

19th March 2026

Bury MBC
Development Control
The Planning Service
3 Knowsley Place
Bury
BL9 0EJ



By email only

Our ref: PARK102

Dear Development Control,

**APPLICATION FOR PLANNING PERMISSION
TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
APPLICATION REF: 72645 PARKHILL MOT & SERVICE CENTRE, EDWARD STREET,
RADCLIFFE M26 1JU**

We are writing on behalf of our client Parkhills Car Centre to apply for full planning permission for the change of use of its site at Edward Street Radcliffe from an MOT and service centre (Use Class B2) to a mixed-use auto service centre and car sales centre (Use Class B2/Sui Generis).

The application has been submitted via the Planning Portal (PP-14547686) and comprises the following plans and documents:

- Drawing 25-175-LP01 Revised Site Location Plan
- Drawing 25-175-BP01 Rev B Proposed Site Plan
- Drawing 25-175-SS01 Streetscenes and Elevations
- Drawing 25-175-SPA1 Rev B Swept Path Analysis A
- Drawing 25-175-SPA2 Rev B Swept Path Analysis B

The Site

The application site is a rectangular site (2,560sqm) located on the corner of Edward Street and Stand Lane. The site comprises an existing auto service and MOT centre at the eastern/Stand Lane end, a small electricity sub-station in the centre of the site with an open informal parking area located to the west of the site.

The site is enclosed by a paladin mesh fence along the Edward Street and Stand Lane frontages and concrete panel fencing along the western boundary. The northern/rear boundary also has a mesh fence with tree and shrub planting located outside of the site. The site is flat and drops down steeply from the northern boundary to No.1 Fir Street.

The site was the subject of a planning application (Ref: 64847/FUL) in 2019 for the '*construction of additional single-storey garage and retention of boundary fence and gates*'. The application was approved in February 2020 but was never implemented.

The Proposed Development

The proposed scheme is for the change of use of the land to the west of the site to enable the display of cars for sale. The existing service centre offices at the site will be used to house the car sales office. The application proposes no physical changes to any of the buildings across the site.

The proposed car sales will consist of a total of 24 spaces for the display of cars for sale. Three of the spaces will be used by staff who drive company cars to drive to and from work. The proposal also incorporates 5no. staff parking spaces, 4no. visitor parking spaces and 3no. MOT spaces. In addition, 2no. spaces along the western boundary are retained for the maneuvering of vehicles. The proposal now also includes a new set of gates from Edward Street enabling direct access for Electricity North West Ltd (ENWL) to their onsite substation. These gates will be locked at all times and will provide ENWL with direct access to their facilities out of hours.

The car sales area will replace the existing Parkhills site at Manchester Road, Bury. The onsite service and MOT centre is used predominantly to service and MOT cars within the business and there is limited public business utilising the service and MOT centre. At a maximum the centre can provide MOT services for only 2 vehicles per day.

In terms of the operation of the proposed car sales area, cars from the business are driven to the site for MOT and servicing. The business operates on an appointment-led basis, which limits the number of vehicles on site concurrently and prevents overspill.

In terms of the operation of the car sales element, car sales vehicles are driven to site with trade plates and in very small numbers. There are no large HGV/Car Carriers that will access the site at any time due to the limited number of cars being sold. When cars are sold they are arranged for collection via appointment which will allow sales staff to maneuver vehicles to the front ready for collection.

The forecourt will be limited to 21 cars for sale. The applicant has a storage facility for other cars and when a space opens up on the forecourt following a sale then a car will be driven to the site from the storage facility and displayed for sale. This will ensure there is never more than 21 cars on display and that there is no secondary car storage on the site.

In terms of the ability for cars to maneuver around the site, the revised layout demonstrates a reduction in the number of vehicles to be displayed and also demonstrates that there is sufficient maneuvering space within the site to be able to move cars around for servicing, test drives and sales etc.

A Swept path analysis drawing for a standard car is submitted to demonstrate safe maneuvering within the site. A separate swept path tracking drawing has also been provided illustrating how cars maneuver in and out of the site.

In terms of boundary treatments, a 2.3m high green fence runs along the boundary with Edward Street. Existing locked gates are shown to the west of the frontage along with the existing access gates to the east of the site. As referenced above, additional new gates are proposed for a dedicated access point for ENWL.

The site when operating at full capacity will have 5no. staff on site. The proposal also includes for 5no. staff parking spaces, 4no. visitor parking spaces and 3no. MOT spaces. The Council's SPD on Parking Standards in relation to car related uses confirms that parking provision for proposals for car related uses will be assessed on a case-by-case basis.

Planning Assessment

Policy

Chapter 6 of The National Planning Policy Framework (NPPF) states that planning should create the conditions for business to expand and adapt and significant weight should be placed on the need to support economic growth and productivity.

Unitary Development Plan (UDP) Policy EC4/1 – '*Small Businesses*' states that new business development will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the Plan.

UDP Policy EC2/2 – '*Employment Land and Premises Outside the Employment Generating Areas*'. This policy confirms that the Council will seek to retain existing employment land and premises outside the Employment Generating Areas except where it can be clearly demonstrated that an existing employment site or premises is no longer suited in land use terms to continued employment use.

Policy EN1/2 '*Townscape and Built Design*' states that the Council will give favorable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.

Policy EN7/2 '*Noise Pollution*'. The policy confirms that 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 or development close to a permanent source of noise.

The Places for Everyone Joint Development Plan Document was adopted on 21 March 2024 and the following policies are relevant to this application.

Policy JP-C2 – ‘*Digital Connectivity*’. The policy confirms support for the provision of affordable and high-quality digital infrastructure.

Policy JP-S2 – ‘*Carbon and Energy*’. The policy has the aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions. This will be supported through a range of measures listed in the policy.

Supplementary Planning Document 11 Parking Standards in Bury (June 2025) – The SPD includes standards, guidance, and example parking layouts for developments across the borough.

Appraisal

The application site is not located within an Employment Generating Area, but as was the case in application 64847/FUL the site can be considered employment and land and premises where the stance is to retain such uses unless there is an overriding justification for their loss. The creation of a car sales business within the site would be in keeping with the current use of the site and should be acceptable, subject to it not conflicting with the surrounding residential uses. The proposal therefore complies with UDP Policy EN2/2 Employment Land and Premises.

The proposed car sales area would be relatively modest in terms of scale and there would be little alteration in appearance with the only difference being that the cars displayed would be for sale. The scale of development would not be out of keeping with what is a small industrial site.

The proposal would not be out of keeping with the use of the site and the existing garage and although the site is surrounded by residential development it would not alter the streetscape. The proposal is therefore acceptable and complies with UDP Policy EN112 in terms of visual amenity.

The proposed development proposes 5no. staff parking spaces, 4no. visitor parking spaces and 3no. MOT spaces. The Council's SPD on parking standards confirms that parking provision for proposals for car related uses will be assessed on a case-by-case basis. As set out above the site would be staffed by a maximum of 5no. staff at any one time. The five parking spaces provided are therefore sufficient to facilitate the parking of all staff members at any one time.

It has previously been explained how the site operates and that there isn't the opportunity for a significant number of visitors at any one time and therefore the proposed number of visitor spaces and MOT spaces is sufficient for the applicant's business.

On that basis the development can be considered to be in accordance with the Council SPD on Parking Standards.

The additional use of the site for car sales will generate no additional noise. The only noise from the site will be the existing noise which is to be expected from a service and MOT centre which is restricted to normal daytime working hours. On this basis, noise should not be considered an issue and the proposal therefore complies with UDP Policies EN7/2 Noise Pollution and EC4/1 Small Businesses.

Policy JP-S2 of the Places for Everyone plan requires new development to be net zero carbon to regulated operational carbon emissions. The proposed development relates only to the use of the open land at the west of the site and therefore the development will have no carbon usage. Nonetheless the existing building was subject to an energy assessment in 2021 and it rated 'D'. A set of recommendations were made to help upgrade the building which the applicant is aiming to work through where finance will allow. On this basis Policy JP-S2 is satisfied.

In terms of the policy requirements of Policy JP-C2 of the Places for Everyone plan, the applicant has confirmed that the business already has operational fibre high speed broadband and digital phone lines supplied by Microtalk. On this basis Policy JP-C2 is satisfied.

Summary and Conclusion

The application proposes the additional use of car sales to the existing service and MOT centre. No alterations to the building or site boundaries are proposed. The development will result in the western end of the site being used to display cars for sale. The development will not result in any significant increase in noise to the local area and will have no impact on the amenity of surrounding residents. The use is compatible with the site and surroundings and will help to grow a local business in line with the NPPF.

There are no technical or environmental constraints to development and the proposal represents sustainable development. Consequently, and having regard to all relevant material considerations, there is a compelling case for planning permission to be granted without delay, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and the presumption in favour of sustainable development at paragraph 11c of the NPPF.

The relevant planning fee has been paid by the applicant direct. I trust that the submitted information is sufficient to enable the application to be validated and progressed.

If you have any queries or require any further information, then please do not hesitate to contact either me.

Yours faithfully



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