

**BURY METROPOLITAN BOROUGH COUNCIL**  
**ENVIRONMENT & DEVELOPMENT SERVICES**

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**PLANNING CONTROL COMMITTEE**

**18 December 2007**

**SUPPLEMENTARY INFORMATION**

**Item:01 FIRST CHOICE, COOK STREET, BURY, BL9 0RP Application No. 48806**  
MIXED USE DEVELOPMENT COMPRISING CLASS B8 WAREHOUSING AND 325M2 OF CLASS A1 FOOD RETAIL

A letter of support has been received from 20 Cook Street. The letter states that the development is very convenient for home shopping and good for the community because it has created a lot of jobs and is nice and tidy and that they have not had anything like this in Bury.

In response to a question about disabled access to the retail element, the applicant's agent has written that his clients would alter the entrance to the retail sales area to provide a level access for wheelchair users and which could be a requirement imposed by means of a planning condition. The two customer doorways open out directly onto the footway and only one of the doorways has a small step. A suitable condition in this case would be to ensure that wheelchair users would have the ability to use the doorway which now has level access for both entering and leaving the building.

**Item:02 BURY GROUND, CASTLECROFT ROAD, BURY Application No. 48799**  
ERECTION OF A NEW DIVISIONAL HEADQUARTERS POLICE STATION, INCLUDING SINGLE AND 3 STOREY BUILDINGS, CAR PARKING, LANDSCAPING AND ACCESS ONTO NEW HIGHWAYS

**Further Consultation Responses**

Greater Manchester Fire Authority - No objections.

Traffic Team - The following conditions have been requested:

14. The development hereby approved shall not be brought into use unless and until the vehicular access alterations to form the new emergency exit at the former Carlyle Street/Castlecroft Road junction indicated on approved plan ref. A6264/A101 Rev P and any necessary footway remedial works on Castlecroft Road have been implemented to the written satisfaction of the Local Planning Authority.

Reason - To ensure good highway design in the interests of highway safety pursuant to UDP Policy EN1/2 - Townscape and Built Design.

15. Visibility splays measuring 4.5m metres by 70 metres shall be provided on land within the applicant's control at the junctions of the new northern perimeter road with Castlecroft Road and visitor car park access with the new northern perimeter road to the written satisfaction of the Local Planning Authority before the development is brought into use and shall subsequently be maintained free of obstruction above the height of 0.6m.

Reason - To ensure the intervisibility of the users of the site and the adjacent highways in the interests of road safety pursuant to UDP Policy EN1/2 - Townscape and Built Design.

16. Notwithstanding the submitted GMPA Force Travel Plan dated December 2002, the development hereby approved shall not be commenced unless and until an updated Travel Plan Framework has been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The approved scheme shall include details of the provision of suitable staff

shower, changing, locker and cycle parking facilities, which shall be provided prior to the development being brought into use. The approved scheme shall establish travel plan objectives and targets and include an implementation programme. The approved scheme shall be implemented before the development is brought into use and retained thereafter unless otherwise agreed in writing by the Local Planning Authority. A Travel Plan Co-ordinator for the site shall be identified and their details submitted in writing to the Local Planning Authority. A survey of staff shall take place within 3 months of opening and a full written Travel Plan shall be prepared and submitted within 6 months of opening for approval by the Local Planning Authority.

Reason - In order to deliver sustainable transport objectives in accordance with PPG13- Transport.

Amend Condition 10 to read -

The car and cycle parking indicated on approved plan ref. A6264/A101 Rev P shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the building hereby approved being occupied.

Reason - To ensure adequate off street car parking provision in the interests of road safety.

Flood Risk

Additional information concerning the flood risk levels is being formulated by the applicant having now agreed levels with the Environment Agency.

Other Information

The Property Alliance Group have now submitted their application for the site to the west of the proposed access ramp (and Police Site). In the validation process of their scheme, their planning consultant has confirmed amongst other things, that there should be no physical reason to provide an alternative access into their site from the proposed access ramp and roundabout.

**Item:03 BUTTERSTILE COUNTY PRIMARY SCHOOL, SCHOOL GROVE, PRESTWICH, M25 9RJ Application No. 48669**  
2 NEW CLASSROOMS ON SOUTH ELEVATION; HEADTEACHERS COURTYARD;  
CONVERSION OF PART OF SCHOOL TO CHILDRENS CENTRE WITH NEW  
ENTRANCE ON WEST ELEVATION

Nothing further to report.

**Item:04 LAND OFF DUMERS LANE AND MORRIS STREET, RADCLIFFE**  
**Application No. 48578**  
OUTLINE FOR MIXED USE DEVELOPMENT CONSISTING OF 8500 SQ METRES  
OF EMPLOYMENT FLOORSPACE (CLASSES B1 & B8); 310 DWELLINGS AND  
RIVERSIDE PARK INCLUDING ASSOCIATED LAND RAISING, CREATION OF  
NEW ACCESSES AND LANDSCAPING

A total of 8 supporting representations have been received. These are from addresses in Bradley Lane, Morris Street and Dumers Lane in Radcliffe; from Grantham Drive, Bury and Rochdale Old Road and Manchester Road, Bury; and from Stanway Road, Whitefield. They include an e-mail with no postal address given. The comments were as summarised in the report.

Comments about the submitted Framework Travel Plan (FTP) have been received

from the Greater Manchester Transportation Unit. The unit considers that the FTP is generally consistent with the Council's SPD12 supplementary guidance note. Concerns, however, include the following:

- The introduction of car parking charges should be considered for the commercial premises.
- Lack of reference to specific measures that could be applied to the residential element such as, for example, improving access to health facilities, schools, shops etc, use of personal travel planners and the establishment of a Car Club.
- Lack of details on ensuring the permeability of the site for pedestrians and cyclists which would impact particularly on residential occupiers.
- An initial survey of company staff is referred to but without detailing the required response rate or method of analysis. This issue could be specified in more detail in the subsequent Interim Travel Plan.
- There is a lack of plans for surveys of traffic or pedestrian flows, car park use or bus boarding/alighting all of which could contribute to the monitoring process.

Issues that the Committee should be particularly aware of include the following:

- The submitted Indicative Masterplan includes only indicative information about the development and, if outline planning permission were to be granted, all the above details would need to be resolved through application(s) for approval of reserved matters. However, the outline consent could, if it was considered to be appropriate, be conditioned to ensure that the reserved matters consent would reflect the Indicative Masterplan or some aspects of it.
- **The site is within one of four locations within Bury that offer the most significant opportunities for future economic growth. Specifically, the wider Dumers Lane area is considered to be of strategic economic importance and particularly important for accommodating new and indigenous industrial growth. This position was specifically recognised by King Sturge in the Bury Employment Opportunities Study which was approved by the Council's Executive Committee as a material consideration in the determination of planning applications.**
- SPD7 - Managing the Supply of Housing Land in Bury has been prepared in accordance with relevant national and regional guidance and it seeks to support Policy H1 of the UDP. It should, accordingly, be treated as a significant material planning consideration with substantial weight. **The site is not within one of identified regeneration areas and town centre areas where the housing restrictions do not apply.**
- There is an exception to SPD7 whereby, in exceptional circumstances, it can be clearly demonstrated that a proposal would have significant and strategic (Boroughwide) economic, environmental or regenerative benefits it is considered that the benefits from the scheme would be localised and could not be reasonably described as being significant or strategic and Boroughwide. Thus the proposal is considered to be contrary to SPD7.
- On the question of cross-funding being derived from the applicant's proposed development at the Chamberhall development area and by means of a s106 Agreement, the planning application at that site is at an early stage of consideration and no draft of a s106 Agreement has been received.
- The proposal involves a departure from the Development Plan and, if the Committee is minded that permission should be granted, then the application would need to be referred to Government Office.

- The objection from the Environment Agency still stands. If planning permission were to be granted despite their objection this could have significant repercussions as Local Planning Authorities are expected not to disregard the agency's objections relating to flooding.
- It should be noted that the recommendation from the Highways Team leading to the last recommended reason for refusal is based on advice received from the Greater Manchester Transportation Unit following its review of the submitted Transport Assessment and Framework Travel Plan. Also, this last reason should be read as reason 5 and not as reason 4, as given.
- Any future review of planning policies for the site and surrounding area should be carried out on the basis of a co-ordinated and comprehensive approach to the area as a whole. This would need to be through a Master Planning exercise for the whole area in the form of a Vision and Development Strategy to set out a comprehensive and realistic framework for future growth and development in the area. **The planning issues around Dumers Lane should be looked at in a strategic manner rather than by making decisions on individual sites in an unco-ordinated way and with little or no regard to wider aspirations and opportunities, which could potentially give rise to even greater conflicts involving adjacent landowners.** The Vision and Development Strategy would inform allocations and designations in the emerging Local Development Framework.
- No further representations have been received from the applicants since the application was deferred on 20th November.