

GSS24134 - 6-9 Park Hill, Bury Old Road

Introduction

This cover letter accompanies our planning application to remove four existing shipping containers currently located on the land to the rear of 6-9 Park Hill, Bury Old Road. This application seeks to address the previous refusal for the retention of these containers by proposing the removing three shipping containers and the relocation of one container to the rear of the yard, where it will be screened from view by 1.8m high timber fencing.

History

63564 - 6 & 7 Park Hill, Bury Old Road, Prestwich, Manchester, M25 0FX

Decision date - Fri 22 Feb 2019

Single storey extension at side/rear with new external staircase and entrance to existing first floor flat (no. 7); New shop front and roller shutter (no. 6)

63629 - 8 Park Hill, Bury Old Road, Prestwich, Manchester, M25 0FX

Decision Issued Date Fri 22 Feb 2019

Single storey extension at side/rear; New shop front

68881 - 6-9 Park Hill, Bury Old Road, Prestwich, Manchester, M25 0FX

Retention of five shipping containers

Decision Issued Date Mon 19 Dec 2022 - Refused

The refusal decision was based on the visual amenities of the site, in relation to height, size, appearance and position of the containers, and that they are unsightly and visually overbearing to neighbouring residents, which conflict with the policies of the Bury Unitary Development Plan. Additionally, the containers would have an adverse impact on the servicing and parking arrangements on the site.

Current

The site relates to a two-storey mid-terraced building located on the western side of Bury Old Road, with parking for up to 18 vehicles to serve customers at the front. To the rear of the local parade, there are several storage buildings, a small number of employee parking spaces, accessed via an unadopted highway off Bury New Road, as well as the 4 shipping containers in stacked form.

Proposal

The proposal is to relocate one of the containers to the rear of the yard and dispose of the remaining 3 containers. To address the issues of visibility, height and size, the relocated shipping container will be concealed by 1.8m high timber fencing for the purpose of aesthetics. The proposed placement and fencing would also address the problem of the container being unsightly and visually overbearing in relation to nearby residents. By virtue of the relocation and reducing the number of containers, the concerns in relation to the servicing and parking arrangements on the site, would be addressed. This will also create a small, private yard behind the fencing, for deliveries whilst being unloaded.

Conclusion

In conclusion, the relocation of the container, reduction of the remaining containers and the placement of the timber fencing, the new proposal will be compliant with the policies of Townscape and Built Design, Small Businesses , Car Parking and New Development, and Pedestrian/Vehicular Conflict.