

DELEGATED REPORT

Report by Claire Booth	Date of report: 03/09/2025	Ref: 71145/FUL
Registration: 07/11/2024	LDfC: 09/12/2024	Expiry Date: 02/01/2025
Site Visit: 01/09/2025	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIMW

Proposal: Erection of a surface-mounted ancillary storage building anchored to existing hardstanding; render to existing brick office building and expansion of car parking.

Location: Champion Mouldings Ltd, Eton Hill Industrial Estate, Eton Way South, Radcliffe, Bury, M26 2ZT

Description

The application relates to a site within Eton Hill Employment Generating Area, as defined within the adopted Development Plan that is located on the north side of Eton Way South and is occupied by Champion Mouldings.

To the south of the site on the opposite side of Eton Way South is a site occupied by Fragrance Oils Ltd, with one of their main access points to/from the site.

Planning permission is sought for the erection of a surface-mounted ancillary storage building anchored to existing hardstanding; to render an existing brick office building, for the expansion of car parking to the front of the existing office building and for a new vehicular access to create separate 'in and out' entrances.

The proposed ancillary storage building is being sought retrospectively and is located between existing buildings in the north east corner of the site.

The proposed creation of extended car parking provision at the property would utilise an existing unadopted grass verge to the immediate south of the office building at the entrance of the site.

There is a single storey office building which is located at the front of the site which is intended to be rendered.

Relevant Planning History

no relevant planning history

Publicity

Neighbouring businesses notified - 15/11/25 - no objections received

Statutory/Non-Statutory Consultations

Traffic Section - Advised redesign of access to the car parking area from within the existing site so that there is no conflict with users of the access to Fragrance oils to the north. There should be no encroachment onto the highway from the development. No entry/one way markings/signage required.

Environmental Health - Contaminated Land - no comments to make

Waste Management - no response provided

The Coal Authority - No objection - northern part of the site is within the development high

risk area. However the nature of the building and other works are such that they will not require any intrusive ground works nor foundations.

United Utilities (Water and waste) - no objections - add condition concerning SuDs

Property & Technical Services - Estates Consultancy - no response received

Environmental Health - Pollution Control - Not within a AQM area and given the scale of the development, it is unlikely to generate more than 500AADT therefore no Air quality assessment is required. A minimum of 1 EV Charging point is required. Add informatives concerning noise.

Greater Manchester Ecology Unit - Wanted photographs of the connection from the store building to the existing building. The loss of the verge would require BNG of 10 replacement trees.

Pre-start Conditions - agreed with agent

Development Plan and Policies

EC2/1	Employment Generating Areas
EC4/1	Small Businesses
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN1/5	Crime Prevention
EN6/3	Features of Ecological Value
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
HT2/4	Car Parking and New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-J2	Employment Sites and Premises
JP-J4	Industry and Warehousing Development
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
NPPF	National Planning Policy Framework
HT6/2	Pedestrian/Vehicular Conflict

Issues and Analysis

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

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

Equality Act 2010: All planning applications are considered in light of the Equality Act

2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

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

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

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

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

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

Layout

The scheme concentrates on two distinct elements.

Element 1 comprises the removal of the grassed verge to the front of the site and its replacement with car parking. The original submission in relation to the car parking was to have a continual long dropped crossing from the highway giving access to 12 parking spaces. However, as users would have to reverse from these spaces into the main flow of traffic using Eton Way South and also conflict with pedestrians, this would have been a highly dangerous manoeuvre to carry out.

The plans were revised such that all access to the parking spaces would be from within site itself, parking in an echelon, access and manoeuvring would be within the site and not from the highway. The proposals included a revised egress onto Eton Way south. whilst located close to the bend, as an egress point and with full intervisibility of any on-coming traffic, this position would be optimally located.

Element 2 comprises a detached unit for storage which would be located to the northerly end of the site. Its purpose is to provide cover for materials that would otherwise be open air stored. The structure is already on site but is located in a small yard area. There would be no significant perception of the structure outside of the site.

The arrangements now as proposed would ensure that all movements are within the site and would not have any external complications and the positioning of the building would equally have no externalities. The proposals would comply with Policies HT2/4, EN1/2, EC2/1, EC4/1 and SPD11.

Visual Amenity

The site is located within a wholly industrial location. The front office building is of its age in appearance built at some point in the 70s/80s. The proposals include re-rendering of the structure in a through colour render. There are many different materials within the wider area and there are no conservation areas or sensitivities visually to the site. The re-rendering is considered to be acceptable and EN1/2 compliant.

The storage unit does not have any external facing relationships and as such, as a surface mounted metal framed and clad building in light grey is considered to be acceptable and EN1/2 compliant.

Biodiversity Net Gain (BNG)

An assessment has been made and submitted as part of the application supporting documentation, this includes a matrix. The proposals in terms of green areas only affects a small grassed verge area to the front of the building, which would be lost to provide additional car parking. Overall 0.07ha would be affected.

In order to achieve a 10% net gain in biodiversity, the post development value would need to be 0.81 habitat units, no gain in hedgerow or watercourse units are required due to the baseline values of 0.

Every grant of planning permission in England is deemed to have been granted subject to the biodiversity gain condition. Commencement and transitional arrangements, as well as exemptions, mean that certain permissions are not subject to biodiversity net gain. This site is not subject any exception.

The proposals do not include specific replacement planting tree details but does confirm that the site can provide the reprovion on site to the east of the main office building and near to the goyt. Given the nature of reprovion which would comprise the planting of 10 trees, this can be dealt with by planning condition.

The proposals would therefore comply with JP-G7 and G8 and National requirements.

Coal Authority (CA)

The northern part of the site is within the development high risk area. However the nature of the building and other works are such that they will not require any intrusive ground works nor foundations and otherwise are outside the high risk area. As such no further issues, conditions or information is required and the CA has no objections.

Air Pollution

Given the scale and nature of the proposal, there are no objections from Env Health subject to a condition that the car parking provides 1No. EV charging point.

Contaminated land

No objections or conditions required.

Energy and Digital connectivity

Policy JP-S2: Carbon and Energy

Policy JP-S1: Sustainable Development

The building would be a surface mounted structure and a readily removable one. Being prefabricated it is not intended to be a long lasting structure per se and is inherently able to be relocated should it need to be. This notwithstanding, it would not be heated, nor house

any mechanical operational machinery and would be not much more than a storage cover. As such, the proposals are not in contravention of the PfE policies on energy.

JP-C2 seeking to encourage and ensure digital connectivity to drive economic prosperity and opportunity.

As an ancillary structure, it would be used for storage purposes and the main operation itself within the main building would and indeed does have digital connectivity. Being part of a wider operation, that is already connected, the implications of this policy are satisfied by the wider site.

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

For rendering of office building only - N Butterworth plan dwg 2
Proposed site plan - 24048-SDA-ZZ-ZZ-DR-A-0202
Location Plan - 24048-SDA-ZZ-ZZ-DR-A-0001
Existing Floor plans and Elevations - 24048-SDA-ZZ-ZZ-DR-A-0101
Proposed Storage building plans and elevations - 24048-SDA-ZZ-ZZ-DR-A-0201
UES Biodiversity Net Gain statement Nov 2024
Planning, Energy & Digital Connectivity Statement Sept 2024 and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.
- 3 The car park development to Eton Way South frontage approved by this permission shall not be commenced until a scheme for the provision and implementation, of a surface water regulation system has been approved by the Local Planning Authority. The scheme shall be implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.
Reason. To reduce the increased risk of flooding and pursuant Chapter 10 of the National Planning Policy Framework and Unitary Development Plan Policy EN5/1 - New Development and Flood Risk.
- 4 Any boundary features and in particular foundations associated therewith, to be located between the car park and the adopted highway shall be so sited as to be wholly within the development site and not to encroach on to the adopted highway.
Reason - To maintain the integrity and availability for users of the public highway

and pavement pursuant to UDP Policy HT6/2 Pedestrian and vehicular conflict.

5 The construction of the car parking to the Eton Way South frontage shall provide:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*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 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

6 Prior to any of the soft landscaping to the Eton Way South frontage being removed, a Biodiversity Gain Plan and a Habitat Management and Monitoring Plan (the HMMP), shall be prepared in accordance with the submitted BNG Statement and must include:

1. a non-technical summary;
 2. information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
 3. the pre-development biodiversity value of the onsite habitat;
 4. the post-development biodiversity value of the onsite habitat;
 5. any registered offsite biodiversity gain allocated to the development and the biodiversity and the biodiversity value of that gain in relation to the development;
 6. any biodiversity credits purchased for the development; and
 7. any such other matters as the Secretary of State may by regulations specify.
 8. the roles and responsibilities of the people or organisation(s) delivering the HMMP;
 9. the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;
 10. the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and
 11. the monitoring methodology and frequency in respect of the created or enhanced habitat to be submitted to the local planning authority.
- has been submitted to, and approved in writing by, the local planning authority.

Reason. To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990 and Places for Everyone Joint Development Plan Policy JP-G8 A Net Enhancement of Biodiversity and Geodiversity.

7 The car parking indicated on the approved plans shall be surfaced, demarcated, with appropriate 'No Entry' signage installed and be available for use prior to the car

parking hereby approved being brought into use.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
DM	3/9/25	DM -	03/09/2025