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Whitefield Community Fire Station, Bury
New Road, Manchester, M45 7SY

Planning Statement

30 August 2023

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Contents

1. Introduction
2. The Application Site and the Surrounding Area
3. The Proposed Scheme
4. Planning Policy Context
5. Planning Appraisal
6. Conclusion

1. Introduction

- 1.1 This Planning Statement has been prepared by Paul Butler Associates for Bradshaw Gass & Hope LLP who are co-ordinating a planning application to redevelop Whitefield Community Fire Station in Bury on behalf of the Greater Manchester Fire and Rescue Service (GMFRS). This Planning Statement has been provided in support of the application to demolish the existing Fire Station and redevelop the site with a replacement community fire station. The application site is located at the following postal address: Whitefield Fire Station, Bury New Road, Whitefield, Manchester, M45 7SY.
- 1.2 The proposed scheme is for *'The Demolition of the existing Fire Station and construction of a new Fire Station including new Training Tower, vehicle parking and manoeuvring areas, fencing, and landscaping. Provision of a temporary Fire Station on the same site, for the duration of the redevelopment'*.
- 1.3 The proposals will replace a dated Fire Station facility and provide GMFRS with a modern new Fire Station from which to operate services for the community. The existing building is shared with the North West Ambulance Service (NWAS) who will continue to operate from the new building. The proposed new building will be highly energy efficient and includes solar panels to generate electricity to offset the usage within the station. The new facility also includes a green roof to help increase local biodiversity,

Documents submitted with the Planning Application

- 1.4 The planning application is accompanied by a series of drawings prepared by Bradshaw Gass & Hope LLP and the following documents in line with local requirements.
- Application Forms and Ownership Certificates;
 - Design and Access Statement (prepared by Bradshaw Gass & Hope LLP);
 - Planning Statement (prepared by Paul Butler Associates);

- Engagement and Consultation Report (Prepared by Greater Manchester Fire and Rescue);
- Arboricultural Impact Assessment (prepared by Pennine Ecological);
- Ecology Assessment Report (prepared by Pennine Ecological);
- Flood Risk Assessment and Outline Drainage Strategy (Prepared by LK Group);
- Waste and Recycling Strategy (prepared by Greater Manchester Combined Authority);
- Phase 1 Geo-Environmental Investigation (prepared by IGE Consulting);
- Surface Water Management Report (prepared by ISG Construction); and
- Noise Impact Assessment (prepared by Jameson Acoustics)

Structure of this Statement

1.5 The remainder of this statement is structured as follows:

- Section 2 examines the characteristics of the site and surrounding area;
- Section 3 presents the proposed development for which planning permission is sought;
- Section 4 reviews the relevant local and national planning policy guidance;
- Section 5 appraises the scheme against the Development Plan and all other material considerations; and
- Section 6 concludes the statement by providing an overall summary of the case for granting planning permission.

2. The Application Site and Surrounding Area

The Application Site

- 2.1 The proposed development site is located in Whitefield, Manchester, M45 7SY and currently accommodates a Fire Station. The site fronts Bury New Road lying opposite a block of flats and terraced housing. The site is also bounded by George Street which provides access to a small retail park called Elms Square. Close to the site is a commercial unit, three storeys in height. The site is neighboured by a row of terraced properties to the north and east which appear to date from the early 1900s. The site is approximately 0.35 hectares in size and broadly triangular in shape.



Figure 1: Aerial view of application site identified in red boundary

- 2.2 The existing Fire Station building is constructed predominantly in brown brick built and likely to date from the 1960s. The brown brick buildings include some areas of white coloured timber cladding and are predominantly single storey in height under flat roofs. The brown

brick parts of the Fire Station accommodate a variety of ancillary uses including storage and offices. The heart of the station is a three bay double height garage which accommodates the fire tenders and appliances required for operational use. The white coloured render garage has a shallow pitched roof below a red louvred door which provides vehicular access to the interior. A six storey training tower is located towards the rear of the site and is also constructed in brown brick.

2.3 The application site comprises of a generously sized triangular plot. The Fire Station is set back from Bury New Road with a landscaped garden positioned at the corner of the site between Bury New Road and George Street. This garden accommodates a lawn punctuated by trees and shrubs. A large hardstanding area provides vehicular access for emergency vehicles directly onto Bury New Road. Access to the rear of the site is via a secured gate at the northern side of the site. At the rear of the site is a hard standing area which is used as a car park and also for training purposes. The boundary of the site to the rear consists of painted metal fencing whilst the garden area is open to back of pavement.

2.4 Photos of the application site are included below.



Figure 2: Front elevation of the site



Figure 3: Existing site access to rear car park



Figure 4: View of the site from Bury New Road



Figure 5: Side elevation of the site with view of the tower



Figure 6: Rear view of the site

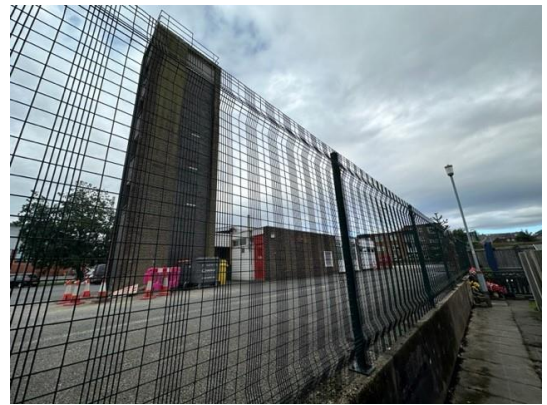


Figure 7: Boundary between site and houses on George Street



Figure 8: View to the south of the site on Bury New Road



Figure 9: View of George Street and rear boundary of site

The Surrounding Area

- 2.5 The surrounding area is characterised by a mix of uses which are predominantly residential but also include commercial and retail. Two storey red brick / painted brick terraced housing with tiled sloped roofs neighbour the site. The area of Whitefield is approximately 4.8km to the southeast of Bury, and 8km to the northwest of Manchester.

Planning History

- 2.6 Further to analysis of Bury Council's online Planning Application Database, the planning history relating to the site is provided in the table below. No applications of particular relevance to the current application were identified.

Reference	Address	Proposal	Decision
97/33223	Whitefield Fire Station, Bury New Road, Whitefield	Erection of 1.8 metre green paladin fencing	Approved with Conditions / 05.08.1997
99/36049	Whitefield Fire Station, Bury New Road, Whitefield	Internally illuminated wall mounted sign	Approved with Conditions / 12.01.2000

3. The Proposed Scheme

3.1 This Planning Statement is submitted in support of an application for full planning permission for the redevelopment of the site to facilitate a new fire station following the demolition of the existing fire station. The works proposed will allow for the complete modernisation of the site which is currently nearing the end of its operational design life.

3.2 The description of development is as follows:

'The Demolition of the existing Fire Station and construction of a new Fire Station including new Training Tower, vehicle parking and manoeuvring areas, fencing, and landscaping. Provision of a temporary Fire Station on the same site, for the duration of the redevelopment'.

Application Context

3.3 The proposals represent a long-term commitment by the Fire Service to maintaining an operational Fire Station at Whitefield Fire Station. An added benefit is the retention and incorporation of the NWAS service. A temporary fire station will be constructed before the demolition of the existing fire station to allow for continued use of the fire station throughout the construction period of the new fire station. NWAS will not operate from the temporary building.

3.4 Whitefield Fire Station is part of Greater Manchester Fire and Rescue Service, one of the largest fire and rescue services in England, covering approximately 1,277 square kilometres and serving a population of 2.87 million residents, with many other people working or visiting the region.

3.5 NWAS is an NHS Trust, who provide services to a population of around 7 million people across a geographical area of approximately 14,000 square kilometres. The redevelopment of the site offers an opportunity for a refresh to its estate with a modern and efficient facility to improve facilities for staff and service delivery.

Proposed Temporary Fire Station

- 3.6 To facilitate the investment and enable the redevelopment of the site a functional interim station is a critical requirement of the proposal. The interim building proposed is a modular building, two storeys in height, below a flat roof with PVC framed double glazed windows. Composite panel wall cladding is present at the east elevation along with a stretched PVC roof. An appliance bay will be located at the side of the building with a colour coated sectional door.
- 3.7 Internally, the ground floor consists of a staff locker room and four wash pods. There is a drying room, a watch room and a large fire kit room. An appliance bay is situated at the side of the building which stores the emergency vehicle. On the first floor, there are five bedrooms, a watch manager office, a TV / Mess room, a kitchen / dining area, a service room and general store.
- 3.8 The interim building will be operational from May 2024 to July 2025, at which point the building will be removed and the proposed development completed. NWAS will not provide services from the interim building.

Proposed New Fire Station

- 3.9 The proposed materiality for the new permanent building will consist of grey brickwork and grey colour coated standing seam cladding. The building will be two storeys in height, flat roofed with aluminium framed doors and windows. A sectional door is provided at the appliance bay providing access for emergency vehicles. Other features of the building include curtain walling, red colour coated aluminium feature fins and glass look-a-like panels. Two photovoltaic panels are located on the roof.
- 3.10 A new appliance bay will house the existing emergency vehicle with an added canopied wash area for improved maintenance of emergency vehicles. Adjacent to the appliance bay, a new fire tower will be constructed which will be four storeys in height, two lower than the existing tower.

3.11 Internally, the new fire station building will include the following areas:

Ground Floor

- 5 x washrooms
- 1 x personal locker room
- 1 x plant room
- 1 x service room
- 1 x fire kit room
- 1 x training & community room
- 1 x watch manager office
- 1 x watch room
- 1 x accessible toilet & 1 x toilet
- 1 x workshop
- 1 x pooled kit room
- 1 x drying room
- 1 x canopied wash area
- 1 x appliance bay
- 1 x pole drop area

First Floor

- 5 x study rooms
- 1 x hot desk office
- 1 x ambulance office / locker room
- 1 x gym
- 1 x kitchen / dining area
- 1 x TV / mess room
- 1 x shower room
- 2 x toilets
- 1 x quiet room
- 1 x station manager office
- 1 x station store

- 3.12 Access and servicing will reflect the pre-existing arrangement being from Bury New Road. There are two visitor car parking bays (including an accessible bay) located at the front of the site. A secure gate will provide access to the bin store, thirteen further staff car parking spaces including four EV charging spaces and an ambulance parking bay. The hardstanding area to the rear incorporates a training yard. The training yard includes a training tower, deep water lift pit and a small compound for accommodating scrap cars used during road traffic collision training. A small private outside well-being area will be located at the southern side of the site.
- 3.13 Nine new trees will be planted alongside the existing soft landscaped area being retained. Low rise wooden railing will be installed around the boundary of the site. A 2.4 metre weldmesh security fence and high screening fence will be installed to the rear of the site.
- 3.14 The scheme proposals are set out in detail in the drawings which form part of the planning submission.

Pre-application Discussions

- 3.15 Prior to submission of the application, Bradshaw Gass and Hope sought formal pre-application advice from Bury Council (Ref: 02800E). The advice provided in the pre-application response has been taken into account and subsequently the scheme has been amended in terms of its design and layout, and the requested supporting reports have been commissioned to support the application.

Statement of Community Involvement

- 3.16 A public consultation was undertaken by GMFRS between Friday 24th February 2023 and Monday 13th March 2023. Over 500 leaflets were posted to addresses around the existing station, so residents were aware of the proposals, had access to find out more and knew how to contribute any feedback/comments.

- 3.17 A web based survey was set up via the Greater Manchester Combined Authority web site and a series of quantitative and qualitative questions were asked. The results are presented in full in the Engagement and Consultation Report submitted as part of this application. Overall, there was a positive response to the proposals. There was concern from respondents about where the fire station is built within the existing boundary of the site, with comments about its proximity to George Street houses in particular. Revised plans were subsequently drawn up to move the building further away from the houses on George Street. The revised plans form the basis of the application submitted.
- 3.18 As part of this process, stakeholder engagement was also undertaken through contacting Bury Council and using their internal networks to raise awareness of the proposals, as well as inviting the local ward Councillors to the public consultation event.

4. Planning Policy Context

Introduction

- 4.1 This section of the statement sets out the local and national planning policy context of relevance to the determination of this planning application. An appraisal of how the proposal relates to the key planning considerations relevant to the site is set out in section 5 of this statement.

The Development Plan

- 4.2 Section 38(6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the Development Plan unless material considerations indicate otherwise. In the case of Bury Council, the adopted Development Plan consists of the Saved Unitary Development Plan (UDP) policies and any adopted Supplementary Planning Documents. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

Saved Policies of the Bury Unitary Development Plan (Adopted August 1997)

- 4.3 The Unitary Development Plan (UDP) for Bury was adopted on 29 August 1997 and is the key Development Plan Document against which proposals should be judged. The objectives and policies which are considered relevant to the scheme are outlined in the following section.
- 4.4 Environment Objective 1: 'To protect and enhance the built environment' includes the encouragement of good design in new developments and the encouragement of high standards of civic and landscape design.
- 4.5 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.

- 4.6 Policy EC6 : 'New Businesses, Industrial and Commercial Development' states that the Council will seek to ensure that new businesses, industrial and commercial development is of a suitably acceptable design and does not have a significantly detrimental effect on the surrounding environment and amenity.
- 4.7 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 townscape of settlements. Factors to be considered when assessing proposals will include:
- the external appearance and design of the proposal in relation to its height, scale, density and layout;
 - the relationship of the proposal to the surrounding area;
 - the choice and use of materials;
 - access and other design features for the mobility impaired;
 - the design of access, parking and service provision;
 - landscaping; and
 - the use of lighting.
- 4.8 Policy EN1/5 'Crime Prevention' states that the Council will encourage development proposals which include design features aimed at discouraging crime. In assessing development proposals particular attention will be paid to the: use and creation of defensible space; creation of opportunities for natural surveillance; location of access points; location and design of parking facilities; and design of landscaping.
- 4.9 Policy EN5/1 – 'New Development and Flood Risk' states the Council will not permit new development, including the raising of land and the intensification of development, where such development would be at risk from flooding, would be likely to increase the risk of flooding elsewhere, or would adversely affect river flood defences. When assessing proposals against this policy, the following criteria will apply: the impact on the floodplain; the increase in surface water run-off as a result of the proposal; the impact on fluvial flood defences; and the incorporation of mitigating works.

- 4.10 Policy EN7/2 'Noise Pollution' in seeking to limit noise pollution the Council will not permit: development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users.
- 4.11 Policy EN8/2 – 'Woodland and Tree Planting' states that the Council will support and encourage new woodland and tree planting in the Borough. In considering the development proposals, the Council will encourage the planting of hedges, trees and woodlands using locally native species.
- 4.12 Policy HT2/4 – 'Car Parking and New Development' advises 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. There are no standards applicable to the *suis generis* use proposed.
- 4.13 Policy HT3 – 'Public Transport' states that the Council will encourage development which maintains and increases the use of public transport.
- 4.14 Policy HT4 – 'New Development' advises that in considering the location of new development, the Council will encourage proposals which:
- support the principles of sustainable development;
 - assist the implementation of a balanced transport strategy; and
 - minimise the environmental impact of traffic.
- 4.15 Policy HT5 – 'Accessibility for those with Special Needs' states that Council will seek to improve accessibility, and the means of movement for the mobility impaired and those with special needs.

Supplementary Planning Documents

4.16 Supplementary Planning Guidance and Documents provide additional information to assist with the interpretation and implementation of policies set out within the Bury UDP. SPGs which may be referred to by the Council include:

- SPG 3: Planning out crime in new development;
- SPG 11: Parking standards in Bury; and
- SPG 16: Design and layout of new development.

National Planning Policy Framework

4.17 The National Planning Policy Framework (NPPF) was last updated in July 2021 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.

4.18 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

4.19 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 4.20 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.
- 4.21 Promoting healthy and safe communities (Chapter 8) - the planning system can play an important role in facilitating social interaction and creating healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 4.22 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
- 4.23 Making effective use of land (Chapter 11) - the NPPF encourages the planning system to promote the effective reuse of previously developed land.
- 4.24 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 that planning policies and decisions should aim to 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 and appropriate landscaping;
- C) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- D) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- E) Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and
- F) Create places that are safe, inclusive and accessible and which promote health and well-being.

4.25 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

Planning Practice Guidance

4.26 The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The submitted plans suggest the guidance in the PPG has been taken into consideration in formulating development proposals for the Application Site.

5. Planning Appraisal

Introduction

- 5.1 It is a requirement of section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 5.2 Having regard to the planning policy guidance detailed in section 4, the key material considerations against which the proposed scheme should be considered include:
- Principle of Development;
 - Design Considerations;
 - Highways, Parking and Bin Storage;
 - Flood and Drainage;
 - Noise;
 - Ecology;
 - Arboriculture;
 - Contamination; and
 - Sustainable Development: Economic, Social and Environmental Benefits.

Principle of Development

- 5.3 The application site is not allocated for any specific use within the UDP, nor should it be as the site has accommodated an operational fire station for many decades. The proposals are for the provision of a new fire station located on the existing fire station site and the long-established use does not change. The proposals will provide critically important emergency service infrastructure and local emergency response coverage from a previously developed site. The site is located in a sustainable location within an established urban area and the principle of continuing a long-established use is entirely appropriate and cannot be challenged.

- 5.4 The new building will continue to be occupied and operated by the existing employees of Whitefield Fire Station and the redevelopment of the site will secure the long-term future of the fire station thereby securing local jobs. To take no action would prejudice the provision of services from the site since the existing building is nearing the end of its operational capability. The proposed investment in a replacement facility will allow the continuation of emergency service provision and employment at the site.
- 5.5 The proposed fire station conforms with policy EC6 as the development is compatible with the character of the surrounding area, by way of being appropriate in terms of scale and design. The proposed use is also compatible with neighbouring uses and would not compromise the operation of nearby employment uses.
- 5.6 In summary, the principle of development is acceptable in this location because the site will remain as a fire station which has been the current use of the site for several decades. Therefore, the proposals are consistent with relevant provisions of the NPPF and policies EC6 and EN1 of the Bury Local Plan.

Design Considerations

- 5.7 The proposal is to erect a temporary fire station and then demolish the existing station. The temporary fire station will operate only until the new station is operational and has been commissioned at which time the temporary building will be closed and then removed. Upon removal of the temporary building, the remainder of the proposed site layout will be installed.

Temporary Fire Station

- 5.8 The temporary fire station will be a modular two storey building constructed on the existing car parking area alongside an appliance bay to house an emergency vehicle. NWAS services operating from Whitefield will be temporarily relocated to other local NWAS facilities during works so as service provision is not disrupted. The scale of the modular building will be limited and is in keeping with the site. The use of a flat roof will ensure the temporary building is acceptable.

- 5.9 The design and layout of the building has been carefully considered to mitigate against loss of privacy. The dwellings fronting George Street are set back from the pavement which ensures there is an appropriate separation distance between the properties and the temporary fire station. Furthermore, the windows located on the north elevation of the temporary fire station will be opaque allowing for only light to travel through, protecting the amenity of residents by ensuring rear gardens are not overlooked.

Proposed Fire Station

- 5.10 The permanent fire station proposed will occupy a similar footprint to the existing fire station although with the addition of a second storey. The predominant scale of residential development in the area is two storeys tall and the height of the proposed new building will complement the general height of development within the surrounding area. It is noted that the commercial unit in the adjacent retail park is three storeys in height. The existing site is regarded to be able to accommodate an increase in height with no adverse harm to the streetscene arising.
- 5.11 The contemporary design proposed will modernise the site. The proposals include the use of light/dark grey brick and grey colour coated standing seam cladding with sections of red colour coated aluminium feature fins. The new design may be regarded to be a significant improvement over the existing building and will undoubtedly enhance the streetscene. The use of a light / dark grey mix of brick fits in with the local vernacular which includes a complementary mixture of different brickwork and roughcast finishes. Overall, the building and architectural detailing proposed may be regarded to be of high design quality and will create an aesthetically pleasing development in a prominent location on Bury New Road.
- 5.12 The proposed fire station building will also be highly energy efficient, and the proposal includes the installation of solar panels and also a green roof to increase biodiversity. The retention of a pleasant, landscaped garden area with additional tree planting will ensure the amenity and ecological value of the site is maximised.
- 5.13 The layout of the building has been developed to ensure there are no issues in terms of amenity to local residents. As the proposed fire station is set back on a forecourt from Bury

New Road, sufficient separation distances are achieved to protect residents from overlooking and overbearing. Properties located on George Street also benefit from sufficient separation distances from the proposed building therefore causing no issues to amenity for local residents.

- 5.14 In summary, the design is considered to be in accordance with relevant provisions of the NPPF and Bury Local Plan policies including EN1, EN1/2, EN1/5, EC6 and SPG16.

Highways, Parking and Bin Storage

- 5.15 The temporary fire station enjoys appropriate highway access and is served by bin storage and parking.
- 5.16 The permanent fire station will use the existing access to Bury New Road and vehicle turn-out arrangements will be similar to the existing arrangement. There are two visitor car parking bays located at the north side of the site, including an accessible parking bay. A secure gate leads through to further car parking on the north side of the site, comprising of thirteen car parking spaces and an additional ambulance parking bay. With regard to electric vehicle charging, four spaces will have access to charging facilities.
- 5.17 A bin store is located adjacent to the secure gate on the north side of the site, enabling safe and secure storage of waste. Bins are separated into general waste and mixed recycling. Bins will be labelled appropriately in order to enable staff at the site to understand waste disposal routines better and prevent cross contamination of waste streams.
- 5.18 The proposed scheme therefore is in accordance with policy HT2/4 and HT5 of the Bury Local Plan, SPG 11 and relevant provisions of the NPPF.

Flood and Drainage

- 5.19 A Flood Risk Assessment and Outline Drainage Strategy has been prepared by LK Group. The report identifies the site to be located within the Environmental Agency's Flood Zone 1. The report considers the flood risk posed to the site by various sources and has identified that the overall risk is negligible to very low. The report recommends several minor mitigation measures to ensure the development is compliant with the required standards. Please refer to the full report for further information.
- 5.20 A Surface Water Management Report has been prepared by IGS construction to ensure surface water is managed so that it adheres to the current national regulations and local authority requirements. After assessment of all feasible SuDS possibilities, the methods identified as most feasible for SuDS are cellular units and a flow control chamber, and surface water discharge thereon to a combined sewer. The below ground cellular unit structure will be suitably sized so that no flooding occurs from the network for all storms up to and including the 100-year +45% climate change event. The surface water run-off rates and surface water run-off volume for the respective time period rate are both deemed to be acceptable for the development proposed.
- 5.21 The flood risk and drainage strategy along with the surface water management is therefore in accordance with Bury Local Plan policy EN5/1 and relevant provisions of the NPPF.

Noise

- 5.22 A Noise Impact Assessment Report was prepared by Jameson Acoustics and a 24 hour background noise survey has been undertaken to monitor noise emission limits for the development. The report states that it is envisaged that the risk of adverse plant noise impacts can be mitigated through sensible design and plant selection/attenuation. An acoustic feasibility study indicates that acceptable internal noise levels can be achieved within the new building with appropriately specified façade solutions, including the use of acoustically rated windows and acoustically attenuated ventilation strategies.

- 5.23 Subject to the recommended noise mitigation measures, the proposals are in accordance with Bury Local Plan policy EN7/2 and relevant provisions of the NPPF.

Ecology

- 5.24 An Ecology Assessment Report was undertaken by Pennine Ecological which included a badger survey, preliminary bat roost assessment, a breeding bird assessment and great crested newt assessment. The report found no substantive impact but recommended that a minimum of two bat boxes are installed on the new building or retained trees within the site. No other recommendations or requirements are deemed necessary. The ecological impact of the development is therefore in accordance with relevant provisions of the NPPF.

Arboriculture

- 5.25 An Arboricultural Impact Assessment with Arboricultural Method Statement has been prepared by Pennine Ecological. The proposed development directly impacts upon two trees and one hedge. These will require removal due to their close proximity to construction activity. It is recommended that, where space allows, the proposed tree removal be mitigated as part of a post development planting scheme of well-structured new trees that will add to the quality of the area and help integrate the proposed development into the surrounding landscape. Several mitigation measures are recommended, and further details can be found in the full report.
- 5.26 The Arboricultural Impact Assessment is in accordance with Bury Local Plan Policy EN8/1, EN8/2 and relevant provisions of the NPPF.

Contamination

- 5.27 A Phase 1 Geo-Environmental Investigation has been prepared by IGE Consulting to identify any possible contamination on the site which may pose as a risk. The risk to human health is deemed low to moderate to end users and construction workers as contaminative sources have been identified on-site and some contaminative linkages may be present in areas of

soft landscaping. With appropriate PPE and site management, risk to construction workers can be mitigated. The risk, therefore, remains low. Ground gas sources have been identified on site and in close proximity to the site, therefore the ground gas risk is deemed low to moderate. Sensitive receptors have been identified on site however no significant contaminative linkages exist, therefore the risk to controlled waters is deemed low.

- 5.28 As a result of the preliminary risk assessment a Phase 2 intrusive geo-environmental ground investigation should be carried out to quantify the identified risks. This intrusive ground investigation works should include the collection of appropriate samples – solid, leachate and / or liquid, if deemed necessary, across the site for appropriate chemical testing as detailed above.

Sustainable Development: Economic, Social and Environmental Benefits

Economic

- 5.29 The proposed development will bring economic benefits during development when construction jobs will be created and on completion when existing emergency service jobs on site will be retained.

Social

- 5.30 The scheme will provide improved facilities for employees at Whitefield Fire Station to operate from and include a new well-being facility. The continued operation of fire and ambulance services from the site will have social and health benefits for the local community.

Environmental

- 5.31 The scheme will have environmental benefits as the proposed new building will be significantly more efficient, include solar panels, a green roof and electric charging points in the new car park to accommodate electric vehicle use. The site is also located in a

sustainable location, which will help to encourage staff and visitors to travel to the site via sustainable modes of transport.

5.32 The sustainability benefits of the scheme are in accordance with the provisions of the NPPF.

6. Conclusion

- 6.1 This Planning Statement has been prepared on behalf of Bradshaw Gass & Hope LLP in support of a full planning application for the demolition of the existing Fire Station and construction of a new Fire Station including new training tower, vehicle parking and manoeuvring areas, fencing and landscaping. The proposals also include the provision of a temporary Fire Station on the same site, for the duration of the redevelopment.
- 6.2 The proposals will enable the provision of a high-quality, purpose-built facility for use by the Greater Manchester Fire and Rescue and the North West Ambulance Service. The development site is brownfield land located in a sustainable location and redevelopment and reuse of such sites is encouraged by planning policy.
- 6.3 The application scheme is considered to be in full compliance with the adopted policies of the Local Development Plan. The proposals have been carefully considered with valuable input from local residents and key stakeholders during the design evolution.
- 6.4 As evidenced in this statement, the site has been shown to be a suitable and sustainable location for new development with no known adverse impacts arising from the development that would significantly and demonstrably outweigh its benefit. It is our view that no material planning considerations exist that would justify a refusal of planning permission. Consequently the proposals are considered to constitute sustainable development as defined by the NPPF and the presumption in favour of sustainable development should apply in the determination of this application.
- 6.5 Paul Butler Associates respectfully recommends that the planning application progresses through to a positive determination.