

BURY METROPOLITAN BOROUGH COUNCIL
ENVIRONMENT & DEVELOPMENT SERVICES

PLANNING CONTROL COMMITTEE

16 September 2008

SUPPLEMENTARY INFORMATION

Item:01 LAND OFF CARLYLE STREET BURY Application No. 50200
10,229m2 CLASS B1 OFFICE DEVELOPMENT WITH ASSOCIATED CAR PARKING

Amend Conditions - 6 and 8 need slight amendment to secure the implementation of landscaping in appropriate time frames, in relation to building occupancy and the need for details relating to the proposed cycle path along the westerly edge of the development.

Amend Condition 6 to read:

6. No development shall take place until a marginal strip of land, a minimum of 8m wide is defined between the westerly car park boundary within the development and River Irwell, and is submitted to and approved by the Local Planning Authority. The plan shall show within this defined strip of land a cycle path and the details of its construction and surfacing and the whole development shall be carried out incorporating the approved details and the approved cycle path shall be completed within 12 months of the occupation of the first building.

Reason - To protect ecological, recreation and amenity interests providing a buffer between the development and the watercourse pursuant to PPS 25 - Flooding, OL5/3 - Riverside and Canalside Development in Urban Areas and EN6/4 - Wildlife Links and Corridors.

Amend condition 8 to read:

A hard and soft landscaping scheme shall be submitted to, and approved in writing by, the Local Planning Authority prior to the commencement of the development. It shall be implemented in accordance with the approved details not later than 12 months from the date the first building occupied; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted to the written satisfaction of the Local Planning Authority.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

Disabled Access - Further plans received, which have addressed, in full, the concerns raised by BADDAC. Disabled parking bays have now been relocated to be close to access ramps and centrally within the scheme next to the buildings, platform lifts would be provided to address the change in levels and reduce the need for excessive travel to the entrances of the buildings. A condition should be imposed to submit the details of the platform lifts.

19. No development shall commence unless and until details of the proposed platform lifts, to be used to overcome levels changes from the car parking area to the entrance finished floor levels of the buildings have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and the lifts shall be made available for use prior to the first building being occupied.

Reason - To enable equal access to the buildings for disabled users and pursuant to UDP Policy HT5/1 - Access for Those With Special Needs.

Traffic Issues

The Traffic Team have responded and request that the following conditions be added to any grant of planning permission.

20. Notwithstanding the Outline Travel Plan included within the submitted Transport Assessment, the development hereby approved shall not be commenced unless and until a Travel Plan Framework has been submitted to and agreed in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.

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

21. Notwithstanding the details indicated on the approved plans, the development hereby approved shall not be commenced unless and until full details of the pedestrian link between the site, Carlyle Street, Bolton Road/Peel Way subway and footpath link to Bury Bridge have been submitted to and approved in writing by the Local Planning Authority. The highway works subsequently approved shall be implemented to the written satisfaction of the Local Planning Authority before the development is brought into use.

Reason - To ensure good highway design in the interests of pedestrian safety and to ensure connectivity between the site and the adjacent highway network.

22. The turning and servicing facilities indicated on the approved plans shall be provided before the development is brought into use. The access route areas used for the manoeuvring of service and delivery vehicles shall subsequently be maintained free of obstruction at all times.

Reason - To minimise the standing and turning movements of vehicles on the highway in the interests of highway safety.

23. The car & cycle parking indicated on the approved plans shall be surfaced, demarcated where appropriate and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use.

Reason - To make adequate provision for car & cycle parking.

24. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations. The approved details shall be implemented and maintained thereafter during the period of construction unless otherwise agreed in writing by the Local Planning Authority.

Reason - To ensure that the adopted highways are kept free of deposited material from the ground works operations.

The Transport Assessment submitted with the application was based upon General Class B1 - Office Development. The car parking and impact demands upon the highway network as such are based upon general office development and not call centre developments, which can generate significantly higher levels of traffic. As such, it is recommended that a planning condition be imposed to exclude the use of the site as a call centre. Such a condition would not preclude a further application being submitted to vary the terms of the condition, but additional supporting information would need to accompany any such proposal.

25. Notwithstanding the terms of the Town and Country Use Classes Order 1987 or as subsequently amended, the development hereby approved shall not be used as a call centre under the ambit of Class B1 - Business.

Reason - The use of the site or any part has not been assessed within the terms of

the approved Transport Assessment submitted by Borham for the use of any part of the site as a call centre which would render the predictions of the trip generations as unreliable and would have significant detrimental implications upon the surrounding highway network, pursuant to PPS13 - Transport.

Site Security and Boundary Details - Revised plans have been submitted to indicate a substantial planted hedge along the westerly boundary of the development in order to provide a softer defensive response to the issues raised by the Police on site security. However, the architects are looking to overcome this conflict by designing a combination of fencing and hedging solutions. Members will be updated on this issue within the supplementary agenda.

Update of s106 - The applicant has willingly accepted the s106 approach to deal with the heads of terms contained within the original officer report.

Item:02 CORNER OF RADCLIFFE ROAD AND MANCHESTER ROAD, BURY

Application No. 50378

INSTALLATION OF A RADIO BASE STATION CONSISTING OF A 17.5 METRE STREETWORKS MONOPOLE WITH GROUND BASED EQUIPMENT CABINET

Consultations

Highways Team - No objections to the proposal

Publicity

Three letters have been received from the occupiers of 186 Manchester Road and 2 & 4 Caton Close, Bury, which have raised the following issues:

- The visual impact of the proposed mast upon the locality
- The proposed mast would be an incongruous feature within the street scene
- Creation of clutter within the street scene
- Impact of the proposed development upon health

The three objectors have been notified of the Planning Control Committee meeting.

Item:03 2 VERNON ROAD, GREENMOUNT, TOTTINGTON BL8 4DD Application

No. 50325

2 x EXTERNALLY ILLUMINATED SHOP FASCIA SIGNS

Publicity.

An additional comment has been received from the owner of 4A Vernon Drive stating that they would have no objection if the hours of illumination are restricted to the opening hours of the shop.

The recommendation is that the hours of illumination should be restricted to between 07.00 and 22.00.

The owner has been informed of the Planning Control Committee meeting.

Item:04 PRACHEE RESTAURANT, 12A WHITTAKER LANE, PRESTWICH, M25 1FX

Application No. 50279

SINGLE STOREY EXTENSION TO REAR

Nothing further to report

Item:05 1 PARK HILL, BURY OLD ROAD, PRESTWICH, M25 0EX Application No. 50288
CHANGE OF USE FROM RETAIL SHOP (CLASS A1) TO CAFE (CLASS A3)
INCLUDING NEW SHOP FRONT AND AWNING

Access for disabled.

The applicant has met with BADDAC and modifications have been agreed to the scheme. These involve internal alterations which mean that two steps and a hand rail will be constructed to allow easier access arrangements as the internally floor level is above the pavement level outside. In addition a management plan has been agreed to allow assisted wheel chair access. Amendments are recommended to the conditions to ensure these alterations and plans are carried out and condition 2 will now read:

2. This decision relates to the drawings received on 4th August 2008 and modified by email of the 1st September 2008 regarding the arrangements for disabled access to the premises and the development shall not be carried out except in accordance with the drawings hereby approved as modified for disabled access.

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

Item:06 FOLD MILL, BRADLEY LANE, BRADLEY FOLD, RADCLIFFE, BL2 6RR
Application No. 50043
DEVELOPMENT A: CREATION OF BUNDS (RETROSPECTIVE)
DEVELOPMENT B: INSTALLATION OF ROLLER SHUTTER DOOR
(RETROSPECTIVE)

Number of objections

Within the report the total number of objections, excluding the one from Ivan Lewis MP, is given as 30. This total given correctly should be 32.

Further response from applicant

The applicant has stated that the company has injection moulding machines and he is concerned that if they buy a new one they would not be able to bring it through the factory if the roller shutter doors were not in place. He asks whether it could be possible for the roller shutter door to be retained subject to a condition allowing it to be used for one day only in the event of needing to install a machine, or as otherwise agreed. This would occur probably on fewer occasions than two a year. He points out that, once installed, the machine would have no perceptible impact externally and could be used as part of the lawful planning use of the premises as an industrial building within Class B2. Otherwise, he adds, they would need to remove two layers of cladding, lining material and horizontal beams which would be a large job and could presumably annoy neighbours more.

Comments on the applicant's further response

The enforcement of a condition as suggested by the applicant is likely to raise significant problems. The doors would remain in place and contraventions of such a condition by their being opened for short periods or for other reasons than the

installation of machinery could occur and would be difficult to monitor and thus to secure enforcement action.

Bunds further clarification

Only the bund adjacent to nos. 12 and 14 Bradley Fold Cottages requires additional landscaping treatment. The other two bunds have little visual impact on residential properties and frontage areas and, therefore, they do not require such further treatment. A plan is included in the supplementary for clarification.

Amend condition 1 for the approval of the bunds to read as follows:

Condition 1 - The landscaping scheme for the entire bund adjacent to nos. 12 and 14 Bradley Fold Cottages and described in the Planting Specification for Bunds hereby approved shall be implemented to the written satisfaction of the Local Planning Authority not later than 3 months from the date of this decision. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted to the written satisfaction of the Local Planning Authority.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to the following policies of the Bury Unitary Development Plan:

EN1/2 - Townscape and Built Design

EN1/3 - Landscaping Provision

EN8/2 - Woodland and Tree Planting

EC6/1 - Assessing New Business, Industrial and Commercial Developments

H3/2 - Existing Incompatible Uses

Item:07 LAND AT AINSWORTH MILL, BURY NEW ROAD, BRIGHTMET

Application No. 50099

PROPOSED EXTENSIONS TO EXISTING BUILDING TO FORM AN ENLARGED INDUSTRIAL BUILDING (OUTLINE)

Within the third paragraph of the report it is stated that the application seeks consent to the details of access and layout with appearance, landscaping and scale reserved for subsequent approval. This was the case when the application was originally submitted but the submission was subsequently amended to bring in scale as one of the matters of detail to be considered at this stage. This was a significant change because it is necessary to assess the impact of the development on the nearby listed building and additional information was also provided concerning the scale of the extensions. Therefore, the matters now to be considered include access, layout and scale with appearance and landscaping to be reserved for subsequent approval. Therefore, the wording of condition 1 is as printed in the recommendation.

Item:08 JAMES STREET, RADCLIFFE, M26 1LP Application No. 50353

PRIOR APPROVAL APPLICATION FOR INSTALLATION OF A RADIO BASE STATION CONSISTING OF A 15M FLEXICELL STREETWORKS COLUMN WITH GROUND BASED EQUIPMENT CABINET

Revised plans have been received, which show that the proposed mast would be

reduced in size from 480mm to 380mm in diameter.

Therefore, condition 2 should be amended as follows:

2. This decision relates to drawings numbered 101, 102A, 103A 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 policies of the Bury Unitary Development Plan listed below.

Item:09 HILL END FARM, MOORBOTTOM ROAD, HOLCOMBE, BURY, BL8 4NS
Application No. 50164
PROPOSED COVERED PADDOCK (RESUBMISSION)

Two letters additional have been received. One is from the President of the Holcombe Society who is also the occupier of Dawes Bank, Holcombe. Points are summarised:

- He will not be able to attend the Planning Control Meeting and this should not be construed as a lack of concern for the amenities of the countryside.
- The area has been increasingly fenced off over the years.
- The photographs do not show views from Holcombe Hill.
- Concern about contamination of views towards Hill End and Holcombe Hill from Holcombe Old road and surrounding public walkways and bridleways.

The second letter is from the Holcombe Society requesting that, due to the inability of some objectors to attend the September meeting, the application is deferred to the next meeting on October 21st when stronger case can be made.