

DELEGATED REPORT

Report by Charlotte Orrell	Date of report: 02/10/2026	Ref: 73517/FUL
Registration: 13/08/2026	LDfC: 04/09/2026	Expiry Date: 08/10/2026
Site Visit: 01/05/2026	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: NONE
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIDW

Proposal: Demolition of existing dwelling; Erection of 1 no. dwelling

Location: 6 Wentworth Avenue, Whitefield, M45 7GQ

Description

The proposed relates to a bungalow located on the south-eastern side of Wentworth Avenue. The front of the property is separated from the pavement by a brick driveway, small front garden and vegetation. Access to the rear garden for pedestrians is gained via a side gate at the north-eastern elevation. The rear garden boundaries are formed by timber fencing and bushes/trees.

Application 73046 was approved with conditions on 16/06/2026 with the proposal to remove the existing roof and replace it whilst increasing the ridge height. Front/rear/side extensions were also proposed in order to create a new ground floor layout with rooms in the roof space. The front garden was also proposed to be partially bricked over in order to increase the driveway space to the front of the property.

Within the submitted Design and Access statement, the applicant states that during the build of the above scheme, it was discussed that due to the condition of the retained structure, it would be better to undertake a new rebuild scheme. The statement also states therefore that the proposals of this application look to replicate the approved application 73046 on a 'like for like' basis with the rest of the above ground structure to be reduced to floor slab level and rebuilt as per the approved application 73046 to current building regulation standards for a new build house.

The proposed dwelling would have a floor area of approximately 295.6sqm and would be a maximum of 17.8m in length as viewed from Wentworth Avenue and a maximum of 14.3m in depth. The proposed roof would be hipped with an eaves height of 2.6m and a ridge height of 6.2m. To the front and rear, partially glazed gable roofing would be incorporated.

The proposed dwelling would have 3no bedrooms, 2 of which would be located on the ground floor and one within the roof space of the dwelling.

The materials proposed are artificial slate for the roof with rendered elevations.

The street is residential in character, mainly formed of detached dwellings. Parking within the area is predominantly off street with most properties featuring large driveways, however on street parking is unrestricted and so also not uncommon.

Relevant Planning History

73046 - Removal of existing roof and replace roof with increased ridge height; Front/rear/side extensions to create new ground floor layout and rooms in the roof space accommodation; Increase driveway space - approved with conditions 16/06/2026

Publicity

5 neighbouring properties were consulted on 14.08.2026. No comments or observations have been received.

Statutory/Non-Statutory Consultations

Traffic Section - recommended conditions which have been acknowledged.

Waste Management - made no comments as the plan shows suitable storage and collection arrangements for the dwelling.

Borough Engineer - Drainage Section - no objection subject to the inclusion of a condition which has been acknowledged.

Environmental Health - Contaminated Land - no objection subject to the inclusion of conditions which have been acknowledged.

United Utilities (Water and waste) - had no comments to make on the application however did provide advice which has been acknowledged as an informative.

Greater Manchester Ecology Unit - from reviewing the information, noted that they would have requested a preliminary roost assessment however due to the demolition already being undertaken, this was now not deemed necessary. Also recommended conditions surrounding nesting birds and ecological enhancements which have been acknowledged.

Minerals and Waste Planning Unit (Urban Vision Partnership Ltd) - no response received

Pre-start Conditions - Agent has agreed with pre-start conditions

Development Plan and Policies

SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
JP-C5	Streets For All
JP-C8	Transport Requirements of New Development
JP-C2	Digital Connectivity
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-H4	Density of New Housing
JP-H3	Type, Size and Design of New Housing
JP-S4	Flood Risk and the Water Environment
JP-S2	Carbon and Energy
H2/2	The Layout of New Residential Development
H2/1	The Form of New Residential Development
EN1	Built Environment
HT2/4	Car Parking and New Development
NPPF	National Planning Policy Framework

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Housing Density

PfE Policy JP-H4 requires new housing developments to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Policy JP-H4 sets out minimum densities that should be considered and the site falls in an area where a minimum density of 35 dwellings per hectare should be had regard to.

The development of one new dwelling on this site would lead to a net residential density of approximately 17dph. Although this is lower than that outlined within Policy JP-H4, given that the proposal is for the demolition of an existing property with the rebuild on the same site, this would be considered acceptable in this instance.

Layout

The proposed dwelling would be a maximum of 6.2m in height, with living space across two floors. The proposed would incorporate 3no bedrooms, each intended for double occupancy and therefore a maximum of 6 people. The Nationally Described Space Standards (NDSS) and Policy JP-H3 of PfE outline minimum standards for space within

new dwellings as well as accessibility. The NDSS minimum standard for a 3 bed property for 6 people over 2 storeys is 102sqm. Given the proposed dwelling would be approximately 295.6sqm, this would be considered acceptable. The submitted Design and Access Statement also confirms the proposed would be compliant with Building Regulations M4(2). This has also been acknowledged within the conditions.

The proposed private outdoor amenity space would be over 118sqm which would be considered acceptable.

Three car parking spaces are also proposed to the front of the dwelling. The site is located within Zone 4 and, as the property would have 3 bedrooms, SPD 11 states that a minimum of 2 off road car parking spaces should be accounted for. As 3 car parking spaces is proposed for the dwelling, this is therefore considered acceptable.

Given the above, the proposal is therefore compliant with Policies H2/1, H2/2, EN1/2 of the UDP, Policy JP H-3 of PfE and SPD 11 and SPD 6 and therefore would be considered acceptable.

Design and Visual Amenity

The proposed dwelling would be 6.2m at its maximum in height. Properties either side of the proposed dwelling are two storey and therefore the proposed would sit comfortably within the street scene in relation to these. Hipped roofing is also proposed, with glazed gable features to the front and rear. Given the mix of house types and design on the street, this would not appear out of character and would be considered acceptable.

Materials proposed are to be artificial slate for the roof and rendering for the walls. Rendered properties are common along Wentworth Avenue and therefore this would appear consistent within the street scene.

Boundary treatment for the proposed dwelling is not proposed to change from that of the existing dwelling as the hedges and fencing would be retained.

Given the above, the proposal complies with Policies H2/1, H2/2, EN1/2 of the UDP and Policy JP H-3 of PfE and therefore would be considered acceptable.

Residential Amenity

SPD6 provides guidance on aspect standards between residential properties and would be relevant in this case.

3a Wentworth Avenue is the neighbouring property to the front. Sited in excess of 21m from the proposed, this is compliant with the 20m guidance within SPD 6 and therefore considered acceptable.

4 Wentworth Avenue is sited to the south-west of the application property. The proposed would not impinge on any habitable windows in the front of rear elevations of this property and as no habitable room windows are proposed to face this neighbour, there would be no further privacy impacts.

8 Wentworth Avenue is the neighbour to the north-east. The proposed would not impinge on any habitable windows in the front of rear elevations of this property and as no habitable room windows are proposed to face this neighbour, there would be no further privacy impacts. There is an en-suite window proposed to face this neighbour however this has been acknowledged within the conditions to be obscure glazed to prevent any further impact.

Neighbours to the rear retain over 22m, compliant with SPD 6.

Highways/Parking

Highways Officers were consulted who requested that the proposed site plan should be based on a topographical survey of the site and adjacent adopted highway and should show the existing extents of the footway double crossing that appears to be being used along with more detailed arrangements of the proposed driveway extension (retaining the planted area at the front). It should also be fully dimensioned to be able to confirm driveway length and width, confirm the actual type of proposed porous/permeable (but not loose stone) hardstanding/driveway materials and confirm what the proposed boundary treatment will be as the diagrammatic hedge above could restrict visibility at the back edge of the footway compared to what exists at present.

These amendments were received and conditions were requested by the Highways Officer surrounding the following:

1. Construction Traffic Management Plan (CTMP)
2. Access, car parking and driveway arrangements
3. Bin storage arrangements

These have been acknowledged within the conditions of the report.

Parking

SPD 11 provides guidance to minimum parking provision for developments within the borough.

The proposed dwelling would be a 3no bedroom dwelling sited within Zone 4. SPD 11 states that 3no bed dwellings within this zone should have a minimum parking provision of 2 spaces. Given the parking proposed is for an off road provision of 3no spaces, this is considered acceptable.

Ecology and Biodiversity Net Gain

PfE Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment.

UDP Policies EN8/1 and EN8/2 seek to support the retention of trees, woods, copses and hedgerows to encourage natural regeneration and new and replacement tree planting. PfE Policy JP-G7 seeks to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

GMEU were consulted who made the below comment:

We would have recommended that a Preliminary Roost Assessment be conducted on this property prior to demolition, as bats may have been roosting at the property. The closest bat record to the site is within 25m and the closest bat roost record within 90m, and so a bat roost was not unlikely at this site. We would also have recommended that any work that will impact on habitats where nesting birds may be present (for example demolition/building works near to vegetation), should not be undertaken in the main bird nesting season (March – August) unless suitable checks for active bird nests have been undertaken. However, this seems to have occurred, as noted by Figure 5 in the Design and Access Statement.

Any further works should not be undertaken during the main bird nesting season, which should be secured via a condition.

This has been acknowledged within the conditions of the report.

GMEU officers also made comment that planning policy encourages enhancements and net gains for biodiversity to be delivered through the planning system. Wherever possible, measures to enhance the site for biodiversity should be secured as part of this planning application and should include integration of at least two bird boxes and two bat boxes onto the new dwelling, which should be secured via condition, to provide biodiversity enhancements, and mitigation for potential lost roost/nesting sites. The boxes should be erected prior to habitation of the dwelling. This condition has also been acknowledged.

Biodiversity Net Gain

From 06/08/2026, BNG does not apply to planning applications for developments where the site area within the red line boundary is 0.2 hectares or below. Given the site is approximately 0.058 hectares, the application is therefore exempt.

Carbon and Energy

JP-S2 of PfE aims to deliver a carbon neutral Greater Manchester no later than 2038 and aims, amongst other things, to ensure residential developments achieve energy demand reductions and should be consistent with 2022 Part L Building Regulations.

The submitted energy strategy states the proposed dwelling would adopt a proportionate fabric first approach with the objective of reducing the dwelling's inherent energy demand before considering the provision of energy through building services and low-carbon technologies. It also includes the schemes introduced in order to do this such as:

1. The replacement dwelling will incorporate a high-performance thermal envelope designed to meet or improve upon the requirements of Part L of the Building Regulations applicable at the time of construction.
2. Passive Design measures
3. Energy-efficient building services
4. Will consider the use of low and zero-carbon technologies
5. Electric vehicle charging

Digital Connectivity

Policy JP-C2 requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. The policy supports the provision of free, secure, high-speed public wi-fi connections.

The replacement dwelling will be provided with the necessary infrastructure to enable a full-fibre-to-the-premises (FTTP), gigabit-capable broadband connection.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The development must be begun not later than three years beginning with the date

of this permission.

Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

- 2 This decision relates to drawings numbered 26-067 (FSD)11 Rev *, 26-067 (FSD)10 Rev *, 26-067 (FSD)12 Rev *, 26-067 (FSD)21 Rev *, 26-067 (FSD)20 Rev *, 26-067 (FSD)30 Rev *, 26-067 (FSD)22 Rev * and 26-067 (FSD)44 Rev A and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.

- 3 The external finishing materials for the proposal hereby approved shall match those outlined within drawing number 26-067 (FSD)20 Rev * and drawing number 26-067 (FSD)21 Rev *.

Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

- 4 The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 199 of the National Planning Policy Framework (December 2024).

- 5 Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.

Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.

The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 199 of the National Planning Policy Framework (December 2024).

6 Prior to occupation the applicant shall provide:

{Residential less than 10 parking spaces}

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

{Residential more than 10 parking spaces additional point to be added}

- Cable routes to be provided for all parking spaces which do not have access to an electric vehicle charging point.

{New buildings other than residential or mixed use and more than 10 spaces}

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

7 No above groundworks shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

1. Photographic dilapidation survey of the footways and carriageways serving and abutting the site in the event that remedial works are required following previous demolition works, future demolition works and construction of the development, and as a result of any potential statutory undertakers connections to the site.
2. Access route for all vehicles to the site from the Key Route Network.
3. Access point(s) for demolition/construction traffic from Wentworth Avenue and all temporary works and phasing of the development required to facilitate access for ground works/construction vehicles.
4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto the adjacent adopted highway.
5. The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway.
6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Wentworth Avenue.
7. Confirmation of hours of operation and number of vehicle movements.
8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
9. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials.
10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise

dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials. All highway remedial works identified as a result of the dilapidation survey caused as a result of previous demolition works and as a result of works undertaken as part of this permission shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use.

Reason: to ensure the integrity of the highway and highway safety pursuant to Policy JP-C8 of PfE.

- 8 The access, car parking and driveway arrangements indicated on the approved plans, incorporating the retention of the existing access position and boundary treatment, shall be surfaced in permeable tarmac and be made available for use to the written satisfaction of the Local Planning Authority prior to the dwelling hereby approved being occupied and thereafter maintained at all times
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
- 9 Bin storage arrangements shall be provided within the curtilage of the site in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.
Reason: To ensure that adequate bin storage arrangements are provided within the curtilage of the dwelling pursuant to JP-C8 of PfE.
- 10 No above groundworks should take place until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided.
Reason: To promote sustainable development. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact against Policy JP-S4 of PfE.
- 11 The dwelling hereby approved shall be built in accordance with the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.
Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.
- 12 No further works to habitats where nesting birds may be present shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of

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Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 13 A bird and bat enhancement strategy shall be submitted to, and approved by the Local Planning Authority prior to the habitation of the development. The contents of the plan should target house sparrow and starlings and include the provision of House Sparrow terraces, swift bricks and bat boxes. Thereafter, the development shall be implemented in full accordance with the approved details and measures.

Reason. To secure the satisfactory development of the site and ensure enhancements and net gains for biodiversity pursuant to Places for Everyone Joint Development Framework Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity, Bury Unitary Development Plan Policy EN6/3 - Features of Ecological Value and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
CO	05/10/2026	DM	05/10/2026