

Planning and Building Control
Bury Council
3 Knowsley Place
Duke Street
Bury
BL9 0EJ

Our Ref: EKPS/260402/JK

Submitted via the Planning Portal

11 August 2026

Dear Sir / Madam,

Application for Planning Permission: 825 Manchester Road, Bury BL9 9TP

On behalf of our client, D&V Lee Property Consultants Ltd., we are pleased to submit an application for full planning permission in respect of 825 Manchester Road, Bury BL9 9TP (hereafter referred to as “the Site”) in relation to the following (hereafter referred to as “the Proposed Development”):

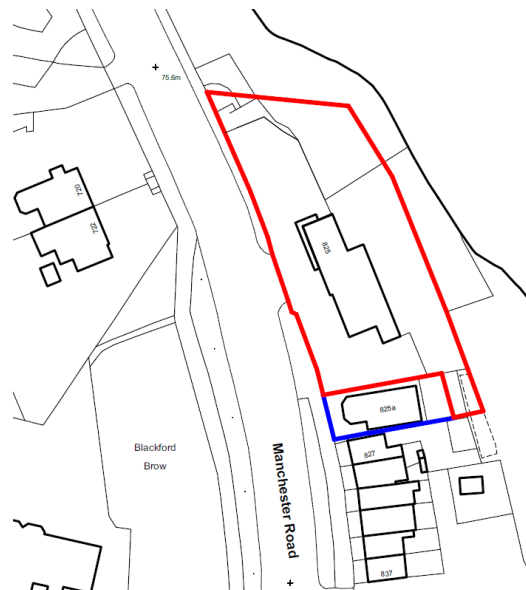
“Conversion of building to create veterinary practice (Class E(e)), alongside minor external alterations to the building and car park.”

Site Description and Background

The Site comprises of 825 Manchester Road, Bury - a detached, single-storey building situated within a wider plot covered by surface car parking and circulation space. The boundary to the Site is outlined in red within **Figure 1**, below, with a Location Plan shown in **Figure 2**.



^ Figure 1: Aerial image of the Site (Google Maps)



^ Figure 2: Site Location Plan

No. 825 has a Gross Internal Area of 159.6sqm and since *circa* December 2019 it has been occupied by Lorde's Fish and Chips (See **Figure 3**, below). The building comprised of a restaurant area, with approximately 42 covers, and an adjoining takeaway function. Prior to this, the Metro café operated from the premises – which also specialised in fish and chips (see **Planning History** section below). A large, partially covered, raised deck area previously extended to the rear, which provided further tables and seating for customers dining at the premises, however this has now been removed.



^ Figure 3: Image of 825 Manchester Road, taken from Google Streetview

To the south-east of the Site is No. 825a, which also sits within the Applicant's ownership but does not form part of this application. This is a smaller building situated on a raised plinth and accessed off Manchester Road via a short flight of steps. The premises is currently vacant but was previously occupied by a Hair Salon known as 'Taylor Faith'.

Beyond No.825a is a terrace of residential properties. To the south-west is the A56 Manchester Road, with trees and additional housing situated on its opposite side. Dense tree cover is located to the north and east of the Site, separating it from Bury Golf Club.

Planning History

In April 2026, an application for a Lawful Development Certificate was submitted to Bury Council (application ref: 73115) with the following description of development:

Lawful Development Certificate for existing use of 825 Manchester Road as Fish and Chip shop restaurant (Class E(b)) - larger of the two units and 825a Manchester Road as Hair Salon (Class E(c)(iii)) - smaller of the two units.

The application was refused on 18 June 2026 on the grounds that No.825 was considered to be in a mixed use as a Fish and Chip Shop / Restaurant (Class E(b)) and as a Takeaway (Sui Generis), and therefore not within Use Classes E(b) or E(c)(iii) of the Town and Country Planning (Use Classes) Order 1987 (as amended).

Additional planning history relevant to the Site is summarised in **Table 1**, overleaf.

Address	Application ref:	Description	Decision	Date Determined
Premises adjacent to 825 Manchester Rd	49674	Variation of Conditions No.3 on application 48159 (change of use to hot food takeaway) to allow Sunday opening 9am to 7.30pm	Approved	15 April 2008
Premises adjacent to 825 Manchester Rd	49675	Variation of Condition No.3 of application 48160 (change of use to café) to allow Sunday opening 9am to 7.30pm	Approved	15 April 2008
Premises adjacent to 825 Manchester Rd	48159	Change of Use from Retail (A1) to Hot Food Takeaway / Café (A3 and A5)	Approved	13 August 2007
Premises adjacent to 825 Manchester Rd	48160	Change of Use from Retail to sandwich Shop / Café (A3)	Approved	13 August 2007
Premises adjacent to 825 Manchester Rd	48161	Raised decking area (retrospective) to existing retail premises (A1)	Approved	13 August 2007
825, 825A Manchester Road	98/34344	Change of use of Medical Centre / Pharmacy (Class D1) to Retail (Class A1), together with two single storey extensions on frontage	Approved	29 July 1998

^ Table 1

Proposed Development

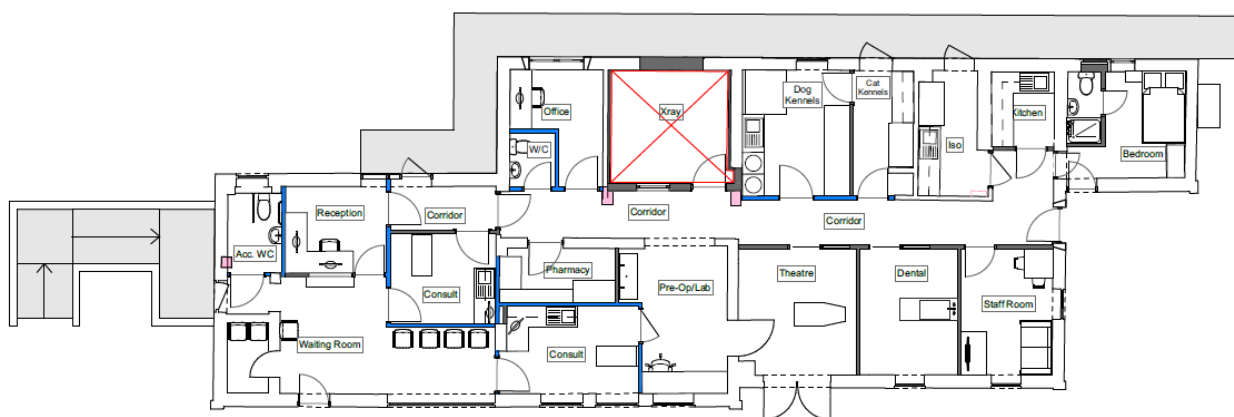
This application seeks to create a veterinary practice (Class E(e) - Commercial, business and service – medical and health services), with an operator already in place for the premises.

The main entrance will be relocated from the existing double doors in the centre of the building to an existing single door adjacent to the large front window facing Manchester Road. This arrangement allows customer-facing areas to be grouped together on one side of the building and facilitates improved accessibility.

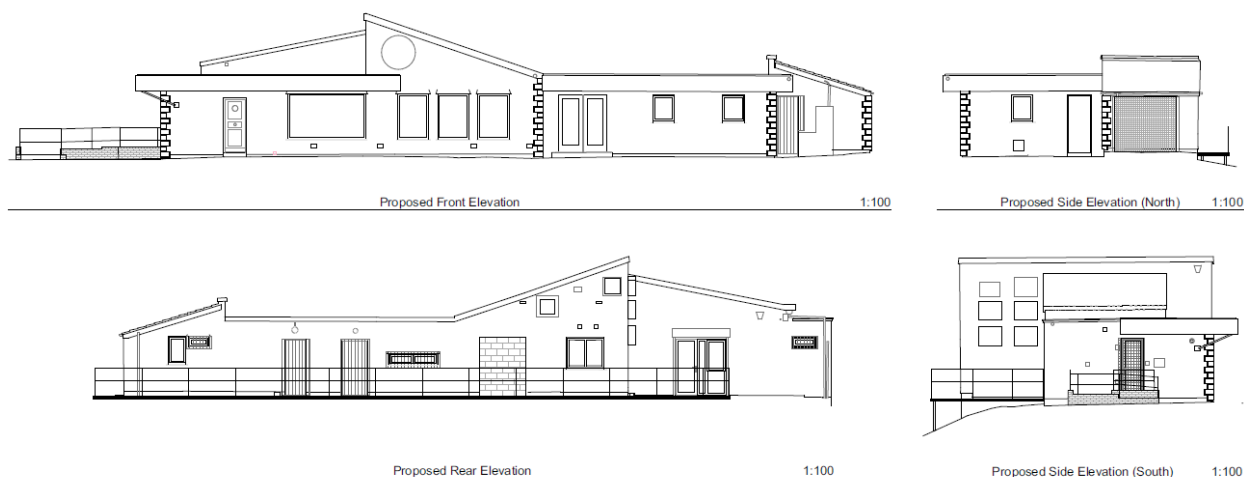
Two consultation rooms are accessed directly from the waiting area. The remainder of the building is allocated to staff and clinical accommodation. A bedroom will provide overnight accommodation for an on-call veterinary nurse.

The proposed veterinary practice would be open to the public Monday – Sunday, 07:00hrs – 19:00hrs. Outside of these hours, the site would not be open to the general public for anyone to walk in, but customers would be able to bring animals to the site should an emergency occur. By law, every veterinary practice has to provide 24 hour treatment access and therefore this practice has been designed to accommodate this requirement. One member of staff would be on call for veterinary emergencies, which could be attended to within the building at any time of day or night.

The proposed layout for the premise can be seen within **Figure 4** overleaf, whilst **Figure 5** presents the proposed elevations.



^ Figure 4: Proposed layout of No.825

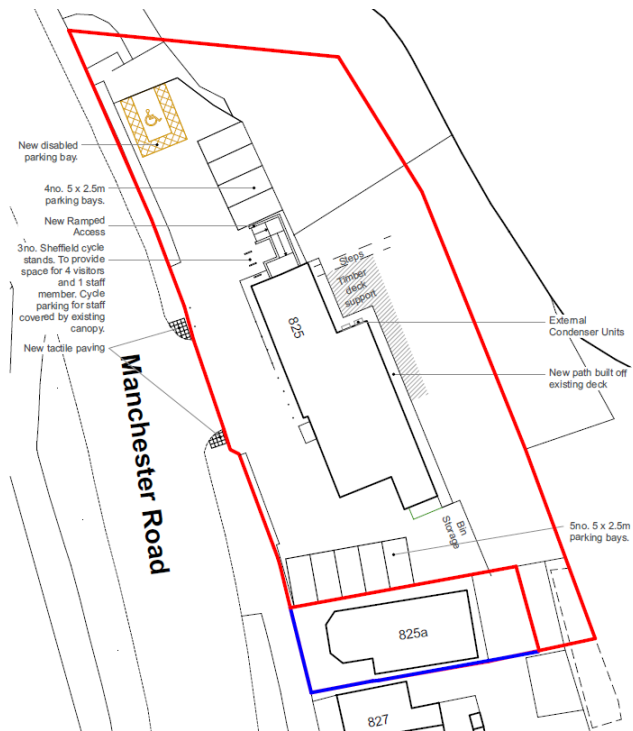


^ Figure 5: Proposed Elevations

To accommodate the proposed conversion, a number of minor alterations to the existing building are required. Those requiring planning permission in their own right are listed below and are shown on **Figure 5** above:

- A new ramp and handrail are proposed to an existing side entrance, providing an alternative accessible route into the main waiting area.
- A new external fire escape door is proposed on the side elevation. Additional windows are proposed on the rear elevation to serve the office and bedroom.
- Reinstatement of a raised path to the rear of the building to provide safe access for maintenance, inspection, and emergency escape purposes. This is located on part of an area that previously accommodated raised timber decking.
- Addition of external condenser units on the rear elevation of the building.

As can be seen in **Figure 6**, overleaf, the existing access will be utilised, but the layout of the car parking spaces will be reconfigured to meet Bury Council's dimensions standards. The revised layout also includes for an accessible parking bay and short-term / long-term cycle parking close to the building entrance.



^ Figure 6: Proposed Site layout

Accordingly, the external alterations to the building and adjustments to the car park have been incorporated into the description of development for the application.

Appraisal

Principle of Development

Strong policy support exists for the Proposed Development, at a national, regional and local level, as demonstrated by the policy extracts below:

Bury UDP / Draft Local Plan

The Bury Unitary Development Plan (UDP) (1997) includes Policy EC4 – Small and Growing Businesses, which states that: *“The Council will ensure that the needs of small and growing businesses are met by looking favourably on proposals for such developments, where these do not conflict with other policies and proposals of the Plan”* [our emphasis].

EC4/1: Small Businesses goes on to state that: “Proposals for small businesses will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the Plan.”

Bury’s Draft Local Plan is yet to be submitted for examination and as such it currently carries very little weight. Notwithstanding, it provides a clear framework for how the Council wants to manage future growth and development in the Borough up to 2043. The second of its strategic objectives seeks to: *“Make efficient use of land by promoting the redevelopment of available brownfield sites.”*

Ensuring that development makes an efficient and effective use of land is also one of the key design principles listed for development proposals in Policy LP-BE6: Design and Layout of New Development of the Draft Local Plan.

Paragraph 6.4 of the draft Local Plan explains that: *“alongside Places for Everyone, it will seek to deliver a competitive and diverse local economy and high-quality jobs in a way that does not compromise carbon targets.”*

Places for Everyone (PfE)

PfE Policy JP-Strat6: Northern Areas (of which Bury forms a part) states: *“A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer.”*

PfE Policy JP-J1: Supporting Long-Term Economic Growth explains that a thriving, inclusive and productive economy will be sought in all our boroughs, which will be achieved, in part, by maintaining a very high level of economic diversity across our boroughs.

National Planning Policy Framework (“NPPF”)

At the national level, Chapter 6 of the NPPF relates to building a strong competitive economy. Paragraph 85 of the NPPF states that: *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.”*

Chapter 11 of the NPPF: Making efficient use of land, states at Paragraph 124 that: *“Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.”* Paragraph 125 c) goes on to state that planning decisions should: *“give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused.”*

Appraisal and Summary

The Proposed Development aligns with the policies summarised above in that it will make efficient use of an existing commercial building on brownfield land, to enable a small business to operate and contribute to the economy of the local area.

The Site is already in commercial use, and located within an area containing a mixture of different uses. The Proposed Development will ensure the long-term use of the building, creating a positive facility for pets and animals that the surrounding community will benefit from, and one that will have fewer impacts than the current use of the building, as will be demonstrated in the subsequent sections of this Covering Letter.

Therefore, the Proposed Development is acceptable in principle.

Design

UDP 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; the relationship of the proposal to the surrounding area; the choice and use of materials; access and other design features for the mobility impaired; and the design and appearance of access, parking and service provision.

Similarly, Draft Local Plan Policy LP-BE6 (Design and layout of new development) sets out a number of criteria that new development should seek to comply with, including: providing adaptable and resilient buildings and

places; and accommodating the needs of people with disabilities, the elderly and those with small children and that suitable access is provided.

As described in the **Proposed Development** section of this Letter, a series of very minor external alterations are required to facilitate the building's conversion into a veterinary practice, including a new access ramp and alterations to the position / design of doors and windows.

The proposed works will not significantly alter the appearance of the building, which is set well-back from the highway, and they are designed to create a functional and accessible veterinary practice for staff, visiting members of the public and their animal companions.

Therefore, the Proposed Development aligns with the principles set out within UDP Policy EN1/2 and Draft Local Plan Policy LP-BE6.

Amenity

The closest residential properties to the Site are those within the terrace of 827-837 Manchester Road to the south. There are also houses located on the opposite side of the A56, just to the north-west of No.825.

Policy EN7/2 (Noise Pollution) of the UDP states that in seeking to limit noise pollution, the Council will not permit development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users.

Draft Local Plan Policy LP-BE8 (Amenity) explains that the Council will ensure that new development would not lead to unacceptable adverse impacts on the amenity of the surrounding area or users and occupants of the development. Included amongst the adverse impacts listed further on in the policy are pollution and general disturbance arising from noise and vibration, artificial light and opening hours. The potential impacts of parking and servicing provision, and its effects in terms of road safety, traffic generation and movement are also referenced.

In terms of noise, it should be noted that the background noise climate is dominated by the busy A56, which runs past the Site frontage and the residential properties referenced above. It is also relevant to note that the existing premises is able to open to the public as a restaurant with takeaway facility between the hours of 0800 to 2100hrs on Monday to Saturday and 0800 to 1930hrs Sundays and Bank Holidays.

A Noise Impact Assessment ("NIA") has been produced by Sol Acoustics and submitted with the application. This reports that it is anticipated that the Proposed Development could generate noise associated with new external plant and noise breakout from the animals within the building's internal examination and holding spaces.

An assessment of worst-case noise breakout through partially opened windows has been undertaken in line with draft industry guidance, which demonstrates that a minor 2dB exceedance of the representative background level could be expected during the daytime, with no exceedance expected to occur during the night-time, at the nearest sensitive receptor. In-line with the draft ProPG guidance, this equates to a sub-adverse impact, with no further mitigation required. It should also be noted that, in practice, the noise impact is expected to be even lower, as windows will most likely be closed (particularly at night) and dogs will be recovering from operations and therefore are unlikely to bark.

The NIA also includes maximum permissible rating level limits for any new M&E plant on the exterior of the building (the rating of which is currently unknown), based on the results of the environmental noise survey, and having regard to Bury Council's own requirements.

The NIA demonstrates that the Proposed Development should not give rise to undue amenity impacts at the closest residential properties, and therefore it is in accordance with UDP Policy EN7/2 and Draft Local Plan Policy LP-BE8.

Highways

The Site is situated on the eastern side of the A56 – Manchester Road, and benefits from an established vehicular access that leads into a dedicated car parking area.

UDP Policy HT2/4 (Car Parking and New Development) states that all applications for development should make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards. Policy HT5/1 (Access for Those with Special Needs) encourages: *“the provision of satisfactory access to... car parks, pedestrian areas and public and private buildings for the mobility impaired and those with special needs.”*

These policies are carried through into the Draft Local Plan, with Policy LP-TR6 (Parking provision and drop-off facilities) requiring all development to make adequate provision for parking and servicing in accordance with the Council's car parking standards.

A Transport Note has been produced by SK Transport and submitted with this application. This reports that the Site is well located for access by all modes, including for access to walking, cycling and public transport routes. The Site access junction is an existing arrangement that provides sufficient visibility for the posted speed limit and has no road safety issues.

The Proposed Development does not propose any changes to the total building floor area, which will remain at 159.6sqm. External modifications include changes to the site parking arrangements, the provision of cycle parking and the introduction of tactile paving at the Site access junction. Service access arrangements will continue in-line with existing provision.

Applying Bury Council's car parking standards for Class E uses, as set out within SPD11: Parking Standards in Bury, generates a requirement for 10 car parking spaces (one of which should be an accessible bay) and three short-stay, and one long-stay cycle parking spaces. These requirements have all been accommodated as part of the proposed adjustments to the car park. A parking accumulation exercise has been undertaken, and this shows a maximum demand for eight spaces, which aligns well with the parking standard requirements.

In terms of traffic generation, the existing use generates *circa* three times as many movements over the course of the day than the Proposed Development and therefore there will not be an intensification of use of the existing vehicle access junction. Further, it is not considered necessary to undertake an air quality assessment for the Proposed Development, given that the number of vehicle movements will be reducing as part of the Proposed Development.

Bin collection will be undertaken by private contract and the premises is expected to attract one general waste collection and one clinical waste collection movement per week. In line with existing arrangements and the TRO outside the site, refuse collection will occur from kerbside.

Overall, the Proposed Development is considered to align with the relevant highways policies in the Bury UDP and the Draft Local Plan.

Carbon and Energy

A Carbon and Energy Statement has been produced by Complete Sustainability Solutions (CSS) in support of the application, which directly responds to the requirements of PfE Policy JP-S2 (Carbon and Energy) – including the need to have regard to the Energy Hierarchy. PfE Policy JP-S2 promotes the retrofitting of existing buildings with measures to improve energy efficiency and generate renewable and low carbon energy, heating and cooling.

UDP Policy EN4/2 (Energy Efficiency) also states that the Council will encourage energy efficiency in development proposals, including through promoting the efficient use of energy in the design and layout of development. Draft Local Plan Policy LP-CC1 (Climate Change) seeks to promote development that minimises

emissions and maximises the use of renewable energy and resources, and also support development that embraces opportunities for appropriate renewable and low carbon energy generation.

The Carbon and Energy report produced by CSS highlights that the Proposed Development comprises of the retention and adaptive reuse of the existing building, rather than wholesale demolition and reconstruction. The scheme therefore seeks to maximise the value of the existing structure and, where practicable, retain existing building fabric and mechanical and electrical services. This approach significantly reduces embodied carbon by limiting the demand for new construction materials, avoiding the carbon emissions associated with demolition and waste disposal, and extending the operational life of the existing asset. The reuse of existing elements also supports the efficient use of natural resources and aligns with the principles of the circular economy, which are increasingly embedded within national and local planning policy.

Overall, the Proposed Development provides a balanced and proportionate response to the energy and carbon objectives established by Bury Council, the Greater Manchester Combined Authority and national planning policy. Through the retention and enhancement of the existing building, the minimisation of embodied carbon, and the avoidance of unnecessary demolition and new construction, the scheme demonstrates a clear commitment to sustainable development. The proposals deliver environmental benefits while remaining appropriate to the scale and nature of the project.

Digital Connectivity

PfE Policy JP-C2 (Digital Connectivity) requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable. The Proposed Development relates to the conversion of an existing building – one that already has an established internet connection and phoneline. Inspection of the 'Full Fibre Availability' service on the 'openreach' website confirms that the premises already benefits from a full-fibre connection.

The end-user for the premises does not currently own the Site, however – given the competitiveness of the current market they have confirmed that a high-quality, full-fibre connection to the premises and good 'phone line represent essential requirements for their business, as they are needed to maintain / access patient records and manage bookings etc. Equally, it is essential that super-fast broadband is operational and immediately accessible to the proposed veterinary practice upon day one of opening for business.

Therefore, the necessary high-quality infrastructure will be in place at the premises upon first occupation, to enable the business to function effectively, in-line with the objectives set out in Policy JP-C2.

Summary and Conclusions

In summary, this application seeks planning permission to convert the premises of 825 Manchester Road, Bury into a veterinary practice, serviced by the surrounding area of car parking and hardstanding.

There is strong local, regional and national policy support for the Proposed Development, which seeks to reuse an existing commercial building situated on brownfield land, in order to create a valuable facility for members of the public and their animal companions.

The Assessment within this Extended Covering Letter, and supporting Technical Documents, has shown that the Proposed Development will not give rise to any amenity concerns, with respect to noise, opening hours or general comings and goings. The building's use as a veterinary practice will not generate a materially larger number of vehicle movements and there is sufficient car parking provided within the Site, having regard to its sustainable location.

The external alterations proposed will enhance accessibility into and around the building and have an acceptable impact on the Manchester Road streetscene. The submitted Carbon and Energy Strategy demonstrates the benefits of retaining and reusing the existing building to accommodate the proposed use.

Overall, the Proposed Development amounts to a positive and sustainable form of development that fully accords with the relevant local, regional and national planning policies – as identified within this Extended Covering Letter. Accordingly, we would request that planning permission is granted for the Proposed Development.

Application Fee and Validation

Payment of the required Planning Application Fee of £701 (comprising application fee of £610 and Planning Portal administration fee of £91) in line with the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012) has been made via the Planning Portal.

In addition to the fee and this Extended Covering Letter, the planning application is accompanied by the following forms, plans and documentation:

- Planning Application Form with completed Certificate
- Location Plan and Site Plans, produced by Wagtail Architects
- Floor-plans and Elevations, produced by Wagtail Architects
- Noise Impact Assessment, produced by Sol Acoustics
- Carbon and Energy Statement, produced by Compete Sustainability Solutions
- Transport Note, produced by SK Transport

We trust that Bury Council have all of the necessary information before them to validate the application, assess it and grant planning permission for the Proposed Development, however please do not hesitate to contact me on 07300 806 110 if you require anything further.

Yours faithfully,



James Ketley MRTPI

Associate Director

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