

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 12/03/2026	Ref: 72691/FUL
Registration: 16/01/2026	LDFC: 10/02/2026	Expiry Date: 13/03/2026
Site Visit: 22/01/2026	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIOT

Proposal: Single storey side extension and external alterations to facade

Location: 170 Rochdale Road, Pimhole, Bury, BL9 7DF

Description

The application relates to a garage showroom and car sales which is located close to a roundabout junction of the M66 and routes which leads eastwards outside the Bury Borough.

The surrounding area comprises residential to the east and opposite the site, a petrol filling station and shop also opposite and Openshaw Park directly to the west. beyond the southern boundary is a treed area and River Roch beyond.

The site was developed in the 1980's as a car showroom and has remained the same, the only changes being the dealership operating the site.

The site comprises the building which comprises the car showroom, offices, reception area, workshop and parts store. There is also a parts store within a mezzanine level.

Servicing, storage and parking are located to the rear of the building through a narrow access down the eastern side of the building . The dual bank of outdoor display cars is formed along the front of the site .

A singular access is located at the most north westerly point with an redundant access to the north east closed off by bollards.

The application seeks a single storey side extension and external alterations with works to the access and site entrance and reconfiguration of the outside car display area and formalisation of a customer and staff parking area.

It is proposed to extend the building by 6m on the eastern side which would project rearwards by 13.5m. The roof line would continue the ridge of the existing building at the front and elevations would comprise curtain walling on the front elevation to match the existing which would continue along the return along the east elevation where the main entrance would be.

The outside car display area would be reconfigured and demarcated customer and staff parking including 3 accessible spaces would be formed along the rear boundary with a covered secure cycle parking area located at the eastern end of the parking.

The area to the rear of the building would be used as service and storage parking and for staff use only which would be gated to restrict public access.

The footway and kerbline which is formed from Rochdale Road into the site at the entrance would be extended along the front and side of the new extension for pedestrian access. The footway to the redundant access would be reinstated with permanent bollards retained along the frontage.

Relevant Planning History

DELEGATED REPORT

53376 - Non-illuminated poster panel to media cabinet (resubmission) - 10/08/2011
01114/E - Proposed change of building from car showroom to tiling trade/showroom and new 4,000sqft unit for an MOT/fastfit centre. -
48771 - Internally illuminated fascia signs, entrance feature and pylon sign; non illuminated parking and directional signs - Approve with Conditions 28/12/2007
53376 - Non-illuminated poster panel to media cabinet (resubmission) - Refused 17/01/2011
10/0646 - Erection of floodlights - 02/02/2011

Publicity

Letters sent on 19/1/26 to 11 properties.

No responses received as a result of the publicity.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Environmental Health - Contaminated Land - No objection subject to conditions

Environmental Health - Pollution Control - No response received.

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN6/4	Wildlife Links and Corridors
OL5/2	Development in River Valleys
HT2/4	Car Parking and New Development
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
SPD11	Parking Standards in Bury
HT5/1	Access For Those with Special Needs

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 layout of the existing site would not fundamentally change as a result of the development the main changes being to reconfigure areas of the external car display area, formalisation of pedestrian and customer parking and improving access for vehicles and pedestrians alike as a result to the footprint of the extended building.

The extension would project into the site by 6m but with the reconfiguration of the main car display area and demarcation of the staff and customer parking along the rear boundary of the site would facilitate a 5m wide route at the pinch point into the site where it would open up so that cars could manoeuvre without conflicts or obstructions.

Access to the rear of the site would be for staff only and used for service/storage parking for the business. This would be indicated by clear signage and access to the area gated.

Pedestrian access into the site would also be improved as the existing footway and kerbline would be extended from Rochdale Road to form a footway around the building and extension lead to the main entrance on the eastern elevation.

Whilst the former access at the most easterly end of the site has been redundant and blocked up by bollards across the frontage, new development should seek to make improvements to historical issues which should have been righted previously. This application therefore proposes to reinstate the footway along the front of the redundant and bollard access which would improve pedestrian safety particularly for those less mobile.

Within the building, the extension would facilitate additional display, customer and reception with the existing mezzanine floor retained for parts storage.

With the improvements to the vehicle and pedestrian access by the formalisation and reconfiguration of the site and external display and parking areas, works to reinstate the footway to the redundant site access and general reorganising of the site, it is considered the proposed development to extend the building would be acceptable and better the existing access and users experiences of the business.

The proposed development would therefore be acceptable and comply with policies EC6/1, EN1/2, HT2/4, JP-C5 and JP-C6.

Design and appearance

The existing building comprises a glazed showroom with a cladded fascia which fronts Rochdale Road. The remainder of the building towards the rear is a mix of cladding and brickwork. As the extension would extend the front and side, it is proposed to maintain the flow of materials by continuing the glazed curtain walling elevations and fascia cladding which would mirror the existing and present a consistent appearance.

This is considered to be an acceptable approach and be in keeping with the existing building within the streetscape.

The proposed development is therefore considered to comply with policies EC6/1 and EN1/2.

Highways issues

Access

The access and egress from the site would remain as exists, utilising the north westerly entrance but bettered for pedestrians by extending the footway from Rochdale Road into the site and along the front and side of the building to the showroom entrance.

To the redundant access to the north east, the footway levels would be reinstated to maintain the integrity of the adopted highway and improve pedestrian access along the site frontage. All details of the necessary highway work would be conditioned to be approved by the LHA to which the applicant has confirmed agreement.

Within the site, there would be a slight pinch point of 5.06m where cars entering and leaving the parking areas but there is ample room and visibility approaching and leaving the site so as not to cause conflicts and obstructions of vehicles.

Access to the rear of the site would be restricted to staff use only and would be gated off.

It is therefore considered the proposed development would be acceptable and comply with policies EC6/1, JP-C5 and JP-C6.

Parking

The current customer parking area is a little haphazard, generally along the southern boundary but not demarcated so that customer parking can be irregular at times causing issues of manoeuvring between those entering and leaving the site.

It is proposed to formalise this area and demarcate 12 spaces for customers and staff and provide 3 accessible spaces along the southern boundary which would improve arrangements within the site.

It is also proposed to deliver a secure covered cycle store and a motor cycle space in the south east corner of the site.

It is therefore considered these alterations to the internal area of the site would improve on the current situation and comply with policies HT2/4 and SPD11.

Policy JP-S2 - Carbon and energy

The applicant states it is the intention to create a building that reduces carbon emissions by

passive measures, through specifying building elements with high performing U-Values and through using low energy building services that go beyond minimum Building Regulations Part L requirements.

The new building fabric will be designed to achieve, and likely exceed, the required U-Values as set out in Part L of the Building Regulations. This will ensure that the new building fabric minimises the operational carbon of the dealership once construction is complete.

It is therefore considered the proposed development would be acceptable and comply with policy JP-S2.

Policy JP-C2 - Digital connectivity

The applicant states that the site is able to access superfast (i.e. high-speed) broadband. The site also has a secondary superfast broadband supplier as a contingency in the event the primary supplier ever fails. The wi-fi provisions at the dealership are free and accessible for staff and customers alike. It is therefore considered that this demonstrates compliance with the recommendations of the relevant section of policy JP-C2 'facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas'.

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 -

Revised proposed site plan 4008-SRA-XX-XX-D-A-PL-004 P08
Revised location plan 4008-SRA-XX-XX-D-A-PL-001 P04
Revised existing site plan 4008-SRA-XX-XX-D-A-PL-003 P06
Vehicle tracking analysis 50177-ECE- XX XX DR C VTA2 P02
Existing elevations 4008-SRA-XX-XX-D-A-PL-500 P06
Proposed elevations 4008-SRA-XX-XX-D-A-PL-501 P06
Existing roof layout plan 4008-SRA-XX-XX-D-A-PL-300 P04
Proposed first floor plan 4008-SRA-XX-XX-D-A-PL-20 P04
Existing first floor plan 4008-SRA-XX-XX-D-A-PL-200 P04
Proposed ground floor plan 4008-SRA-XX-XX-D-A-PL-101 P04
Existing ground floor plan layout 4008-SRA-XX-XX-D-A-PL-10
Existing site survey 4008-SRA-XX-XX-D-A-PL-002 P03
Existing and proposed section 4008-SRA-XX-XX-D-A-PL-600 P04
Proposed roof layout plan 4008-SRA-XX-XX-D-A-PL-301 P04

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 development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

- 4 Notwithstanding the details indicated on the approved plans, prior to first use/occupation of the development hereby approved, full details of the following shall be submitted to a scope and specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

- 1. Reinstatement of the redundant easterly site access to adjacent footway levels to a scope and specification to be agreed, incorporating the demarcation of the limits of the adopted highway, measures to the retain the back of the footway and prevent the discharge of surface water onto the adopted highway and all associated alterations to existing road markings and highway/highway drainage remedial works.
- 2. Removal of the existing barrier and bollards at the westerly site access that physically narrow the existing access/egress arrangements from/onto A58 Rochdale Road to a scope and specification to be agreed OR a scheme of highway works to a scope and specification to be agreed to reinstate the part of the westerly site access made redundant by the existing barrier and bollards to adjacent footway levels, incorporating the demarcation of the limits of the adopted highway, provision of tactile paved crossing points, measures to the retain the back of the footway and prevent the discharge of surface water onto the adopted highway and all associated alterations to existing road markings, highway/highway drainage remedial works and all necessary works within the curtilage of the site to tie into the amended access/agrees position.

The details subsequently approved shall be implemented to an agreed programme and completed prior to substantial completion of the proposed development.

Reason. To secure the satisfactory development of the site in terms of pedestrian safety, maintain the integrity of the adopted highway and in the interest of disabled users on the adopted highway, all in the interests of highway safety pursuant to policies JP-C5, JP-C6 and HT5/1.

- 5 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site.
 2. Access route for all vehicles to the site from the Key Route Network;
 3. Access point(s) for construction traffic and any temporary works required to facilitate access for ground works/construction vehicles.
 4. If proposed, details of site hoardings positions clear of site access.
 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Rochdale Road.
 6. Confirmation of hours of operation and number of vehicle movements;
 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
 8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
 9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the both periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.

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 JP-C8.

- 6 The turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
- Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to policies JP-C5 and JP-C6.
- 7 The car parking indicated on the approved plans shall be allocated as shown, surfaced, demarcated and made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.
- Reason. To ensure adequate off street car parking provision and arrangements in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
- 8 The external finishing materials for the proposal hereby approved shall match those of the existing building and as detailed on the proposed elevations plan 4008-SRA-XX-XX-D-A-PL-501 P06 .
- Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary

DELEGATED REPORT

Development Plan.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	12/3/26	DM	12.03.2026