

Planning & Design Statement

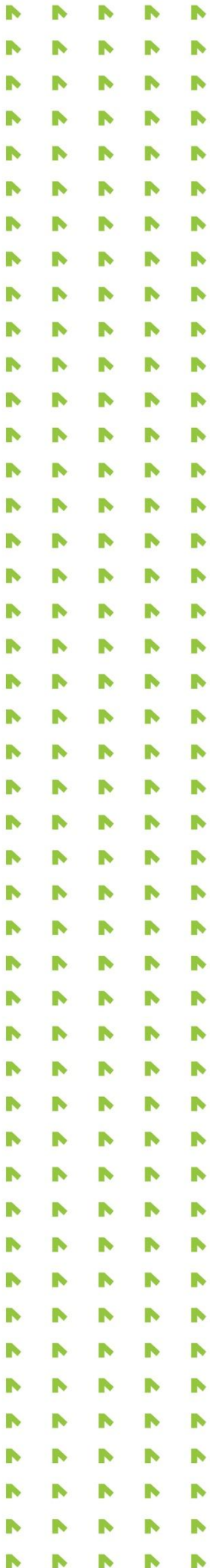
Cassell & Fletcher

No 72 Park Road Prestwich, M25 0FA

Regulated by RTPI

March
2025

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1 INTRODUCTION

- 1.1 This Planning and Design Statement has been prepared on behalf of Cassell & Fletcher in support of a full planning application for the redevelopment of vacant land at No 72 Park Road, Prestwich M25 OFA for six new residential dwellings (Class C3) with associated external works including access, parking space, landscaping, refuse and cycle storage.
- 1.2 The development proposal has been informed by detailed pre-application consultation undertaken with Officers of Bury Council.
- 1.2 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of pre-application consultation;
 - An explanation of the development proposal;
 - An assessment of relevant planning policy;
 - An appraisal of the relevant planning and heritage issues; and
 - Conclusions.
- 1.3 Accordingly, this Statement addresses the design principles and concepts that have been applied to the development in respect of the location, use, layout, scale, appearance and landscaping – in relation to the site's context. As such, the Statement meets the requirement to formally state how all relevant design and access issues have been considered.
- 1.4 The Statement should be read in conjunction with the following documentation that forms part of the application submission:
- Drawings package (prepared by Goldsketch), and
 - Transport Technical Note (prepared by TTHC).
- 1.5 The submissions conclude that the development proposal is fully acceptable and supportable in planning and design terms.

2 SITE AND SURROUNDINGS

- 2.1 The site comprises a vacant plot of land situated at the corner of Park Road and Brooklands Road. It is broadly rectangular in configuration and historically accommodated a large detached dwelling which was demolished approximately seven years ago. In 2018, the site was cleared following the grant of planning permission for the redevelopment of the site to accommodate four new dwellings in 2018 (as referred to in Section 3) and has remained vacant ever since.
- 2.2 The site is bounded by a low lying brick wall and benefits from an existing vehicular driveway to the south off Park Road and a pedestrian gated access from Brooklands Road. The side elevation of No 70 Park Road (which is a two storey semi-detached dwelling) is positioned adjacent to the southern boundary. The side elevation of No 71 Brooklands Road (another two storey semi-detached property) abuts the northern boundary of the site.
- 2.3 To the west and north of the site (on the opposite sides of Park Road and Brooklands Road respectively) lie large detached and semi detached houses. The immediate surrounding area is predominantly residential in character. The majority of properties extend to two stories in height and are either semi detached or detached in form. However, there is a degree of variation between external finishes and various architectural styles and forms visible along both sides of the Park Road and Brooklands Road streetscenes.
- 2.4 The site benefits from very good access to public transport with a Greater Manchester Accessibility Level (GMAL) of 6. It is also within easy walking distance of a range of local shops and services along Bury New Road to the south west. Accordingly, the site is positioned within a highly accessible and sustainable location. Please refer to the extract of the Site Location Plan and site images below.



Figure 1 – Extract of site location plan



Image 1 – Photograph of existing access off Park Road taken January 2025



Image 2 – Photograph of site taken from corner of Park Road and Brookland Road January 2025



Image 3 – Photograph of site taken from park Road facing south east January 2025

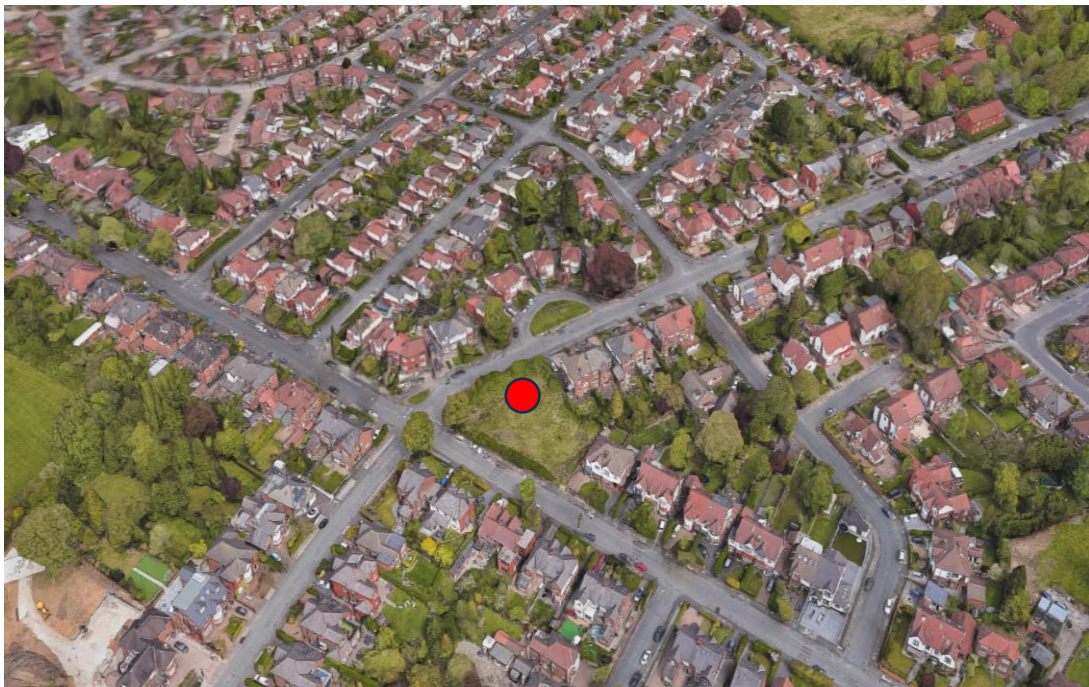


Image 4 – Overhead view of site facing north

3 PLANNING HISTORY

The Site

- 3.1 A review of the Council's online system reveals that the site has been subject to several historical applications of relevance, which are summarised in turn below.
- 3.2 Application **Ref 62178** which sought consent for the demolition of the existing dwelling on site and construction of 4 new dwellings (2 x detached and pair of semi-detached) was granted permission on 16th January 2018 and subsequently implemented by virtue of demolition works.
- 3.3 This planning permission was varied in August 2021 under application **Ref 67039** to enable the addition of single storey extensions and minor amendments to the external levels.
- 3.4 Application **Ref 64642** which proposed the redevelopment of the site to provide a 4 storey block of 9 residential apartments (including with basement car parking and landscaping) was granted permission on 18th December 2019.
- 3.5 Subsequently, on 27th October 2022 an application **Ref 68707** for the creation of one detached house and two semi detached houses was granted permission by the Council.

Summary

- 3.6 In conclusion, it is clear that the redevelopment of the site for a more intensive residential use (in the form of new houses or self contained apartments) has previously been confirmed as acceptable by the LPA.

4 PRE-APPLICATION CONSULTATION

- 4.1 The NPPF outlines the need for effective consultation as part of the development process and confirms the importance of early engagement with the local authority in association with the preparation of planning applications.
- 4.2 Accordingly, the applicant sought to engage the Council prior to submission of the application. A summary of pre-application consultation undertaken with Bury Council's Planning team is presented in turn below.
- 4.3 The applicant's consultant team submitted a pre-application enquiry for the redevelopment of the site to provide six new dwellings with associated external works including access, parking space, landscaping, refuse and cycle storage to the Council on 4th April 2024.
- 4.4 An initial written response was received from the Case Officer Jennie Townsend on 22nd May, following which a revised scheme was submitted for review.
- 4.5 A further detailed written response was subsequently received on 12th August. Copies of the pre-application responses are attached at **Appendix 1** and the key issues are summarised below:

Principle of development

- The Council confirmed that the site was located within a sustainable residential area and benefitted from previous planning permissions for residential use. Accordingly, the principle of development was considered acceptable.

Layout

- The general arrangement of dwellings fronting Park Road was considered to reflect the character of the streetscene and represent an acceptable layout when viewed within the streetscene.
- However, the garden areas to Plots 4 and 5 were considered to be *"fairly small for the scale of development"*.
- Furthermore, it was advised that a target distance of 7 metres should be retained between a 2 storey habitable room window and a directly facing boundary, with additional separation required where there are additional storeys or differences in levels.

External Design

- Whilst the simplified form of the proposed elevations (and reduced height of the roofs) were supported, the Council took the view that the proposed 'Dutch' style hipped roofs accentuate the difference between the development and the adjacent row of neighbouring houses. Accordingly, rather than minimising visual impact and reducing the scale and mass of the development, the roof design and depth would result in the dwellings appearing 'top heavy' and visually disproportionate.

Access

- The Highways Officer took the view that the parking and access arrangements were poorly designed and would not be acceptable. The dropped crossing serving the plots on the right hand side of the site would not be acceptable and there were considered to be too many units proposed on the site.

Ecology

- The Council confirmed that a 10% gain in Biodiversity Net Gain would need to be achieved alongside the submission of a habitat survey to form part of any further application.

4.6 The scheme which forms the basis of this application submission has been carefully revised to address the pre-application comments in a fully comprehensive manner.

5 THE PROPOSAL

5.1 The application seeks consent for the redevelopment of vacant land at No 72 Park Road, Prestwich M25 OFA for six new residential dwellings (Class C3) with associated external works including access, parking space, landscaping, refuse and cycle storage.

5.2 Please refer to the schedule of accommodation below.

House	National Space Standard Requirement	Gross Internal Area	Private Amenity Provision	Outlook
House 1 (3B/4P)	90 sqm	115 sqm	96.5 sqm private garden	Dual
House 2 (3B/4P)	90 sqm	115 sqm	105 sqm private garden	Dual
House 3 (3B/4P)	90 sqm	115 sqm	74.2 sqm private garden	Dual
House 4 (3B/4P)	90 sqm	115 sqm	56.9 sqm private garden	Dual
House 5 (3B/4P)	90 sqm	115 sqm	47.2 sqm private garden	Dual
House 6 (3B/4P)	90 sqm	115 sqm	77.2 sqm private garden	Dual

5.3 The scheme has been arranged in an efficient manner that will ensure the full development potential of this site is realised whilst respecting the visual character of the streetscene.

5.4 The layout of the proposed development has been carefully considered taking the site's constraints and surroundings into account. Three pairs of semi detached two storey dwellings are proposed which align in a positive manner to the Park Road streetscene and provide defensible space between the front elevation along Park Road and the footpath.

5.5 Furthermore, the layout will ensure that appropriate separation is maintained (in the form of soft landscape buffers) to the side and rear boundaries of the site, ensuring that the proposed development will sit comfortably within the plot.

5.6 The proposed dwellings adopt a high quality 'contemporary reinterpretation' design approach which is considered acceptable at this location. The proposed elevations incorporate depth and variation, appearing as visually interesting, modern family homes which respond positively to the scale and appearance of existing neighbouring properties within the immediate streetscene.

- 5.7 In terms of external materials, the new dwellings will incorporate high quality facing red brickwork and render at upper floor level and grey tiling on the roofs. The pitched design of the roofs have also been revised to reflect the comments received at pre-application stage and ensure that the scale, massing and external appearance of the new dwellings responds positively to the visual character of the streetscene.
- 5.8 Each of the proposed houses will be served by private and useable amenity space within ground floor garden areas ranging from 47.2 sqm up to 105 sqm. The proposed rear gardens are of sufficient size to be fully useable and for occupiers and ensure that minimum separation distances of at least 7 metres are retained between the majority of rear facing habitable room windows and the rear boundary of the site shared with No 71 Brooklands Road.
- 5.9 At ground floor level, provision is made within the site for secure, accessible cycle and refuse storage within the individual gardens as shown on the enclosed site layout plan, with direct access available to Bag Lane/Railway Street.
- 5.10 Overall, the considered design approach enables the creation of a visually interesting scheme which will make a positive contribution to the visual appearance of the streetscene as demonstrated on the enclosed drawings package and model images.



Image 5 – 3D Model view of proposed scheme

6 PLANNING POLICY

6.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

6.2 The National Planning Policy Framework (NPPF) was revised in December 2024 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.

6.3 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.

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

6.5 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.

Delivering a Sufficient Supply of Homes

6.6 Paragraph 61 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

6.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 5% to ensure choice and competition in the market for land. In the event that there has been significant under delivery over the previous three years when measures against the Housing Delivery Test, then a 20% buffer should be applied. Furthermore, from 1st July 2026, where a local planning authority has an annual average housing requirement 80% or less of the most recent housing need figure calculated (using the standard method set out in the national planning practice guidance), then a 20% buffer should be applied.

6.8 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Promoting Sustainable Transport

- 6.9 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.

Making Effective Use of Land

- 6.10 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 6.11 Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 6.12 Sub Section (e) of paragraph 125 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 6.13 Paragraph 128 clearly states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:
- Use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.
- 6.14 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) Local market conditions and viability;
 - c) The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and

- e) The importance of securing well-designed and beautiful, attractive and healthy places.

Achieving Well Designed Places

6.15 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

- 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;
- Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- Establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks, and
- Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Decision Taking

6.16 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

LOCAL POLICY

6.17 The Development Plan for Bury consists of the Unitary Development Plan (August 1997) which is supported in turn by a number of Supplementary Planning Documents and Guidance, in addition to Places for Everyone. Those of relevance to this application are summarised below.

Unitary Development Plan

6.18 **Policy H1/2 (Further Housing Development)** states that the Council will have regard to the following factors when assessing proposals for housing development on sites not identified on the Proposals Map:

- The need to direct development towards the urban area;
- The availability of infrastructure;
- The need to avoid the release of peripheral open land, unless this can be shown to be consistent with urban regeneration, and

- The suitability of the site in land use terms with regard to amenity, the nature of the local environment and surrounding land uses.

6.19 **Policy H2/1 (The Form of New Residential Development)** confirms that new residential development will be expected to make a positive contribution to the form and quality of the surrounding area. Factors to be considered when assessing proposals will include:

- The height and roof type of adjacent buildings;
- The impact of developments on residential amenity;
- The density and character of the surrounding area;
- The position and proximity of neighbouring properties, and
- The materials to be used in proposed developments, especially their colour and texture.

6.20 **Policy H2/2 (The Layout of New Residential Development)** advises that new residential development will be required to demonstrate acceptable standards of layout. Factors to be considered when assessing proposals will include:

- Car parking provision;
- Access for both vehicles and pedestrians, and provision for public transport;
- The possible need for traffic calming measures;
- Density;
- Space about and between dwellings;
- Landscaping and screening;
- Protection/provision of trees and hedgerows;
- Open space/children's play areas;
- Design for safety and security;
- Access/facilities for the disabled;
- The existence of any public rights of way.

6.21 **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 particular character and townscape of the Borough's towns, villages and other 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 and appearance of access, parking and service provision;
- Landscaping, including the use of natural landscape features, and open space provision, and
- The use of lighting.

6.22 **Policy HT2/4 (Car Parking and New Development)** confirms 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.

Supplementary Planning Guidance

6.23 SPD 6 (Alterations and Extensions to Residential Properties) provides advice and guidance on domestic extensions and sets out criteria that will be taken into consideration when deciding household planning applications. It also includes guidance relating to separation distances and other criteria relevant to the assessment of the application.

Places for Everyone (PfE)

6.24 PfE was adopted by Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan on 21st March 2024. The document sets out the long-term spatial strategy for future development within the nine authorities up to 2039.

6.25 The policies of relevance to the planning application are:

- **Policy JP-S1: Sustainable Development;**
- **Policy JP-S2: Carbon and Energy;**
- **Policy JP-S4: Flood Risk and the Water Environment;**
- **Policy JP-H1: Scale, Distribution and Phasing of New Housing Development;**
- **Policy JP-H2: Affordability of New Housing;**
- **Policy JP-H3: Type, Size and Design of New Housing;**
- **Policy JP-H4: Density of New Housing;**
- **Policy JP-G1: Landscape Character;**
- **Policy JP-G7: Trees and Woodland;**
- **Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity;**
- **Policy JP-P1: Sustainable Places;**
- **Policy JP-C6: Walking and Cycling, and,**

- **Policy JP-C8: Transport Requirements of New Development.**

7 PLANNING CONSIDERATIONS

Principle Of Development

- 7.1 The site comprises an existing residential site positioned within a highly sustainable location in the urban area which benefits from access to a range of local shops and services as well as connecting bus and tram links.
- 7.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of underutilised sites within the urban area.
- 7.3 This is particularly pertinent when considered in the context of the Council's inability to demonstrate a Five Year Housing Land Supply (FYHLS).
- 7.4 The presumption in favour of sustainable development will therefore apply to the assessment of this application. In this instance, the policies which are most important for determining the application are considered out-of-date and the Council should therefore grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.
- 7.5 Accordingly, the principle of new residential development is considered acceptable at this location in accordance with Policy H1/2 of the Unitary Development Plan (as confirmed by the Council during pre-application consultation), provided that relevant design and living environment criteria, refuse, biodiversity and parking standards are all adhered to. Furthermore, it would need to be demonstrated that there would be no adverse impact upon the amenity of the occupiers of any neighbouring dwellings.

Design

- 7.6 The site is not located within a Conservation Area, albeit careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing, whilst delivering a high quality design.
- 7.7 The considered approach to design has been informed by a detailed assessment of the site's constraints and the visual character of the local area, in addition to detailed pre-application consultation with the Council as summarised at Section 4.
- 7.8 The scheme has been arranged in an efficient manner that will ensure the full development potential of this site is realised whilst respecting the visual character of the streetscene.
- 7.9 The layout of the proposed development has been carefully considered taking the site's constraints and surroundings into account. Three pairs of two storey semi-detached dwellings are proposed which align in a positive manner to the Park Road streetscene and provide defensible space between the front elevation along Park Road and the footpath.
- 7.10 Furthermore, the layout will ensure that appropriate separation is maintained (in the form of soft landscape buffers) to the side and rear boundaries of the site, ensuring that the proposed development will sit comfortably within the plot.

- 7.11 The proposed dwellings adopt a high quality ‘contemporary reinterpretation’ design approach which is considered acceptable at this location. The proposed elevations incorporate depth and variation, appearing as visually interesting, modern family homes which respond positively to the scale and appearance of existing neighbouring properties within the immediate streetscene.
- 7.12 In terms of external materials, the new dwellings will incorporate high quality facing red brickwork and render at upper floor level and grey tiling on the roofs. The pitched design of the roofs have also been revised to reflect the comments received at pre-application stage and ensure that the scale, massing and external appearance of the new dwellings responds positively to the visual character of the streetscene.
- 7.13 The proposed development will achieve a density of 40 dwellings per ha which responds positively to the target standard for sites with a GMAL rating of 6 or higher of 50 dwellings per ha outlined within Policy JP-H4 of Places for Everyone. It is important to note that this density target represents a guideline as opposed to a prescriptive standard, with Policy JP-H4 confirming that lower densities can be considered acceptable depending upon the characteristics of individual sites. In this instance, the layout of the proposed development has been carefully informed by previous applications and consultation with the Council, as explained in detail within this Statement.
- 7.14 Overall, it is considered that the design and layout of the proposed dwellings will make a positive contribution to the form and quality of the surrounding area in accordance with the requirements of Policies H2/1, EN1/2, JP-H3 and JP-H4.

Impact

- 7.15 The layout of the proposed development has been informed (in part) by the previously approved scheme Ref 68707 and ensures that there will be no direct overlooking between existing and proposed habitable room windows.
- 7.16 SPD6 contains supplementary guidance on separation distances to surrounding properties and is used when assessing relationships of existing properties to new development. A separation distance of 13m between a principal ground floor habitable room window and a 2 storey blank wall is generally considered to be acceptable. A distance of 7m is generally required from 1st floor habitable room windows to directly facing boundaries with additional separation subject to levels changes or additional storeys.
- 7.17 As shown on the proposed site layout plan, Plots 1, 4, 5 and 6 (in particular) will have an irregular and unusual boundary line due to the angled nature of the site.
- 7.18 It is therefore important to ensure that there will be no unacceptable harmful impact upon the amenity of occupiers of No 71 Brooklands Road to the immediate north of the site. In this respect, all proposed houses have been designed to increase the separation distances between the proposed rear elevations and rear boundary when compared to the scheme presented at pre-application stage.
- 7.19 Plot 4 (which faces toward the side elevation of No 71) has a separation distance of just under 6 metres to the boundary at its shortest point, but this extends to over 7 metres for most of the garden and there will be no potential for overlooking of the rear garden of No 71 due to the position of the proposed dwelling.

- 7.20 Plot 5 maintains separation distances to the boundary of over 7 metres at all angles, whilst Plot 6 would vary between 5.6 metres at the shortest point up to over 11 metres (with distances increasing as the garden increase in size to the north).
- 7.21 These increased separation distances compare favourably to the scheme submitted for pre-application consultation and the development previously approved in association with application Ref 68707 (please refer to the comparison layout plan included at **Appendix 2**).
- 7.22 In approving this application, the Council concluded that a rear garden with a minimum length of 4.2 metres (extending to 12 metres) would be acceptable on the basis that:
- The existing 1.8 metre boundary fence would obscure ground floor windows from view;
 - The proposed dwelling would be positioned so that it would be set facing the most southerly corner edge of the garden of No 71 which would likely be less used;
 - The site is also at a slightly lower level and as such the dwelling at No 71 would sit higher than the new development;
 - No objections representation has been received from the occupiers of No 71.
- 7.23 Accordingly, the delegated report (please refer to copy attached at **Appendix 3**) concludes that:
- “On balance, it is therefore considered that the proposed development would not have a significantly harmful impact on the amenity of the adjacent occupiers and No 71 Brooklands Road in particular and the proposed development would therefore comply with H2/1, H2/2 and SPD6.”*
- 7.24 On the basis of the above assessment and the increased separation distances proposed in association with the development proposal (compared to the pre-application scheme and application Ref 68707) it is not considered that there would be a loss of outlook or privacy for occupiers of any neighbouring dwellings in accordance with Policy H2/1.

Residential Living Standards

Internal Living Conditions

- 7.25 All internal rooms and storage will comfortably exceed targets set out within the National Space Standards as shown on the drawings package and Schedules of Accommodation included within the application submission. Provision will also be made within the site for secure cycle accommodation and refuse storage as explored in further detail in the subsequent section.
- 7.26 As demonstrated on the enclosed drawings package, each new dwelling has been designed as dual aspect with every habitable room benefitting from at least one window providing good levels of outlook and sunlight/daylight.
- 7.27 Outlook for future occupiers will be maximised, with unobstructed views from all habitable room windows within the ground and floor within the front elevations of each property. Unrestricted views from upper floor habitable room windows will also be available for occupiers of Houses 1 and 2 over the Brooklands Road streetscene to the north west.

- 7.28 Outlook from the rear habitable room windows of Houses 3-6 will face over the rear gardens towards the boundary shared with No 71 Brooklands Road and acceptable separation distances will be maintained as explored in detail in the Impact section above.

Amenity Space

- 7.29 The scheme has been carefully designed to ensure that private, useable amenity areas will be provided for residents of each new dwelling (please refer to the accommodation schedule set out at Section 4).
- 7.30 Plots 1, 4, 5 and 6 would have an irregular boundary line due to the angled formation of the site. Each new dwelling will be served by private and useable amenity space within ground floor garden areas ranging from 47.2 sqm up to 105 sqm.
- 7.31 Whilst the Council commented at pre-application stage that the rear gardens for Houses 4 and 5 would be 'fairly small', the gardens have been increased in size and are large enough to provide space for play, outdoor dining and/or drying clothes. Furthermore, there are no minimum garden spaces which are enshrined within local policy guidance.
- 7.32 It is also important to note that the site is positioned in close proximity (0.5km or less than ten minutes walk) to the Grand Lodge entrance of Heaton Park (the largest municipal park in Europe). Residents will therefore benefit from excellent access to both private and extensive public amenity space.

Accessibility

- 7.33 Each dwelling will be built to the accessible and adaptable standards in accordance with Part M4(2) of the Building Regulations.

Digital Connectivity

- 7.34 The development will benefit from full fibre to premises connections, operational internet connections and accessibility to network providers.
- 7.35 On the basis of this assessment, the scheme will provide acceptable living conditions in line with Policy CP10.

Access/Parking/Cycle Provision

- 7.36 The site benefits from very good access to public transport with a Greater Manchester Accessibility Level (GMAL) of 6. It is also within easy walking distance of a range of local shops and services along Bury New Road to the south west. Accordingly, the site is positioned within a highly accessible and sustainable location.
- 7.37 At ground floor level, provision is made within the site for secure, accessible cycle and refuse storage within the individual gardens as shown on the enclosed site layout plan, with direct access available to Park Road.
- 7.38 The application submission includes a Transport Technical Note prepared by TTHC.

- 7.39 As shown on the enclosed site layout plan, five of the proposed dwellings would share driveway arrangements, with a single dropped kerb entrance off Park Road positioned 25 m south of the mini-roundabout to the north west, and a separate dropped kerb exit onto Park Road on the opposite side of an existing kerb build-out, approximately 40 m from the mini roundabout.
- 7.40 This arrangement will enable all movements both from and onto Park Road to take place in forward gear. The driveway to the sixth dwelling would be taken from the existing dropped kerb which is shared with the adjacent property to the south.
- 7.41 It is important to note that within the vicinity of the Site, there are four existing dwellings with driveways that fall within a 20 m distance of the mini-roundabout. Two of the dwellings are situated on Brooklands Road, one on the northern arm of Park Road and one on the southern arm of Park Road. These driveways require either a reverse manoeuvre from or onto Park Road.
- 7.42 In seeking to positively address comments received from the Council during pre-application consultation, TTHC has produced a plan showing vehicle swept paths. This demonstrates that all vehicle movements into and out of parking spaces via the shared driveway can be achieved safely.
- 7.43 On the basis of this assessment, the proposed access arrangements are suitable to serve the proposed dwellings without resulting in any unacceptable impacts in respect of highway safety or severe residual effects on the highway network in accordance with Policies H2/2, EN1/2 and HT2/4.
- 7.44 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios. Against this background, we do not consider that there is any reason to refuse the scheme on highways grounds.

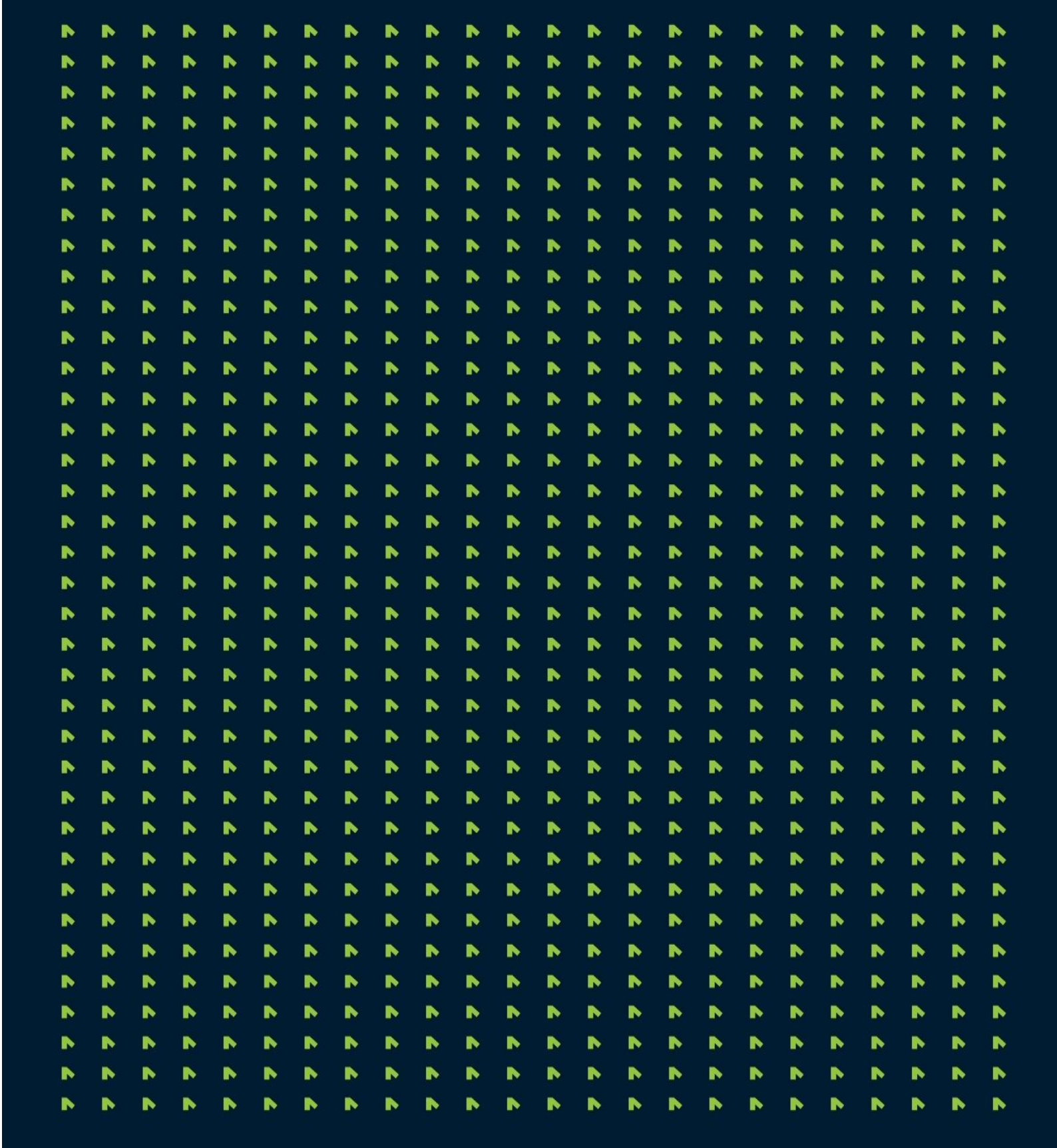
8 CONCLUSIONS

8.1 It is concluded that the development proposal is in accordance with the NPPF and the Council's adopted Development Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

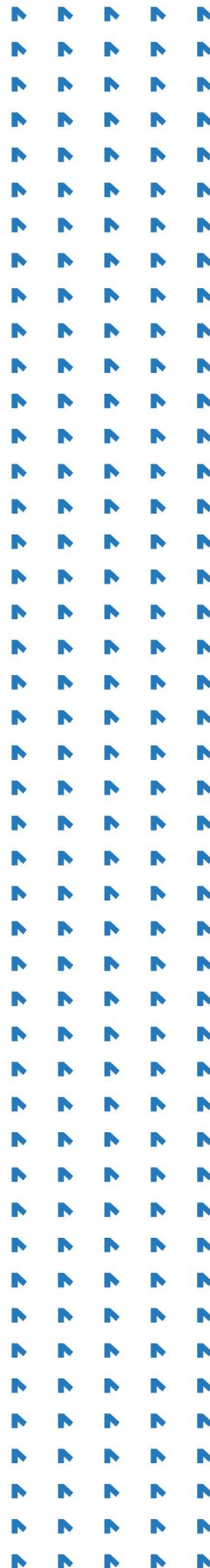
- The principle of creating new residential dwellings on a vacant underutilised site in a sustainable residential location, within the urban area, is supported by national and local policy. The development proposal has been scoped and discussed with the Council in pre-application consultation;
- The proposed scheme will provide much needed new family housing for the local community whilst enabling an efficient, effective use of the site. This is particularly pertinent when considered in the context of the Council's inability to demonstrate a Five Year Housing Land Supply;
- The application submission proposes a high quality design solution that has been informed by the site's constraints and a detailed contextual appraisal of the local area;
- The layout and careful massing of the scheme, together with the careful orientation of windows and landscaping ensures there will be no unacceptable adverse impact upon the amenity of occupiers of any existing neighbouring properties;
- The proposed accommodation is fully acceptable and of a high standard. Each new dwelling will significantly exceed internal space standards, and private amenity space will be provided for all occupiers, and
- The planning application is supported by a comprehensive range of specialist consultant reports including a Transport Technical Note and Biodiversity Net Gain Assessment. The submissions conclude that the proposed scheme is acceptable in regard to all relevant planning and design issues.

8.2 Overall, the scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it recycles vacant land within the urban area and delivers a mix of residential dwellings which are accessible by a choice of travel modes including foot, cycle and public transport. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development.

8.3 In light of the above, the proposed development has been demonstrated to comply with all relevant planning policies of the NPPF, adopted Core Strategy (most notably Policies H1/2, H2/1, H2/2, EN1/2 and H2/4), PfE and the SPD6. It should therefore be considered acceptable.



Appendix 1



Our Ref: 02960E
Your Ref:
Date: 12 August 2024
Please ask for: Jennie Townsend
Direct Line: 0161 253-5320
Fax: 0161 253 7373
E-Mail: j.l.townsend@bury.gov.uk

Tom Pendlebury
Gold Sketch
55a Bury Old Road
Prestwich
Manchester
M25 0FG

Dear Sir/Madam

Proposal: Three pairs semi detached dwellings, creating six new dwellings.
Location: 72 Park Road, Prestwich, Manchester, M25 0FA

I am writing following receipt of your enquiry on 04 April 2024 in connection with the above proposal and to provide the Council's view of the issues discussed.

The details within this note are provided as a guidance note in the event of a formal application being submitted.

Should you wish to discuss any of the issues contained within this note, then please contact the above case officer.

Yours faithfully

Jennie Townsend
Senior Planning Officer

Accompanying/Supporting Information

To accompany any application for planning permission, the following documents, in the first instance, should be submitted in line with both national and Local Validation Procedures. Failure to do so would mean that any application without these would not be validated.

Red edge site location plan
Existing and proposed site plan
Proposed elevations and floor plans
Proposed streetscene
Proposed cross section plans
Boundary treatment
Landscaping plan

Planning Statement (to include relevant PfE policies)
Design and access statement
Biodiversity net gain assessment and proposals
Digital connectivity statement
Carbon and energy statement
Compliance with nationally described space standards and 'accessible and adaptable' standard in Part M4(2) of the Building Regulations

Planning Policies

In the consideration of the proposals, the following policies are relevant to the scheme and would be taken into consideration should any application be formally submitted:

H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
HT2/4	Car Parking and New Development
EN7/3	Water Pollution
EN7/5	Waste Water Management
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment

Comments to revised scheme (plans - GSS23145.3 - Proposed plans 003; Proposed plans and elevations 004; Site - Section and Street Scene 506; Site - overlay - flats 507; Site - overlay - houses 508)

This response relates to the five areas highlighted in your email of 20 June 2024.

Proportions of the new properties

Whilst the overall height of the proposed dwellings have been slightly reduced, the ridge and eaves levels are still higher than the adjacent row but it is the 'Dutch' style hip roofs which are now proposed which accentuate the difference between the development and the adjacent row of houses. Rather than minimising visual impact and reducing the mass and scale of the development, it is considered the roof design also makes the roof depth of the dwellings appear top heavy and disproportionate.

Design of the elevations

The revised elevations appear more simplified but as above, the design of the roof and disproportionate depth should be reconsidered.

Outdoor amenity space

The scheme still proposes 6 no x 5 bed dwellings, and it is still maintained the garden areas to plots 4 and 5 are fairly small for the scale of development.

Distance from rear boundary

The layout of the site has not changed so comments made previously relating to the separation distance to the rear boundary from directly facing habitable room windows still stand. An application would need to demonstrate that a distance of 7m could be achieved from any first floor habitable room to a rear facing boundary.

Highway concerns

The revised scheme does not propose any changes to the access and parking which were previously put forward as part of the original pre-application. It is stated that the views of a transport consultant have been sought who believe the scheme to be acceptable and a transport assessment would be provided to support the application.

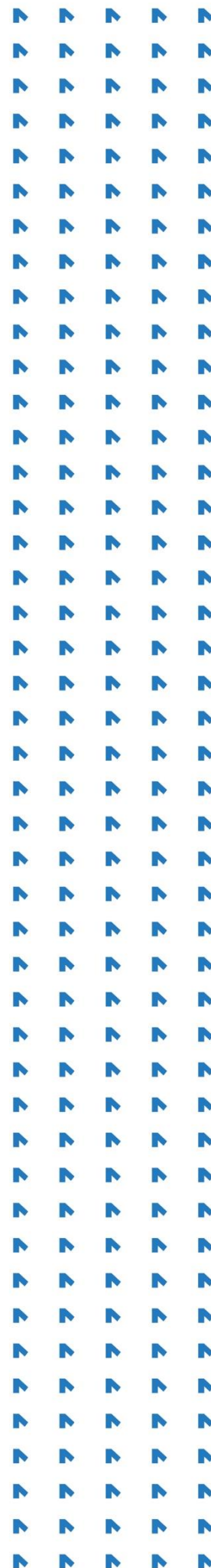
The Highway Section have been consulted on the revised plans and given there are no changes proposed, the response to the proposed development would be the same as previously -

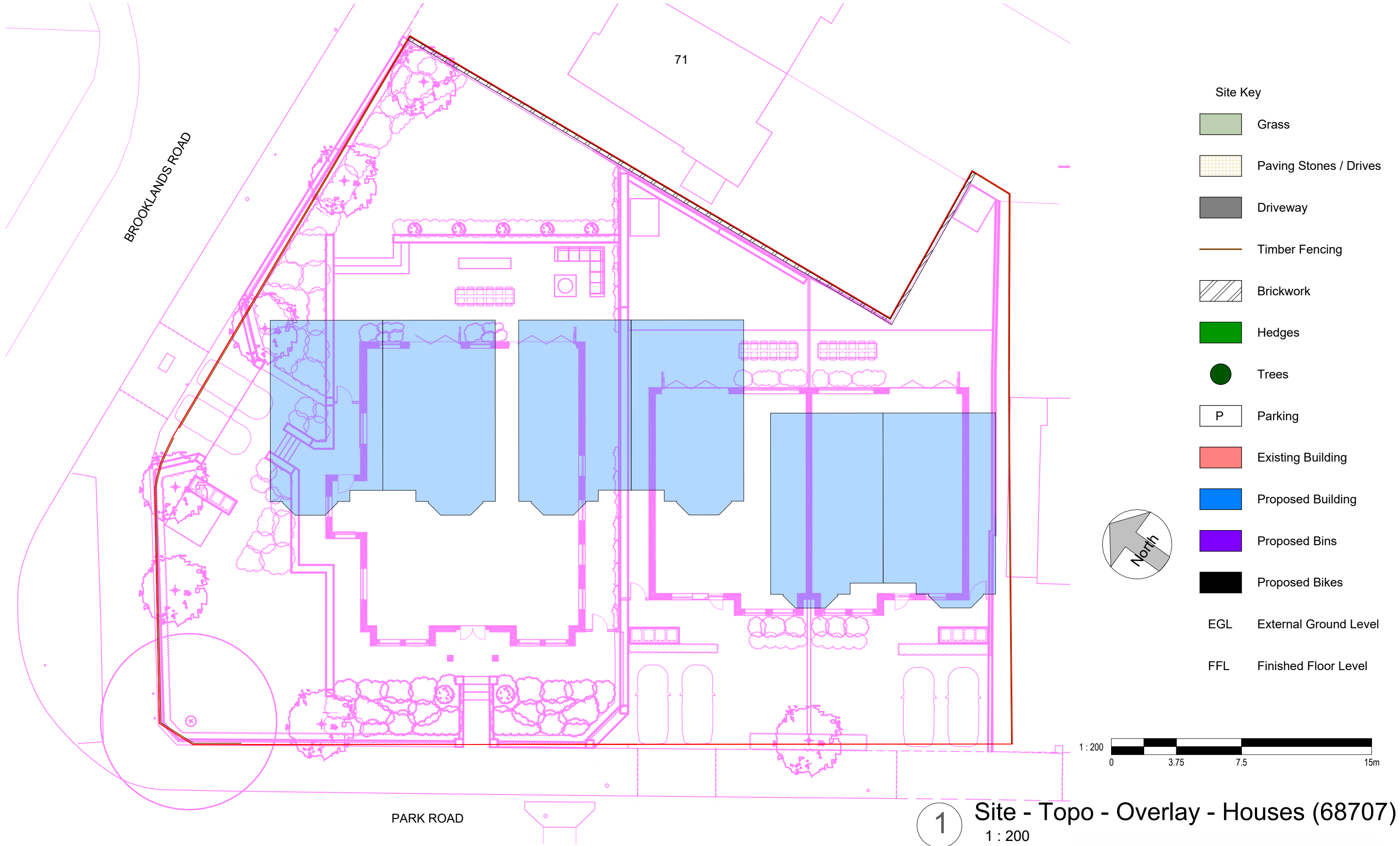
The parking and access arrangements are still poorly designed and would not be acceptable, especially as the true depth of the site with the wall is not reflected in the dimensions shown. The very long dropped crossing serving the plots on the RH side of the site would also not be agreed to. There are still too many units on this site.

Over-development of the site

Notwithstanding the schemes which have previously been approved for the site, these comments apply to the scheme which is now being proposed.

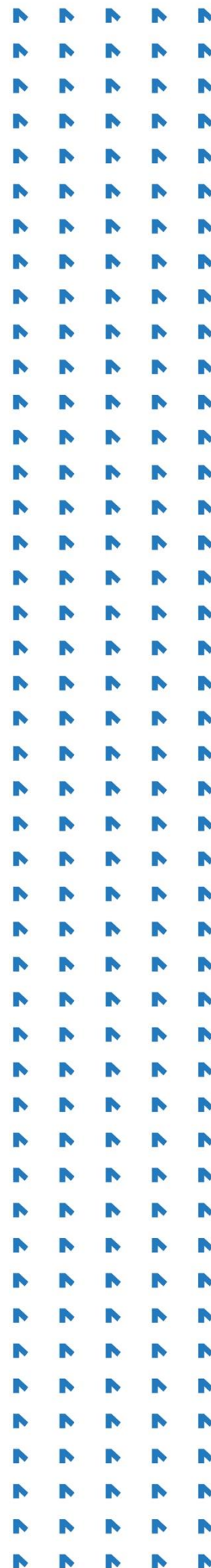
Appendix 2





PROJECT	72 Park Road		PROJECT NUMBER		DRAWING NUMBER		REV		GOLD SKETCH S T U D I O S www.goldsketch.co.ukinfo@goldsketch.co.uk0161 792 9595 NOTES © COPYRIGHT : ALL RIGHTS RESERVED. THIS DRAWING MUST NOT BE REPRODUCED WITHOUT PRIOR WRITTEN CONSENT. DRAWING TO BE USED FOR THE STATUS INDICATED ONLY. ALL DIMENSIONS AND SETTING OUT SHALL BE CHECKED AND CONFIRMED ON SITE. ANY DISCREPANCIES TO BE REPORTED TO THE DESIGNER PRIOR TO THE COMMENCEMENT OF ANY WORK. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH CURRENT STATUTORY LEGISLATION. RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS. ALL DIMENSIONS ON THIS DRAWING ARE IN MILLIMETRES (UNLESS OTHERWISE STATED).									
TITLE	Site - Overlay - Houses (68707)		GSS23145.4		508		1											
STATUS	DESIGN		DRAWN BY	CHECKED BY	DATE	SCALE (@ A1)												
			TP	SG	31/01/2024	As indicated		1	Scale Bar	28/01/2024	TP							
								No.	Description	Date	Initial							

Appendix 3



DELEGATED REPORT

Report by Jennie Townsend	Date of report: 26/10/2022	Ref: 68707/FUL
Registration: 25/07/2022	LDFC: 14/09/2022	Expiry Date: 19/09/2022
Site Visit: 24/09/2022	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: NONE
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIDW

Proposal: Creation of one detached house and two semi detached houses

Location: 72 Park Road, Prestwich, Manchester, M25 0FA

Description

The application relates to a corner plot of land in a residential area. The site is bounded by No 70 Park Road, the adjacent semi detached house and No 71 Brooklands Road, a semi detached house to the rear. Opposite are houses on Park Road and Brooklands Road which are semi detached and detached types of varying styles and design.

The site is generous in size and formally accommodated a large 2 storey single dwelling which has since been demolished. The site has been cleared in preparation for a development which was granted planning permission in 2018 for 4 no. dwellings (2 no. detached and a pair of semi detached). The site is bounded by a brick wall and there is an existing vehicular driveway to the south off Park Road and a pedestrian gated access from Brooklands Road.

The application proposes the erection of 3 dwellings - one x 6 no. bed detached dwelling (plot 1) and a pair of 5 no. bed semi detached houses (plots 2 and 3).

The pair of semis on plots 2 and 3 would be positioned adjacent to No 70 Park Lane and would broadly follow the building line and siting of the houses which are formed along this side of Park Road.

A front garden would be provided and driveway parking for 2 cars for each dwelling accessed off Park Lane, with bins located in a store behind the driveway. At the rear there would be garden amenity space.

The semi detached properties would be 2 storey in height with room in the roof space and dormers which would be formed on the side elevations. Each dwelling would have living accommodation at ground floor, and 5 bedrooms over the first floor and in the roofspace.

The detached property, plot 1 would be located next to and slightly forward of the new pair of semis and would be sited towards the corner of the site at the junction of Park Road and Brooklands Road. There would be a pedestrian access via steps from Park Road and parking for 2 cars would be provided from a new driveway off Brooklands Road with a bin store adjacent. The gardens would be formed at the side and rear.

Living accommodation would be at the ground floor with 6 bedrooms over the first floor and dormer roofspace.

The site would incorporate landscaping and tree planting with a new hedge planted along the front boundaries. A new 1m high front boundary wall would enclose the site along Park Road and Brooklands Road.

In terms of design, the properties would have red brick exteriors with grey roof tiles and black aluminium framed windows.

Relevant Planning History

DELEGATED REPORT

01924/E - Demolition of existing house and garage with provision for 4 no. dwellings - Enquiry completed 20/12/2016
02206/E - Erection of 11 no. flats - Enquiry completed 14/11/2018
02734/E - Erection of one detached house and two semi-detached houses. -
62178 - Demolition of existing dwelling and erection of 4 no. dwellings (2 no. detached and pair of semi-detached) - Approve with Conditions 16/01/2018
64642 - Erection of 4 no. storey block of 9 no. flats with basement car parking and landscaping - Approve with Conditions 18/12/2019
67039 - Variation of condition 02 (approved plans) of planning permission 62178 for demolition of existing dwelling and erection of 4 no. dwellings (2 no. detached and pair of semi-detached) - Approved 26/8/22
to add single storey extensions to dwelling types B & C and minor amendments to the external levels. - Approve with Conditions 26/08/2021
18/0087 - Breach of Condition 62178 - 03/05/2018

Publicity

Letters sent to 44 properties on 24/8/22
No responses received

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Borough Engineer - Drainage Section - No response received

Environmental Health - Contaminated Land - Need EV chargepoints

United Utilities (Water and waste) - No objection subject to the implementation of a SUDS

Greater Manchester Ecology Unit - No objection subject to conditions

Waste Management - No response received

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

Unitary Development Plan and Policies

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 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.

UDP Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

Supplementary Planning Document 6 - Alterations and Extensions to Residential Properties provides useful guidance in terms of acceptable aspect standards between dwellings and design criteria.

The site is located in an urban and residential area and would not conflict with the local environment in terms of surrounding land uses and character of development for residential purposes. There is existing infrastructure in place to facilitate the development. The site formally accommodated a single dwelling and approval has previously been granted for a residential development for 4 houses. As such the site has an established residential use and the principle for a residential development has been previously accepted.

The proposed development is therefore considered to be acceptable and would comply with the principles of the NPPF and UDP Policies H1/2, H2/1 and H2/2.

Layout - The dwellings would front Park Lane and would be set back from the public highway which would reflect the layout and general character of this road.

Plot 1 would accommodate the detached property which would utilise approximately half the site on the corner. A stepped pedestrian access would be formed off Park Lane leading to the front of the dwelling and 2 parking spaces created from a new driveway accessed off Brooklands Road. Bin and cycle stores would be positioned adjacent to the spaces. A side garden would be formed at the corner of the plot and at the rear would be a patio

and garden amenity space.

Internally, accommodation would comprise living areas at the ground floor with 4 bedrooms at first floor and 2 bedrooms in the roofspace.

The footprint of the property would be fairly sizeable but the plot is generous in its proportions and the proposed layout demonstrates that the dwelling together with the associated parking facilities and amenity area could be comfortably accommodated in this part of the site.

Plots 2 and 3 in the eastern part of the site would comprise the pair of semi-detached dwellings. The footprint and layout of these properties would emulate the adjacent row of houses which are formed along Park Road and as such it is considered the setting of the houses would reflect the pattern of the streetscene and would be acceptable.

Each property would have a driveway which would be formed off Park Road with a lawned area and bin store at the frontage. At the rear a patio and garden area would provide private amenity space.

In terms of accommodation, living spaces would be at ground floor with 5 bedrooms at the first floor and within the roofspace.

The site is currently bounded by a wall, approx 1.3m high which is built of random brick and aesthetically adds a visual quality to the area.

The proposed plans indicate that a new 1m high boundary wall would be constructed around the site, the intention of the applicant being to upgrade the boundary commensurate with the new houses. This approach is understandable given the total redevelopment of the site and that parts of the boundary wall would require removal to facilitate the new driveways. Re-using the bricks to re-build parts of the wall to form and continue the same pattern may in practice not be achievable.

It is therefore considered that a condition for the submission of details for boundary treatment to be submitted for approval be included on the grant of a consent. The applicant has agreed to this approach.

There is existing boundary treatment between the site and No 71 Brooklands to the rear and this would be retained.

The plot is of some considerable size and the proposed layout plan demonstrates that the 3 dwellings could be accommodated within the site with associated facilities of parking, gardens and bin storage. Scale, massing and footprints areas of the pair of semi detached dwellings would reflect the urban grain of the street and area in general and whilst plot 1 would be of a larger scale, the new build would be proportionate within the land available.

As such it is considered that the proposed development would be acceptable and would comply with UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development.

Design and appearance - The houses in the area comprise of various styles and design, some traditional in character with steep roof pitches and gables and mock tudor detail, and some of more striking and notable appearance.

The proposed dwellings would incorporate similarly designed pitched roof frontages and symmetrical fenestration and windows patterns which would integrate and respond to the general design of the housing stock in the area but the scheme would also introduce individual elements such as arched dormer roof styles.

In terms of the scale, height and massing, the ridge and eaves levels of the semi-detached dwellings would be formed in alignment with the adjacent pair of semis, with the detached

property slightly higher. However, this would not be to a significant degree and as this dwelling would be sited towards the corner of the site in a sizeable plot, the dwelling can afford to hold a more commanding position within the streetscene.

The footprints of the semi detached dwellings would generally reflect Nos 68 and 70 Park Road and the layout and general arrangements would follow the surrounding urban grain. Plot 1 would have a bigger footprint but as referred to above, it is considered the position of the dwelling within a generous corner plot would not have a detrimental impact on the streetscene.

Materials are proposed as red brick elevations with grey roof tiles which would integrate within the streetscene where there are a mix of red brick and rendered properties.

It is therefore considered that the proposed development would be acceptable within the locality and would comply with UDP policies EN1/2, H2/1., H2/2 and the principles of the NPPF.

Residential amenity - SPD6 contains supplementary guidance on separation distances to surrounding properties and is used when assessing relationships of existing properties to new development. A separation distance of 13m between a principal ground floor habitable room window and a 2 storey blank wall is generally considered to be acceptable.

A distance of 7m is generally required from 1st floor habitable room windows to directly facing boundaries with additional separation subject to levels changes or additional storeys.

Plot 1 - There would be a separation distance of 15m from the 1st floor and the 2nd floor dormer windows to the rear boundary with No 71 Brooklands Road and as such aspect standards would be satisfied.

Plot 2 - The 1st and 2nd floors of plot 2 would be set back into the rear elevation by approx 2.8m. At the shortest point, there would be a distance of 9.2m between the 1st floor habitable room windows to the directly facing rear boundary which would be acceptable. The 2nd floor would also be 9.2m from the rear boundary and this would be below policy guidance. However given the angle of the rear boundary fence and orientation of plot 2 to the boundary, there would be a very small margin of build which would fall below the required guidance and the majority of the built footprint would be more than 10m away which would be compliant. The proposed elevation plans also show that the windows to the upper floor would be of a slimline design and therefore overlooking would be restricted. As such, this is considered acceptable.

Plot 3 - The rear curtilage of this property would have an irregular and unusual boundary line due to the angled formation of the land and there would be a minimum rear garden depth of 4.2m at the shortest point. The garden would thereon increases in depth to a maximum of 12m. There is an existing 1.8m high boundary fence which separates the site and therefore the ground floor windows to the new dwelling would be predominantly screened by the boundary treatment.

Similar to plot 2, the 1st and 2nd floors of plot 3 would be set back into the rear elevation by approx 2.8m and together with the garden depth of 4.2m there would be a distance of 7m to the closest part of the rear boundary. From the 1st floor rear elevation there would be an acceptable degree of separation to No 71.

From the 2nd floor, the relationship to the boundary with No 71 would be sub-standard. The two windows at the 2nd floor would be slimline narrow types, and as such opportunities for overlooking from these windows would be minimised. In addition, the proposed dwelling would be positioned so that it would be set facing the most southerly corner edge of the garden of No 71 which would likely be less used.

The site is also at a slightly lower level and as such the dwelling at No 71 would sit higher

than the new development.

It is noted that no representation has been received from the occupiers of No 71.

There would be no windows in the side elevation of plot 1 in relation to No 70 Park Road and therefore no impact on privacy or overlooking.

On balance, it is therefore considered that the proposed development would not have a significantly harmful impact on the amenity of the adjacent occupiers and No 71 Brooklands Road in particular and the proposed development would therefore comply with H2/1, H2/2 and SPD6.

Parking - SPD11 - Parking Standards in Bury states that for a development of 5 and 6 bed houses in a high access area, the maximum provision would be 3 spaces per property. The development proposes 2 driveway spaces for each property.

There are parking bays down one side of Park Lane and unrestricted on-street parking on Brooklands Road. The other properties in the area have similar parking provisions as proposed for this development. Given the standards are maximum, that 2 in-curtilage spaces would be provided and the additional parking available on street, the proposals are considered to be acceptable.

The Highway's Section have raised no objection subject to conditions.

Ecology

Summary

Ecological issues associated with bats, nesting birds and landscaping can be dealt with via condition.

Bats

The previous approval required measures to protect bats during demolition and mitigation for loss of bat roosting opportunities, that were agreed prior to determination. The building (and mature trees) have now been removed and the proposed site layout amended from the previously approved scheme. Bat roosting opportunities should however still be produced in-line with what was previously agreed. GMEU therefore recommend a revised bat mitigation and enhancement plan is produced by a suitably experience bat consultant. This could be produced prior to determination or provided via a suitably worded condition.

Nesting Birds

Whilst most of the site clearance has now occurred removal of hedge and scrub is likely to be still required. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition be applied to any permission to restrict the removal of vegetation.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The proposed landscape layout appears to provide adequate planting to enable mitigation. GMEU recommend inclusion of native tree and shrub species and also the provision of a bird box on the retained tree. The details can be conditioned.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. 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 - Site location and block plan DA22012. 001 rev 1; Street elevations - existing and proposed DA22012. 003 (for street elevation 4 - refer to plan DA22012.3. 001 rev 2) ; Proposed plans and elevations (semi-detached) DA22012.3 001 rev 2; Proposed plans and elevations (detached) DA22012.2 001 rev 1; Masterplan (proposed site layout and landscaping) rev B 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.
- 3 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.
- 4 Following the provisions of Condition 3 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.
- 5 Prior to first occupation, the development hereby approved shall provide a minimum of 1 EV chargepoint for each new dwelling and thereafter maintained. The EV chargepoints shall be 7kW* as a minimum.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced by BS EN 61851-1:2019 on 5 July 2022).

Reason. In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard

residential amenity, public health and quality of life.

- 6 The development hereby approved 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). The drainage scheme shall be implemented prior to first occupation and thereafter maintained.
Reason. 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.
- 7 No development shall commence unless and until a bat mitigation and enhancement plan by a suitably experienced bat consultant has been submitted to and approved by the Local Planning Authority. The approved measures and plan shall thereafter be implemented.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
- 8 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 9 The development hereby approved shall be carried out in accordance with the landscaping details on approved Masterplan rev B. The development shall also include native tree and shrub planting and the provision of a bird box on the retained tree to be retained and which shall thereafter be maintained.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design, EN6/3 - Features of Ecological Value and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan, and chapter 11 - Conserving and enhancing the natural environment of the NPPF.
- 10 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:
- Photographic dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development/boundary treatment and as a result of any statutory undertakers connections to the new dwellings;
 - Access point for construction traffic from the adopted highway;
 - Site hoardings (if proposed) clear of the adopted highway;
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access;
 - Parking on site (or on land under the applicant's control) of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
 - 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 construction period.

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.

- 11 The development hereby approved shall not be first occupied unless and until the car parking, driveway, pedestrian visibility splays, boundary wall alterations and bin storage arrangements indicated on approved plan reference 'MASTER PLAN' Revision B, incorporating the demarcation of the limits of the adopted highway, accommodation works in front of the proposed boundary wall and all associated footway remedial works to reinstate the footway to its former condition prior to commencement of the development, and new driveways in porous/permeable materials and/or measures to prevent the discharge of surface water onto the adopted highway, have been implemented in full to an agreed specification and to the written satisfaction of the Local Planning Authority.
Reason. To 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 H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Access.
- 12 Prior to the above grounds works to the dwellings hereby approved, details relating to the proposed boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details only shall be implemented as part of the approved development.
Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
- 13 Prior to above ground works, 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. Only the approved materials/bricks shall be used for the construction of the development.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/2 - Townscape and Built Design and H2/1 - The Form of New Residential Development.
- 14 Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

DELEGATED REPORT

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT 26/10/22			