	Car Parking and New Development
HT3/4	Schemes to Assist Metrolink
HT4	New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
TC2/3	Vacant and Cleared Sites
Area	The Longfield Centre/Bury New Road
PR1	
SPD1	Open Space, Sport and Recreation Provision
SPD2	DC Policy Guidance Note 2: Wildlife Links & Corridors
SPD5	DC Policy Guidance Note 5: Affordable Housing
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
SPD14	Employment Land and Premises
SPD16	Design and Layout of New Development 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.

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 - The principle of residential development was established with the grant of planning consent on 10 August 2022. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development Plan and the NPPF.

Design and layout - The previously approved development provided 3 buildings containing 6 apartments and 12 duplex apartments, which would be connected by external staircases.

The proposed development would involve the enclosure of the two staircases to provide one single building. The proposed development would effectively infill between the previously approved buildings forming a pitched roof. The proposed infill areas would not be

any higher than the previously approved buildings. While the proposed building would be a storey higher than the existing dwellings on Heys Road, the finished floor level for the proposed building would be significantly lower. As such, the proposed building would be the same height as the dwellings on Heys Road and would be acceptable in terms of height and scale.

The proposed extension to enclose the stairwells would be constructed from a grey brick on the front elevation to lighten the appearance of the structure and to draw attention to the entrances to the proposed apartments.

The proposed windows would be suitably aligned and the use of vertical glazing, brick detail panels and Juliette balconies would add visual interest to the elevations. The proposed building would be constructed from red brick with a tile roof, which would be appropriate to the locality.

The development would replace a collection of dilapidated structures and contaminated land from this immediate area. Therefore whilst the proposed development is essentially a piece of backland and is not positioned within the main streetscene it would regenerate a piece of brownfield land in a positive way and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Impact upon residential amenity - SPD 6 provides guidance on aspect standards for residential properties and would be relevant in this case.

All of the proposed windows would be in broadly the same position as previously approved, with the exception of the windows at each end of the rear elevation at ground and first floor level. There would be 22 metres from the proposed openings to the rear elevation of the existing dwellings on Heys Road, which would comply with the aspect standards. There would be 18 metres between the rear elevation of the proposed apartments and the blank gable of No. 6 The Heys, which would comply with the aspect standards.

There would be 26 metres and 36 metres between the respective proposed stairwell enclosure and the rear of the dwellings on Heys Road. This would be in excess of the aspect standard and given the lower level, the proposed development would not have a significant adverse impact upon the occupiers of the existing dwellings in terms of light.

Therefore, the proposed development would be appropriate in terms of aspect standards sought by policy and would not have a significant adverse impact upon the amenity of the neighbouring properties.

Highways issues - The proposed development involves amendments to the position of the parking spaces and the turning head. The proposed amendments are minor and would not impact upon the use of the parking spaces and turning facilities.

The Traffic Section has no objections, subject to the inclusion of conditions relating to access alterations, construction traffic management plan, car parking, turning facilities and bin storage. Transport for GM has no objections to the proposal.

Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Planning obligations - A deed of variation has been signed to ensure compliance with the following planning obligations secured via Section 106 agreement on the original approval.

- A contribution of £28,115.10 would be required towards recreation in accordance with Policy RT2/2 of the Bury Unitary Development Plan and SPD1.
- 2 affordable units would be required in accordance with the NPPF and Policy H4/1 of the Bury Unitary Development Plan and SPD5.

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:

- 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 1420/P/001 A, 1420/C/201, 1420/C/SK02, 1420/C/101 G, 1420/C/201 K, 1420/C/102 J 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 remediation strategy approved as part of condition 4 of permission 67431 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 15 - Conserving and enhancing the natural environment.
- 5 The external finishing materials for the proposal hereby approved shall be as per the External Materials Specification, dated February 2023.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
- 6 Prior to occupation the applicant shall provide one EV charging point (minimum 7kW*) per unit (dwelling with dedicated parking) or a minimum 20% EV chargepoints (minimum 7kW*) (for unallocated parking).
*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced by BS EN 61851-1:2019 on 5 July 2022).
Reason: In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.
- 7 The surface water drainage scheme approved as part of condition 7 of permission 67431 shall be implemented prior to first occupation of the dwellings hereby approved and thereafter maintained.
Reason. To promote sustainable development and reduce flood risk pursuant to

Unitary Development Plan Policies EN5/1- New Development and Flood Risk ,
EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 -
Meeting the challenge of climate change, flooding and coastal change of the NPPF.

- 8 Foul and surface water shall be drained on separate systems.
Reason: To secure proper drainage, to promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
- 9 The development shall be carried out in accordance with the Construction Management Plan approved under condition 9 of permission 67431.
Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working above and adjacent to the Metrolink system pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.
- 10 The development shall only be carried out in accordance with the details approved under condition 10 of permission 67431.
Reason: To protect the integrity of Metrolink infrastructure pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.
- 11 The development shall only be carried out in accordance with the details approved under condition 11 of permission 67431. The approved details only shall be implemented prior to first occupation of the building hereby approved.
Reason: To ensure that an appropriate boundary treatment is installed on the boundary of the Metrolink tramway pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design
- 12 The development shall only be carried out in accordance with the details approved under condition 12 of permission 67431.
Reason: To manage the risks associated with water run-off onto Metrolink land and infrastructure pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.
- 13 The development shall only be carried out in accordance with the details approved under condition 13 of permission 67431. The approved noise insulation scheme shall be completed before the use of the development commences.
Reason: To secure a reduction in noise from Metrolink in order to protect future residents from noise nuisance pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.

- 14 The development shall only be carried out in accordance with the details approved under condition 10 of permission 67431.
Reason: To protect trees against root damage and to maintain the status quo with regards the stability of the embankment pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.
- 15 The car parking indicated on approved plan reference 1420/P/001 A, shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained at all times.
Reason: To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
- 16 The development hereby approved shall be carried out in accordance with the lighting scheme (plan reference P183-655-02) which shall be implemented before the building hereby approved is first occupied.
Reason: To ensure the lighting causes no harm to the wildlife corridor 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 15 - Conserving and enhancing the natural environment.
- 17 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.
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 15 - Conserving and enhancing the natural environment.
- 18 The development shall only be carried out in accordance with the scheme for the eradication and/or control of Virginia Creeper and Wall Cotoneaster approved as part of condition 18 of permission 67431. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason: The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
- 19 The development shall only be carried out in accordance with the landscaping scheme approved as part of condition 19 of permission 67431.
The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
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, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

- 20 Notwithstanding the details indicated on approved plan references 1420/P/001 A, no development shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways to and approved in writing by the Local Planning Authority:
- Formation of the proposed site access onto the Poppythorn Lane/Heys Road junction and private access road, incorporating accommodation/remedial works on the existing adopted highway to a scope and specification to be agreed;
 - Scheme of surface water drainage works/access road materials to ensure that surface water will not be discharged from the site onto the adjacent adopted highway;
 - Provision of 1.8m (minimum) wide segregated pedestrian facilities between the Poppythorn Lane/Heys Road junction and the 'Existing Cricket Club Parking Area', incorporating measures to ensure access is maintained to any affected accesses, garages and the parking area;
 - Demarcation of the limits of the adopted highway;
 - Scheme of surfacing works on the access to be retained at the rear of No.'s 8-28 Heys Road, position and operation of the proposed gates to the rear of No.28 and provision of visibility splays in accordance with the guidance in Manual for Streets at the junction created;
 - Scheme of traffic calming and associated markings, signage and surfacing materials shown indicatively on submitted plan reference 2951-F01 Revision H;
 - Provision of a street lighting assessment of Poppythorn Lane/Heys Road junction and private access road, and, if required, subsequent scheme of improvements to existing street lighting on the adopted highway;
 - Review of the existing and need for the provision of new waiting/loading restrictions on the private access road/turning head to ensure that the proposed access arrangements can be safely implemented from the adopted highway, including details of the measures proposed, all necessary modifications to road markings and signage and a timetable for implementation.
- The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority with all highway works completed prior to the development hereby approved being occupied.
- Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
- Policy EN1/2 - Townscape and Built Design
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development

- 21 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
 - Access point(s) for demolition and construction traffic and all temporary works required to facilitate access for ground works/construction vehicles;
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
 - Parking on site or on land within the applicant's control of operatives' and

demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;

- If proposed, site hoarding/gate positions, including the provision, where necessary, of temporary pedestrian facilities/protection measures on any retained route(s) to Prestwich Cricket Club;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent private access road and adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 22 The turning facilities indicated on approved plan reference 1420/P/001 A 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 the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

- 23 The bin storage arrangements indicated on the approved plans shall be implemented before the development hereby approved is first occupied and thereafter be maintained available for use at all times.

Reason. To ensure adequate off-highway bin storage arrangements are provided within the curtilage of the site, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
HL - 21/12/2023			