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Head of Planning
Bury Council
Town Hall
Knowsley Street
Bury
BL9 0SW

edgeplan

7 Charlotte Street
Manchester
M1 4DZ
0161 228 2226
info@edgeplan.co.uk
www.edgeplan.co.uk

Our ref: EP2156
Your ref: **PP-14944257**

Dear Sir/Madam

Re: Full Planning Application for the Enclosure of an Existing Front Forecourt at Vino Cicchetti, 626 Manchester Road, Bury BL9 9SU

Please find enclosed a full planning application for the enclosure of the existing front forecourt to Vino Cicchetti, 626 Manchester Road, Bury BL9 9SU. This letter serves as the supporting statement and should be read in conjunction with the submitted application forms, location plan, existing and proposed drawings.

1. THE SITE AND SURROUNDING AREA

The application site comprises Vino Cicchetti, an established and well-regarded restaurant located at 626 Manchester Road (A56), approximately 2.55 kilometres south of Bury Town Centre.

The property is a two-storey terraced commercial building with both the ground and first floors occupied by the restaurant. The building is not statutorily listed and is not situated within a conservation area. There are no designated heritage assets within the immediate vicinity of the site. The surrounding area is mixed in character and comprises a combination of residential and commercial properties within a mature urban setting. The adjoining properties at Nos. 624 and 628 Manchester Road are residential dwellings.

The site lies within Flood Zone 1 and is therefore located in an area with the lowest probability of flooding. The restaurant benefits from a highly sustainable location on Manchester Road, with bus stops located immediately outside the site on both sides of the carriageway, providing convenient access to Bury Town Centre and surrounding areas.

2. BACKGROUND

Vino Cicchetti is an established and highly popular restaurant serving the local community from 626 Manchester Road. The restaurant occupies both the ground and first floors of the building and has become a well-regarded destination for dining and socialising.

The existing building frontage measures approximately 8.97 metres in width. At ground floor level, the front elevation is predominantly glazed with a centrally positioned glazed timber entrance door.

To the front of the building is an enclosed forecourt measuring approximately 8.97 metres in width by 2.9 metres in depth. The forecourt is laid with timber decking and enclosed from the pavement by a timber fence of approximately 1 metre in height. A central opening within the fence provides pedestrian access to the main entrance via a paved path, with decked seating areas positioned on either side. The area is currently used for outdoor seating and is typically furnished with tables, chairs and patio umbrellas.

The restaurant is well used and regularly experiences high customer demand. During busy periods, the existing internal seating area is insufficient to accommodate all customers and the forecourt is therefore used to provide additional seating. Whilst this arrangement is functional during favourable weather, it offers limited protection from rain, wind and colder conditions, which restricts its use for much of the year.

The proposed development has been brought forward to enclose the existing forecourt seating area in order to provide improved protection from the weather and create a more comfortable environment for customers throughout the year. The proposal regularises and enhances an established seating area that is already in use.

3. PLANNING HISTORY

The historic planning applications relating to the subject property are listed below.

- 63550 – Variation of conditions 2 & 3 (opening hours) of planning permission 62777: Amend opening hours for restaurant & bar to 0700 - 0000 hours Monday to Sunday and opening hours for salon to 0900 - 2000 hours Wednesday to Thursday and 0900 - 1900 hours Friday to Tuesday – Refused on 25 January 2019.
- 62777 – Removal/Variation of condition no. 4 (implementation of traffic regulation order) of planning permission 61687 – Approved with Conditions on 1 August 2018.
- 61982 – Roller shutters covering front door – Approved with Conditions on 7 December 2017.
- 61687 – Change of use from retail (Class A1) to restaurant (Class A3) on ground floor and beauty salon on first floor (Class A1) – Approved with Conditions on 23 August 2017.
- 58904 – Installation of extraction system at rear – Approved with Conditions on 4 August 2015.
- 58391 – Notification of flexible change of use from a shop (Class A1) to a ground floor cafe (Class A3) and hairdressers at first floor (Class A1) for a period of up to two years with effect from 1 July 2015 – Acceptance of Change of Use on 28 January 2015.
- 55490 – A: 1 no. non-illuminated fascia sign B: 3 no. banner signs – Split Decision on 19 September 2012 (A granted, B refused).
- 50767 – Retrospective application for roller shutters – Refused on 26 January 2009.

The planning history confirms the lawful use of the premises as a restaurant and associated commercial uses.

4. THE PROPOSAL

Planning permission is sought for the enclosure of the existing front forecourt by means of a lightweight glazed structure with a retractable roof. The proposed enclosure would measure approximately 8.97 metres in width and 2.9 metres in depth, matching the existing footprint of the forecourt.

The enclosure would comprise a lightweight glazed structure with a gently curved roof. The roof would slope upward from the frontage towards the existing building, with a height of approximately 2.3 metres at the front and 3.06 metres where it abuts the existing building.

The front and side elevations would be predominantly glazed, providing a transparent and visually lightweight appearance. A centrally positioned glazed entrance door would maintain the existing access arrangement. The lower section of the front and side elevations, to a height of approximately 1.1 metres, would incorporate painted timber panelling to provide privacy and reduce direct exposure to passing traffic.

The roof would consist of retractable waterproof fabric supported by a structural frame, enabling the enclosure to be used flexibly throughout the year. Rainwater goods would be incorporated to ensure satisfactory drainage.

5. POLICY CONTEXT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

The statutory development plan for the site comprises the adopted Places for Everyone Joint Development Plan (March 2024) and the saved policies of the Bury Unitary Development Plan (UDP) (1997).

Material considerations in this instance comprise the National Planning Policy Framework (NPPF) (December 2024), the Development Control Policy Guidance Note 16: Design and Layout of New Development in Bury (SPD) (October 2008), and to a limited extent (Regulation 18 stage), the Draft Bury Local Plan (March 2025).

A list of relevant policies is included in APPENDIX 1.

6. PLANNING ASSESSMENT

Principle of Development

The proposal relates to the enclosure of an existing external seating area ancillary to an established restaurant (Use Class E(b)) and does not involve any change of use. The development would enclose an existing customer seating area, enabling this established part of the restaurant to be used more comfortably and consistently throughout the year.

The proposal represents the enclosure and improvement of an existing forecourt seating area associated with an established food and drink use in a sustainable urban location on the A56 corridor, with bus stops located immediately outside the premises. It would contribute positively to the local

economy and the social function of the restaurant as a valued community facility, in line with the objectives of NPPF Paragraph 91.

The principle of enclosing an existing customer seating area associated with an established restaurant use is therefore considered acceptable. The proposal accords with Policy JP-P1 of the Places for Everyone Joint Development Plan, which supports sustainable places that respond positively to local context, and with saved UDP Policies EN1, HT4, and CF1.

Design and Appearance

The proposed enclosure has been carefully designed as a lightweight and visually subordinate structure occupying the existing forecourt footprint. The structure would comprise extensive glazing, painted timber panels to the lower sections (to a height of 1.1 metres), and a retractable curved fabric roof supported by a slim structural frame.

These materials ensure that the enclosure would appear transparent and unobtrusive, thereby preserving the active frontage to Manchester Road, as encouraged by NPPF Paragraph 135. The proposal follows the full width (8.97m) and depth (2.9m) of the existing forecourt and integrates naturally with the host building. Its modest height, with the roof rising from 2.3 metres at the frontage to 3.06 metres adjacent to the building, ensures that the proposed enclosure remains proportionate and does not appear overdominant.

The Council has previously approved a closely comparable development at Hamiltons, 254–258 Bury New Road, Whitefield (application ref. 63113), comprising a single-storey front extension with a retractable roof. That property is located approximately 2 kilometres to the south on the same A56 corridor and occupies a similar roadside setting. Whilst each application must be determined on its own merits, this decision demonstrates that the Council has accepted this form of development in a comparable context.

In terms of townscape and built design, the proposal respects the established building line and the scale of the terrace. It would not harm the visual amenity of the street scene and would, in fact, improve the appearance of the existing forecourt by enclosing it with a coherent, high-quality structure. The proposal therefore complies with saved UDP Policy EN1/2 and Principle 2 of SPD16.

The use of glazing and painted timber is sympathetic to the context, avoiding excessive or foreign materials. This accords with Principle 7 of SPD16 and the requirements of Policy LP-BE6 of the Draft Bury Local Plan, which seeks high-quality, durable materials (noting the limited weight of this emerging policy).

As such, the proposal fully complies with NPPF Paragraphs 131, 135, and 139, Policy JP-P1 of the PforE Joint Plan, saved UDP Policy EN1 (and specifically EN1/2), SPD16, and the design objectives of Draft Bury Local Plan Policy LP-BE6.

Impact on Residential Amenity

The adjoining properties at Nos. 624 and 628 Manchester Road are residential dwellings. However, the proposed enclosure would be confined to the existing forecourt and would project only 2.9 metres from the principal elevation. Critically, the development would enclose an area that is already used for outdoor seating. As such, the proposal would not intensify the use of the site beyond that which currently takes place, nor would it bring customers closer to neighbouring properties.

The glazed enclosure and solid lower timber panels would provide a degree of acoustic screening, reducing the escape of customer noise and offering greater separation between patrons and neighbouring occupiers. The enclosure would also provide increased protection from traffic noise generated by Manchester Road, improving the overall customer environment without increasing disturbance to neighbours.

No additional plant or machinery is proposed, and the application does not seek to alter the existing approved opening hours. Given the modest scale of the enclosure (2.9m depth, maximum height 3.06m) and the fact that it replaces an existing seating area, it is not considered that any unacceptable impacts would arise in terms of outlook, overshadowing, noise, or disturbance. This satisfies the requirements of saved UDP Policy EN1, Principle 1 of SPD16, and Draft Bury Local Plan Policy LP-BE8.

Accordingly, the proposal complies with Policy JP-P1 of the PfE Joint Plan, which requires protection of amenity, and with Draft Bury Local Plan Policies LP-BE8 and LP-BE9.

Highways and Accessibility

The proposal would not alter the existing pedestrian access arrangements to the site. The centrally positioned glazed entrance door maintains the existing access point from the pavement. The development would not result in any changes to parking or servicing arrangements, as no additional kitchen or delivery facilities are proposed.

As the development would enclose an area that is already used for customer seating, it is unlikely to generate any material increase in traffic movements. The proposal improves the usability and comfort of the existing seating area by providing weather protection.

The site occupies a highly sustainable location on Manchester Road (A56) with bus stops immediately outside the premises on both sides of the carriageway, providing regular services to Bury Town Centre, Whitefield, and surrounding areas. The proposal would therefore have no adverse impact on highway safety and is well located to encourage travel by sustainable modes of transport, consistent with NPPF Paragraph 115.

As such, the proposal complies with Policy JP-C8 of the PfE Joint Plan, saved UDP Policy HT4, and the objectives of Draft Bury Local Plan Policy LP-TR1.

Flood Risk and Drainage

The site lies within Flood Zone 1, which is defined as having the lowest probability of flooding (less than a 0.1% annual probability of river or sea flooding). The proposal is minor in scale and does not involve any significant increase in impermeable surface area, as the enclosure would be constructed over an existing decked forecourt.

Rainwater from the retractable fabric roof would be collected via discreet rainwater goods and disposed of via the existing surface water drainage system. The proposal would therefore not increase flood risk on or off the site. This complies with Policy JP-S4 of the PfE Joint Plan.

7. CONCLUSION

The proposed enclosure of the existing front forecourt represents a well-designed and proportionate improvement to an established restaurant. The development would enclose an existing outdoor

seating area, providing improved weather protection and enabling this established seating area to be used more comfortably throughout the year.

The proposal has been designed as a lightweight and visually unobtrusive structure that would integrate satisfactorily with the host building and surrounding street scene. It would not result in any unacceptable impacts on neighbouring residential amenity, highway safety, flood risk or heritage interests.

The approval of a comparable front extension at 254–258 Bury New Road, provides a useful precedent and demonstrates that Bury Council has previously accepted this form of development in a similar context along the same A56 corridor.

For the reasons set out above, the proposal accords with the relevant provisions of the development plan and with the objectives of the NPPF.

It is therefore respectfully requested that planning permission is granted.

Yours faithfully,



Murshed Ahmed MRTPI
murshed.ahmed@edgeplan.co.uk
07979 977818

APPENDIX 1

National Planning Policy Framework (December 2024)

The National Planning Policy Framework (NPPF) confirms that planning decisions should support sustainable economic growth and enable existing businesses to expand and adapt.

Paragraph 2 and 48 states that applications must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Paragraph 11 states that there is a presumption in favour of sustainable development. For decision-making, this means approving development that accords with the plan, or granting permission where policies are out-of-date unless specific harms outweigh the benefits.

Paragraph 12 states that the development plan is the starting point, and permission should not usually be granted for applications that conflict with an up-to-date plan.

Paragraph 91 supports development that creates safe and accessible places where health and wellbeing can be improved.

Paragraph 129 promotes the effective use of land, including the optimisation of previously developed sites.

Paragraph 131 requires development to be visually attractive and respond to local character.

Paragraph 135 requires development to be visually attractive, sympathetic to local character and to establish or maintain a strong sense of place.

Paragraph 139 allows for well-designed extensions that are sympathetic to the existing building.

Places for Everyone Joint Development Plan (March 2024)

Policy JP-P1 (Sustainable Places): Requires development to be visually attractive, protect amenity, and provide safe access.

Policy JP-S4 (Flood Risk & Water Environment): Requires development to manage surface water run-off.

Policy JP-C8 (Transport Requirements): Requires developments to encourage walking and cycling.

Bury Unitary Development Plan (UDP) – Saved Policies (1997)

Policy EN1/2 (Townscape and Built Design): States that development should not have an adverse effect on the character of the townscape.

Policy EN1/7 (Through routes and Gateways): Requires a high standard of design and landscaping on major routes.

Policy EC6/1 (Assessing New Commercial Development): Requires new business development to be of an acceptable design, with due regard to scale, materials, and the effect on neighbouring properties.

Policy HT4 (New Development): Seeks to minimise the environmental impact of traffic.

Development Control Policy Guidance Note 16: Design and Layout of New Development in Bury (October 2008)

Principle 1 (Character): Requires new development to be informed by a detailed understanding of the site and respond to local context.

Principle 2 (Townscape): States that development should enhance relationships between buildings, particularly at key gateways.

Principle 7 (Detailing & Materials): Requires materials to be sympathetic to their context.

Draft Bury Local Plan (March 2025 – Limited Weight)

Policy LP-BE6 (Design and Layout of New Development): Requires development to be visually attractive, use high-quality materials, and be resilient to climate change.

Policy LP-BE8 (Amenity): Seeks to ensure development does not lead to an unacceptable loss of privacy or overshadowing.

Policy LP-BE9 (Food and Drink Uses): Supports proposals where noise, disturbance, and servicing impacts are acceptable.