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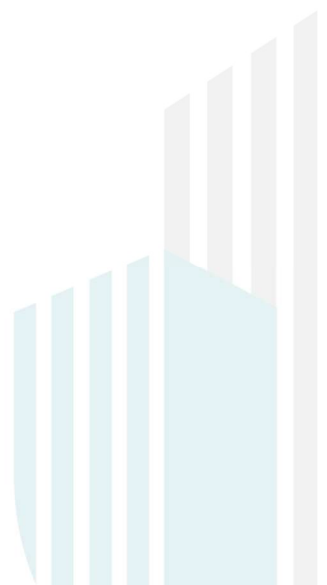
Kingscrown Land and Commercial Limited

Parkhills Garage, Bury

Planning Statement
May 2026

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1 Introduction

- 1.1 This Planning Statement has been prepared by Urban Agile on behalf of Kingscrown Land and Commercial Limited (the ‘applicant’) and supports a full planning application in respect of proposed commercial development at Parkhills Garage, Manchester Road, Bury. This report sets out the background to the proposed development, the relevant provisions of local and national planning policy, and an assessment of the compatibility of the proposals with those policies, including a summary of the technical reports that also support the application.
- 1.2 In addition to this Statement, the required forms and plans, this planning application is supported by the following documents:
- Transport Statement by Curtins
 - Framework Travel Plan by Curtins
 - Noise Impact Assessment by KR Associates
 - Crime Impact Statement by studio PH Architecture
 - Energy Statement by British EPC
 - Digital Connectivity Statement by Urban Agile
- 1.3 In the remainder of this section, we provide an overview of the application site and its surroundings, a summary of its planning history, an introduction to the proposed development and confirmation of the structure of the remaining sections of this report.

The Application Site and its Surroundings

- 1.4 The application site is located to the south of Bury Town Centre and to the east of Manchester Road (A56). It comprises a freestanding car showroom and garage with forecourt, located between Parkhills Road and Richmond Street. The site has two vehicle access points on Richmond Street and a third access on Walker Street. The existing building is single storey with flat and pitched roofed sections, a glazed showroom to southern and western elevations and vehicle repair workshop to the north elevation. It is surrounded by extensive areas of hardstanding and some landscaping on the frontage to Manchester Road.
- 1.5 The application site is located within the boundaries of the local centre at Parkhills. Existing commercial facilities to Parkhills Road include convenience stores, hot food takeaways, a bakery, barbers, launderette and a pharmacy. To the north and east of the site on Richmond Street and Walker Street there are terraced residential properties whilst Holy Cross College and University Centre is situated at the junction of Richmond Street and Manchester Road. To the opposite side of Manchester Road there is a children’s day nursery and larger, semi-detached residential properties.



Above: Images of the application site (January 2026)

Planning History

- 1.6 The existing car showroom and garage at the application site is long established. The only relevant planning history that we have been able to identify from the Council's records is application ref. 83/14239 which was granted in March 1983 and permitted the change of use of the forecourt to open air car sales, car parking and the erection of a new boundary fence. There does not appear to be any other planning history that would be relevant to the current proposal.

Proposed Development

- 1.7 The proposed development is described as follows:

'Demolition of existing car showroom and workshop and redevelopment to provide two Class E units together with car parking, amended vehicle access points, landscaping and associated works.'

- 1.8 The redevelopment of the application site for alternative commercial uses will represent a significant investment in the local centre at Parkhills. The proposed development will create two modern Class E units for retail and food/drink uses. These will be served by parking for 34 vehicles (including three disabled spaces) and cycle stands for visitors and staff, providing parking for up to 14 bikes. The proposed retail unit will be served by a delivery vehicle loading bay to the east elevation and both units will have dedicated service areas for external plant and waste storage. Existing vehicle access points will be rationalised, with one of the existing

accesses to Richmond Street closed up and a one-way system created through the site with vehicular access from Richmond Street and egress onto Walker Street. New pedestrian access points will be created from Richmond Street and Walker Street. Existing landscaping to Manchester Road will be retained with new landscaping introduced to the boundaries with Walker Street and Parkhills Road.



Above: Proposed Site Plan (studio PH Architecture)

Structure of this Statement

1.9 The remaining section of this Statement are structured as follows:

- in Section 2, we set out details of relevant national and local planning policies;
- in Section 3, we consider the principle of the proposed development;
- in Section 4, we provide a summary of other matters including impacts on highways and amenities; and
- in Section 5 we set out our overall conclusions.

2 Relevant Planning Policy

- 2.1 In this section we provide a summary of national and local planning policy that is relevant to the proposed development. This includes the provisions of the National Planning Policy Framework and the development plan for Bury which comprises the Places for Everyone Joint Development Plan (2024) and the saved policies of the Bury Unitary Development Plan (1997).

National Planning Policy Framework

- 2.2 A revised version of the National Planning Policy Framework (NPPF) was published by the Government in December 2024 and sets out national planning policy for England.

Presumption in Favour of Sustainable Development

- 2.3 Paragraph 11 of the NPPF sets out the presumption in favour of sustainable development which is at the heart of national policy. For decision-making, paragraph 11 says that this means approving development proposals that accord with the development plan without delay and, where there are no relevant development plan policies or those policies are out-of-date, granting planning permission unless the application of Framework policies that protect areas or assets of particular importance provide a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework as a whole.

Ensuring the Vitality of Town Centres

- 2.4 Paragraph 90 of the NPPF states that planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. It goes on to say that planning policies should define a network and hierarchy of town centres and promote their long-term vitality and viability by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses and reflects their distinctive characters. Paragraph 91 confirms that main town centre uses should be firstly located in town centres before edge and out-of-centre sites are considered as part of a sequential approach.

Promoting Healthy and Safe Communities

- 2.5 Section 8 of the NPPF relates to the promotion of healthy and safe communities. Paragraph 98 of the NPPF encourages planning policies and decisions to:

'Plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments'.

- 2.6 Additionally, the NPPF also states that local planning authorities should ensure that established shops, facilities and services are able to develop and modernise.

Promoting Sustainable Transport

- 2.7 Paragraph 115 of the NPPF states that when considering planning applications, sustainable transport modes should be prioritised, taking account of the type and location of development, that safe and suitable access to the site can be achieved for all users and that any significant impacts on the transport network or highway safety can be cost effectively mitigated to an acceptable degree. Paragraph 116 goes on to say that development should only be refused permission on highways grounds if there would be an unacceptable impact on highway safety or if the residual cumulative impacts on the highway network would be severe.

Achieving well-designed places

- 2.8 Paragraph 131 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 135 states that, amongst other things, planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, establish or maintain a strong sense of place and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

Places for Everyone Joint Development Plan

- 2.9 The Joint Development Plan (JDP) was adopted in March 2024 and forms part of the statutory development plan for nine authorities in Greater Manchester, covering a plan period of 2022 to 2039. The JDP sets out a number of strategic planning policies and site allocations within the Greater Manchester area.
- 2.10 The following policies of the JDP are considered to be relevant to the proposed development:
- Policy JP-S1('Sustainable Development') – to help tackle climate change, this policy states that development should maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.
 - Policy JP-S2 ('Carbon and Energy') – sets objectives for delivering a carbon neutral Greater Manchester. For new development proposals before 2028, this includes an expectation that development will be net zero carbon where this is practical and viable. Development proposals should set out how this will be achieved in accordance with the energy hierarchy.
 - Policy JP-P1 ('Sustainable Places') – sets out key attributes that all development should be consistent with. Where appropriate, these include being distinctive, socially inclusive, functional and convenient, easy to move around and well-served by local shops, services and amenities.
 - Policy JP-P4 ('New Retail and Leisure Uses in Town Centres') – this policy sets out the hierarchy of centres within the JDP area. The supporting text at paragraphs 9.24 and 9.25 confirms that retail and leisure facilities should be directed towards

designated centres wherever possible and that town centres should be helped to adapt to changing markets and to build on their strengths.

- Policy JP-C2 ('Digital Connectivity') – supports the provision of affordable, high quality digital infrastructure including enabling the roll-out of latest generation mobile technology and full fibre, requiring new development to have full fibre to premises connections (unless technically infeasible or unviable) and facilitating the provision of public wi-fi connections.
- Policy JP-C6 ('Walking and Cycling') – seeks to encourage a higher proportion of journeys by walking and cycling including by creating safe, attractive and integrated infrastructure, and creating active neighbourhoods and street networks.
- Policy JP-C8 ('Transport Requirements of New Development') – requires 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. This includes adequate parking provision and appropriate provision for deliveries and servicing.

Bury Unitary Development Plan

2.11 The Bury UDP was adopted in 1997 and some of its policies have now been superseded by the Places for Everyone JDP. We understand that the Council is preparing a new Local Plan but that this is at draft stage. In the meantime, the following saved policies of the UDP are considered to be relevant to the proposed development:

- Policy S1 ('Existing Shopping Centres') – states that the Council will seek to protect, maintain and enhance the role and function of the existing hierarchy of centres within the Borough.
- Policy S1/4 ('Local Shopping Centres') - addresses local centres and states that the Council will seek to maintain and enhance local shopping centres and will encourage the provision of a range of shopping facilities required to serve local needs.
- Policy S2 ('Control of New Retail and Non-Retail Development') - the vitality and viability of the Borough's shopping centres will be protected and enhanced by controlling the types and location of retail and non-retail development to benefit the retailing activities of the centres.
- Policy S2/1 ('All New Retail Proposals') - sets out assessment criteria for new retail proposal and states that the Council will support such development which is within or immediately adjoining the main shopping area of existing centres, sustains or enhances the vitality and viability of a centre, is accessible by and would encourage greater use of public transport and is in conformity with other policies. It goes on to say that retail proposal will be considered with regard to their environmental impact and should have regard to their surroundings in terms of design, the effects of increased traffic and servicing, effects on amenities, and the provision of adequate car parking and servicing.
- Policy S2/6 ('Food and Drink') – in considering proposals which involve restaurants, cafes etc., the Council will have regard to the amenity of nearby residents by reason

of noise, smell, litter and opening hours, whether the proposal would result in an over concentration of (former) Class A3 uses, parking and servicing provision, the storage and disposal of refuse and litter, and the environmental impact of any ventilation flues and/or ducting.

- Policy S3 ('New Retail Development and Environmental Improvements') – states that the Council will encourage and permit appropriately located retail development and environmental improvements within or immediately adjoining the main shopping areas of the Borough's main shopping centres.
- Policy S3/3 ('Improvement and Enhancement (All Centres)') – the Council will encourage the refurbishment and improvement of shopping centres within the Borough in order to actively promote the regeneration of these centres for retailing activities. Particular emphasis will be placed on centres that contain outdated, inadequate or substandard shopping facilities, are in need of enhancement due to poor environments, suffer from problems associated with traffic and parking, and are experiencing a decline in shopping patronage, amongst other things.
- Policy EN1/2 ('Townscape and Built Design') – favourable consideration will be given to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements.
- Policy EN1/5 ('Crime Prevention') – the Council will encourage development proposals which including environmentally sensitive design features aimed at discouraging crime.
- Policy EN1/7 ('Throughroutes and Gateways') – in order to improve the quality of development along throughroutes and at gateways, new proposals fronting major throughroutes (including the A56) are required to display a high standard of design and landscaping.
- Policy EN7/2 ('Noise Pollution') – in seeking to limit noise pollution the Council will not permit development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users, and development close to a permanent source of noise.
- Policy HT2/4 ('Car Parking and New Development') – the Council will require all applications for development to make adequate provision for their car parking and servicing in accordance with the Council's car parking standards.
- Policy HT5/1 ('Access for those with Special Needs') – encourages the provision of satisfactory access for the mobility impaired and those with special needs, including in terms of car parks, pedestrian areas and public and private buildings.

2.12 In addition to the UDP, the Council has various Supplementary Planning Guidance and Documents. Relevant to this proposal are SPG3 ('Planning our crime in new development'), SPD11 ('Parking standards in Bury'), SPD12 ('Travel plans in Bury') and SPD16 ('Design and layout of new development'). Where relevant, this supplementary guidance has been taken into account in this Statement and other supporting documents.

3 Principle of the Proposed Development

- 3.1 In this section we consider the principle of the proposed development and the extent to which the proposed uses will accord with local and national planning policies. The application scheme proposes retail and food/drink uses within Class E and the acceptability of these uses is considered in turn below.

Proposed Retail Development

- 3.2 The application site is located within the boundaries of the local centre at Parkhills. It is therefore in-centre and a preferred location for retail development under the terms of the NPPF and the saved policies of the Bury UDP.
- 3.3 The proposed retail development will comprise a neighbourhood convenience store which will operate as a modern, top-up food shopping facility to meet the day-to-day needs of residents within this part of Bury. This will be located to the northern part of the application site with a dedicated servicing area. It will provide sales floorspace for a range of chilled and ambient foodstuffs, including some fresh fruit and vegetables and frozen foods. A range of food-on-the-go, beverages and household essentials would also be sold. Given the size and nature of the convenience store, the range of goods available will be more limited than in larger foodstores and the sale of a small selection of non-food items will be purely ancillary.
- 3.4 Paragraph 98 of the NPPF encourages LPAs to plan positively for community facilities and local services such as shops that enhance the sustainability of communities and residential environments. Policy JP-P1 of the JDP seeks to support sustainable places including through providing good access to local shops, services and amenities. The proposed retail unit will form part of a significant investment in the local centre at Parkhills which will enhance local retail provision, promote trade and footfall in the centre and its ability to meet the day-day needs of local residents. It will enhance the quality of local shopping facilities available within this part of Bury.
- 3.5 This will support the vitality and viability of the local centre and will thereby accord with the objectives of Policies S1, S1/4, S2 and S2/1 of the UDP which seek to protect and enhance the retail functions of the Borough's defined centres, including its local centres which play an important role in meeting the day-to-day needs of residents. The proposed retail development is therefore acceptable in principle.

Proposed Food and Drink Development

- 3.6 It is intended that the second unit to the south of the application site will operate as a coffee shop and will include a drive-through facility. There are currently no cafés or coffee shops within the local centre at Parkhills and this type of Class E use is required to be directed to defined centres in accordance with the NPPF. The provision of a modern coffee shop facility will diversify the offer of the local centre, enhancing its ability to meet the needs of local residents and increasing trade and footfall. It will support the local centre in adapting to changing market requirements and provide a new venue for social interaction and engagement. As such, this element of the proposed development will promote the vitality and

viability of the local centre at Parkhills and will accord with saved Policies S1, S1/4 and S2 of the UDP.

Summary

- 3.7 In summary, it has been demonstrated that the mixed Class E uses proposed as part of the application scheme are acceptable in principle and appropriate for the local centre at Parkhills which is a preferred location for such development. The proposed Class E uses will enhance the retail functions of the local centre, promote its vitality and viability, and support its ability to meet the day-to-day needs of residents within this part of Bury. Such new investment within the local centre will strongly support the relevant provisions of the NPPF, Policies JP-P1 and JP-P4 of the Places for Everyone JDP and saved Policies S1, S1/4, S2 and S2/1 of the Bury UDP.

4 Design, Access and Other Matters

- 4.1 In this section we consider the design of the proposed development, access and movement within the site and relevant environmental matters, including impacts on amenities. Technical matters are considered in greater detail within the relevant supporting documents that are referenced here.

Design and Sustainability

- 4.2 Policy JP-P1 of the Places for Everyone JDP requires new development to contribute to the creation of sustainable places including through design that is distinctive, socially inclusive, functional and convenient and easy to move around. Policy S2/1 of the Bury UDP requires retail proposals to have regard to their surroundings in terms of design and Policy S3/3 encourages proposals that will regenerate and deliver environmental improvements within existing shopping centres. The design of the proposed development seeks to make efficient use of a previously developed site, whilst providing appropriate parking and servicing for the proposed commercial uses and making a positive contribution to the appearance of the surrounding area including the local centre at Parkhills.
- 4.3 The proposed development will comprise two freestanding buildings, the larger of which is located to the northern boundary of the site and will accommodate the proposed retail unit. The proposed drive-through building will be located to the south-west corner of the site and will better define the junction of Manchester Road and Parkhills Road. A clear vehicle route will be provided through the site, around which 34 shared parking spaces will be arranged. The proposed retail unit will be served by a delivery vehicle loading bay and a drive-through facility will wrap around the coffee shop building.
- 4.4 Policy EN1/2 of the UDP states that favourable consideration will be given to proposals that do not have an unacceptable impact on townscape and Policy EN1/7 requires development fronting major throughroutes to display a high standard of design and landscaping. The proposals will retain the existing landscaping to the boundary with Manchester Road, including a small tree. New landscaping will also be introduced to the boundaries with Parkhills Road and Walker Street. The reduction in hardstanding and vehicle display areas across the site will improve the street scene to the A56 and other roads adjoining the site. As the proposed development will impact less than 25 sq. m of non-priority habitat (and less than 5 sq. m of non-priority linear habitats), it is exempt from the requirement to provide 10% biodiversity net gain.
- 4.5 In accordance with Policy JP-P1, the proposals are designed to be functional, convenient and easy to move around. Proposed vehicle access to the site will utilise existing access points on Richmond Street and Walker Street. A one-way system will operate through the site with vehicles entering the site from Richmond Street and exiting onto Walker Street. In addition to the 34 car parking spaces within the site, visitor and staff cycle parking provision will be made available to users of both units. The suitability of the proposed access arrangements and proposed parking provision is discussed further below.
- 4.6 Policy JP-S2 of the JDP aims for a carbon neutral Greater Manchester no later than 2038 with a dramatic reduction in greenhouse gas emissions. This application is supported by an

Energy Statement prepared by British EPC that assesses each of the proposed building's performance against regulatory benchmarks and demonstrates how the integration of renewable and low carbon technologies ensures full compliance. The energy strategy for the development focusses on enhanced building fabric performance, energy efficient heating, hot water, cooling, ventilation and lighting systems, and installation of PV arrays and air source heat pumps to each of the buildings. This approach significantly contributes to reducing operational carbon emissions, achieving compliance with Building Regulations Approved Document Part L2:2021, enhancing the development's resilience and sustainability credentials and supporting potential future grid export and net-positive operation.

- 4.7 The proposed development will regenerate a brownfield site for commercial uses that are appropriate to its location within Parkhills Local Centre and are complementary to existing facilities. The application scheme will make efficient use of previously developed land and deliver a high-quality development that incorporates appropriate measures to enhance sustainability and improves the overall environment of the local centre. It will therefore satisfy the requirements of Policies JP-P1 and JP-P2 of the JDP and Policies S2/1, S3/3, EN1/2 and EN1/7 of the UDP.

Amenities and Security

- 4.8 Policies S2/1 and S2/6 of the UDP require consideration of the effects of retail development and food and drink uses on amenities. Policy EN7/2 of the UDP addresses noise pollution and states that development which will lead to unacceptable noise nuisance will not be permitted. This proposal involves the replacement of existing commercial activities at the application site, which include a vehicle repair workshop, with alternative commercial uses. Nevertheless, it is acknowledged that there are residential properties in relatively close proximity on Richmond Street and Walker Street.
- 4.9 A Noise Impact Assessment has been prepared by KR Associates to consider the potential impacts of the proposed Class E uses in terms of servicing/delivery activities, other operational noise sources and plant noise levels. This assessment has set appropriate criteria for noise impacts relating to the operation of plant and other noise sources to ensure acceptable impacts on the nearest noise-sensitive properties. It finds that based on the proposed opening times of the commercial uses (0700 to 2300 for the proposed convenience store and 0500 to 0000 for the proposed drive-through unit) and restrictions on delivery times (0700 to 1900), the assessment criteria will be met.
- 4.10 Importantly, the application site is located within a traffic influenced environment where background noise levels remain elevated throughout the early morning and late evening periods. In this context, the proposed uses and hours of operation will not introduce atypical noise sources, with no deliveries undertaken during night-time hours and mechanical equipment designed to operate below background levels. Consequently, the application scheme will have no unacceptable impacts on the amenities of neighbouring properties and will accord with the relevant requirements of the UDP.
- 4.11 Policy EN1/5 of the UDP concerns crime prevention and encourages design features to minimise crime including through paying attention to the creation of opportunities for natural surveillance, location of access points, design of parking facilities and landscaping. This

application is also supported by a Crime Impact Statement (CIS) that has been prepared by studio PH Architecture. The CIS has considered the requirements of the Council's Supplementary Guidance Note 3 ('Designing Out Crime in New Development'), including its recommendations in terms of commercial and retail developments.

- 4.12 The application scheme has been designed to promote natural surveillance and minimise opportunities for crime including through introducing a mix of uses that will attract visitors at different times of the day, parking and servicing areas that are positioned to the centre of the site with visibility from the proposed buildings and surrounding roads, no concealed entrances and clear access and egress points for vehicles and pedestrians. The detailed design of the scheme can also incorporate further measures to enhance the security of the development including alarms, CCTV and appropriate external lighting.
- 4.13 The proposed development will therefore accord with the relevant requirements of Policies S2/1, S2/6, EN1/5 and EN7/2 of the UDP.

Accessibility and Highways Impacts

- 4.14 The application is supported by a Transport Statement (TS) that has been prepared by Curtins. This has examined the accessibility of the application site, highway safety conditions in the vicinity of the site, the suitability of the proposed access arrangements, the likely trip generation associated with the proposed development and the suitability of the proposed parking facilities.
- 4.15 In terms of existing conditions, the TS has reviewed the surrounding highway network and existing Traffic Regulation Orders (TROs). It also highlights the Fishpool and Pimhole Bee Active Travel Scheme which is due to be completed by Winter 2026. Phase 2 of this scheme includes significant pedestrian enhancements at the junction of Manchester Road and Parkhills Road. The TS has reviewed Personal Injury Accident data for the highway network adjacent to the site for the most recent five-year period. This did not find any existing highway safety issue that is likely to be exacerbated by the proposed development.
- 4.16 Section 3.0 of the TS describes the development proposals and the proposed one-way access route between Richmond Street and Walker Street. Detailed drawings attached to the TS show the proposed access arrangement including the introduction of a 'Keep Clear' box and directional arrows at the junction of Manchester Road and Richmond Street. The drawings also demonstrate how a 10- metre rigid delivery vehicle would access and egress the site, utilising the dedicated delivery bay adjacent to the proposed retail unit.
- 4.17 The parking standards set out in SPD 11 ('Parking Standards in Bury') have been reviewed. These would indicate provision of a total of 23 car parking spaces and 5 cycle parking spaces. Parking accumulation assessment has been undertaken for the proposed development at Table 3.3 of the TS and this indicates peak demand for 22 spaces on a weekday and 29 spaces on a Saturday. The application scheme proposes a total of 34 car parking spaces (including three accessible spaces) which would exceed the provision expected by SPD 11 but is considered to be justified based on the parking accumulation assessment, to allow 'mini-peaks' in demand during busy periods and to avoid overspill parking. The proposed cycle parking provision will include dedicated provision for visitors and staff and will exceed required standards, with a total of 14 spaces.

- 4.18 The TS considers the accessibility of the application site by sustainable modes of transport including walking, cycling and public transport. The site is considered to be accessible to pedestrians with a good standard of existing pedestrian infrastructure supported by traffic calming features. Large parts of Bury and Radcliffe are located within a reasonably cycling distance of the site and Manchester Road is an on-road cycle route with access to segregated routes closer to the town centre, and National Cycle Network Route 6. The site is also accessible by public transport with bus stops on Parkhills Road and Manchester Road within short walking distances and served by regular services to destinations within Bury, Radcliffe, Bolton and Manchester. The Bury Metrolink stop is also within 1.1 km. Overall, the TS considers the site to be accessible by sustainable modes with good levels of pedestrian infrastructure and public transport opportunities within acceptable walking distances.
- 4.19 The TS includes an assessment of trip generation for the existing and proposed uses of the application site, using TRICS datasets. Analysis of multi-modal outputs suggests that a high proportion of trips to the site will be undertaken on foot and by vehicle. In terms of net vehicle trip generation, the proposed development is expected to generate 8 additional two-way vehicle trips during the AM peak (0800 to 0900) and 13 additional two-way trips during the PM peak (1700 to 1800) on a weekday (once secondary adjustments are made for diverted trips and linked trips). On a Saturday, the equivalent figures are 8 two-way vehicle trips and 29 two-way vehicle trips.
- 4.20 The TS concludes that the majority of trips to and from the site will be by non-car modes and this level of active travel and public transport activity can be accommodated on the surrounding highway network, particularly following the recent/ongoing improvements being delivered by the Fishpool and Pimhole Active Travel Scheme. The net vehicular impact is not considered to have a severe impact on the highway network in accordance with the NPPF.
- 4.21 Lastly, this application is supported by a Framework Travel Plan (FTP) that has also been prepared by Curtins. The FTP sets out travel plan initiatives, initial targets, performance indicators and potential carbon savings. The FTP also includes details for monitoring and review following the occupation of the development, distribution of travel surveys and updating to the FTP to a full Travel Plan.
- 4.22 All relevant access issues have therefore been considered as part of the application submission and the proposed development will accord with the relevant requirements of Policies JP-C6 and JP-C8 of the Places for Everyone JDP and Policies HT2/4 and HT5/1 of the Bury UDP. The application scheme will accord with paragraph 116 of the NPPF and would not result in unacceptable impacts on highway safety or any severe residual cumulative impacts on the highway network.

Other Matters

- 4.23 In accordance with Policy JP-C2 of the JDP, a Digital Connectivity Statement has been provided. This sets out the availability of broadband infrastructure at the application site and the measures that will be put in place to connect to this infrastructure and provide reliable internet services. It also considers mobile connectivity at the application site, which is found to have good coverage from all major mobile networks.

Summary

- 4.24 In summary, the planning application is supported by a suite of documents that have considered the impacts of the proposed development on relevant technical and environmental issues. This is in accordance with the Council's requirements as set out within its local validation checklist. The findings of these investigations confirm that the proposed development will not have any unacceptable impacts, subject to appropriate mitigation.

5 Summary and Conclusions

- 5.1 This Planning Statement has been prepared on behalf of Kingscrown Land and Commercial Limited and supports a full application at Parkhills Garage, Manchester Road, Bury. The proposed works involve the demolition of the existing car showroom and vehicle repair workshops and the erection of two Class E commercial units with associated access, car parking and landscaping.
- 5.2 This Statement demonstrates that the proposed development will be acceptable in principle. The application site is located within the defined local centre at Parkhills and is therefore a preferred location for the proposed commercial uses. The proposed Class E uses will enhance the retail functions of the local centre, promote its vitality and viability, and support its ability to meet the day-to-day needs of residents within this part of Bury. It will deliver significant new investment into the local centre which will strongly support the relevant provisions of the NPPF, Policies JP-P1 and JPP4 of the Places for Everyone JDP and saved Policies S1, S1/4, S2 and S2/1 of the Bury UDP.
- 5.3 The application scheme will deliver a high standard of design whilst making efficient use of previously developed land, improving the environmental quality of the local centre at Parkhills and the street scene to Manchester Road which is a major through route. There will be no unacceptable impacts on the amenities of neighbouring residents from the operation of the proposed commercial uses and measures to minimise crime and anti-social behaviour have been considered in the design of the development. The energy efficiency and sustainability of the application scheme has also been considered. The proposals therefore accord with the requirements of Policies JP-P1, JP-P2 and JP-S2 of the JDP, and Policies S2/1, S2/6, S3/3, EN1/2, EN1/5 and EN1/7 of the UDP, as well as the relevant provisions of the NPPF.
- 5.4 In terms of accessibility and highways impacts, the submitted Transport Statement confirms that the proposed development will be accessible by sustainable modes of transport, and this will be enhanced by the implementation of the Fishpool and Pimhole Active Travel Scheme which will increase the accessibility of the site for pedestrians and cyclists. Appropriate levels of car and cycle parking will be provided as part of the proposed development, with dedicated facilities for servicing. The vehicle trip generation associated with the proposed Class E uses will not have any significant impacts on the highway network. A framework Travel Plan has been provided to further encourage sustainable modes of transport. The application scheme will therefore satisfy the relevant requirements of Policies JP-C6 and JP-C8 of the JDP and Policies HT2/4 and HT5/1 of the Bury UDP. The application scheme will accord with paragraph 116 of the NPPF and would not result in unacceptable impacts on highway safety or any severe residual cumulative impacts on the highway network.
- 5.5 It has therefore been demonstrated that the proposed development complies with the relevant policies of the development plan for Bury, together with the requirements of the NPPF, and we commend this planning application to the Council.

