

PLANNING STATEMENT



RETROSPECTIVE PLANNING APPLICATION

For

40 NO. PARKING SPACES

ON VACANT LAND BETWEEN 69-97 ROCHDALE ROAD & YORK STREET

BURY, BL9 7AU

CONTENTS PAGE

1.0 SITE CONTEXT / BACKGROUND	PAGES 5 - 6
2.0 PROPOSED USE	PAGE 7
3.0 RELAVANT PLANNING POLICIES	PAGES 8 – 10
4.0 BALANCING EXERCISE	PAGE 11

1.0 SITE CONTEXT / BACKGROUND

- a. The current site sits within an open parcel of quadrant land which sits between the A58 main road which is directly interlinked to the M66 and is utilised as the main traffic route across the Town Centre in parallel with the B6222. The area is within an industrial and commercial built location directly across from the main parking serving The Rock.
- b. Most the surrounding buildings are red brick arrangement which hold no heritage value. The surrounding buildings are predominantly commercial which are situated to the rear of Rochdale Rd and retail shops on the front of Rochdale Road. There is localised terraced housing across from the Mosque along Fletcher Street & local take away / retail units along York St.
- c. There is currently existing car parking situated towards the northwest corner off Fletcher Road, which the applicant has a long-term agreement in place with the proprietor which provides approximately 8 spaces.
- d. The car park is situated directly opposite the Noor Ul Islam Mosque, situated 2-4 Yarwood St and on a flat level ground. The land has recently been purchased by the application this year to develop the land into primary use of car parking. The land has since been cleared of its low-level scrub overgrowth and has been re-surfaced with compacted hardstanding material to create car parking spaces for visitors of the Mosque which has been used since February 2024.
- e. The site is also located close to the town centre, public transport, and public car parks and as such considered a sustainable location without any detriment to the local surroundings / context.
- f. There are local string infrastructure links for bus stops which are located approximately 20m across the road heading towards the Metrolink interchange / Bolton A25 and the opposite side a stop is situated further towards Lord St heading east bound of the A58
- g. The below are the findings which are relevant to the Unitary Development Plan

GM Joint Minerals Plan – N/A

Public Right of Way – N/A

Tree Preservation Orders – N/A

Adopted Green Belt – N/A

h. Historical Planning History

Whilst the application has is a first submittal, there has been historical planning in relation to the Mosque as detailed from the below:

Change of use of part of 1st floor from storage to extension prayer room – Ref 54760 Jan-12

Variation of condition no 2 to change roof design – Ref 56099 Ref 56099 Mar -13

Nonmaterial amendment to form extension to existing prayer hall Ref 57438 Apr -14

Two storey extension to existing community centre Ref 60999 Jan-17

Change of use of GF Class E to Class F Ref 67515 Oct -21

2.0 PROPOSED USE

- a. As seen from the proposed plans, the car parking arrangement has been created to accommodate 40 no spaces which mitigates the over spill of parking being around the secondary roads off Rochdale Road. A new entry gate has been installed fronting onto the back of Rochdale Road which are lockable. The gate includes signage and overhead barrier which restricts heavy vehicles being entered into the car park.
- b. Clear car parking signage and a rear pedestrian gate is situated towards the northwest corner of the boundary line which provides ample trafficked route to / from the Mosque.
- c. The Noor Ul Islam Mosque has opening hours as stated below for visitors through the day / evening whereby the peak times of the car park would be utilised at its maximum peaks:

Monday 12:25pm – 12am
Tuesday 12:25pm – 12am
Wednesday 12:25pm – 12am
Thursday 12:25pm – 12am
Friday 12:25pm – 12am
Saturday 12:25pm – 12am
Sunday 12:25pm – 12am
- d. With exception to the new landscaped material change and secure fencing, there has been no further changes within this proposed development, and no new plant / equipment has been installed

3.0 RELEVANT UNITARY DEVELOPMENT PLAN & POLICIES

- a. Below are the relevant local plans including relevant parts of the national policies which provide weighting to this application:

- Area BY10 Rochdale Road/Lord Street/York Street
- EN1/2 Townscape and Built Design
- CF1/1 Location of New Community Facilities
- HT2/4 Car Parking and New Development
- SPD11 Parking Standards in Bury
- NPPF National Planning Policy Framework
- HT5/1 – Access for those with special needs

- b. EN1/2 – Townscape and Built Design

- The proposals for this application support the surrounding area and negates risk of vehicle congestion and additional space provision within the Mosque
- The materials in use comply with standard parking requirements including security implementation & pedestrian access. The overall appearance does not impact the surrounding areas given the level of the site is flat and lower than the main roadway
- The existing low level wooden barrier is intact and remains as a secure barrier to demarcate the pedestrian footpath along the perimeter of the land without visually impairing the sight lines from the A58 inc. bypass of cars along York St when turning to the entrance point

- c. CF1/1 Location of New Community Facilities

- The unitary plan favours this application on the basis that the sustainability and access requirements are needed to the Mosque to mitigate any traffic congestion from the main Rochdale Road and significantly reduces any cars parking to the rear of Rochdale Rd causing obstructions to the neighbouring vicinity / residents & businesses
- Residents along Fletcher St will see improvement with less noise and traffic disturbance from
- Location of the Mosque establishes a general presumption in favour of new community facilities with.
- Consideration has been given to the impact on residential amenity and the local environment, traffic generation and parking, scale and size of the development, access, suitability of the chosen location for the intended use & disabled access

d. HT2/4 Car Parking and New Development

- Through the highway requirements, the proposed parking facilitates more efficient flow of traffic and improves the efficient operation of localised public transportation without any detriment to the public
- The safety of pedestrians and cyclists are more protected avoiding cars impinging on cycle routes / lanes and removes the likelihood of any incidents occurring with motorists
- The street arrangement towards the rear of Rochdale Road can be kept clear of any cars obstructing the roads
- The PPG13 note references support on providing priority to people over ease of traffic and more pedestrian space; this primary use would be favoured by the Highways and local community
- PPG13 also supports that local planning authorities should revise parking standards for development / catchment as this location in Bury to lower levels of off-street parking

e. HT5/1 – Access for those with special needs

- The existing car park under previous application for the mosque has provision for disabled spaces however this development also meets the requirements of allowing disabled use to access the Mosque
- Disability access meets design criteria of not exceeding distances no greater than 50m from the Mosque however the main primary designated spaces for disabled people are situated within the existing car park to the northwest of the site
- Provision within the new spaces allocated to the parking confirms with the minimum requirements for those who are disabled (Figure 1 refers)

f. SPD11 Parking Standards in Bury Guidance Note 11

- As set out under the Parking Standards in Bury for adoption, Section 11f stated the maximum figure for parking provision as detailed below. Given the parking has an overall capacity of 40 no spaces & an overall area of 995m², this complies with the design standards.
- The car parking at its peak utilises all the spaces designated on site, however there is no further anticipated changes within the Mosque which may increase the car parking capacities which the applicant has confirmed

a) Type of Development	b) MAXIMUM Standards for car parking provision (excluding disabled parking)	c) MINIMUM Standards for car parking provision for those who are disabled	d) MINIMUM standards for cycle parking provision	e) MINIMUM standards for TWMVs parking	f) Additional Considerations
11f. Non-residential institutions (D1): Public hall or place of worship	1 per 5 sqm public floor area	Over 200 Bays – 4 bays <i>plus</i> 4% of total capacity.	1 per 50 sqm public floor area – minimum of 2 spaces	1 per 200 sqm public floor area – minimum of 2 spaces	

Figure 1 – Parking standards illustration (Ref – SPD11)

- The following designed proposals addresses the key characteristics of landscape policy guidance note 11
 1. Previous vegetation is not of high quality given majority was general scrub which had no ecological value
 2. Loose stone risk leading onto the adopted highways is minimal risk given the grade of hardcore & gravel is compacted.
 3. Highway safety consideration has been implemented via demonstration of locating main entrance within secondary road and suitable access for vehicles in emergency to pass through
 4. There are no consultations required with Highways Engineers for use of HGV's as the vehicles using the car park shall be limited to cars
 5. Lighting has been considered as part of the proposals to mitigate any issues around sufficient lighting during darker hours and to reduce the risk of crime in the vicinity. These lights are mounted onto the buildings facing onto the main car park as detailed below:



Figure 2 – Site plan identifying the 3 no current lighting coverages over car park

6. Drainage for discharge of surface water has been through the compacted hardcore ground which is permeable and has been shown earlier this year during torrential rainfalls the the water has not flooded nor caused any pooling in or around the development area
7. No existing site features were situated on the existing land prior to change which would impact on visual amenity of the area

g. National Planning Policy Framework

- Paragraph 91(b) of the NPPF states that planning decisions should aim to achieve healthy inclusive and safe places which are safe and accessible, for example using clear and legible pedestrian routes etc to encourage the continual use of public areas.
- Paragraph 93(a) To provide cultural facilities and services the community needs, in this instance a place of worship which enhances the sustainability of the local community this is set within
- Paragraph 99 (c) support proposed development for better provision in terms of benefit of providing ample parking demands of the Mosque which outweigh its previous condition of being a derelict land
- Paragraph 107 is considered within the application, taking into context type of use & local car occupancy levels required
- Paragraph 110 states safe access to the site can be achieved for all users with no impact to the public transport infrastructure
- Paragraph 112 is demonstrated in this application where priority of pedestrian and cycle movement are not obstructed and is segregated clearly from oncoming traffic approaching the site development
- Paragraph 120(d) supports the development of under-utilised land and buildings

4.0 BALANCING EXERCISE

- a. The proposed parking would be from Back Rochdale Road which fronts a busy main road and as such it is considered the nearest properties on Back Fletcher Street would not be significantly affected by comings and goings and activity associated with the proposed use.
- b. Planning law requires that application for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. This includes the presumption in favour of sustainable development, which requires approving development proposals that accord with an up-to-date development plan within Bury.
- c. As a starting point, one must consider the sites context and whether the proposed development complies with policies most relevant to these. The site is in a highly sustainable location, with a highly urbanised area. As set out within this statement, the development plan seeks to encourage development to such catchment areas to supplement the local community needs.
- d. In line with such policies, the proposed development will deliver a new and improved parking facilities maximising an under-utilised vacant site. The Bury Plan places a clear emphasis on development of new and enhanced parking / transportation requirements particularly where they need an identified need for supporting and future proofing the community requirements, in this instance a place of worship which shall be needed long term to this location.
- e. It is considered that the previous condition of the land was impacting the local characteristics of the area and an eyesore to the local community without any added benefit and outweighing any specific needs to those residing in Bury
- f. There is strong favour with the local community that the proposals would result in less than substantial harm yet further alleviates the parking conflicts it has prior to changing its use which provides more segregation and safety mitigations. The public benefits must be factored into this determination.
- g. The proposed development is in accordance with policy and has significant merit in planning terms. It will make a community contribution to the provision of parking requirements needed for the Mosque and would not result in any unacceptable impacts upon the environment
- h. In line with section 38(6) of the Planning and Compulsory Act 2004 and section 70(2) of the Town and Country Planning Act 1990, it is concluded the proposed development complies for this retrospective application and approval provided.