



PEACOCK+
SMITH

Bolton at Home
Fletcher Fold, Bury

Erection of 43 no. dwellings for people aged 55 years and over with associated car parking and landscaping. Accommodation to comprise of 4 no. 2-bedroom bungalows and 39 no. apartments (33 x 1-bedroom apartments and 6 x 2-bedroom apartments) within a 3-storey apartment building

PLANNING STATEMENT

May 2024

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1. Introduction

- 1.1 This Statement is prepared by Peacock + Smith in support of a planning application for residential development at Fletcher Fold, Bury. It is submitted on behalf of our client, Bolton at Home.
- 1.2 The application site is the former site of the Millwood School which was demolished in 2021. The site is therefore previously developed land, but is currently vacant. It measures 0.9 Ha. The site partly contains an area of mature landscaping and trees.
- 1.3 The proposal seeks planning permission for the erection of 43 no. dwellings for people aged 55 years and over with associated car parking and landscaping. The accommodation comprises 4 two-bedroom bungalows and a three-storey apartment building providing a total of 39 apartments (33 one-bedroom apartments and 6 two-bedroom apartments) with a communal room at ground floor.
- 1.4 Externally the proposal would include private rear gardens for the bungalows and a shared private amenity area for the apartment building. Vehicular access into the site would be from Fletcher Fold Road.

The Applicant

- 1.5 The applicant is Bolton at Home who will build and manage this project for Bury Council. Bolton at Home's organisational objective is to create homes and neighbourhoods to be proud of. They own, manage, and maintain more than 18,000 homes across the borough. They invest to improve the quality of their properties for tenants and are building new homes to give as many people as they can the opportunity to live in a quality, affordable home. They are a charitable community benefit society that works to make people's lives better by providing quality housing, giving people opportunities to prosper, and helping customers to maximise their income. Bolton at Home aim to provide safe and secure homes to meet the housing needs of both current and future customers and to support their customers and communities. This development is part of this overall objective.
- 1.6 Regular meetings have taken place between the applicant and Bury Council's Housing Strategy and Commissioning teams to review the designs as they progressed. The proposed accommodation is to meet an identified need for older persons' accommodation in the borough. By providing much needed purpose-built older persons' accommodation that can be easily adapted to changing needs as people age, it is hoped that family housing will be freed up within the borough. This site has been selected by Bury Council as a suitable location for providing older

persons' accommodation and the brief and mix has been agreed with them. A pre-application meeting has also been held with the planning department at Bury Council and a written response was received following that meeting. The proposal has been amended to reflect the advice received.

Purpose and Structure of Report

1.7 This report seeks to address all relevant planning considerations prior to drawing conclusions as to the merits of the application. The remainder of this report is structured as follows:

- **Section 2:** describes the site and considers any planning history;
- **Section 3:** describes the proposed development;
- **Section 4:** positions the proposals in the context of planning policy;
- **Section 5:** considers the key planning issues in the context of the relevant planning policy and analyses the planning considerations relevant to the proposal;
- **Section 6:** outlines the benefits of the proposal; and
- **Section 7:** provides a summary and conclusions, taking account of the planning balance

1.8 This Planning Statement is the main overarching statement which considers the application as a whole. It should be read in conjunction with the other documents submitted in support of the application which include:

- Design Statement, prepared by Pozzoni Architects;
- Design and Access Statement Landscape Proposals, prepared by Pozzoni Architects;
- Transport Statement, prepared by Ashley Helme Associates;
- Ecological Desk Study, prepared by TEP;
- Ecological Impact Assessment, prepared by TEP;
- Coal Mining Risk Assessment, prepared by Hamson Barron Smith;
- Ground Investigation Report, prepared by Hamson Barron Smith;
- Preliminary Assessment, prepared by Hamson Barron Smith;

- Flood Risk Assessment and Drainage Strategy Report, prepared by Carley Daines and Partners Ltd;
- Landscaping Proposals prepared by TEP; and
- Biodiversity Net Gain Impact Assessment and Design Stage Report

2. Site Description and Planning History

- 2.1 The purpose of this section is to describe the application site and its context and explain the planning history of the site.

Site Description and Local Context

- 2.2 The site is located to the south of Goshen Lane/Manor House Gardens within Bury. The site is shown in **Figure 1** below and measures approximately 0.9 hectares (2.2 acres).



Figure 1: Site Location

- 2.3 The site currently largely consists of vacant previously developed land, however there are also a number of trees along the boundary of the eastern part of the site. The site previously accommodated the former Millwood School, however this was demolished in 2021. A tree survey has been carried out to ascertain the quality of the trees on the site and their root protection zones.
- 2.4 The site is bound to the north by Goshen Lane/Manor House Gardens, to the east by the private rear garden areas of properties located on Meadway, to the south by a band of trees and beyond that residential properties located on Millwood Court, and to the west by the rear gardens of properties that front onto the A56 Manchester Road.
- 2.5 The area surrounding the application site is predominantly residential in nature. Goshen Playing Fields is located a short distance to the east of the site.

- 2.6 The site is not within a Conservation Area and there are no Conservation Area designations in close proximity. There is a Grade II listed building to the north/north-east of the site called The Manor House (including The Crest and The Nook). The listed building is on the opposite side of Manor House Gardens and is approximately 11m away from the site boundary.
- 2.7 The site is within Flood Zone 1, apart from a very small area in the south-eastern tip of the site that is within Flood Zone 2 (however the small area within Flood Zone 2 is not being developed so will remain unchanged). The overwhelming majority of the site is therefore at low risk of flooding. The Flood Zones are illustrated in **Figure 2** below:

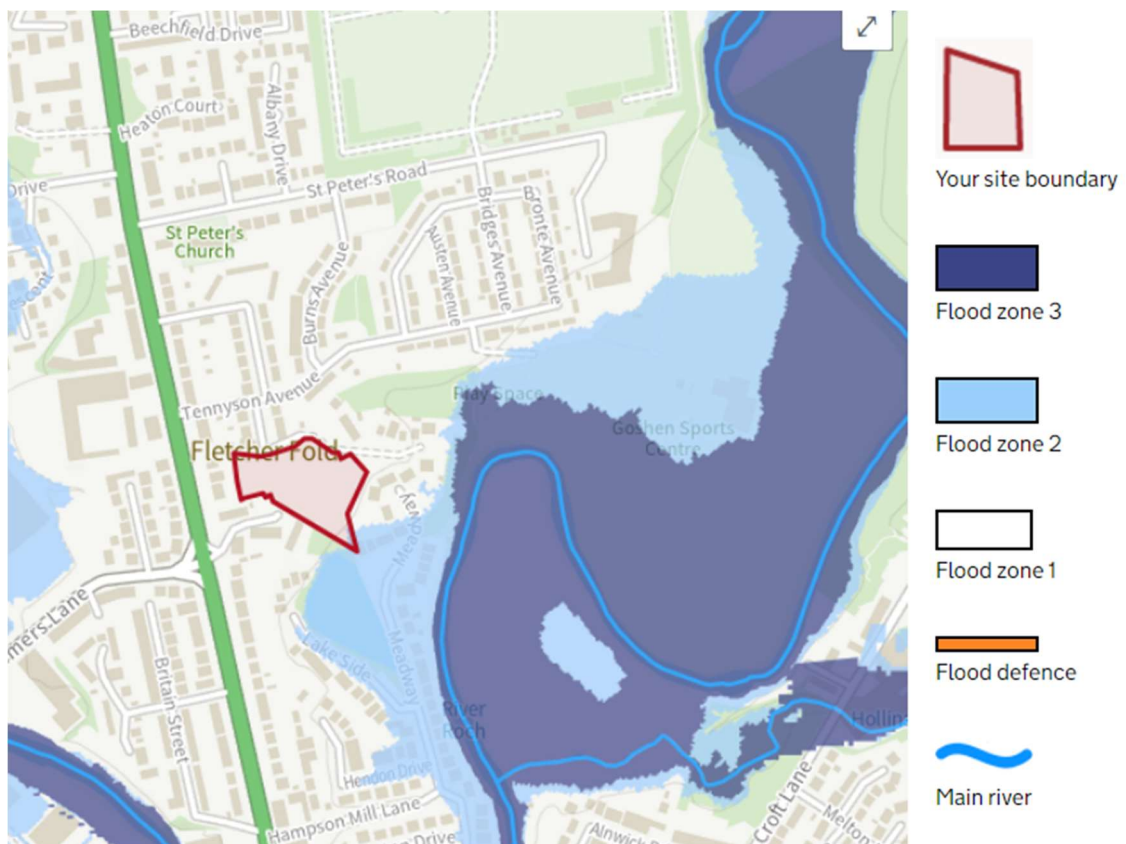


Figure 2: Map showing Flood Zones and the site

- 2.8 There are no Tree Preservation Orders (TPOs) on the site, but there are several protected trees adjacent to the northern/north-eastern boundary of the site. There is a public right of way (footpath ref. 71BUR) crossing the site. The TPOs adjacent and the footpath crossing the site are shown in **Figure 3** below:

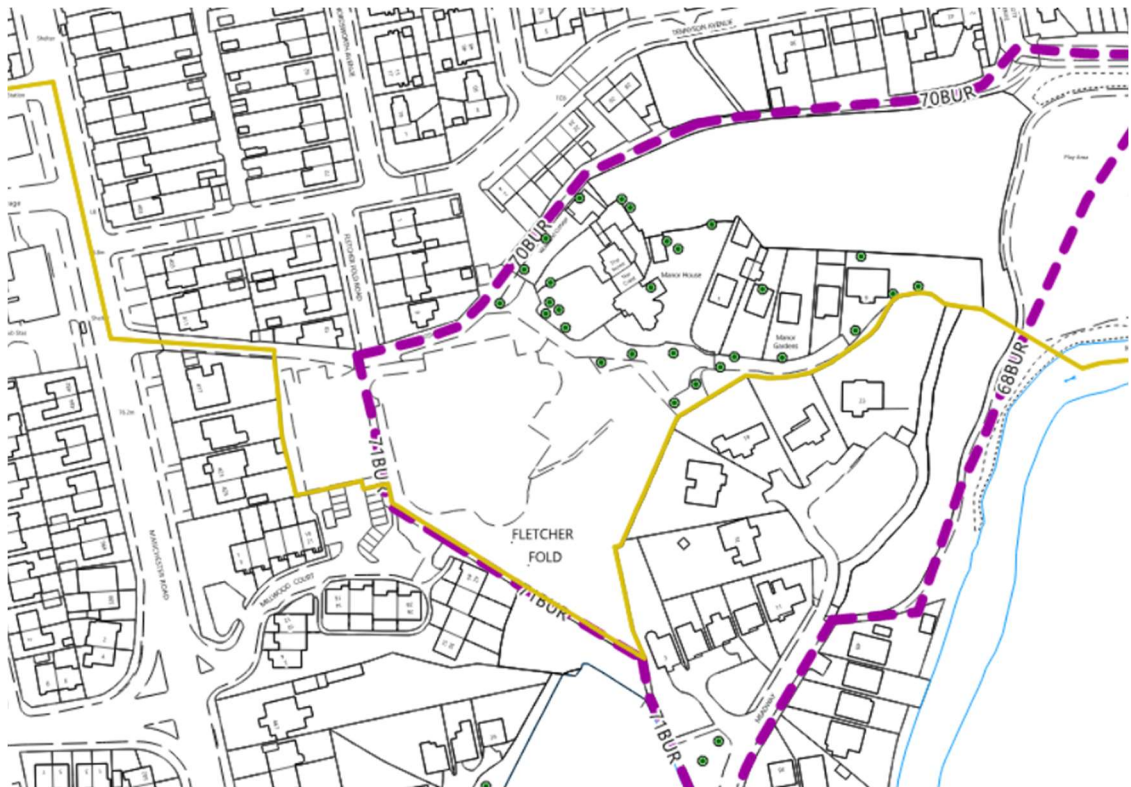


Figure 3: Plan showing Tree Preservation Orders (green circles) and the public right of way crossing the site (purple hatched line)

- 2.9 Frequent bus services run along the A56 Manchester Road that lies approximately 50m to the west of the site. These services provide access to Manchester City Centre, Bury Town Centre and Pendleton in Salford. The nearest Metrolink station to the site is the one in Bury Town Centre which is approximately 1.1 miles away.
- 2.10 In summary, the application site represent a previously developed land. There are no protected trees within the site but a number of trees subject to Tree Preservation Orders are adjacent to the site. The area surrounding the application site is predominantly residential in nature. There is a listed building to the north of the site, 11m away. The site is at low risk of flooding apart from a very small area at the southern tip of the site that is within Flood Zone 2 (but this area is not being developed under the current proposal). The site is close to a number of bus routes that offer frequent bus services along the A56 and also within 1.1 miles of Buryh Town Centre. It is a highly sustainable site.

Planning History

- 2.11 In order to fully understand the development context of the site in the preparation of this planning application, a full planning history search, using publicly available sources, has been undertaken.

A review of Bury's Public Access system has revealed a number of planning applications at the site. These applications relate to the previous use of the site as a school and none are considered relevant to the determination of the application. Notwithstanding, the planning history include:

- 40498 - Installation of car park lighting. Approved 2 July 2003.
- 45330 - Single Storey Extension. Approved 16 November 2005.
- 49271 - Erection of 2 metre high paladin fence to school boundary. Approved 16 April 2008.
- 62832 - Prior notification of proposed demolition of single storey former primary and special school. Approved 14 June 2018.
- 66306 - Demolition and site enabling works. Approved 22 February 2021.

Key Summary

2.12 The application site comprises previously developed land and an area of vegetation/trees. The surrounding area is largely residential in nature. There are trees located adjacent to the site that are subject to TPOs. The site is accessible via public transport as there are high frequency bus routes a short distance away from the site, along with being within walking distance of Bury Town Centre. It is a highly sustainable site.

3. Proposed Development

- 3.1 This Section provides an overview of the proposed development. It should be read in conjunction with the Design Statement prepared by Pozzoni Architects.

The Proposal

- 3.2 Full planning permission is sought for the erection of 43 dwellings for people over 55 years of age with associated car parking and landscaping on the former site of the Millwood School that was demolished in 2021. The accommodation proposed consists of 4 no. 2-bed bungalows and a 3 storey apartment building that would house a total of 39 apartments (33 no. 1-bed apartments and 6 no. 2-bed apartments). The apartment block would also have a communal lounge at ground floor for residents of the development. The proposed development seeks to make the most efficient use of the site whilst providing affordable living accommodation for the over 55s.

- 3.3 The description of development is as follows:

"Erection of 43 no. dwellings for people aged 55 years and over with associated car parking and landscaping. Accommodation to comprise of 4 no. 2-bedroom bungalows and 39 no. apartments (33 x 1-bedroom apartments and 6 x 2-bedroom apartments) within a 3-storey apartment building".

- 3.4 As above, the proposed accommodation consists of a mixture of bungalows and apartments and has been designed to meet an identified need for older persons accommodation in the borough. By providing much needed purpose-built older persons' accommodation that can be easily adapted to meet changing needs as people age, it is hoped that family housing will be freed up within the borough. This site has been selected by Bury Council as a suitable location for providing older persons' accommodation and the brief and mix being applied for within this development proposal has been agreed with them.
- 3.5 In terms of site layout, the existing topography of the site limits the developable area to the level plateau at the entry to the site, which is essentially the footprint of the previous school building. The relationship of the new dwellings to the surroundings has been carefully considered. Several options have been explored to arrive at the optimum scale and massing to minimise the impact of the development on the surrounding properties. For more information on the options considered, please see the Design Statement by Pozzoni Architects.

3.6 The 4 no. bungalows proposed are arranged in a row to the west of the site with their own car parking spaces that would be accessed via a shared surface. This collection of dwellings forms its own small community whilst still being part of the wider development. By separating the bungalows from the apartment block area there will be no confusion about the parking arrangements. The bungalows will have a small setback from the road to create separation. Each bungalow has its own enclosed private rear garden that will be enclosed by secure boundary treatment. The bungalow elevations would be built in brick and have pitched roofs. Each bungalow would have 2 in-curtilage car parking spaces.

3.7 **Figure 4** below shows the front elevation of the proposed bungalows:

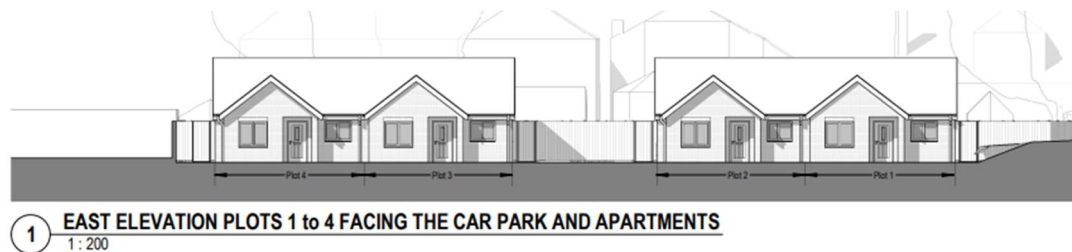


Figure 4: Front elevation of proposed bungalows

3.8 The apartment block and its associated car parking area will be located within the middle of the site, to the east of the bungalows. The apartment block would be 3 storeys in height. The elevations have been designed to emulate a terrace of town houses. Each stack of apartments would have contrasting brick and a pitched roof over it. Most of the apartments would have a projecting balcony to provide easy access to outdoor space. The balconies would be present on both the front and rear elevations of the building. As above, a small communal space would be provided within the ground floor of the apartment block to facilitate social gatherings and activities within the development. As well as the individual balconies proposed, the apartment block would have a shared amenity area/landscaped garden to the rear. 20 no. car parking spaces are proposed for the apartment block (including 2 accessible spaces). The apartment block will be visible on the approach to the site along Fletcher Fold Road and has been purposefully designed to have street presence framing the east of the site.

3.9 **Figure 5** below shows the front elevation of the proposed apartment building:



Figure 5: Proposed front elevation of apartment block

3.10 The apartment building will screen the private garden area to the rear of the block from public view which will allow the garden to be private. To the front of the apartment building there are private patio areas and a band of planting that will separate the patios from the parking area. As well as the car parking area, the apartment block will also have a dedicated cycle store and scooter store.

3.11 **Figure 6** below shows the proposed overall layout of the site:



Figure 6: Proposed site plan

3.12 As shown above, the existing trees and planting within the eastern part of the site would be retained as part of the development.

3.13 Priority has been given to pedestrian access throughout the site with good linkages to existing footpaths. The existing public right of way (ref. 71BUR) that currently crosses the site provides excellent access to the wider walking network, especially the Roach Valley cycle route. This path

has been retained and incorporated into the design. The proposed bungalows and apartment block have been positioned either side of this footpath.

- 3.14 Level access has been provided throughout the site by locating the proposed buildings on the level plateau. The ground then slopes away to the perimeter of the apartment garden area to the east of the site.
- 3.15 The 4 no. bungalows proposed would be for affordable rent and the 39 no. apartments would be for social rent. Given the intended user group (people aged 55 and over), all accommodation will be designed following the HAPPI principles, with spacious entrances, open plan kitchen and dining and level access bathrooms. The dwellings will also be dementia friendly. All dwellings will be to be Part M4(2) Wheelchair Accessible and Adaptable Dwellings. A lift is proposed within the apartment block to ensure all floors are fully accessible.

Key summary

- 3.16 The proposal relates to the redevelopment of the site for the residential purposes. 4 no. 2-bedroom bungalows are proposed as well as a 39-bedroom, 3 storey apartment building. All the dwellings would be for people aged 55 and over and would be for either affordable or social rent. The proposed development seeks to make the most efficient use of the site whilst providing much needed residential accommodation for older persons. The bungalows would have 2 car parking spaces each and the apartment block would have 20 car parking spaces (including 2 accessible spaces) as well as dedicated space for cycle and scooter parking. Externally the bungalows would each have their own private rear garden. The apartment block residents would have use of balconies for individual apartments and also a shared garden area to the rear of the block. The proposed development would be fully accessible throughout.

4. Planning Policy Context

- 4.1 This section outlines the relevant national, strategic and local planning policies against which the proposals will fall to be considered.
- 4.2 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act require that planning decisions should be taken in accordance with the development plan unless material considerations indicate otherwise.

The Statutory Development Plan

- 4.3 The Development Plan for Bury consists of:
- The Bury Unitary Development Plan, adopted August 1997;
 - The Greater Manchester Joint Waste Development Plan Document; and
 - The Greater Manchester Minerals Plan.
- 4.4 It should be noted that given the nature of the development, only the Unitary Development Plan is considered to be relevant to the proposal. The other documents are therefore not considered below.
- 4.5 Material policy considerations include:
- The National Planning Policy Framework (2023), which is supported by the Planning Practice Guidance (PPG) (as updated);
 - The National Design Guide (October 2019);
 - Any emerging development plan; and
 - Any relevant Supplementary Planning Documents (SPDs).

Development Plan

- 4.6 In respect of the application proposal, an extract from Bury's Online Map (that incorporates the Policies Map) is provided below:



4.7 The only constraint/designation affecting the site itself is that the eastern part of the site is within a Minerals Safeguarding Area. Near to (but outside) the site there are a number of constraints/designations, including the Tree Preservation Orders along the north/north-eastern boundary of the site and the listed building to the north. Further away to the east there is Protected Recreation Provision in the Urban Area (shown green above) and a recreation and cycle route (red dots). There is also a wildlife link/corridor nearby to the east (but separated from the site by the intervening houses). These policies do not affect the application site or consideration of the application.

4.8 Taking account of the Development Plan as a whole, it is considered that the following planning policies are relevant in determining the application.

Unitary Development Plan (1997)

4.9 The Unitary Development Plan (UDP) was adopted in 1997 so is now considerably out of date. However, in the absence of a more recently adopted development plan, it remains the one by which planning applications for new development are determined against.

4.10 **Policy H1 HOUSING LAND PROVISION** – States that the Council will ensure that sufficient land is identified to allow for the development of 7,200 new dwellings from mid-1986 to mid-2001. Within that, **Policy H1/2 Further Housing Development** states that the Council will have regard to various factors when assessing proposals for housing development on sites not identified for such purposes on the Proposals Map, including the need to direct development towards the

urban area, the availability of infrastructure and the suitability of the site with regard to amenity, the nature of the local environment and surrounding land uses.

- 4.11 **Policy H2 HOUSING ENVIRONMENT AND DESIGN** – States that the Council will encourage good design in all residential development. Within that, **Policy H2/1 The Form of New Residential Development** states that all new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered will include the height and roof type of adjacent buildings, impact on residential amenity, the density and character of the surrounding area, the position and proximity of neighbouring properties and the proposed materials to be used. **Policy H2/2 The Layout of New Residential Development** states that new residential development will be required to demonstrate acceptable standards of layout and the factors that will be considered include car parking provision, access for both vehicles and pedestrians, provision for public transport, density, space between dwellings, landscaping and screening and the existence of any public rights of way.
- 4.12 **Policy H4 HOUSING NEEDS** looks to increase the development of needs-based housing. Within that, **Policy H4/1 Affordable Housing** states that the Council will encourage the provision of affordable housing through negotiation, partnership agreements and the identification of land suitable for such purposes. **Policy H4/2 Special Needs Housing** states that sites should be conveniently located for local shops, public transport, community and health care facilities, should have the necessary car parking and amenity space, and should be of a high standard in terms of design, layout and landscaping.
- 4.13 **Policy EN1 BUILT ENVIRONMENT** – States that the Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment. Within that, **Policy EN1/1 Visual Amenity** states that development will not be permitted where proposals would have a detrimental effect on factors such as public views of prominent or important buildings, including those of architectural or historic interest, and visual amenity both within and from areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys. **Policy EN1/2 Townscape and Built Design** states that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors such as external appearance design, materials and landscaping are important considerations. **Policy EN1/3 Landscaping Provision** states that development proposals will be required to make provision for incidental open space and landscaping. **Policy EN1/5 Crime Prevention** states that the Council will encourage development proposals which include environmentally sensitive design features aimed at discouraging crime.

- 4.14 **Policy EN2 CONSERVATION AND LISTED BUILDINGS** – States that the Council will seek to preserve the Borough's built heritage by controlling development affecting Conservation Areas, Listed Buildings and areas of local historical importance. Within that, **Policy EN2/3 Listed Buildings** states that the Council will actively safeguard the character and setting of Listed Buildings by not permitting works, alterations or changes of use that would have a detrimental effect on their historical or architectural character and features.
- 4.15 **Policy EN4 ENERGY CONSERVATION** – States that the incorporation of energy efficiency measures in built development will be encouraged. Within that, **Policy EN4/2 Energy Efficiency** states that the Council promotes the use of energy efficient modes of transport such as walking, cycling and public transport, new development should be located in areas easily accessible to public transport and local facilities, and proposals should incorporate the efficient use of energy in the design and layout of development.
- 4.16 **Policy EN5 FLOOD PROTECTION AND DEFENCE** – States that the Council will seek to control development in a manner consistent with flood protection and the maintenance of flood defence systems. Within that, **Policy EN5/1 New Development and Flood Risk** states that the Council will not permit new development that would be at risk from flooding.
- 4.17 **Policy EN6 CONSERVATION OF THE NATURAL ENVIRONMENT** – States that the Council will retain, protect and enhance the natural environment of the Borough. Within that, **Policy EN6/3 Features of Ecological Value** states that proposals should seek to retain such existing features of ecological or wildlife value and incorporate them into the development.
- 4.18 **Policy EN8 WOODLAND AND TREES** – States that the Council will support the retention of trees, woods, copses and hedgerows.
- 4.19 **Policy HT2 HIGHWAY NETWORK** – States that the present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. Within that, **Policy HT2/4 Car Parking and New Development** states that the Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.
- 4.20 **Policy HT4 NEW DEVELOPMENT** – States that in considering the location of new development, the Council will encourage proposals which support the principles of sustainable development.
- 4.21 **Policy HT6 PEDESTRIANS AND CYCLISTS** – States that the Council will seek to provide new and improved facilities for pedestrians and cyclists. Within that, **Policy HT6/2 Pedestrian/Vehicular Conflict** states that the Council will take action to reduce pedestrian/vehicular conflict.

- 4.22 **Policy RT2 NEW PROVISION FOR RECREATION IN THE URBAN AREA** – States that the Council will encourage the provision of additional land and facilities for recreation in the urban area. Within that, **Policy RT2/2 Recreation Provision in New Housing Development** states that developers of new housing on sites of 10 or more dwellings will be expected to provide for the recreational needs of the future residents, by providing and laying out recreational open space within or adjacent to the development, equivalent to a standard of 2.4 hectares per 1,000 population. In smaller developments (generally 10 to 49 dwellings), the developer may alternatively provide a commuted sum to the Council for the equivalent enhancement of public open space or the implementation of an outstanding recreation allocation in the nearby area.

Material Considerations

- 4.23 Material considerations are:

- The National Planning Policy Framework;
- The National Design Guide;
- Any Emerging Development Plan; and
- Any Relevant Supplementary Planning Documents (SPDs).

- 4.24 Each are considered in turn.

National Planning Policy Framework

- 4.25 The most recent version of the National Planning Policy Framework (NPPF) was published in 2023.
- 4.26 **Paragraph 7** of the NPPF clearly states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 4.27 **Paragraph 8** sets out the three overarching objectives which contribute to sustainable development:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and

future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.28 **Paragraph 11** sets out a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.29 **Paragraph 47** states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless a longer period has been agreed by the applicant in writing.

4.30 Section 5 of the NPPF supports the Government's objective of significantly boosting the supply of homes – with the associated aim of ensuring that a sufficient amount and variety of land can come forward where it is needed, that the needs of specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

4.31 Section 8 of the NPPF promotes healthy and safe communities. **Paragraph 96** seeks for developments to promote social interaction; be safe and accessible; and enable and support healthy lifestyles.

4.32 Section 9 of the NPPF is concerned with promoting sustainable transport. **Paragraph 109** states that significant development should be focused on locations which are sustainable, thereby

limiting the need to travel and offering a genuine choice of transport modes. **Paragraph 111** states that if local parking standards for residential use are set out, they should take into account several factors including the accessibility of the development and the availability of, and opportunities for, public transport. **Paragraph 114** states that development proposals should take up appropriate opportunities to promote sustainable transport modes, ensure safe and suitable access to the site for all users and mitigate any significant impacts on the transport network or on highway safety.

- 4.33 **Paragraph 115** states that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.34 Section 11 of the NPPF relates to making best use of land, including making use of previously developed land and the use of land allocated for a use for which there is no longer a prospect of that use being delivered.
- 4.35 Section 12 of the NPPF aims to ensure well-designed places are achieved. **Paragraph 131** emphasises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve.
- 4.36 In regard to good design, **Paragraph 135** states that:

Planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*

- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

National Design Guide (2019)

- 4.37 The National Design Guide (NDG) was published on 1st October 2019, and updated in January 2021, and sets out the characteristics of well-designed places and demonstrates what good design means in practice.
- 4.38 It forms part of the government's collection of planning practice guidance and should be read alongside the separate guidance on design process and tools.
- 4.39 The Design Guide gives guidance on Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan.
- 4.40 The guide also sets out the components of good design in paragraph 20, stating that

"Buildings are an important component of places and proposals for built development are a focus of the development management system. However good design involves careful attention to other important components of places. These include:

- *the context for places and buildings;*
- *hard and soft landscape;*
- *technical infrastructure – transport, utilities, services such as drainage; and*
- *social infrastructure – social, commercial, leisure uses and activities".*

Emerging Development Plan

(i) New Local Plan for Bury

- 4.41 The Council is working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced, the UDP will continue be used to make decisions on planning applications. No firm information is available on the Council's website regarding the

timescales for the adoption of the new Local Plan. The Council consulted on a Policy Directions document in 2018, but no further progress appears to have been made since then, despite their Local Development Scheme stating that they are intending to adopt the new Local Plan mid-2024.

(iii) Places for Everyone

- 4.42 Places for Everyone (PfE) is a long-term plan for jobs, new homes, and sustainable growth across 9 Greater Manchester Districts. PfE is at a very advanced stage as it about to become an adopted planning policy document for the Greater Manchester region (excluding Stockport). It is therefore given significant weight. The policies of relevance are as below:
- 4.43 **Policy JP-S 1 Sustainable Development** - Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs.
- 4.44 **Policy JP-S 2 Carbon and Energy** - Developments should incorporate adequate electric vehicle charging points to future proof for the likely long-term demand.
- 4.45 **Policy JP-S 5 Flood Risk and the Water Environment** - Development should be located and designed so as to minimise the impacts of current and future flood risk.
- 4.46 **Policy JP-H 2 Affordability of New Housing** - This policy aims to deliver at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent. It also promotes the provision of affordable housing, either on- or off-site, as part of new developments.
- 4.47 **Policy JP-H 3 Type, Size and Design of New Housing** - Development should seek to incorporate a range of dwelling types and sizes. Housing provision should accommodate specific groups.
- 4.48 **Policy JP-H 4 Density of New Housing** - New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport.
- 4.49 **Policy JP-G 7 Trees and Woodland** - This policy aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. It also aims to encourage habitat diversity through conserving and managing existing woodland and trees.
- 4.50 **Policy JP-P 1 Sustainable Places** - Development should respect and acknowledge the character and identity of the locality in terms of design, siting, size, scale and materials used, be easy to

move around for those of all mobility levels, and be well-connected to other places, particularly by public transport.

- 4.51 **Policy JP-P 2 Heritage** – Development should deliver positive benefits that sustain and enhance the historic environment.
- 4.52 **Policy JP-C 2 Digital Connectivity** – There is a requirement for all new development to have full fibre to premises connections, unless technically infeasible, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections.

Supplementary Planning Documents (SPDs)

- 4.53 Bury has a number of Supplementary Planning Documents. Those relevant to the proposal are:

SPD1 - Open Space, Sport and Recreation Provision in New Housing Development, adopted June 2015

- 4.54 The SPD states:

"New housing development usually leads to an increased local population and this can in turn, result in increased demand and additional pressure on existing open space, sport and recreation facilities. It is essential, therefore, that developers of new housing make an appropriate contribution towards the provision or enhancement of open space, sport and recreation in order to meet the needs of the prospective residents and avoid the deterioration of existing assets".

- 4.55 Under UDP Policy RT2/2 as above, developers of new housing development, irrespective of floorspace, are required to make provision for the open, space, sport and recreational needs of the prospective residents. The SPD amends this and states that provision is required from developments of new housing comprising 10 dwellings with a maximum combined floorspace of more than 1,000 square metres and developments of 11 dwellings and above (regardless of floorspace). In requiring contributions towards open space, sport and recreation, the Council's priority is to secure these off-site. On-site provision will only be considered in exceptional circumstances, and where justified by the individual merits of a site. It is noted that recent pre-application advice obtained (February 2024) states that based upon 44 sheltered accommodation units, the off-site contribution required would be £72,788.40.

SPD11 – Parking Standards in Bury, adopted May 2007

- 4.56 The SPD states that all types of development proposals will be required to provide appropriate levels of parking in line with the standards set out. The SPD sets out maximum standards for car parking in residential development and the Council will apply specific parking standards to residential related developments based on a site's location within either a 'high' or 'low' access area. High access areas are defined as those which are located within an 800 metre buffer zone from a GMPTE Metrolink stop/ bus station and/or within a 400 metre buffer zone from a frequent bus stop. Areas of 'low accessibility' include all other areas in the Borough. The application site is within a high access area.
- 4.57 In accordance with SPD11, there is a requirement of 1.5 parking spaces in a high access area for a 2-bed dwelling. With regard to car parking for disabled people, SPD11 states that where parking is located centrally for general flat and apartment developments, at least 5% of parking should be for disabled persons. With regard to cycle parking, flats and apartments should accommodate 1 space per 5 dwellings, but have a minimum of 4 spaces. Cycle parking must be provided in a secure long stay secure compound or locker.
- 4.58 With regard to sheltered housing development, SPD11 states that the maximum car parking requirements are 1 space per 3 units and that 10% of sheltered housing car parking should be allocated for disabled people.
- 4.59 In addition, SPD11 notes that Transport Assessments may be required for larger applications that would have significant transport implications, and this may prompt the need for a Travel Plan.

SPD16 – Design and Layout of New Development in Bury, adopted October 2008

- 4.60 This SPD provides design guidance for all types of development across the Borough's urban and rural settlements. It should be taken into consideration when designing individual and groups of buildings. The SPD has 4 aims:
- The need for sustainable development that is environmentally responsible;
 - The need for community development that provides for a greater sense of involvement in the planning and development processes;
 - The need for inclusive and safe development that is as accessible as possible to all; and
 - The need for attractive development that is fit-for-purpose.

4.61 It also has a number of objectives:

- Ensure high standards of design in all new development across the Borough;
- Inform planning and regeneration initiatives in terms of their urban design and contribution to the character of the Borough;
- To conserve and enhance natural and biodiversity resources, mitigate the impact of climate change and work towards the principles of Sustainable Development;
- Help designers and developers to understand the Council's expectations in terms of design quality for new developments; and
- Provide a basis for reviewing and improving design quality to ensure a more positive and efficient planning process.

Key Summary

4.62 From a review of the planning policy framework and pre-application discussions undertaken, it appears that the main issues in the determination of the application are:

- The principle of development and accordance with the Development Plan;
- Design, layout and impact on the character of the area;
- Impact on heritage assets
- Residential amenity;
- Highway matters including impact and accessibility;
- Landscaping, including impact on existing and protected trees;
- Ecology; and
- Sustainability.

5. Planning Assessment

5.1 The planning policy review at section 4 has established the local and national planning policy considerations which are key in the consideration of the aspects of this application. A pre-application meeting was also held recently (February 2024) with relevant officers at Bury Council. Based on this background work, it appears that the main issues in the determination of the application are:

- The principle of development and accordance with the Development Plan;
- Design, layout and impact on the character of the area;
- Impact on heritage assets;
- Residential amenity;
- Highway matters including impact and accessibility;
- Landscaping, including impact on existing and protected trees;
- Ecology; and
- Sustainability.

5.2 Each of these issues are considered in turn below.

Principle of Development

5.3 The site is located within an urban part of Bury, within a primarily residential area. As such, the proposed development would not conflict with the surrounding land uses. The site is in a sustainable location with regard to services and public transport. The site is brownfield, comprising previously developed land, due to the former Millwood school and associated infrastructure that has been cleared from the site in recent years. The site is within walking distance of high frequency bus routes that serve bus stops located on the nearby A56. These bus services provide access to nearby centres including Bury and Manchester.

5.4 The NPPF and other approved planning policy sets out a presumption in favour of sustainable development. For proposals to be sustainable, they should secure net gains across social, economic and environmental objectives. It is considered that the proposal would represent sustainable development, would provide much needed residential accommodation for people aged 55 and over and would be in an accessible location. The development would be located on previously developed land which is promoted within the NPPF. The proposal would be consistent with UDP Policy H1/2 that directs new housing development towards the urban area and Policy H2/2 that encourages new housing development near to public transport. The proposal is also

consistent with UDP Policy HT4 and Places for Everyone (PfE) Policy JP-S1 that encourage sustainably located development.

- 5.5 As the proposal would be used as residential accommodation for older people, it is compatible with the aims of UDP Policy H4/1 and PfE Policy JP-H3 regarding special needs housing/dwelling for specific groups. The proposed dwellings would be 100% affordable so the proposal is therefore consistent with UDP Policy H4/1 and PfE Policy JP-H2. The proposal would also be compatible with PfE Policy JP-H3 which promotes a range of dwelling types and sizes. The proposal would be of high design quality so would be consistent with the UDP policies that promote this, including Policies H2/1, EN1/1 and EN1/2. The development would be accessible by a range of transport modes, thereby continuing to support a sustainable pattern of development, as promoted by Para. 105 of the NPPF and PfE Policy JP-P1. It would have adequate levels of car parking. The proposal would therefore satisfy UDP Policy H2/4 and be consistent with the guidance in SPD11.
- 5.6 The proposal would be a modern, sustainable and energy efficient development and would therefore be consistent with the aims of UDP Policy EN4/2 and PfE Policy JP-S2. It would also be compatible with UDP Policy EN8 and PfE Policy JP-G7 which support the retention of existing trees and other vegetation and Policy EN6/3 which promotes the retention of existing features of ecological or wildlife value.
- 5.7 Weighing in favour of the proposed development also is that the borough of Bury has underdelivered against the local housing need so there is an urgent need for more housing within the local authority area.
- 5.8 The proposal would maintain the setting of the nearby Listed Buildings and be consistent with UDP Policy EN2/3, Policy JP-P2 of Places for Everyone (PfE) and the relevant section within the NPPF.
- 5.9 The proposal would be fully accessible throughout.
- 5.10 On the above basis, the principle of the development is acceptable, subject to compliance with other detailed policies of the NPPF and Statutory Development Plan.

Design, layout and impact on the character of the area

- 5.11 The policies contained within the Unitary Development Plan, including Policy EN1, EN1/2 and H2/1, as well as the guidance contained within SPD16 as outlined above and the NPPF,

collectively require developments to present a good standard of design, demonstrate an understanding of the wider context and also make a positive contribution to the local area.

5.12 The application is supported by a Design Statement prepared by Pozzoni Architects. The proposal would provide for a new residential development for people aged 55 and over. 4 no. 2-bed bungalows and 39 no. apartments (33 x 2-beds and 6 x 1-beds) are proposed together with associated car parking and landscaping.

5.13 The proposed buildings have been arranged to suit the surrounding context, respecting established building lines and views. The dwellings are orientated to maximise natural daylight into the accommodation so that sunlight enters the dwellings for a significant proportion of the day. The car parking provision has been tucked between and adjacent to the bungalows so that the car does not dominate the site. Similarly, the car park for the apartments is to the front of the building with good separation between the cars and habitable rooms. There is an existing footpath that crosses the site. This has been retained and incorporated into the design, rather than diverted. The site contains a large number of mature trees. All existing trees on the site will be retained. The trees will continue to provide a strong presence and visual screening for the site when viewed from the existing dwellings to the east.

5.14 **Figure 7** below shows the view into the site from the site entrance.



VIEW INTO THE SITE FROM THE JUNCTION WITH GOSHEN LANE

Figure 7: Proposed view into the site from the site entrance

- 5.15 The bungalows have been designed so that the living room and principal bedroom in each dwelling face onto each private rear garden to allow easy access to the outdoors. This is particularly important for older residents that may, at times, spend considerable time at home.
- 5.16 To the rear of the apartment building, each ground floor apartment will have a private enclosed patio which will open out onto a path that provides access around the building. Beyond the path there is a shared communal garden for use by all residents within the building that it is intended will include seating areas, sensory planting, and activity spaces. As well as the communal garden, the apartment occupiers will all benefit from a balcony. 35 of the 39 apartments will have walk-on balconies facing either east or west, so they will benefit from sunlight for a good proportion of the day. The 4 remaining apartments that are located over the entrance and communal facilities will have Juliet balconies.
- 5.17 The proposed development would be fully accessible throughout.
- 5.18 The proposed external design and appearance of the proposed bungalow and apartment elevations have been carefully considered so that the development would complement existing development within the area. The proposed materials are suitable given the context of the site. The rationale underpinning the proposals has been to make the dwellings feel distinctive and aspirational but in keeping with the context. **Figure 8** below shows some proposed images of the bungalows and apartment block.



Figure 8: Proposed visuals of the bungalows and apartment block from various viewpoints

- 5.19 In light of the above, the design and layout of the proposal is considered to be consistent with approved policy on good design within the Unitary Development Plan as outlined above, the NPPF, the National Design Guide, and guidance contained within SPD16.

Impact on Heritage Assets

- 5.20 The nearest heritage asset to the site is the Grade II listed The Manor House (including The Crest and The Nook) that is located approximately 11m from the northern boundary of the site. However, the nearest new built form within the development to the listed building is the proposed apartment block which would be approximately 51m away at its closest point. Given the distance of the proposed building from the listed building and the presence of mature trees along the majority of the northern boundary of the site nearest to the listed building, it is not considered that the proposal would adversely affect the setting of the listed building.
- 5.21 In light of the above the proposal is acceptable in terms of its impact on the nearest listed building and consistent with the aims of UDP Policy EN2, PFE Policy JP-P2 and the NPPF.

Residential amenity

- 5.22 The proposal seeks to ensure that a high quality development is proposed at the site with regard to both existing and future residents. The occupiers of the proposed bungalows would benefit from a secure rear garden at each dwelling. Future residents of the proposed apartment block would benefit from a large amount of private amenity space within the site's grounds, to the rear of the building, as well as a private balcony that would serve each apartment.
- 5.23 The windows serving each habitable room within the bungalows and apartments have been designed to improve the internal spaces and light quality, and the windows would be openable for the control of ventilation. Each window would have a pleasant outlook.
- 5.24 The proposed bungalows and apartments would all meet or exceed the internal space requirements set out in the Nationally Described Space Standards. Each dwelling would therefore provide a high quality and spacious environment in which the occupants can live.
- 5.25 The development would be fully accessible throughout so there would be no physical barriers to residents moving around the complex.
- 5.26 With regard to nearby surrounding occupiers, the site is adjoined to the west by some residential properties that front Manchester Road. As shown on the submitted drawings there are adequate separation distances between these existing dwellings and the proposed bungalows in the west

of the site so that there would be no adverse impact on the privacy of both existing and future occupiers. In any case, the proposed bungalows are only single storey so they would not cause any instances of overlooking that would adversely impact existing residential occupiers.

5.27 Due to the location (distance) of other existing dwellings surrounding the site and the presence of dense tree cover to the boundaries of the site there would be no adverse impact with regard to privacy in relation to any other windows from the proposed buildings in relation to adjoining existing occupiers.

5.28 The tallest proposed building is the 3 storey apartment block. Given its location in the middle of the site and its distance from surrounding existing dwellings, there would be no adverse impact from it with regard to overshadowing or loss of light, and the proposal would not appear overbearing. There would similarly be no undue impact on loss of outlook from the surrounding existing properties due to the location of the apartment block and the presence of dense tree cover on the majority of the perimeter of the site. With regard to the windows in the side elevation of No. 9 Fletcher Fold Road, views into the site with the development in place would be uninterrupted. The residents at No. 9 will still be able to maintain their long view into the site as they will look along the frontage of the proposed apartment building.

5.29 In conclusion it is not considered that there would be any potential detrimental impacts for the occupiers of the nearest residential properties in regard to overlooking, overshadowing or loss of outlook as a result of the proposal. Accordingly, the proposal complies with, amongst others, UDP Policy H2/1, and there is no reason why permission should be refused with regard to residential amenity.

Highway considerations and car parking

5.30 Vehicular access to the new development will be via a new adoptable turning head off Fletcher Fold Road that will provide access to 2 separate shared surfaces: one leading to 8 no. driveway spaces for the bungalows; and one leading to a 20-space car park for the apartment building. Electric vehicle charging will be provided in line with the Building Regulation requirements. Secure, covered cycle storage for 10 bikes has been provided within the garden of the apartment building for residents and visitors. This is complemented by 8 spaces for mobility scooters, close to the entrance. Each space will have a charging point.

5.31 In terms of parking requirements, the site is located in a 'high access area' as defined in SPD11 as above. Table 2 of SPD11 requires 1.5 car parking spaces for 2 bed dwellings in such an area. This means that the maximum requirement for the bungalows would therefore be 6 spaces.

Under this proposal, 2 parking spaces are provided for each bungalow, meaning a total of 8 spaces. This number of spaces has been proposed as during the design development it was felt that shared visitor spaces within the overall development may be confusing and potentially problematic, so 200% in-curtilage provision has been allowed for for the bungalows. It is considered that the amount of parking proposed for the bungalows would help to ease any pressure on the shared car park and also allow for a clear difference between the parking provision for the bungalows and the apartments. As such, the amount of car parking proposed for the bungalows is considered to be acceptable.

- 5.32 For sheltered housing, the requirement is for 1 car parking space per 3 units. This would lead to a requirement to provide 13 spaces. For the 39 apartments, 20 car parking spaces have been provided, including 2 accessible spaces. This is to be split as 13 spaces for the residents and 7 spaces for visitors.
- 5.33 A Transport Statement has been undertaken by Ashley Helme Associates. It is estimated that the proposed development could generate circa 3 and 5 two-way trips in the AM and PM peak hours respectively. In the worst-case PM peak hour, this would represent, on average, one vehicular trip every 12 minutes. This would not materially impact on the operation of the local highway network.
- 5.34 The Transport Statement concludes that it has been demonstrated that the development is sustainable with good levels of accessibility to the site for those travelling by foot and by bicycle and is served by frequent bus services within a short walk distance of the site. The development is compliant with local, regional and national policy as it will promote sustainable modes of travel which will minimise the number of car trips for residents and visitors. It also concludes that the proposed apartment parking provision has been reviewed in the context of established research on parking demand at comparable retirement living developments. The review of potential parking demand demonstrates that the proposed car parking will be suitable to meet the operational needs of the development.
- 5.35 It is also noted that initial highways comments on the proposal have already been received at pre-application stage. These confirm that in view of the previous school use on the site and level of activity/traffic generation associated with that, the principle of the proposed development is acceptable from a highway perspective.
- 5.36 Having regard to the above, it is concluded that there are no highway or transport related reasons to withhold planning permission for the scheme. The proposal is consistent with UDP Policy HT2/4 and SPD11.

Landscaping and impact on existing and protected trees

- 5.37 The landscaping proposals for the overall site will retain and protect existing high quality trees, enhance existing public routes with improvements to planting, and use planting to soften areas of hard landscaping, signify communal spaces and screen private areas. All existing trees on the site will be retained and protected during construction works where necessary.
- 5.38 Each future resident will have access to an attractive private amenity space, be that the private gardens belonging to the proposed bungalows or the communal garden serving the apartment block. The proposed shared garden to the rear of the apartment block will provide an attractive communal space for the enjoyment of residents that will include sensory planting, seasonal interest and seating. It will be a landscaped garden that will include features to promote interaction and activity. The landscape design will be developed by a specialist to ensure that the planting thrives – the right species in the right locations to enhance the biodiversity of the site as well as providing quality amenity space for residents. The apartment block garden includes the sloped area to the southeastern corner of the site. It is intended that these areas of mature planting will be enhanced to create a species rich habitat that will be wilder than the landscaped garden area on the level plateau.
- 5.39 The proposal will have no impact on the existing protected trees outside of the site.
- 5.40 Overall, the proposal is compatible with approved planning policy that promotes the retention of existing trees, including UDP Policy EN8 and PfE Policy JP-G7.

Open Space

- 5.41 In terms of provision of off-site Open Space, SPD1 relates to Open Space, Sport and Recreation in new residential development. Paragraph 4.12 outlines that *"Sheltered Housing Schemes (Category C3) are unlikely to generate demand for a play area to young people's area, and therefore the play provision element of the standard charge can be waived for these schemes."*
- 5.42 The section also notes at paragraph 4.11 that specialist accommodation would not place a significant demand upon the need to provide new formal recreational facilities, although on site provision such as amenity land or communal space will be required as part of the development such as through landscaping or the provision of benches. It is noted that the Council may accept the provision of on-site amenity space for residential similar to that required for category C2 scheme to meet the requirements of the SPD depending on the circumstances of the application.

- 5.43 As an application for sheltered housing, the proposal provides a good level of recreational space to cater directly for the needs of local residents. The on-site landscaping proposed will meet the needs of the residents on site. It is considered that no further off-site provision is required as a result of the proposal.

Ecology

- 5.44 In order to ensure full compliance with ecological issues, a series of reports have been undertaken by TEP. The application is supported by an Ecological Desk Study which assesses the proximity of statutory and non-statutory designated sites to the proposed application site. In addition, an Ecological Impact Assessment (EclA) has been undertaken. This states that the majority of the site comprises bare ground and ephemeral/short perennial vegetation, with some areas of species-poor modified neutral grassland, dense and scattered scrub, scattered trees and woodland. This is generally classed as habitat of low ecological value. Habitats of higher ecological value within and adjacent to the site include woodland, scrub and scattered trees. There is potential for amphibians, badgers, bats, birds, invertebrates and hedgehog to be present within or in close vicinity to the site. It states that semi-natural habitats to be affected by the proposal are not complex and are readily recreated within the short term. Impacts upon protected or notable species that may utilise the habitats will be avoidable, but the implementation of precautionary measures including timing vegetation removal to avoid sensitive periods and adopting sensitive construction methods will be needed.
- 5.45 The EclA states that non-native invasive species are present on site and are set to be removed as part of the proposals. These should be managed under an invasive species management plan to minimise the spread of these species. It also makes several recommendations that the development should comply with, including adherence to a contractors Construction Environmental Management Plan (CEMP) including habitat protection, the potential for further surveys needing to be undertaken prior to any proposed works commencing and a Precautionary Working Method Statement being produced to ensure no harm or injury to protected/priority species if present on the site. It also identifies appropriate ecological enhancements that could be incorporated into the development.
- 5.46 Overall, the EclA concludes that through implementation of the recommended safeguarding and mitigation measures and a sensitively designed landscape scheme, no significant ecological effects are expected on statutory or non-statutory wildlife sites, notable habitats or protected or notable species. Accordingly, it is considered there is no technical ecological reason why development should not be approved planning permission. The proposal is consistent with UDP Policies EN6 and EN6/3.

Biodiversity Net Gain

5.47 The application is supported by a Biodiversity Net Gain Impact Assessment and Design Stage Report. The document considers the requirement of new development to achieve a 10% uplift in Biodiversity Net Gain as part of the application. The full assessment considers all matters on the site and concludes that the proposals will result in a net gain of 12.85% (0.55 Habitat Units) for area-based habitats and an increase of 0.44 for hedgerows (no percentage is available due to the absence of hedgerows in the baseline).

5.48 Therefore, the scheme will deliver a Biodiversity Net Gain in excess of the statutory requirements.

Sustainability

5.49 The development will seek to use modern construction methods, alongside traditional construction techniques and materials. By optimising the orientation of the dwellings, the proposal includes for energy efficient buildings that are easy and safe to construct and manage in the future to ensure the schemes longevity and appearance. The construction materials and methods will aim to reduce the energy/carbon demand and seek to provide energy efficiency, sustainability, heating, and lighting and ventilation systems in line with Building regulations. A fabric first approach will be used to keep residents' bills to a minimum as there will be individual heating and hot water to all dwellings (no central plant). Where possible, the intention is to exceed current regulations. There will be no gas to the site and all electric heating will be supported with photovoltaic (PV) panels. The potential for utilising air source heat pumps will also be explored. The proposal is consistent with UDP Policies EN4 and EN4/2 and PFE Policy JP-S2.

Key summary

5.50 The site represents a highly sustainable site within an established residential area within the urban area of Bury. The proposal would make use of previously developed land and would bring much needed older persons' residential accommodation to the borough. Accordingly, the principle of development is entirely suitable.

5.51 In terms of technical matters, a series of documents have been prepared and submitted in support of the planning application. These cover a range of technical matters. A Design Statement is submitted which outlines the design philosophy and evolution of the proposal. It shows that the proposal will be a high quality, sustainable development that will redevelop a brownfield site.

- 5.52 The proposal will not adversely affect the nearest heritage asset, nor will it negatively or unduly impact residential amenity, protected trees or any protected ecological sites. The existing trees on the site will be retained and maintain a visual screen into and out of the site.
- 5.53 A Transport Statement has been prepared which demonstrates that there would be no adverse highway issues arising as a result of the proposed development. Furthermore, technical reports have been prepared and are submitted in support of the application which demonstrate that there is no ecological, arboricultural, landscaping or any other technical reason why planning permission should not be granted. Accordingly, on this basis, there is no reason why the proposal should not be supported and planning permission should be granted.

6. Benefits of the Proposed Development

- 6.1 The purpose of this section is to consider the material benefits arising from the development, were the scheme to gain planning permission and be implemented.
- 6.2 The proposed development will deliver a range of benefits which are considered to be material to the determination of the planning application. The benefits include:
- The scheme will deliver much needed residential accommodation for older persons (aged 55 years and over) within a modern setting;
 - The delivery of well-designed buildings, complementing the local vernacular and materials in an accessible location;
 - The provision of a 100% affordable housing scheme;
 - Upgrading of the appearance of the overall site, therefore enhancing visual amenity within the area and views of the site;
 - The delivery of Biodiversity Net Gain in excess of the statutory 10% target (12.85% for area based habitats and creation of new hedgerow where the site currently has no such provision)
 - The provision of full accessibility through the site and apartment block;
 - The delivery of a sustainable residential development in a highly accessible location that would encourage reduced reliance on the private car for trips to and from the site; and
 - The delivery of additional employment opportunities during the construction phase.
- 6.3 It is considered that the proposed development would be of a high-quality design and relate well to the existing built form of the area. The proposal is located within a sustainable location and would be a welcome alteration at the site that is previously developed land, but currently vacant (where the former school was situated).
- 6.4 It is considered that the proposed development accords with the Development Plan and National Planning Policy and represents a sustainable development.

7. Summary and Conclusion

- 7.1 This Statement is prepared by Peacock + Smith in support of a planning application for the redevelopment of Fletcher Fold, Bury. It is submitted on behalf of our client, Bolton at Home, for the following proposal: *"Erection of 43 no. dwellings for people aged 55 years and over with associated car parking and landscaping. Accommodation to comprise of 4 no. 2-bedroom bungalows and 39 no. apartments (33 x 1-bedroom apartments and 6 x 2-bedroom apartments) within a 3-storey apartment building"*.
- 7.2 The report seeks to address all relevant planning considerations prior to drawing conclusions as to the merits of the application. Section 2 of the report describes the site and considers any planning history. It shows that the site is previously developed land within an established urban residential location and the location of the site is highly accessible and sustainable.
- 7.3 Section 3 provides an overview of the proposed development. Planning permission is sought for 43 new dwellings that would be a mixture of 2-bed bungalows and 1 and 2-bed apartments. The dwellings would be 100% affordable. All future occupiers would have access to private amenity space and there would be appropriate levels of car parking within the development.
- 7.4 Section 4 of this report outlines the relevant national, strategic and local planning policies against which the proposals will fall to be considered. It considers the Development Plan and other material considerations. From a review of the planning policy framework and pre-application discussions undertaken, the main issues in the determination of the application are:
- The principle of development and accordance with the Development Plan;
 - Design, layout and impact on the character of the area;
 - Impact on heritage assets
 - Residential amenity;
 - Highway matters including impact and accessibility;
 - Landscaping, including impact on existing and protected trees;
 - Ecology; and
 - Sustainability.
- 7.5 Section 5 considers the planning policy framework and the issues set out above. It concludes that the principle of development is fully accepted. In terms of technical matters, a series of documents have been prepared and submitted in support of the planning application. These cover a range of technical matters. A Design Statement is submitted which outlines the design philosophy and evolution to outline how the design of the development has progressed to the

current submission, whilst representing an internally consistent and high-quality scheme which meets occupier requirements.

7.6 A Transport Statement has been prepared which demonstrates that there would be no adverse highway issues arising as a result of the proposed development. Furthermore, technical reports have been prepared and are submitted in support of the application which demonstrate that there is no ecological, arboricultural, landscaping or any other technical reason why planning permission should not be granted. Accordingly, on this basis, there is no reason why the proposal should not be supported and planning permission should be granted.

7.7 Set against this, planning decisions should consider the planning balance and the significant benefits of the proposal, as per Section 6 of this report. In this case, the benefits are considered to include:

- The scheme will deliver much needed residential accommodation for older persons (aged 55 years and over) within a modern setting;
- The delivery of well-designed buildings, complementing the local vernacular and materials in an accessible location;
- The provision of a 100% affordable housing scheme;
- Upgrading of the appearance of the overall site, therefore enhancing visual amenity within the area and views of the site;
- The delivery of Biodiversity Net Gain in excess of the statutory 10% target (12.85% uplift in area based habitats and creation of new hedgerow where the site currently has no such provision)
- The provision of full accessibility through the site and apartment block;
- The delivery of a sustainable residential development in a highly accessible location that would encourage reduced reliance on the private car for trips to and from the site; and
- The delivery of additional employment opportunities during the construction phase.

7.8 Accordingly, it is considered that the principle of development fully complies with national and local planning policy. It would deliver a series of material planning benefits which should be given weight in considering the planning balance. A series of technical reports have been submitted in support of the application which collectively outline that there is no reason why planning permission should be refused. Accordingly, it is requested that planning permission be granted as soon as reasonably practicable.