

DELEGATED REPORT

Report by Helen

Date of report: 03/12/2020

Ref:66076/FUL

Goldsbrough

Registration: 15/10/2020

LDfC: 24/11/2020

Expiry Date: 10/12/2020

Site Visit: 05/11/2020

Site Notice: 05/11/2020

Press Date: 05/11/2020

Objections: 1

Con Area: RAMS

Adv Type: CA

Reason for Delay:

EIA: NA

N/A

Dec Level: DEL

Stat Class: MIDW

Proposal: Demolition of existing commercial building and the erection of 2no. 3 bed dwellings and 1no. 1 bed apartment with associated bin and cycle storage

Location: 16 Paradise Street, Ramsbottom, Bury, BL0 9BS

Description

The application relates to 3 commercial units located on Paradise Street. The units are interconnected and used to store materials and office space. The site is surrounded by a mixture of uses, with a mix of commercial and residential properties to the south and residential properties to the north and east. To the west of the site there is an area of open space as identified by UDP Policy TC1/1 - Open Space in Town Centres.

Planning permission is sought for the removal of the existing commercial units and for the construction of 2 dwellings, and 1 apartment. The proposal also includes provision of on site refuse and cycle storage at ground floor level. No off street parking is provided as part of the proposal.

The proposed residential units would make up a terrace of 3 new build units. The units would be two storey in height with the loft space utilised as additional bedroom space. The proposed units would be constructed of natural blue slate roof, natural local pitched face stone, and timber sliding sash windows. Areas of amenity space would be located to the rear of the 2 dwellings, and by means of a balcony to the front of the proposed apartment.

Relevant Planning History

65402 - Demolition of existing commercial unit and erection of 2 no. dwellings and 1 no. apartment with associated refuse and cycle storage - Withdrawn by Applicant 25/06/2020

02467/E - Erection of 3 dwellings - Enquiry Complete 21/08/2020

Publicity

Neighbour letters - 2/11/2020 and 4/11/2020

Site Notice - 5/11/2020

Press Advert - 05/11/2020

1 objection received from No. 31 Crow Lane in relation to:

- Parking on Paradise Street - it is realistic to assume each of the 3 additional households would require parking facilities, potentially two per household. the number of vehicles which already regularly park on Paradise Street leave no additional parking available to accommodate further vehicles.
- Impact upon vehicular access to properties located at the rear of Crow lane to and from Paradise Street - it is often already difficult to access the rear of Crow Lane due to vehicles parking adjacent to the entrance/exit and limited dimensions of the access entrance / exit. A site visit would demonstrate the existing difficulties.

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- Drainage - due to the existing flood risk the council has Crow lane classed as high priority for drain clearing in poor weather, a concern would be the additional pressures on the already fragile drainage system .
- Bin storage - Each of the proposed properties would require four bins. An additional 12 bins would need to be accommodated - a site visit will clearly demonstrate the existing difficulties associated with bin storage.
- Flooding generally - the additional burden of additional residential properties on an already vulnerable area.

2 representations of support received from 13f Crow Lane and Ramsbottom Heritage Society in relation to:

- will much improve the current road view.
- parking - this needs to be considered as paradise street already sees some congestion.
- access/ construction consideration - access to the parking at the back of crow lane from paradise Street needs consideration throughout the development as well as impact on the car park behind.
- drainage- being 'downstream' from these properties removing current structures needs to consider drainage.
- current privacy - the wall on top of st Paul's courtyard is being taken down, would appreciate some fencing to replace this for privacy on both sides.
- very happy with the development and welcome the change.
- thank the applicant for significantly revising some aspects of the design but more importantly for selecting a much more appropriate choice of materials, to compliment its location situated as it is almost at the heart of the Conservation Area, Which it can only preserve and enhance by giving a much needed face lift to an almost forgotten, but historically interesting, corner of town.

Statutory/Non-Statutory Consultations

Conservation Officer - no objections raised.

Traffic Section - no objections raised subject to conditions in relation to a construction traffic management plan, works in relation to the adjacent adopted highway and implementation of cycle and bin storage. Details in relation to foundation encroachment, and windows opening into the highway have been added as an informative.

Environmental Health - Contaminated Land - request conditions in relation to contaminated land and remediation due to proposed sensitive end use.

Borough Engineer - Drainage Section - no response

Waste Management - no response

United Utilities (Water and waste) - In accordance with the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), the site should be drained on a separate system with foul water draining to the public sewer and surface water draining in the most sustainable way. A surface water drainage strategy should be submitted prior to commencement of development.

Greater Manchester Ecology Unit - The buildings were assessed as having moderate bat roosting potential and in-line with best practice to bat emergence surveys carried out. Other issues relating to nesting birds and Japanese knotweed can be dealt with via condition and or informative.

Pre-start Conditions - Agreed with agent

Unitary Development Plan and Policies

EN1/1 Visual Amenity

EN1/2 Townscape and Built Design

EN2	Conservation and Listed Buildings
EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EN5/1	New Development and Flood Risk
EN7/3	Water Pollution
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H1/2	Further Housing Development
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimization;

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.

Policy and Principle

Policy H2/1- The Form of New Residential Development requires all new residential development to make a positive contribution to the form and quality of the surrounding area. This is further supported by SPD 16 - Design and Layout of New Development in Bury.

Policy EN1/2 - Townscape and Built Design seeks to ensure that any proposals would not have an adverse impact on the particular character and townscape of an area.

Policy H2/2 - The Layout of New Residential Development seeks to ensure that new residential development will be acceptable in terms of layout in order to provide a good quality residential environment.

Policy HT2/4 - Car Parking and New Development requires all applications for development to make adequate provision for their car parking and servicing requirements. This is further supported by SPD 11 - Parking Standards in Bury.

Policy H1/2 - Further Housing Development requires the council to have regard for the suitability of proposals for housing development on sites not identified on the Proposals Map.

EN2/1 - Character of Conservation Areas - The Council will take action as appropriate to preserve or enhance the character or appearance of the Borough's Conservation Areas.

EN2/2 - Conservation Area Control - Supports the above Policy and states that development within a Conservation Area will only be acceptable if it preserves or enhances the special character of appearance of the area.

Area RM2 - St Paul's/Crow Lane states that the Council will encourage and support proposals which enhance the residential character of the area and provide opportunities for housing/environmental improvement and/or additional amenity open space.

Principle - Residential

The National Planning Policy Framework should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. There is a particular emphasis, as in previous national planning guidance, to identify a rolling five year supply of deliverable housing land.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up with sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land and this needs to be treated as a material factor when determining applications for residential developments.

Area RM2 states that the Council will maintain housing and community facilities as the predominant land uses in the St Paul's/Crow Lane area of the town centre. The Council will

also encourage and support proposals which enhance the residential character of the area and provide opportunities for housing/environmental improvement and/or additional amenity open space.

The site is located within the urban area and there is residential development to the east, west and south. As such, the proposed development would not conflict with the surrounding land uses. The site was previously in use for vehicle repairs and as such, would be previously developed land. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 and Area RM2 of the Bury Unitary Development Plan and the NPPF.

Layout and Design

The immediate street scene is depicted by a mixture of terraced properties, of various levels and scales. There are a mixture of uses within the immediate vicinity of the site. Due to the incline of the road there is no uniform ridgeline along the row within which the proposed dwellings are sited however the ridges do tend to follow the topography of the street. This is replicated within the street scene elevation that has been provided that shows a lower ridge height for the apartment building.

The proposed windows are considered to be suitably aligned when viewed within the existing window arrangements of the neighbouring buildings, and the materials proposed are in keeping with the locality. The proposal would utilise part of the ground floor of the end unit for bin storage and cycle storage. Suitable areas of residential amenity space are provided for each of the individual units. It is therefore considered that the proposal would be acceptable and would therefore comply with UDP Policies H2/2, H2/1 and EN1/2.

Conservation Area

As the site is located within Ramsbottom Conservation Area it is necessary to consider the proposal in terms of the Town and Country Planning Listed Building and Conservation Act. In this regard proposals should either preserve or enhance the Conservation Area and in terms of policy consideration National Planning Policy Framework paragraphs 189-202 and Policies EN2/1 - Character of Conservation Areas and EN2/2 - Conservation Area Control of the UDP.

The Heritage Statement adequately describes the significance of the CA and the positive contribution the proposal development would make. The loss of the buildings proposed to be demolished would be an opportunity to remove a negative contributor to the character and appearance to the conservation area. The town centre and its connected development as assessed in the conservation area appraisal and management plan derives its special character and distinctiveness from its form, layout, design and use of vernacular materials such as locally quarried millstone grit and sandstone in various courses and finishes ranging from sparrow pecked through to ashlar.

The scheme with regard to design, scale, massing and plan form is acceptable in regards to the rest of the buildings on the row. In relation to the materials proposed that natural blue slate roof, natural local pitched face stone, and timber sliding sash windows are considered to be acceptable and would be similar to the rest of the row, and surrounding conservation area properties. It is considered that the proposed scheme would represent no harm to the character and appearance of the conservation area and would at least preserve it in line with the NPPF and UDP Policies specified above.

Residential Amenity

There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties in relation to householder extensions and as such, would be a reasonable guide in this case.

The proposal site would be located at an elevated position in relation to the properties at

Crow Lane. The internal layouts of the two 3 bedroom dwellings, and the one bedroom apartment have been designed so that they are single aspect with non-habitable room windows relating kitchens, bathrooms, landings and staircases located on the rear aspect and habitable room windows relating to bedrooms, and living rooms on the front aspect. The land directly facing the front of the properties is protected open land under Policy TC1/1 and as such unlikely to be developed in the near future. Roof lights have been utilised to the front for light to the loft bedrooms. Due to the nature of rooflights no overlooking is foreseen from these openings. As such, it is considered that the openings comply with aspect standards as set out within SPD 6 and would not lead to overlooking of the properties to the rear.

The proposed garden areas are raised in relation to the properties on Crow Lane, and are located approximately 1.4 metres above ground level. There are outbuildings/garages located to the east of these gardens within the car park to the rear of the site that would partially screen these gardens. SPD 6 requires a minimum distance of 7 metres between raised terraces, and directly facing boundaries within an additional 3 metres for every additional storey. As such, a 10 metre separation distance is required in this instance. A minimum distance of approximately 11.6 metres can be provided between the proposed garden areas, and the rear boundaries of the properties on Crow Lane. As such the proposal is considered to comply with aspect standards. The balcony proposed to the front of the apartment will face towards an area of open land, with the side elevation having an onward view of the highway rather than direct views of the gardens of the properties of Crow Lane.

There is already an existing overbearing relationship between the site and the residential properties on Crow Lane due to the existing blank two storey elevation. The dwellings on Crow Lane are sunken, with the first floor windows of the properties visible from the car park to the rear of the site. The ground floor windows of the properties on Crow Lane are screened by existing stone walls. As such it is considered that the light to these ground floor windows is already impacted on by the existing built form and any development at the site would have limited additional impact. As such the relationship of the proposal between the first floor windows will be assessed against the guidance for ground floor windows.

SPD 6 requires a distance of 13.5 metres between two storey elevations, and ground floor windows. The topographical block plan submitted with the application shows that apartment block would be a minimum of approximately 15 metres from the rear of No. 27-31 Crow Lane and as such the proposal exceeds the distance required by SPD 6. The topographical block plan submitted with the application shows that the two dwellings would be located approximately 20 metres from the rear of No. 23-19 Crow Lane as such the proposal exceeds this distance. The sections submitted confirm that distances of between 23.5 metres and 22 metres can be achieved between the proposed first floor eaves, and the eaves at the properties at the rear. Given the existing relationship of the site and the dwellings at the rear, the existing impact of built form on ground floor windows at Crow Lane and the distances that can be maintained between first floor habitable room windows of these properties it is considered that the proposal would not be unduly overbearing and would therefore comply with the intentions of SPD 6..

Highways and Parking

Paradise Street is currently a mixture of residential and commercial properties. The site is located within walking distance to the town centre, and associated bus route links to Ramsbottom, Manchester and Rossendale.

The site is currently utilised for a mixed use of offices and light industrial use. SPD 11 requires 1 parking space for every 35m² of office space and 1 parking space for every 35m² of light industrial space (formerly B1 use). As such the existing uses at the site would require 6 spaces.

1 bedroom residential properties within high access areas require a maximum of 1 parking

space per unit. 3 bedroom properties within high access areas require a maximum of 2 parking spaces per unit. As such, the proposal would require a maximum of 5 spaces.

There would therefore be a net reduction in the parking requirements for the scheme, compared to the existing uses. It should also be noted that the parking standards are a maximum and given the sites location, within a highly sustainable area with on street parking available the proposal is considered to comply with SPD 11.

The Traffic Section have been consulted as part of the application process and subject to conditions in relation to a construction traffic management plan, works in relation to the adjacent adopted highway and implementation of cycle and bin storage. Details in relation to foundation encroachment, and windows opening into the highway have been added as an informative.

Drainage

In terms of drainage any proposal should include a surface water scheme that must be based on the hierarchy of drainage options in the National Planning Practice Guidance and include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. A condition will be attached to the proposal to ensure that a suitable scheme is submitted, and approved by the LPA. This scheme must be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015).

Any scheme submitted, and approved by the LPA would have to accord with the above and as such it is considered that the proposal would promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

Ecology

The buildings were assessed as having moderate bat roosting potential and in-line with best practice to bat emergence surveys carried out. No evidence of bats emerging was recorded and it was concluded that the buildings are not currently providing bat roosting habitat. GMEU have been consulted and have concluded that there is no reason to doubt the findings of the report. As individual bats can on occasion turn up in unexpected locations however it is recommended to add an informative in relation to what should be done if a bat is found during demolition.

No evidence of birds nesting on the building was located. Again GMEU have been consulted and concluded that they have no reason to doubt the findings of the report. An informative has been recommended in relation to the Wildlife and Countryside Act 1981.

Section 170 of the NPPF states that the planning system should contribute to and enhance the natural and local environment. A condition that requires a landscaping scheme has therefore been submitted with the application.

Response to Neighbours

Parking, access, drainage and flooding have been addressed within the main body of the report. A construction traffic management plan has been conditioned as part of the proposal to mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period

The proposal includes a bin storage area for the storage of bins associated with the 3 additional households adjacent to the cycle storage area. This would remove bin storage from the adjacent adopted highway that is currently utilised.

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.
- 3 Details/Samples of the (materials/bricks) to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
- 3 This decision relates to drawings numbered 2020/16-01 Rev A, 2020/16-03 Rev D, 2020/16-04 Rev A, 2020/16-02 Rev F and 2020-16 OS Site Plan and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
- 4 No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
- 5 No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;

- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 6 Following the provisions of Condition 5 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 7 A landscaping scheme shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The contents of the plan should include the provision of bat bricks/tubes within the new development and bat and bird boxes. The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied and any proposed planting removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by planting of a similar size or species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

- 8 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the adopted highway abutting the site in the event that subsequent remedial works are required following construction of the development and statutory undertakers connections to the new dwellings;
- Access arrangements for construction traffic from the adopted highway, via Factory Street/Paradise Street including use of appropriately sized vehicles in order to be able to utilise the existing restricted access route;
- Hours of operation and number of vehicle movements;
- Proposals for the provision of parking facilities/arrangements for site operatives in view of a lack of available existing parking facilities in close proximity to the site;
- Storage on site/on land within the applicant's control of demolition/ construction materials, including any requisite phasing of the development to accommodate this;
- If proposed, site hoarding positions clear of an adequate visibility splay onto Paradise Street from the adjacent unadopted access, including the provision,

where necessary, of safe scaffolding arrangements and temporary pedestrian facilities/protection measures on the adopted highway;

- Measures to ensure that all mud and other loose materials are spilled onto or carried on the wheels and chassis of any vehicles leaving the site as part of the proposed demolition works/ground works operations and measures to minimise dust nuisance caused by the operations.

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

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

- 9 Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways to, and agreed with, the Local Planning Authority:

- Full reconstruction of the footway abutting the site to the same width as existing or wider, in materials suitable for use in a Conservation Area to a scope and specification to be agreed with the Highway Authority and Local Planning Authority and all associated accommodation works required to tie the reconstructed footway into adjacent footway levels on Paradise Street and minimise proposed door threshold levels;
- Surface water drainage scheme for the proposed development to ensure that surface water will not be discharged from the site onto, or any part of the scheme will project into, the adjacent adopted highway, including removal of all existing;

The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority with all highway works completed prior to the development hereby approved being first occupied.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 10 The cycle parking indicated on the approved plans shall be made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained at all times.

Reason. To ensure adequate off street cycle parking provision is available for use, in the interests of road safety to policies HT2/4 - Car Parking and New Development and H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

- 11 The bin storage arrangements indicated on the approved plans shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained at all times.

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

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

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
Helen Goldsbrough	3/12/2020	DM	07/12/2020