



Supporting Planning Statement

Full Planning Application
Red Door Day Centre, Bury

On behalf of Caritas Diocese of Salford
December 2025

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APPENDICES

APPENDIX 1 Schedule of Supporting Plans and Documents

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Prepared By: Will McCullough (Graduate Planner)

Reviewed By: Chris Sinton (Director)

Asteer Planning LLP, 3rd Floor Calico, 53-55 Mosley Street, Manchester M2 3HQ

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1 INTRODUCTION

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Asteer Planning LLP ('Asteer') on behalf of Caritas Diocese of Salford ('Caritas / the Applicant') in support of a Full Planning Application for the construction of a new Red Door Day Centre at land adjacent to St Joseph's Presbytery, Bury, BL9 6AB ('the Site').

Site Context

The Site

- 1.2 The Site, shown edged in red in **Figure 1** below, extends to approximately 0.1ha in area. The Site falls within the administrative boundary of Bury Council ('BC') and is situated within the Moorside Ward.

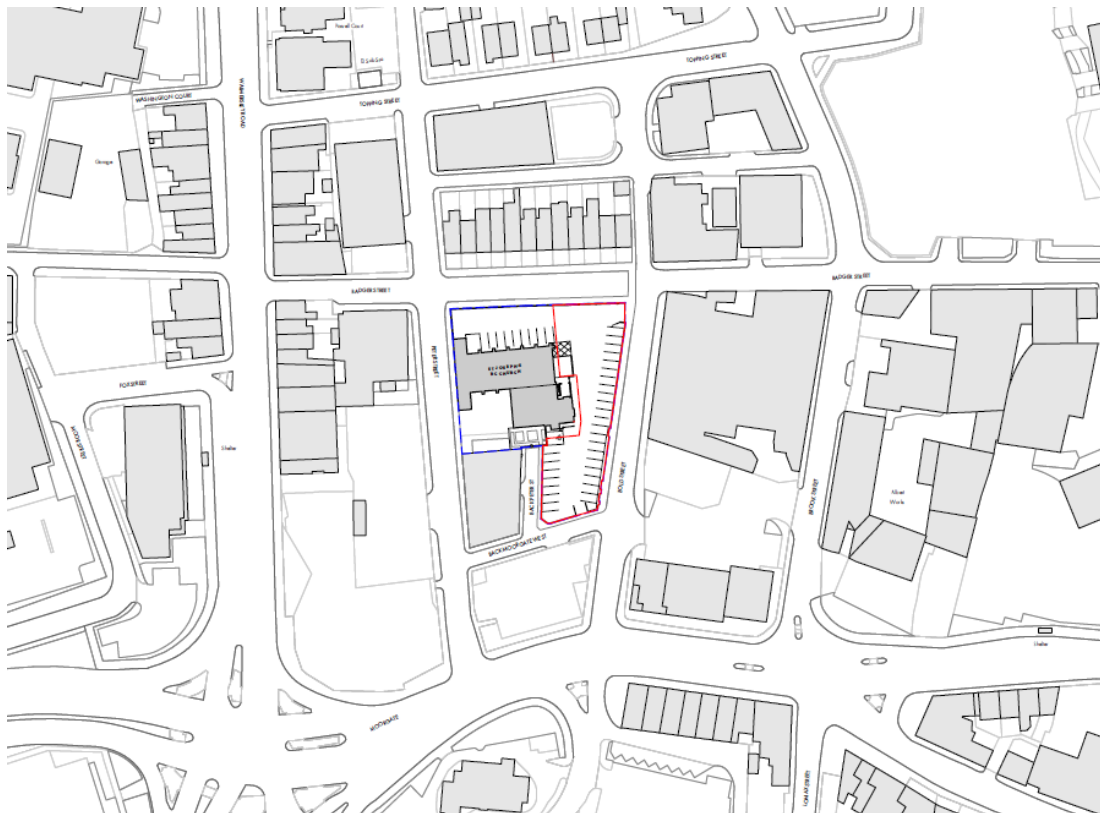


Figure 1: Site Location Plan prepared by OMI

- 1.3 The Site currently comprises part of a surface car park which includes 30no. spaces and is accessed from Bold Street and Back Moorgate W. which serves the St. Joseph's RC Church. The Site is adjacent to the Church and Presbytery (edged in blue within **Figure 1**) and the remaining western section of the car park. Caritas Red Door currently operate their Day Centre service from the existing Presbytery building. The Presbytery however, is not fit for purpose in its current state and poses a safety concern for Caritas.

The Surroundings

- 1.4 The Site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the Site is an industrial estate comprising commercial and industrial use. Back Moorgate W. borders the Site to the south, beyond which lies a Council owned pay and display car park, then Moorgate Retail Park. Back Peter Street adjoins the western boundary of the Site, beyond which several small local shops & cafes exist on Peter Street.

About Caritas of Salford

- 1.5 Caritas Red Door is a small Day Centre in the centre of Bury run by the charity Caritas Diocese of Salford ('Caritas') (Charity Registration number 1125808). Caritas' wider mission is to help those across the Diocese of Salford (Greater Manchester and South Lancashire) experiencing poverty, disadvantage, and discrimination to transform their lives with dignity. Caritas has a long history of supporting people who are homeless or at risk of homelessness in Bury. Caritas integrated the Red Door service in 2013 at the request of the previous operators. Since then, it has developed and expanded the service.
- 1.6 Caritas Red Door is actively involved in co-producing Council strategies such as 'Bury's Homelessness Strategy for 2021-2025', and alongside other partners is responsible for its successful delivery.
- 1.7 Caritas is proposing the development of a new Day Centre building to house its Red Door project. This would enable a safe and appropriate space to continue to provide invaluable support to those who are homeless or at risk of homelessness. Further information about Caritas and the organisation and operation of the proposal is available in the Management and Operation Statement submitted as part of this application.

Proposed Development

- 1.8 The Applicants are seeking Full Planning Permission for the following:

"Single storey day centre (Use Class F1) with kitchen and accessible wash areas, meeting and activity rooms, staff offices, cycle and car parking, landscaping and associated works."

- 1.9 The proposed development is described fully in the Design and Access Statement ('DAS') prepared by OMI Architects and presented in the suite of supporting plans and drawings as shown in **Appendix 1**. The application proposals have been developed in consultation with Bury Council Officers.

Supporting Information

- 1.10 This SPS demonstrates that the proposed development complies with the policies and guidance contained within the Places for Everyone ('Pfe') Joint Development Plan, Bury Council's Unitary Development Plan ('UDP') and the National Planning Policy Framework ('NPPF') (2024).
- 1.11 The application is accompanied by a suite of supporting documents, the scope of which has been discussed with Bury Council Officers through pre-application discussions.
- 1.12 A schedule of supporting documents and application drawings is enclosed at **Appendix 1**.

Structure of SPS

- 1.13 This Statement is structured as follows:
- **Chapter 2: Site Context** provides a description of the application Site and its surroundings.
 - **Chapter 3: Pre Application Consultation** provides a summary of the pre-application engagement undertaken with Bury Council and local residents.
 - **Chapter 4: Proposed Development** sets out the details of the proposals.
 - **Chapter 5: Planning Policy Context** contains an overview of local and national planning policy and guidance.
 - **Chapter 6: Assessment of the Proposed Development** assesses the application proposals in the context of planning policy and guidance.
 - **Chapter 7: Other Technical Considerations** assesses the application in regard to the complete suite of supporting documents submitted with this application.
 - **Chapter 8: Summary and Conclusion** draws together the key aspects of the proposed development.

2 SITE CONTEXT

- 2.1 This Chapter of the SPS provides a detailed description of the Site's location, characteristics, accessibility credentials, and planning history. It provides a description of the Site's status and physical attributes.

The Site

- 2.2 The Site measures approximately 0.1ha and comprises part of a surface car park which includes 30no. spaces, 1no. of which is accessible. The Site is adjacent to the St Joseph's R C Church and the St Joseph's Presbytery, a former priest house which was converted to non-residential institution (Use Class F1, formally Use Class D1) in 2011, at the centre of the western boundary. To the north west, the remaining section of the car park extends to provide a further 10no. spaces, 1no. of which is accessible. The Site's remaining northern, eastern, southern and southwestern boundary currently comprises a low brick wall.

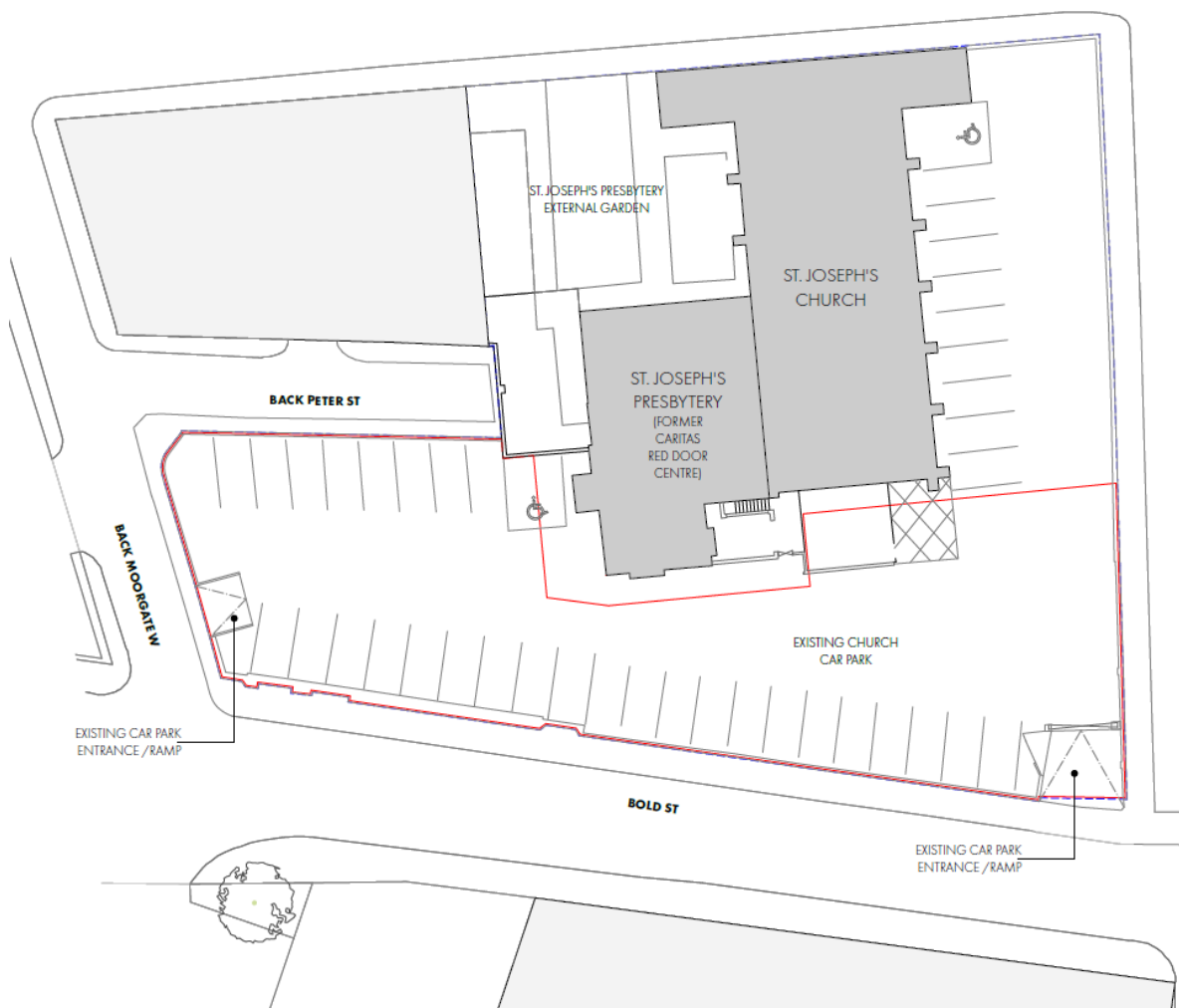


Figure 2: Existing Site Plan prepared by OMI

- 2.3 The Presbytery is currently used by Caritas Red Door but is not fit for purpose. The building has limited accessibility for those with mobility access needs due to no lift provision. The

layout of the building consists of several small rooms which provide challenges concerning adequate supervision and therefore poses a safety concern.

Existing Access

- 2.4 The Site is accessible via the current Bold Street access at the north east of the Site, and the current Back Moorgate W. access at the south of the Site. Access is provided via small ramps, increasing the level from both Bold Street and Back Moorgate West to the Site's level. Pedestrian access is currently provided through the same access points as for vehicles with a separate pedestrian access from Peter Street.

Site Designations

- 2.5 The following designations cover the Site:
- **Flooding** – According to the Environment Agency's Flood Map for Planning, the Site is located in Flood Zone 1. This means there is a low likelihood of flooding from rivers and sea. Furthermore, there is no likelihood of surface water flooding at 1 in 30, 1 in 100 or 1 in 1,000 probabilities.
 - **Heritage** – The Site is not located within any identified conservation areas, nor does the Site include any listed buildings. The closest designated heritage asset is the Grade II Listed 'Saint Paul's Church' (List Entry Number: 1163874) approximately 360m south east – however, this building is not visible from the Site itself. St Joseph's Roman Catholic Church and its adjoining presbytery has been identified as a non-designated heritage asset ('NDHA') in the accompanying Heritage Statement.
 - **Public Rights of Way** – There are no Public Rights of Way ('ProW') crossing the Site.
 - **Ecology and Biodiversity** – The Site does not contain any ecological designations, including Sites of Special Scientific Interest ('SSSI') or Special Protection Areas ('SPA').
 - **Landscape** - The Site is not located in an Area of Outstanding Natural Beauty ('AONB'), or any other area designated for its landscape value.
 - **Trees** – There are no Tree Preservation Orders ('TPOs') on Site.
 - **Air Quality** – The Site is not located within an Air Quality Management Area ('AQMA').

The Surrounding Area

- 2.6 The Site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the Site, beyond Bold Street, is an industrial estate comprising commercial and industrial units. Back Moorgate W. borders the Site to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the Site, beyond which several small local shops & cafes exist on Peter Street.

Accessibility

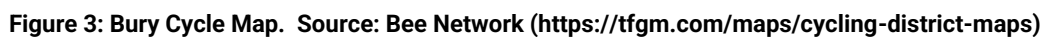
- 2.7 The Site is in a sustainable and accessible location within 400m of the Main Town Centre. It is accessible via walking, cycling and public transport, especially through multi-modal trips as set out below. It is important to note that due to the proposed nature of use at the Site, many of the users will be unsheltered and vulnerable and therefore will likely travel via sustainable modes.

Pedestrian

- 2.8 The Site is situated within a sustainable location with a comprehensive surrounding network of footways. Within the maximum preferred 2km walking catchment, as set out by the Chartered Institution for Highways and Transportation, are the whole of Bury Town Centre, the residential areas of Fishpool, Gigg, Free Town, Chesham, Fairfield, Limefield, Higher Woodhill and Elton.
- 2.9 Suitable dropped kerbs and tactiles are located at key crossing points and controlled pedestrian crossings on Bold Street, the B6222 and the A56 Walmersley Road. Level access is provided from Bold Street's footpath to the main entrance.

Cycle

- 2.10 The cycle catchment for the Site encompasses areas of Tottington, Brandlesholme, Radcliffe, and Pilsworth. There are numerous cycle routes across the Bury area, with a designated on-road route in close proximity to the Site. National Cycle Route 6 is located to the west and links Bury Town Centre, shown in **Figure 3** below.



2.11 The Site has a Greater Manchester Accessibility Level ('GMAL') of 6, providing very good accessibility in terms of both the conventional public transport network (i.e. Bus, Metrolink and Rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The following contributes to the attainment of this score.

2.12 The Site is well served by public transport and bus accessibility is available through the provision of several bus services in proximity to the Site. The nearest bus stop is located to the west (within 100m) on the A56 (Fox Street) and to the south (within 70m) on the B6222 (Brook Street). These stops provide the following services:

7

483	Burnley – Water – Lumb – Rawtenstall – Edenfield - Bury	1	1
487	Bury - Fernhill - Chesham - Walmersley - Nangreaves	1	1
882	Walmersley - Bury - Woodhill – Higher Woodhill - Tottington	1	1
898	Walmersley - Bury - Elton - Seddons Farm Estate - Walshaw	1	1
Bus Stop: Brook Street			
467	Bury – Jericho – Bamford - Caldershaw – Spotland - Rochdale	2	2
468	Rochdale - Bamford - Fairfield General Hospital - Bury	2	2
968	Rochdale - Bamford - Fairfield General Hospital - Bury	Less than 1	0

Rail Accessibility

2.13 The Site is served by rail at Bury Rail Station and tram at Bury Interchange, both approximately 1.2km to the southwest of the Site – a 15-minute walk or 5-minute cycle. Bury interchange provides frequent services to Altrincham and Piccadilly every 6 – 15 minutes. Journey times to Piccadilly are around 35 minutes and journey times to Altrincham are around 1 hour.

2.14 Combined, the public transport infrastructure in proximity to the Site provides a viable means of access for both staff and visitors in a sustainable manner.

Relevant Planning History

2.15 A search of Bury Council’s planning register has been undertaken and there appears to be no recent, relevant planning history. However, the Site was subject to the below historical planning application:

- Application No. 42415: Portable building as extension to parish meeting room – Approved 19th May 2004

2.16 The following are of relevance but beyond the Site’s boundary:

- Application No. 46435: *Church Name Sign* – Approved 19th July 2006

- Application No. 53673: *Change of use of presbytery to non-residential institution (Class D1)* – Approved 29th March 2011

2.17 As outlined in the accompanying Heritage Statement, the Site previously accommodated an additional school building for older children constructed in circa 1900. In circa 1950 the schools were demolished and replaced with larger facilities beyond the Site. The Site has since existed as a surface car park in support of the Church and Presbytery use.

Summary

2.18 The Site comprises part of the surface car park which serves St Joseph's R C Church. It is sustainably located for the development proposed and is within proximity to Bury Town Centre. In terms of public transport accessibility, the Site has a GMAL score of 6 which represents very good level of accessibility by public transport.

3 PRE APPLICATION CONSULTATION

- 3.1 This Chapter of the SPS provides a summary of the pre-application consultation which has been undertaken as part of the planning application. The Applicants have undertaken pre-application consultation with Bury Council Officers, and the local community and businesses prior to the submission of this planning application. The pre-application engagement has been conducted in accordance with BC's Statement of Community Involvement ('SCI') (2024), National Planning Policy Framework ('NPPF') (2024), and the Localism Act (2011).

Relevant Planning Policy and Guidance

Bury Council Statement of Community Involvement (December 2024)

- 3.2 The SCI is a statutory document intended to set local standards for public involvement in the Council's preparation of policy documents, including local plans, supplementary planning documents and development briefs, and in decisions on individual planning applications.
- 3.3 The SCI states the relevant Planning Division responsible for considering the merits of planning applications is Development Management. The Council apply the following general principles to planning consultations:
- Seek views of interested and affected parties as early as possible;
 - Consult as widely as possible; and
 - Provide an inclusive means of engagement ensuring information is provided in an accessible format where possible.

National Planning Policy Framework (December 2024)

- 3.4 The NPPF was first published on 27 March 2012. The most recent version was published on 12th December 2024, as amended on 7th February 2025. A key aim of this new concise and accessible document was to put greater power in the hands of local communities directly affected by development.
- 3.5 Paragraph 40 of the NPPF sets out how early engagement in the planning process has *"significant potential to improve efficiency and effectiveness of the planning application system for all parties, therefore enabling better coordination between public and private resources and improved outcomes for the community"*.

- 3.6 Paragraph 41 states *“Local planning authorities have a key role in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they offer. They should also encourage any applicants to engage with the local community and consultees before submitting their applications”*.

The Localism Act (November 2011)

- 3.7 The Localism Act 2011 was the Government’s method of devolving greater powers to Councils and neighbourhoods to give local communities more control over planning decisions.
- 3.8 Paragraph 122 of the Localism Act states that Developers should consult local communities on a wider range of developments before submitting planning applications. Developers must consider any responses received before proposals are finalised and show that they have been taken into account when submitting applications. This allows local people to comment on proposals when there is still genuine scope for them to input and make changes.

Pre-Application Consultation with Bury

- 3.9 An initial pre-application meeting was held with BC on 2nd July 2024. This meeting discussed the initial proposal’s impact in relation to several key policies including:
- Unitary Development Plan (‘UDP’) Policy CF1 and the location of new community facilities;
 - Employment and the Site’s location within UDP Policies EC1/2 and EC2/1/5;
 - UDP Policy EN1/2 and the layout and design / visual amenity of the proposals; and
 - Highways, sustainable accessibility, and the loss of parking provision on-site and on-street.
- 3.10 A follow up pre-application meeting was held on the 5th November 2025 to highlight some minor design and layout evolutions that have been made to the proposals to address some of the queries initially raised. These elements were received positively by the Officer and included:
- A level dropping of between 600 and 700mm to the Bold Street level to allow ease of access;

- Security and visual amenity concerns addressed through additional planting along the building facades, and aspects from entrance and primary office face parking (accessible and cycle spaces) to increase passive surveillance; and
- Confirmation that the parking provision across the Site and the St Joseph's R C Church is maintained in excess of the Bury Parking Standards SPD requirements.

Elected Local Representatives

3.11 In advance of the consultation, a briefing email was issued on 5th November 2025 to the Moorside Ward Councillors:

- Cllr Ciaron Boles;
- Cllr Sandra Walmsley; and
- Cllr Babar Ibrahim.

3.12 The email informed the local councillors of the following community consultation alongside a summary of the development proposals.

Community Consultation

3.13 As part of the community consultation, leaflets were distributed to the local area on 7th November 2025 and included a summary of the Site and its proposals. A number of leaflets were also made available at St. Josephs Church. A consultation email address was created and made open to public comments until 23rd November 2025.

3.14 One email response was received from a member of St. Joseph's Church who expressed interest in the proposals. The response requested an involvement in the lighting fitout of the proposed development.

Summary

3.15 This Chapter of the SPS demonstrates that meaningful consultation has been undertaken by the Applicant prior to submission of this application. All feedback has been considered and where relevant amendments to the proposals have been made.

4 PROPOSED DEVELOPMENT

- 4.1 This Chapter describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the Design and Access Statement ('DAS') prepared by OMI Architects and presented on the application drawings.

Description of Development

- 4.2 The planning application is submitted in full. The description of development is as follows:

"Single storey day centre (Use Class F1) with kitchen and accessible wash areas, meeting and activity rooms, staff offices, cycle and car parking, landscaping and associated works."

Use & Amount

- 4.3 The proposed building footprint is 207sqm.
- 4.4 The Day Centre would provide a safe space for those who are homeless or at risk of homelessness in Bury and will provide services relating to housing, finance/benefits and health issues with a focus on wellbeing. The centre will also provide meals and a warm hub where people can socialise and receive support. There is no overnight accommodation proposed. Capable of accommodating up to 30 visitors, the centre provides the following spaces:
- staff office;
 - kitchen;
 - wash facilities;
 - meeting rooms; and
 - activity room.
- 4.5 All the spaces are directly connected to the main café/greeting area, which serves as the central spine of the proposal, and to the rear landscaped area to Back Peter Street.
- 4.6 Upon vacation of Caritas Red Door from the Presbytery, the building and its use will revert to the Parish who may employ a community use.

Scale & Massing

- 4.7 The single-storey development provides an appropriate scale and massing that maintains a lower height, sitting below the two-storey shops on Peter Street. This allows the Presbytery and Church to remain the focal point when approached from Bold Street.

Layout & Orientation

- 4.8 The spaces are directly connected to the main café/greeting area, which serves as the central spine of the proposal and to the rear landscaped area.
- 4.9 The main entrance will be from Bold Street, and users will be welcomed into the main Café space from which all other spaces are accessed. The space will be light and open, with good visibility from staff and other visitors, with access to the meeting rooms directly from this space. The kitchen and accessible washing facilities are located towards Back Moorgate W, and storage space is along the other gable facing onto St Joseph's Presbytery.



Figure 4: Proposed Site Plan prepared by OMI

Appearance

- 4.10 The material palette references Red Door's marketing colour and includes brickwork, cast stone, aluminium windows/doors, aluminium spandrel panels, clay tile roofing, and zinc standing-seam dormer. This allows the building to be recognisable and portrayed as a

beacon for both existing and new visitors seeking it. The feature dormer demarcates the main entrance and brings light into the main entrance area, creating a warm, well-lit environment for visitors and staff.

- 4.11 The chosen red brickwork grounds the building and, in appearance, responds to the local context. Meanwhile, the windows and cast-stone elements break up the massing, providing features which reference the piers and buttresses of St Joseph's Church.

Access & Parking

- 4.12 The Site level has been dropped to allow for level access into the Site from the pedestrian footways off Bold Street and Back Moorgate W. The existing boundary wall is removed to create an open approach to the main entrance. All external doors are level access from the pavement and/or external circulation routes.
- 4.13 Internally, the shower and WC facilities are accessible for wheelchair users; the remaining accommodation is contained on one level and will be accessible to Approved Document M (vol. 2) throughout.
- 4.14 As previously stated, the existing St Joseph's RC Church car park contains 40no. spaces with the application site occupying 30no. of these. The proposed development will retain 19no. spaces and provide 6no. additional spaces which will be located on the eastern edge of the Church. This results in a total of 25no. spaces (including 1no. designated accessible bay) for use by people attending the Church. These works will result in minor alterations to the external surfacing and the removal of steel fencing in the area of Site retained for church parking.
- 4.15 2no. parking spaces (including 1no. designated accessible bay) are proposed on the Red Door Site, accessed from Bold Street, and 3no. cycle stands providing 6no. spaces are proposed directly in front of the main entrance with visibility from the main office.
- 4.16 The total site parking (including the existing Church Car Park) is therefore 27no., resulting in a reduction of 13no. spaces relative to the existing.

Servicing and Waste Management

- 4.17 The new Red Door Day Centre will operate similarly to the current service, and consequently, it is not expected that the development will substantially affect existing refuse collection arrangements.

- 4.18 Four domestic-sized wheeled bins are currently used at the Red Door Centre: general waste, mixed recycling, glass, and food. While the specific arrangement is subject to future agreement between the building management and a commercial waste service provider, the proposal provides sufficient space to accommodate 1no. 1100L Eurobin and 3no. 240L wheeled bins for mixed recycling, glass, and food/garden waste.
- 4.19 The bin store is external to the building and accessed directly outside, within the rear landscaped area of the proposal. The proposals for the bin store include a brickwork that matches the main building, with key access by management. On refuse collection days, the bins would be moved to Back Moorgate West, where the proposal has widened the pavement, and then returned to the bin store afterwards.

Landscaping

- 4.20 As shown on the Proposed Landscape Plan at **Figure 5**, and outlined in the DAS, low-level aluminium-edged planters are situated in front of windows to provide a boundary zone from the street and openable windows and to soften the building's facades.

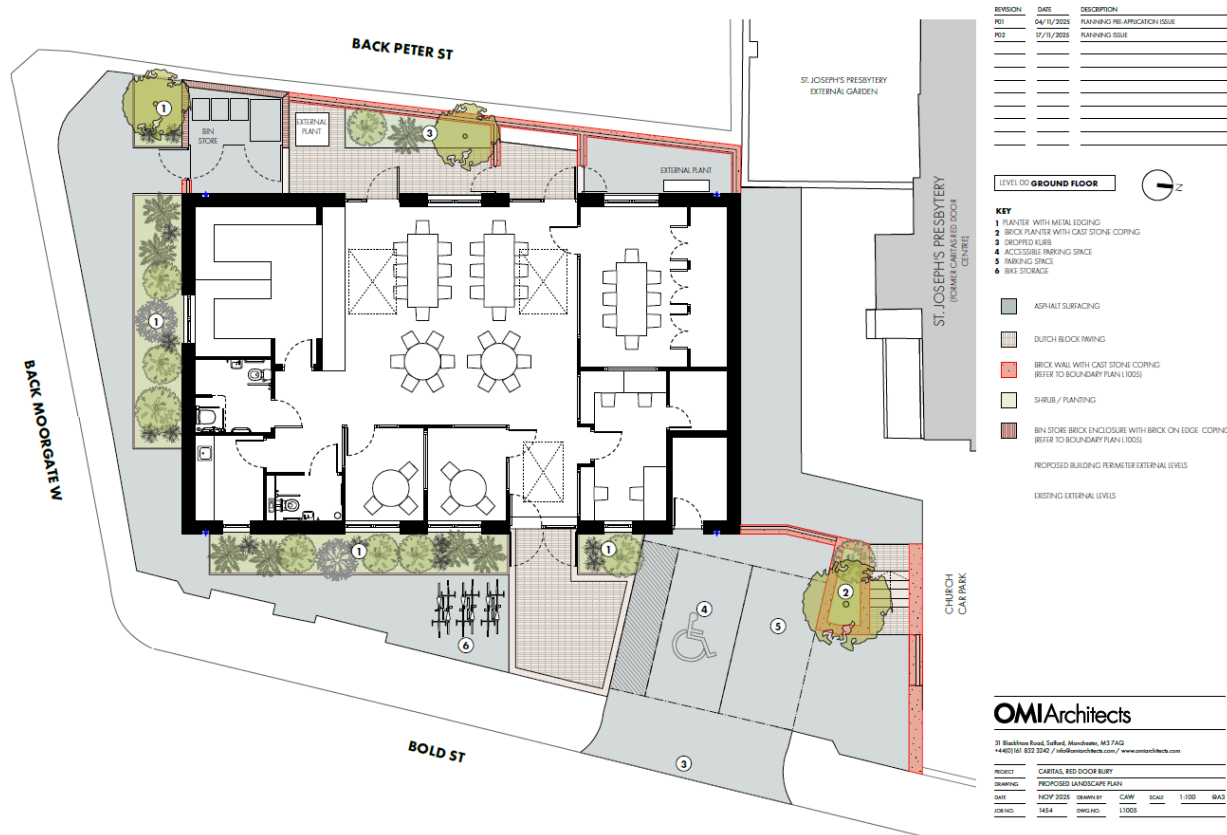


Figure 5: Proposed Landscape Plan prepared by OMI Architects

Operational Management

- 4.21 A standalone Management and Operations Statement has been prepared by Caritas and is submitted as part of this application. The statement outlines who will attend the proposed Red Door Day Centre, the services provided, the staffing levels, and proposed hours of operation.
- 4.22 The current service is provided by trained staff to deliver a trauma-informed, strengths-based and co-produced support that improves health and wellbeing and supports people towards independence. The proposal will be staffed by Caritas Red Door's existing, experienced staff team including:
- A full-time service manager;
 - A full-time project worker; and
 - A full-time Health Link worker.
- 4.23 These staff work 8 am to 4 pm Monday to Friday. The service is also supported by a team of local volunteers. Volunteers from the general community are recruited through safe recruitment practices, are DBS checked and undergo safeguarding and other relevant training.

Summary

- 4.24 This Chapter describes the use and amount, layout and scale, appearance and means of access to the development. It outlines the operational and management plans for the proposals in relation to the existing Red Door Day Centre service.

5 PLANNING POLICY CONTEXT

- 5.1 This Chapter of the SPS sets out the key planning policies at the national and local level, together with other material considerations, which are relevant to the determination of this planning application. A full schedule of relevant planning policy is set out in **Appendix 2**.

The Development Plan

- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that decisions should be made in accordance with the Development Plan unless material considerations indicate otherwise.
- 5.3 The relevant adopted Development Plan Documents ('DPDs') for the area include:
- **Places for Everyone ('PfE') Joint Development Plan Document** (adopted March 2024);
 - **Bury Unitary Development Plan ('UDP')** (adopted August 1997);
 - **Greater Manchester Joint Waste Development Plan Document** (adopted April 2012);
and
 - **Greater Manchester Joint Minerals Plans** (adopted April 2013).
- 5.4 There are no policies within the Greater Manchester Joint Waste Plan or Greater Manchester Joint Minerals Plan of relevance to the determination of the applications. As such, no further consideration has been given to these documents within this SPS.

Site Designations

- 5.5 The Site is designated by BC's adopted Policies Map to be within the following areas:
- UDP Policy **Employment Generating Areas EC2/1/5** - Freetown, Bury (B1, B2 and B8 Uses);
 - **SPD 11 Parking Standards** – Zone 2; and
 - **PfE Green Infrastructure**.

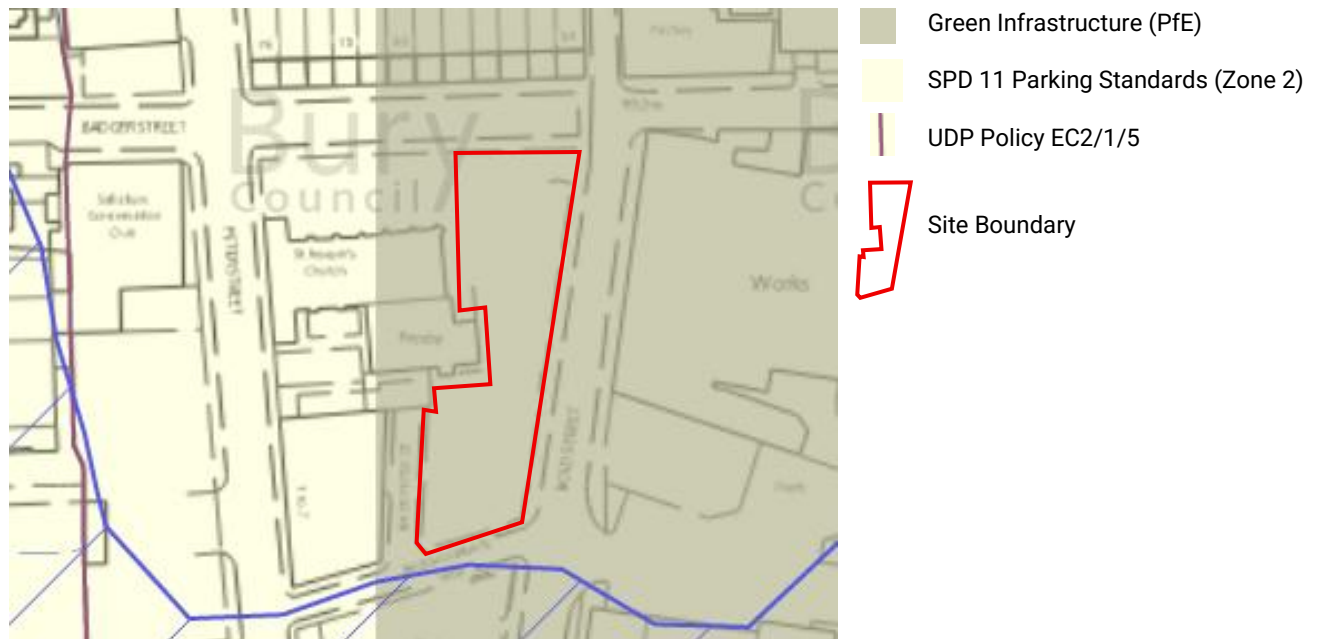


Figure 6: Extract from Bury Council Planning Policy Map

Places for Everyone Joint Development Plan (March 2024)

- 5.6 The Places for Everyone Joint Development Plan Document has been produced by nine Greater Manchester ('GM') districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – minus Stockport who opted out) to facilitate jobs, new homes, and sustainable growth across Greater Manchester. It has been published by the Greater Manchester Combined Authority ('GMCA') on behalf of the nine districts. The PfE document took effect and became part of the Statutory Plan Development for each of the nine PfE authorities on 21st March 2024.
- 5.7 The following PfE policies are relevant to the proposal:
- Policy JP-G2: Green Infrastructure Network;
 - Policy JP-Strat7: North-East Growth Corridor;
 - Policy JP-S1: Sustainable Development;
 - Policy JP-S2: Carbon and Energy;
 - Policy JP-S4: Flood Risk and the Water Environment;
 - Policy JP-S5: Clean Air;
 - Policy JP-G6: Urban Green Space;
 - Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity;

- Policy JP-P1: Sustainable Places;
- Policy JP-P3: Cultural Facilities;
- Policy JP-P6: Health;
- Policy JP-C1: An Integrated Network;
- Policy JP-C2: Digital Connectivity;
- Policy JP-C5: Streets for All;
- Policy JP-C6: Walking and Cycling; and
- Policy JP-C8: Transport Requirements of New Development.

Bury Unitary Development Plan (August 1997)

- 5.8 The Bury Unitary Development Plan ('UDP') acts as a guide for the future development or protection of land in the Borough and together with other adopted Development Plan Documents, its policies and proposals form the basis for the Council's decisions on planning applications. The current Bury UDP was adopted by the Council on 29th August 1997. The Council is now working to replace the adopted UDP with a new document called the Bury Local Plan. Until the new Local Plan is produced the UDP will continue be used to make planning decisions.

Saved UDP Policies

- 5.9 All policies apart from Policy OL7/1 were saved following a letter from the Secretary of State on 18th September 2007. Following this, the Joint Places for Everyone (PfE) Development Plan Document was adopted by Bury Council with effect from 21 March 2024 and supersedes some of the UDP policies, as set out in PfE Appendix A Table A.2.
- 5.10 The following Saved UDP Policies have not been superseded by PfE policy and are relevant to the proposal:
- EC2/1/5: Employment Generating Areas;
 - EN3 – Archaeology;
 - EN3/1 - Impact of Development on Archaeological Sites
 - EN3/2 - Development Affecting Archaeological Sites

- EN3/3 - Ancient Monuments
- HT2: Highway Network;
 - HT2/4 - Car Parking and New Development
- HT5: Accessibility For Those With Special Needs;
 - HT5/1 - Access for Those with Special Needs
- CF1/1 - Location of New Community Facilities;
- CF3 - Social Services.

Emerging Planning Policy

- 5.11 Bury Council published its Local Development Scheme in September 2025 and it sets out the proposed programme and timescales for the production of Bury's Development Plan and other associated documents. Consultation on the draft plan occurred in March 2025 and the forecast adoption date is scheduled for June 2027.
- 5.12 The Draft Local Plan contains a Policies Map that redefines the area previously marked under UDP Policy EC2/1/5 that covers the Site. The draft 'Employment Generating Areas [E4]' now extends east from Bold Street and does not encompass the Site.
- 5.13 Given the stage of preparation, the emerging Local Plan is afforded limited weight in planning decisions. However, it outlines the intended direction of travel in terms of local planning policy.

Other Material Considerations

- 5.14 There are a series of other planning policy guidance documents at local and national level that are relevant to the determination of this application which include:
- National Planning Policy Framework ('NPPF') (adopted December 2024);
 - National Planning Practice Guidance ('NPPG') (adopted March 2014);
 - Supplementary Planning Guidance and Documents ('SPGs' and 'SPDs'); and
 - Council Strategies.

National Planning Policy Framework ('NPPF') (2024)

- 5.15 The NPPF sets out the Government's planning policies and guidance and how this is to be applied. The NPPF is a material consideration in the determination of planning applications.
- 5.16 The key paragraphs relevant to this planning application are set out below:
- **Paragraph 11** states that plans and decisions should apply a presumption in favour of sustainable development. In particular section d) which states that when policies which are most important for determining the application are out-of-date, permission should be granted unless *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places"*.
 - **Paragraph 96** outlines that planning policies and decisions should aim to achieve healthy, inclusive and safe places.
 - **Paragraph 98** requires planning policies and decisions to support the improvement and delivery of community facilities.
 - **Paragraph 110** promotes the focussing of development in sustainable locations that are supported by genuine choice of travel modes.
 - **Paragraph 115** requires safe and suitable access is achieved for all users and that appropriate transport modes are proximal in relation to the type of development.
 - **Paragraph 124** states that planning policies and decisions should promote an effective use of land.
 - **Paragraph 135** requires design to be of good quality and sympathetic in regard to local character and history.

National Planning Practice Guidance

- 5.17 On 6th March 2014, the former Department for Communities and Local Government published the National Planning Practice Guidance ('PPG'). The PPG is regularly updated and provides further guidance on the interpretation of national planning policy within the Framework. It is, therefore, a material consideration in the determination of the application.

- 5.18 Planning Practice Guidance relating to NPPF Paragraph 125(c) provides guidance on its application in decision making. It is made clear that planning policies and 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. This should be considered alongside other policies in the Framework taken as a whole.

Supplementary Planning Guidance and Documents

SPG 3 - Planning out crime in new development (June 2001)

- 5.19 This guidance document seeks to promote a better understanding of issues relating to “designing out crime” on new developments and to highlight the importance which the Council places on the use of the principles and techniques which can help to reduce opportunities for crime. It is prepared in relation to UDP Policy EN1/5. It recommends measures to be addressed in new developments that include access points and surveillance, landscaping, lighting, and outdoor car parking areas.

SPD 11 - Parking standards in Bury (June 2025)

- 5.20 This document sets out the development related parking standards for Bury in relation to cars, cycles and powered two wheelers as well as for people with disabilities. The requirements of relevance to this proposal are set out below:

Description of Development	Number of car parking spaces in Zone 2	Disabled Parking	Proposed Development Requirements
Day Centres	1 space per 1.5 staff	6% of capacity or 3 spaces whichever is greater.	2 staff spaces inc. 3 accessible spaces
Public Worship	1 space per 20sqm of public floor area	6% of capacity or 3 spaces whichever is greater.	18 spaces inc. 3 accessible spaces

- 5.21 The document states that it is accepted that there will always be exceptions or developments that have specific circumstances that may warrant a relaxation to the standards. Specifically for disabled / accessible parking, it is stated there is a minimum of one space across all developments and across all zones.

Council Strategies

- 5.22 The following council produced strategy documents including 'Let's Do It – Bury 2030', 'Bury Homelessness Strategy 2022 to 2025', and 'Bury Housing Strategy April 2021' are all interlinked and provide common references. Caritas Red Door was actively involved in co-producing the Homelessness Strategy with the council and other partners and is involved in overseeing the strategy's delivery. The Red Door manager, Mike Holmes, co-chairs the Bury Homeless Partnership and Caritas works closely with the Homeless Team and other statutory and voluntary sector partners to help deliver the strategy.

Let's Do It – Bury 2030

- 5.23 This document sets out a series of visions and objectives that aim to address levels of deprivation which will be tracked against seven core outcome measures:

1. Improved quality of life
2. Improved early years development
3. Improved educational attainment
4. Increased adult skill levels and employability
5. Inclusive economic growth
6. Carbon neutrality by 2038
7. Improved digital connectivity

- 5.24 The strategy commits to prevention, early intervention and the co-design of solutions with communities.

Bury Homelessness Strategy 2022 to 2025

- 5.25 Over the past decade Bury has seen a gradual increase in homeless cases within the Borough but data shows greater increases over the past 3 years. This increase is consistent with national and regional trends. The number of statutory Homeless cases which require support has increased by 230% over the last 2 years.
- 5.26 The strategy focuses on the prevention and management of homelessness and rough sleeping in Bury. This approach is managed by a multi-agency partnership comprised of community leaders; service users and others with lived experience; the Council and Housing Services – of which the Applicant is involved in. The strategy has been co-produced by the partnership and sets out the vision for how the strategic objective to

eliminate rough sleeping and prevent homelessness will be achieved and how outcomes for these vulnerable people will be secured through a proactive, multi-agency approach.

Bury Housing Strategy April 2021

5.27 This document sets out the Council's strategy for delivering housing in tandem with the Let's Do It – Bury 2030 strategy. The outcomes of particular relevance to this application include:

- Support that enables people to live well in the community
- To eliminate rough sleeping by 2025 – through an evidenced approach to preventing homelessness, increasing supply of affordable new homes, supporting accessibility and 'enabling support' towards independence.

Trauma Responsive Greater Manchester

5.28 In 2021, the Adverse Childhood Experiences ('ACE's) & Trauma Responsive Greater Manchester Programme was developed to ensure a coordinated population approach to reduce children and family's exposure to trauma and to prevent or mitigate the consequences of trauma, by becoming a Trauma responsive city-region. The programme is multiagency and cross cutting through the life course, and aims to affect transformational change across communities, workforces and service deliver, to ensure GM have a trauma responsive approach across all sectors.

Summary

5.29 This Chapter has identified a series of Development Plan Documents and other material considerations to be taken into account in the determination of this planning application. The next Chapter of this SPS provides an assessment of the proposed development against the Development Plan and other material considerations.

6 ASSESSMENT OF THE PROPOSED DEVELOPMENT

- 6.1 This Chapter provides an assessment of the proposed development against the relevant land use policies within the adopted Development Plan, national guidance and other material considerations.

Site Allocation

- 6.2 The Site is designated as falling within the following:
- UDP Policy Employment Generating Areas EC2/1/5 - Freetown, Bury (B1, B2 and B8 Uses);
 - SPD 11 Parking Standards – Zone 2; and
 - PfE Green Infrastructure.
- 6.3 UDP Policy EC2/1/5 states that the Council will only allow uses beyond employment where *“they constitute limited development or do not substantially detract from an area’s value as an Employment Generating Area”*. It should be made clear that as the proposed development is situated on the car park that serves the current Caritas Red Door operation and St. Josph’s RC Church, the proposed use is a continuation and improvement to an existing use and does not substantially detract from the area’s value as an Employment Generating Area, a point confirmed by the Planning Officer in pre-application advice..
- 6.4 Further to the above, the Draft Local Plan contains a Policies Map that redefines the area previously marked under UDP Policy EC2/1/5 that covers the Site. The draft ‘Employment Generating Areas [E4]’ now extends east from Bold Street and does not encompass the Site. Therefore, due to the significant out-of-date nature of this policy, and the direction of policy travel outlined in Bury’s Draft Local Plan, it is suggested that the proposals outlined in this SPS provide significant benefits that should be afforded a greater weight in decision making.
- 6.5 The parking standards set out in SPD 11 are satisfied through the proposed development with a total provision in excess of the requirements. This point is evidenced in greater detail in the Transport Statement submitted as part of this application, and in the Highways and Accessibility section of this Chapter.
- 6.6 PfE Green Infrastructure refers to Policy JP-G2 Green Infrastructure Network. This policy states that *“wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green*

infrastructure network". The Site is situated on a surface car park comprising hard standing, sealed surface with no green infrastructure currently present and no baseline habitats recorded. The proposed development includes areas of planting and landscaping along the building's facades and a small garden area to the rear. In the context of the proposed Day Centre use, these green infrastructure additions provide both a practical and integrated approach that significantly enhance the Site's infrastructure. The landscaping elements will be managed and maintained by Caritas Red Door's gardening group as an integrated part of the service's Activities Programme as outlined in the submitted Management and Operations Statement.

Principle of Development

6.7 In regard to the principle of Day Centre development and community infrastructure, at the national level, Paragraph 98 of the NPPF states that planning policies and decisions should:

- b) *"take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;"*
- c) *"guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;"*
- e) *"ensure an integrated approach to considering the location of housing, economic uses and community facilities and services."*

6.8 This is compounded at the regional level through PfE Policy 'JP-P1: Sustainable Places' which states development should be socially inclusive and:

- Respond *"to the needs of all parts of society"*;
- Enable *"everyone to participate equally and independently"*;
- Provide *"opportunities for social contact and support"*; and
- Promote *"a sense of community"*.

6.9 The Policy also states that development should incorporate *"inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places"*.

6.10 PfE Policy 'JP-P3: Cultural Facilities' goes on to state that where appropriate, existing community venues, facilities and uses should be protected and that support should be

given to the development of new cultural venues in places with good public transport connectivity.

- 6.11 At the local level, Bury UDP saved Policies 'CF1/1 - Location of New Community Facilities', 'CF3 - Social Services', and 'EC2/1/5: Employment Generating Areas' apply.
- 6.12 The principle policy to address is UDP CF1/1 which states that *"proposals for new and improved community facilities will be considered with regard to the following factors"* which are assessed below. It is important to note that the Caritas Red Door service is currently operating in the Presbytery adjacent to the Site and that the proposals would provide a safe, purpose built facility that secures the long term delivery of the existing, invaluable service.

1. Impact on residential amenity and the local environment

- 6.13 The proposed development has been sensitively designed with consideration to the surrounding context to ensure there is no detrimental impact on residential amenity. The Design and Access Statement, prepared by OMI Architects, provides an analysis of the proposed development, its opportunities and constraints, and consequent design considerations.
- 6.14 The Site's nearest residential neighbours exist to the north with a small row of terraced houses on Badger Street with the majority of surrounding uses comprising industrial / storage and surface car parking.
- 6.15 The single-storey development provides a visual improvement to the built form of the area and is designed in the context of the neighbouring buildings. The development does not provide any overlooking impacts on residential dwellings. Visually, the proposal provide a red brickwork which grounds the building and responds to the local context. The windows and cast-stone elements break up the massing, providing features which reference the piers and buttresses of St Joseph's RC Church.
- 6.16 In terms of noise impact, as described previously, the proposed development includes an relocation adjacent to the existing service resulting in limited impact on residential amenity.

2. Traffic generation and car parking provision

- 6.17 As per the parking standards set out in Bury's SPD 11, the proposed development satisfies the requirements with a total provision of 27no. spaces across the existing St. Joseph's RC Church and proposed Caritas Red Door Day Centre – in excess of the requirements.

This point is evidenced in greater detail in the Transport Statement submitted as part of this application, and in the Highways and Accessibility section of this Chapter.

3. *The scale and size of the development*

- 6.18 The development proposes an appropriate scale and size in relation to the Site's existing surrounding context and the proposed use. The proposed building ensures that it will be subservient to the Church and Presbytery. As described in Chapter 4, the proposals form a pitched single-storey, red brick building that sits below the two-storey shops on Peter Street – allowing the Church and Presbytery to remain as the focal point from Bold Street.
- 6.19 The size of development is appropriate to its surroundings and provides a suitable space to deliver Caritas Red Door's Day Centre service offering room for: staff office; kitchen; wash facilities; meeting rooms; and activity room. Users will be welcomed into the main Café space from which all other spaces are accessed. The space will be light and open, with good visibility from staff and other visitors, with access to the meeting rooms directly from this space.

4. *Where applicable, access to shops and other services*

- 6.20 Due to the proposed Caritas Red Door Day Centre use, and therefore the likely users of the Site, access to shops and other services is not applicable.

5. *If the use is intended to serve a local community, or catchment area, the suitability of the chosen location in relation to that community or catchment area*

- 6.21 The proposed development provides a continued and improved service to enable the safe and effective provision of holistic support services, including help with housing, finances, and health and wellbeing. As outlined in Chapter 5 of this SPS, a series of Council Strategies have been produced to supplement policy and highlight the significant increase in those at risk of, and currently experiencing, homelessness in Bury.
- 6.22 The existing Caritas Red Door service supported 455 people in 2024/25, with 283 people receiving specialist advice. Within the local area proposed to be served by the proposals, there were 33 rough sleepers recorded in September 2025 – this number does not include people who are 'sofa-surfing' or at risk of homelessness.
- 6.23 The local requirement for appropriate facilities and services to help reduce the number of those vulnerable families and individuals in need is clear. Therefore, the adjacent location of the proposal in relation to the existing service, combined with the identified local need for such community facilities, confirms the suitable location of the development.

6. Accessibility by public and private transport

- 6.24 As outlined in Chapter 2 of this Statement, the Site is in a sustainable and accessible location within 400m of the Main Town Centre. It is accessible via walking, cycling and public transport especially through multi-modal trips. The Site has a GMAL score of 6 providing very good accessibility in terms of both the conventional public transport network (i.e. Bus, Metrolink and Rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability.
- 6.25 In terms of private transport, the Site can be accessed by Bold Street, just off the B6222 which provides connections to the M56 and M56 linking to surrounding settlements. Although access via private transport is catered for through sufficient local and regional road networks and on-site parking provision, a modal shift in transport is encouraged through the development's proposals. Furthermore, as a result of the nature of the proposed use of the Site, many of the users will be unsheltered and vulnerable and therefore will likely travel via sustainable modes. If the existing community facility and use is to be protected (as per PfE Policy JP-P3), support must be provided to the proposed development – particularly as a result of its sustainably accessible location as evidenced in Chapter 2 of this SPS and the submitted Transport Statement prepared by SLR.

7. The needs and requirements of the disabled

- 6.26 The current Presbytery site utilised by Caritas Red Door is not fit for purpose and it is vital that in order to respond *"to the needs of all parts of society"* and provide *"opportunities for social contact and support"* (PfE Policy JP-P1), a purpose built development is provided.
- 6.27 The proposed development has been designed to provide a safe and accessible space for all users. The Site will be lowered to address the existing level difference between the Bold Street pavement and the existing car park. Alongside the removal of the boundary walls, which open up the Site, a wholly accessible and level access is provided. Internally, the shower and WC facilities are accessible for wheelchair users; the remaining accommodation is contained on one level and will be accessible to Approved Document M (vol. 2) throughout. This satisfies the considerations applied within Bury UDP Policy CF1/1 in relation to *"the needs and requirements of the disabled"*.

Summary

- 6.28 It is clear that the existing Caritas Red Door service is an invaluable and necessary provision for the local community and that it currently operates from an unsuitable and unsafe setting.

- 6.29 In order to satisfy national policy, the approval of the proposed development would “*guard against the unnecessary loss of valued facilities and services*” and facilitate the “*delivery of local strategies to improve health, social and cultural well-being for all sections of the community*” (NPPF Paragraph 98). Subsequently, PfE Policy would also be satisfied through the protection of existing community facilities, particularly those in sustainably accessible locations. As stated at the local level through UDP Policy CF3, considerable favour will be applied for the provision of new or improved existing social services.
- 6.30 The proposed development would provide a host of direct and indirect benefits including but not limited to:

Social:

- Making efficient use of previously developed land in a wholly sustainable location at the edge of Bury Town Centre;
- Improved access for those with mobility issues;
- Providing a high-quality purpose built Day Centre to ensure the long-term delivery of an invaluable community service;
- Providing an enhanced built environment and improved streetscape with the addition of landscaping features to soften the building facades and improve biodiversity; and
- Contributing to addressing the need identified in Bury’s Homelessness Strategy for facilities and services that work to tackle homelessness in the local community.

Environmental:

- Provides a biodiversity enhancement through the delivery of landscaping features.

Economic:

- Ensure the retention of full-time operational jobs in an improved space that increases safety; and
- Creating direct and indirect construction jobs.

- 6.31 Taking the assessment provided above, it is considered that the proposed development is compliant with Bury UDP Policies CF1/1, CF3 , EC2/1/5, HT2, and HT2/4, PfE Policies JP-C8, JP-P1, JP-P3, and NPPF Paragraph 96 and 98.
- 6.32 The following section provides a detailed analysis of the highways and accessibility technical considerations – in particular the loss of car parking at the Site.

Highways and Accessibility

Loss of Car Parking

- 6.33 In order to facilitate the proposed development, there will be a loss of 13no. parking spaces. The following demonstrates that despite this loss, the parking provision for the new proposed Day Centre and the existing St Joseph's Church is in excess of SPD requirements and is informed by site specific parking surveys.
- 6.34 As per Appendix A of the PfE, Bury Saved UDP Policy 'HT2/6 – Replacement Car Parking' was replaced by PfE Policy 'JP-C8 Transport Requirements of New Development' that states *"we will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments"*.
- 6.35 The proposed development provides 2no. off-street parking spaces, 1no. of which is accessible, and space for 6no. bicycles. In regard to the Parking Infrastructure section of Policy JP-C8, this proposed provision is deemed as adequate. The Transport Statement, prepared by SLR and submitted as part of this application, assesses the current and future need for parking provision in relation to the proposed development and the existing adjacent use of the St. Joseph's RC Church. In order to comprehensively evidence the adequate provision of parking infrastructure, the proposals highlight the updated total number of spaces provided for St. Joseph's RC Church as well as the total provided with the proposed development.

Proposed Day Centre Development Parking Provision

- 6.36 As stated, the proposed development will provide 2no. spaces. When assessed against Saved Bury UDP Policy 'HT2/4 – Car Parking and New Development' that states: *"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"*, the proposals supply a parking provision that is considered to be adequate.

- 6.37 When applying a first principles methodology, the Transport Statement identified that it is expected that all three staff members will drive as a single occupancy and due to the nature of the development all site users will walk or cycle. Accounting for an extra visitor or inspector attending the Site, it is therefore anticipated that there would be 4 vehicle arrivals and 4 vehicle departures per day associated with the development. It is important to note that this is already occurring and hence there will be no uplift in vehicle trips as a result of the proposals.
- 6.38 Bury's most recent 'Supplementary Planning Document 11 Parking Standards in Bury' (June 2025) provides the standards for a range of development types across a series of 'Zones' and should be judged as a material consideration. The proposed development has been reviewed in the context of parking 'Zone 2' as identified from the adopted Planning Policy Map. Here, the provision for Day Centre uses is allocated as 1no. space per 1.5no. staff – this results in a requirement for 2no. spaces. In terms of accessible provision, the SPD requires 6% of capacity or 3no. spaces, whichever is greater. Due to the proposed nature of use at the Site, many of the users will be unsheltered and/or vulnerable and therefore will likely travel by foot, cycle, or public transport – not by car. As a result, the minimum requirement of 1no. disabled space across all developments and across all zones has been applied.

Proposed St. Joseph RC Church Parking Provision

- 6.39 In terms of the subsequent adjustments to the Church's parking provision, SPD 11 requires Public Worship uses in Zone 2 to provide 1no. space per 20m² - this results in a provision of 18no. spaces, or if the Presbytery is to be considered under Public Worship use in the future, a provision of 24no. spaces. The total provision of 25 spaces allocated to the Church therefore exceeds policy requirements, moreover it future proofs the potential re-use of the Presbytery. The total number of accessible parking spaces has been retained across the proposed Red Door site and the proposed updated Church car park.
- 6.40 As evidenced in the Transport Statement and its accompanying surveys, it is confirmed that the maximum weekday parking demand of 25 parking spaces and vehicles (Monday) will be comfortably accommodated within the remaining 27 off street car parking spaces allocated for both the Church and Red Door. There will be no overspill onto the adjoining highway during weekdays when both the Church and Caritas are operating. The maximum Saturday parking demand of 17 parking spaces is again accommodated. The maximum forecast Sunday parking demand of 35 vehicles will displace up to 10 vehicles onto the surrounding highway network which are adequately catered for by spare kerbside capacity

on Sundays, with at least 19 spaces remaining available post-development. This assessment excludes the capacity of the public pay and display car park off Back Moorgate W.

Accessibility

- 6.41 A detailed assessment of the Site's accessibility is outlined in the submitted Transport Statement. It is concluded that, as previously stated, the Site is in a sustainable and accessible location within 400m of the Main Town Centre. It is accessible via walking, cycling and public transport especially through multi-modal trips. The Site has a GMAL score of 6 providing very good accessibility in terms of both the conventional public transport network (i.e. Bus, Metrolink and Rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. Furthermore, as a result of the nature of the proposed use of the Site, many of the users will be unsheltered and vulnerable and consequently will likely travel via sustainable modes.
- 6.42 It is therefore concluded that in accordance with national planning policy guidance in the NPPF, which promotes sustainable transport, the development site has been demonstrated to have accessibility to sustainable travel modes.

Summary

- 6.43 Overall, the findings of the Transport Statement and Framework Travel Plan demonstrate that the proposals meets local, regional, and national planning policy requirements, thus, the proposal accords with Bury UDP Policy HT2/4, PfE policies JP-C1, JP-C6, JPC8 and Paragraphs 110, 115, and 116 of the NPPF.

7 OTHER TECHNICAL CONSIDERATIONS

7.1 This Chapter assesses the proposals against the relevant policies of the adopted Development Plan for BC and the NPPF (2024).

7.2 The full suite of technical assessments used to inform this appraisal of the proposals are submitted in full alongside this planning application. The key considerations relate to:

- Design, Scale and Appearance;
- Crime;
- Ecology and Biodiversity Net Gain;
- Heritage;
- Flood Risk and Drainage;
- Energy and Sustainability;
- Ground Conditions; and
- Archaeology.

Design, Scale and Appearance

7.3 A Design and Access Statement has been prepared by OMI Architects and should be read in conjunction with this SPS. Good design is highlighted in national planning policy to be a key aspect of sustainable development, with importance placed on creating better places to live and work. The ability for good design to deliver great places and to support the Council's corporate priorities.

7.4 The proposed development forms a single-storey and pitched form, with expressed brickwork gables that subtly reference the existing St. Joseph's RC Church. The overall scale of the building gives a presence and holds the corner on Bold Street and Back Moorgate W. At the same time, it maintains a lower height, sitting below the two-storey shops on Peter Street. This allows the Presbytery and Church to remain the focal point when approached along Bold Street.

7.5 The chosen material palette of brickwork, cast stone, aluminium windows/doors, aluminium spandrel panels, clay tile roofing, and zinc standing-seam dormer references the Red Door's marketing colour, so that the building can be recognisable and portrayed as a beacon for both existing and new visitors. The feature dormer demarcates the main

entrance and brings light into the main entrance area, creating a warm, well-lit environment for visitors and staff.

- 7.6 The chosen red brickwork grounds the building and, in appearance, responds to the local context. Meanwhile, the windows and cast-stone elements break up the massing, providing features which reference the piers and buttresses of St Joseph's Church.
- 7.7 Overall, the proposed development has been sensitively designed to ensure that it complements and enhances the local character of the area by delivering a high-quality development that is appropriate to its surrounding context, in accordance with PfE policies JP-H3, JP-P1 and Paragraphs 96 and 135 of the NPPF.

Crime

- 7.8 A Crime Impact Statement has been prepared by GMP Police to support the planning application at the Site. A summary of the findings is set out below.
- 7.9 The development has been assessed against the principles of 'Crime Prevention Through Environmental Design' ('CPTED'), in order to reduce the opportunities for crime and the fear of crime.
- 7.10 The redevelopment of the Site for the use as a community space is welcomed. The proposed building is well located and presents no significant issues from a crime prevention perspective. To improve the overall security of the building and wider site, a number of recommendations are included as follows:

- Security rated external doors, window frames and laminate glazing;
 - CCTV and intruder alarm systems;
 - Cycle storage;
 - Security measure to Back Peter Street elevation;
 - Lobby arrangement to main entrance; and
 - Garden store robustly secured.
- 7.11 In regards to the recommendations above, the following has been incorporated into the proposals:

- In addition to surveillance from within the building, CCTV will be installed to provide all-around coverage of the main entrance, rear, and sides. CCTV and

external PIR lighting will cover the area between the existing Presbytery and the proposed gable end.

- Secondary steel gate proposed for the main entrance provides additional security and protection, and internal shutters are proposed for out-of-hours.
- Further security rated measures have been applied to the doors and windows, with access control implemented from the main entrance.

7.12 Having regard to the above, it is considered the proposed development is compliant with NPPF Paragraph 96 and PfE Policy JP-P1 Sustainable Places.

Ecology and Biodiversity Net Gain

Ecology

7.13 A Preliminary Ecological Assessment ('PEA') has been prepared by Greengage to support the planning application at the Site. The PEA sets out the baseline summary of habitats and species on Site. The PEA identified value for a number of notable and protected species and designated sites including one statutory designated site (Chesham Woods LNR) within 2km of the Site and three non-statutory designated sites within 2km of the Site, the nearest being 800m northeast. The assessment concludes that there is a low suitability for commuting and foraging bats and low suitability for roosting bats. The potential for the Site to support other protected and / or notable species including badger, amphibians, hedgehog, and breeding birds is negligible due to unsuitable habitat on-site and within the wider landscape.

Biodiversity Net Gain

7.14 Since February 2024, unless exempt, all major planning applications are required to deliver a minimum 10% BNG. This was extended to include small sites on 2nd April 2024, in accordance with the Environment Act (2021) (Appendix B).

7.15 Due to current state of the Site, the proposal will fall under the 'de-minimis' exemption, which applies to developments if the following two conditions are met:

- the development must not impact on any on-site priority habitat; and
- if there is an impact on other on-site habitat, that impact must be on less than 25m² of on-site habitat that has a biodiversity unit value of greater than zero, and on less than 5m of on-site linear habitat (such as a hedgerow).

- 7.16 The Site walkover conducted by Greengage revealed that the Site comprised entirely of a hardstanding, with no other habitats recorded. 'Hardstanding' is classed within the Statutory Biodiversity Metric ('SBM') as 'developed land; sealed surface', which delivers zero Biodiversity Units ('BU'). Therefore, the proposals will not have an impact upon baseline habitats and will not result in a decrease in biodiversity value. Furthermore, no priority habitats are present within the site or within the immediate surroundings.
- 7.17 As per current legislation, the proposed development will impact less than 25m² (5m x 5m) of on-site habitat, less than 5m of onsite linear habitat, and will not impact priority habitats, and is considered exempt from requiring a formal BNG assessment and exempt from the mandatory BNG condition.

Summary

- 7.18 The Preliminary Ecological Appraisal and approach to Biodiversity Net Gain is in accordance with National Policy and PfE Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity.

Heritage

- 7.19 A Heritage Statement has been prepared by Stephen Levrant Heritage Architecture to support the planning application at the Site. The report confirms that there are no listed or locally listed buildings within the Site and it is not located within a Conservation Area.
- 7.20 Regarding the surrounding heritage context at a local level, Bury Council has prepared a 'Draft Local List' which identifies a number of heritage and conservation assets. Those which have the potential to be affected include the building identified as 'Woodheads Carpets' at 1-7 Peter Street, directly to the west of the Site, and the 'Former Boiler/Engineering Works, Brook Street/Badger Street/Bold Street' to the east of the Site. Although the Council has not identified St Joseph's RC Church and Presbytery as 'Non-Designated Heritage Assets' ('NDHAs'), the Heritage Statement assesses them as such in combination with the buildings on the 'Draft Local List'.
- 7.21 It is concluded that both buildings on the 'Draft Local List' provide low architectural and low historical interest. St Joseph's RC Church and Presbytery were assessed to provide low architectural and low-medium historical interest. The proposed development, and its design features outlined in Chapter 4 and the Design, Scale and Appearance section of this chapter, therefore provides a positive contribution to the Site's setting and would enhance the visual amenity of the area.

- 7.22 Overall, the findings of the Heritage Statement demonstrates that the proposals are in accordance with legislative requirements of Sections 66(1) and 72(1) of the 1990 Act, NPPF paragraphs 212-216, and PfE Policy JP-P1 and JP-P2.

Drainage & Flood Risk

- 7.23 A Flood Risk Assessment and Drainage Strategy has been prepared by Renaissance to support the planning application at the Site.
- 7.24 The Flood Risk Assessment confirms that the Site is in Flood Zone 1. The report investigated alternative mechanisms for flooding at the site and has concluded that the site is at a low risk of flooding and will not cause any increase in floor risk elsewhere once the development is operational.
- 7.25 The Drainage Strategy confirms that the development will have a dedicated surface water network that is to collect the rainwater from the proposed building roof, and impermeable external areas. The system will then discharge under gravity to the 300-diameter combined public sewer within Bold Street via an existing manhole. The new surface water drainage connection will be subject to a Section 106 application with United Utilities.
- 7.26 The water discharge from the Site will be controlled by a flow control device at a rate to be agreed with the Lead Local Flood Authority. United Utilities have provided agreement in principle via a pre-development enquiry.
- 7.27 The Site will have a dedicated foul water network that will collect the foul water associated with the development that will discharge to the 300-diameter public combined sewer within Bold Street via an existing manhole. The new foul water drainage connection will be subject to section 106 application with United Utilities.
- 7.28 The Drainage Strategy outlines that the drainage hierarchy has been followed and the proposed development is in accordance with NPPF Paragraph 181 and PfE Policy JP-S5.

Energy & Sustainability

- 7.29 An Energy & Carbon Statement and Proforma has been prepared by Hannan Associates to support the planning application at the Site. The statement and proforma demonstrate how the proposed development has been designed to maximise the environmental performance by reducing energy use and carbon emissions in accordance with policy requirements – particularly those set by GMCA.
- 7.30 The principles of the energy hierarchy are applied to the proposal's design to reduce the space heating demand. This includes considerations applied to:

- building form and heat loss envelope;
- elevation design and window proportions;
- heated and unheated spaces;
- building fabric specifications and airtightness;
- ventilation system; and
- space heating demand.

7.31 A fabric-first approach to improving the performance of the building envelope has been applied using the 2021 'Notional Building' as the target for the construction of the development to ensure compliance with the 2021 Part L Building Regulations. The space heating demand of the development is currently anticipated to be 14.61kWh/m²/yr based on Part L modelling results. This value is just 2.6% lower than the target set by the GMCA.

7.32 Further consideration is applied to maximising energy efficiency, renewable energy generation through the implementation of photovoltaics, low carbon heating, overheating risk, and the choice of materials and levels of embodied carbon. The proposed development achieves an EPC rating of 'A', demonstrating a high standard of energy performance. In accordance with PfE Policy JP-S2, the minimum standard for BREEAM "Excellent" has been exceeded for the Ene-01 Reduction of energy use and carbon emissions BREEAM issue by the proposed development at the early planning stage. Based on early-stage predictions of operational energy use, the total renewable energy balance for the proposed development has been calculated as 14%.

7.33 In summary, the proposals demonstrate the maximum level of design considerations applied to development to satisfy PfE Policy JP-S2 and NPPF Paragraph 166.

Ground Conditions

7.34 A Phase 1 Geo-environmental Assessment has been prepared by Renaissance to support the planning application at the Site. A summary of the findings is set out below.

7.35 The report concludes that the site has had limited development in the past and has remained unchanged in the past 60 years. Based on the proposed development:

- The overall risk to human health from on-site soils contamination is considered to be low to moderate/low.

- The risk from off-site sources of contamination is considered to be low.
- The risk from permanent ground gases is considered to be low.
- Radon is not considered to pose a risk.
- The overall risk to controlled waters is considered to be low.

7.36 Intrusive investigations will be required to confirm the above assessed levels of risks and determine remedial requirements, if any. The following further works are recommended, although this list is not exhaustive and should be read in conjunction with any planning conditions that are applicable to the site:

- Intrusive ground investigation comprising:
 - Windowless sampling.
 - Geotechnical testing of soils.
 - Contamination analyses of soil and groundwater.
- Assessment and recommendations based on the above, including requirements for further work, if necessary.

7.37 Overall, the findings of the Phase 1 Geoenvironmental Assessment Report demonstrates that the ground conditions on the Site poses low risk to the proposed development and satisfies NPPF paragraph 196.

Archaeology

7.38 An Archaeological Desk-Based Assessment has been prepared by Orion Heritage to support the planning application at the Site. A summary of the findings is set out below.

7.39 The report draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of the Site.

7.40 Based on the information within the Greater Manchester Historic Environment Record, supplemented by historic mapping and documentary research, the Site is considered to have a low potential for archaeological remains of prehistoric to medieval date and a high potential for archaeological remains of late post-medieval to modern date. It is considered that any previously unrecorded archaeological remains would be of up to low/local significance.

- 7.41 The assessment goes on to state that the groundworks associated with the construction of the proposed development have the potential to have below-ground impacts upon any archaeological deposits which may survive within the Site.
- 7.42 Having regard to the above, the proposed development is compliant with Bury UDP Policy EN3/1, Policy EN3/2, and Policy EN3/3, PfE Policy JP-P2 and Paragraph 207 of the NPPF.

Summary

- 7.43 In summary, a suite of technical reports have been submitted in support of this planning application. The technical reports found that there would not be an unacceptable impact in their respective disciplines as a result of the proposals and demonstrate an accordance with Development Plan.

8 SUMMARY & CONCLUSIONS

8.1 This SPS has been prepared by Asteer Planning on behalf of Caritas Diocese of Salford in support of a Full Planning Application for the construction of a new Red Door Day Centre at Land adjacent to St Joseph's Presbytery, Bury.

8.2 The description of development is as follows:

"Single storey day centre (Use Class F1) with kitchen and accessible wash areas, meeting and activity rooms, staff offices, cycle and car parking, landscaping and associated works."

Site Context

8.3 Chapter 2 provides a description of the application Site and its surroundings. The Site proposed for development is the surface car park comprising 30no. spaces, which adjoins the St Joseph's R C Church and the St Joseph's Presbytery – a former priest house which was converted to a non-residential institution (Use Class F1, formerly Use Class D1) in 2011. The Site has a GMAL score of 6 which represents a very good level of accessibility by public transport.

Pre-Application Consultation

8.4 Chapter 3 outlines that a detailed consultation process was undertaken with BC Officers and the scheme has been refined in response to feedback received from Officers, key stakeholders and local residents and businesses.

Proposed Development

8.5 Chapter 4 describes the use and amount, layout and scale, appearance and means of access to the development for which planning permission is sought. The proposed development is described fully in the DAS prepared by OMI Architects and presented on the application drawings.

Planning Policy Context

8.6 Chapter 5 identifies a series of Development Plan Documents and other material considerations that should be taken into account when determining this application. Particular reference is given to Bury UDP Policy EC2/1/5: Employment Generating Areas, CF1/1 - Location of New Community Facilities, and Bury Homelessness Strategy 2022-2025.

Assessment of the Proposed Development

- 8.7 Chapter 6 establishes the principle of day centre development and evidences the acceptability of highways and accessibility technical considerations, including the net loss of car parking. In regard to the above assessment, it is considered that the proposed development is compliant with Bury UDP Policies CF1/1, CF3 , EC2/1/5, HT2, and HT2/4, PfE Policies JP-C1, JP-C6, JP-C8, JP-P1, JP-P3, and NPPF Paragraphs 96, 98, 110, 115 and 116.

Other Technical Considerations

- 8.8 A suite of technical reports has been submitted in support of this planning application and it can be concluded that the development is acceptable in relation to the Development Plan for BC and the NPPF. The proposals have considered and addressed technical elements including: archaeology, ecology and biodiversity net gain, crime, flood risk and drainage, energy, ground conditions, heritage and highways.

Conclusion

- 8.9 It is considered that the proposed development is consistent with the Statutory Development Plan when read as a whole. The proposed development would provide a host of direct and indirect benefits including but not limited to:

Social:

- Making efficient use of previously developed land in a wholly sustainable location at the edge of Bury Town Centre;
- Improved access for those with mobility issues;
- Providing a high-quality purpose built Day Centre to ensure the long-term delivery of an invaluable community service;
- Providing an enhanced built environment and improved streetscape with the addition of landscaping features to soften the building facades and improve biodiversity; and
- Contributing to addressing the need identified in Bury's Homelessness Strategy for facilities and services that work to tackle homelessness in the local community.

Environmental:

- Provides a biodiversity enhancement through the delivery of landscaping features.

Economic:

- Ensure the retention of full-time operational jobs in an improved space that increases safety; and
- Creating direct and indirect construction jobs.

8.10 It is considered that the proposed development employs the principles of sustainable development promoted through the NPPF and guards against the unnecessary loss of valued facilities and services. For these reasons, we respectfully submit that planning permission should be granted.

APPENDIX 1 – Schedule of Supporting Documents and Plans

Title	Reference / Date	Author
Documents		
Application Form	December 2025	Asteer Planning
Covering Letter	December 2025	Asteer Planning
Supporting Planning Statement (including Statement of Community Involvement)	December 2025	Asteer Planning
Design & Access Statement	December 2025	OMI Architects
Archaeological Desk Based Assessment	September 2024 (Updated December 2025)	Orion Heritage
Biodiversity Metric Exemption Letter	9 th December 2025	Greengage
Crime Impact Statement	10 th December 2025	GMP
Drainage Strategy	December 2025	Renaissance
Energy Statement	18 th December 2025	Hannans
Flood Risk Assessment	December 2025	Renaissance
Heritage Statement	5 th December 2025	SLHA
Operational Statement	December 2025	Caritas
Phase 1 Geo-Environmental Assessment	December 2025	Renaissance
Preliminary Ecological Assessment	December 2025	Greengage
Transport Statement	5 th December 2025	SLR
Framework Travel Plan	5 th December 2025	SLR
Drawings		
Location Plan	L0001 P03	OMI Architects
Existing Site Plan	L0002 P03	OMI Architects
Proposed Site Plan	L0003 P03	OMI Architects
Existing Car Park Layout	L0004 P03	OMI Architects
Proposed Car Park Layout	L0005 P02	OMI Architects
Proposed Refuse Strategy	L0010 P01	OMI Architects
Proposed Level Plan	L1000 P02	OMI Architects
Proposed Roof Plan	L1001 P02	OMI Architects

Proposed Landscape Plan	L1005 P02	OMI Architects
Proposed Boundary Plan	L1006 P02	OMI Architects
Proposed East Elevation	L6000 P03	OMI Architects
Proposed South Elevation	L6001 P03	OMI Architects
Proposed West Elevation	L6002 P03	OMI Architects
Proposed North Elevation	L6003 P03	OMI Architects
Proposed Section BB	L6010 P02	OMI Architects
Proposed Section AA	L6011 P02	OMI Architects
External Visual	SK001	OMI Architects
Aerial View Sketch	SK002	OMI Architects

APPENDIX 2 – Schedule of Relevant Planning Policies

Caritas Red Door Day Centre, Bury - Schedule of Relevant Development Plan Policies

The Adopted Development Plan for Caritas Red Door Day Centre is set out below:

- **Places for Everyone Joint Development Plan** (adopted March 2024) (PfE)
<https://www.greatermanchester-ca.gov.uk/media/2drduk0t/places-for-everyone-joint-development-plan-dec24.pdf>
- **Bury Unitary Development Plan** ('UDP') (adopted August 1997)
- **Greater Manchester Joint Waste DPD** (adopted April 2012)
https://www.greatermanchester-ca.gov.uk/media/1994/greater_manchester_waste_plan_opt.pdf
- **Greater Manchester Joint Minerals DPD** (adopted April 2013)
https://www.greatermanchester-ca.gov.uk/media/8344/2a_adopted_minerals_plan.pdf

Additional documents that will have a material consideration in decision making are set out below:

- **National Planning Policy Framework** (adopted December 2024)
https://assets.publishing.service.gov.uk/media/67aafe8f3b41f783cca46251/NPPF_December_2024.pdf
- **SPG 3 - Planning out crime in new development** (adopted June 2001)
<https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/supplementary-planning-advice/spg-3-planning-out-crime-in-new-development>
- **SPD 11 - Parking standards in Bury** (adopted June 2025)
<https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/supplementary-planning-advice/supplementary-planning-document-11-parking-standards-in-bur>
- **Let's Do It – Bury 2030**
<https://www.bury.gov.uk/my-neighbourhood/lets-do-it-strategy>
- **Bury Homelessness Strategy 2022 to 2025**
<https://councildecisions.bury.gov.uk/documents/s41854/Bury+Homelessness+Strategy+2022+to+2025+-+Appendix.pdf>
- **Bury Housing Strategy April 2021**
<https://www.bury.gov.uk/asset-library/bury-housing-strategy-april-2021.pdf>

The following policy schedule sets out the relevant policies from the above development plan documents:

Policy Document	Policy Reference
Bury Unitary Development Plan (1997)	EC2/1/5: Employment Generating Areas
	EN3 – Archaeology - EN3/1 - Impact of Development on Archaeological Sites - EN3/2 - Development Affecting Archaeological Sites - EN3/3 - Ancient Monuments
	HT2: Highway Network - HT2/4 - Car Parking and New Development
	HT5: Accessibility For Those With Special Needs - HT5/1 - Access for Those with Special Needs
	CF1/1 - Location of New Community Facilities
	CF3 - Social Services
Places for Everyone Joint Development Plan (2024)	Policy JP-Strat7: North-East Growth Corridor
	Policy JP-S1: Sustainable Development
	Policy JP-S2: Carbon and Energy
	Policy JP-S4: Flood Risk and the Water Environment
	Policy JP-S5: Clean Air
	Policy JP-G2 Green Infrastructure Network
	Policy JP-G6: Urban Green Space
	Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
	Policy JP-P1: Sustainable Places
	Policy JP-P3: Cultural Facilities
	Policy JP-P6: Health
	Policy JP-C1: An Integrated Network
	Policy JP-C2: Digital Connectivity
	Policy JP-C5: Streets for All
	Policy JP-C6: Walking and Cycling
	Policy JP-C8: Transport Requirements of New Development