

BURY COUNCIL
DEPARTMENT FOR RESOURCES AND REGULATION
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

27 March 2018

SUPPLEMENTARY INFORMATION

Item:01 Former Walmersley Dye Works, Mather Road, Bury, BL9 6RA Application No. 61196

Outline application for residential development of 3 storey apartment scheme comprising of 24 no. units (all matters reserved)

Consultations

Traffic Section - No objections, subject to the inclusion of conditions relating to emergency access, visibility splays, turning facilities, works adjacent to the public rights of way, a construction traffic management plan and measures to prevent mud from passing onto the highway.

Public Rights of Way Officer - No objections, subject to the inclusion of conditions relating to the public right of way.

Conditions

Therefore, condition 12 should be amended and conditions 13 to 15 should be added in relation to emergency access, visibility splays, turning facilities, works adjacent to the public rights of way, a construction traffic management plan and measures to prevent mud from passing onto the highway.

12. Notwithstanding the reports submitted, no development shall commence unless or until full details of the further works identified in the Flood Risk Assessment (Floodsmart Plus Report, ref 66089R) have been submitted to and approved in writing by the Local Planning Authority. The report must include details of the following:

- Hydraulic modelling to assess any impacts arising from the de-culverting of Pig Lee Brook, which runs from the reservoir spillway to downstream of Humber Drive and full details including the route, size, depth and levels;
- The condition and survey of the reservoir and spillway to understand its capacity and to assess whether the reservoir is covered by the 1975 Reservoirs Act and any mitigation measures required to make the reservoir and dam safe and to reduce the risk of flooding.
- Full details of the finished floor levels for the dwellings.
- A scheme of implementation including methodologies and phasing for the identified works required for this condition.

The reports should be submitted as part of the first reserved matters application. Works should be carried out in accordance with the approved details before any works commence on the residential development.

Reason. To ensure the structural integrity/safety of the existing reservoir embankment and reduce risk to the intended occupants of the development pursuant to Policy EN5/1 - New Development and Flood Risk of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework.

13. Notwithstanding the details shown indicatively on the approved plan reference 12990 001 Revision B, full details of the following highway aspects shall be submitted at first reserved matters application stage:

- A scheme of measures to mitigate the site's emergency access deficiencies to a specification and scope to be agreed with Greater Manchester Fire & Rescue Service;
- Proposed means of access to the site from Mather Road, incorporating the provision of a footway and turning head on the easterly side of Mather Road, adequate arrangements at the interface with the adopted highway, a scheme of remedial works on the adopted section of Mather Road in the vicinity of the

- proposed site access, reconstruction of the unadopted section of Mather Road (Byway Open to All Traffic No. 20, Bury) abutting the site, provision of a footway on Mather Road from the end of the existing footway outside No. 62 Mather Road to the northerly site boundary incorporating works to form the junction of Public Footpath No. 21 with Mather Road and all necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;
- Provision of visibility splays at the junction of the site access with Mather Road accordance with the standards in Manual for Streets;
 - Proposed internal road layout and parking arrangements/provision in accordance with the maximum standards in Supplementary Planning Document 11 to reduce the potential for overspill parking on Mather Road/ Byway Open to All Traffic No. 20, Bury;
 - Provision of adequate turning facilities within the curtilage of the site to enable the Council's largest refuse collection vehicle to enter and leave the site in forward gear and associated swept path analysis;
 - All works along the southerly site boundary abutting Public Footpath No. 21, Bury to a scope and specification to be agreed.

The details subsequently approved shall be implemented to an agreed programme.
Reason. To secure the satisfactory development of the site in terms of highway and fire safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.

14. No development 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:

- Access route for demolition/construction traffic from the highway network;
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- 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.

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition/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

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.

15. Before the development is commenced, details shall be submitted to and approved in writing 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.

Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

Item:02 The Roundhouse, Bradshaw Road, Tottington, Bury, BL9 3PN

Application No. 61694

Removal of condition no. 5 of planning permission 60156

Nothing further to report.

Photographs of the site are attached.

Item:03 Woodhill Farm, Spring Street, Ramsbottom, Bury, BL0 0DS Application No. 62081

Demolition of existing farm buildings and erection of 16 no. dwellings and associated new infrastructure, including construction of new access road

Consultation

Traffic Section - No objections, subject to the inclusion of conditions relating to details for the retaining structure adjacent to Whalley Road, site access, emergency access measures, bollards, waiting restrictions, a construction traffic management plan, visibility splays, turning facilities and car parking.

Drainage Section - No objections, subject to the inclusion of conditions relating to surface water drainage and a culvert

Publicity

12 letters have been received from the occupiers of 179, 183, 195 Whalley Road, 4 Henry Street, 4 Spring Street, 3 Ashbourne Court, 25, 27 Eliza Street, which have raised the following issues:

- The farmland around Ramsbottom should be protected.
- Insufficient infrastructure and access for this development.
- We are now more opposed to the plans as we are sandwiched between 2 roads and the proposed access is too close to the houses.
- The removal of parking at the front means visitors and deliveries will have to walk quite a distance and will make life for a young family difficult.
- The pot holes on Whalley Road make the house shake.
- I was in favour of the project as we need more housing, but have concerns that the access road is going too close to our home. Who would be responsible for any potential damage to our property.
- This is an idyllic part of the area and the homeowners of Whalley Road should not be treated with such contempt.
- The amended plans do not address our concerns and previous objections still stand.
- The provision of 9 spaces is a joke as there are more than 9 cars that park on the frontage.
- The applicant's comments tells us that the buildings currently occupying the site

are "ugly". This issue is subjective and farm buildings will not be pretty and comments are condescending. The residents live here and it is up to us how we view the current site. I bought my house because of the secluded, quiet nature of the area and the views and if this development goes ahead these features will be lost for ever.

- Concern about the location of the replacement parking bays and how these would work in conjunction with the access road.
- The proposed footpath would be treacherous in icy conditions.
- Would the proposed parking be residents only bays?
- Impact of the access road on the retaining structures at the rear of the properties on Whalley Road.
- Object to an access road through the field that would ruin the views over to Holcombe Hill.
- Object to a lack of pedestrian facilities on the proposed access road. Spring Street is not a suitable access for pedestrians, especially disabled people.
- Collapsible bollards could be lowered to provide access for all via Spring Street. Emergency services can utilise the proposed access road and therefore, permanent bollards should be provided.
- As Spring Street is unsuitable for access, it should be a condition of the permission that the access road has to be constructed first and bollards erected prior to starting the housing development.
- The access road is on Green Belt land.
- No objection to the farm being converted to housing, but object to the loss of Green Belt land to achieve this.

Response to objectors

- The issues relating to Green Belt, design and pedestrian access are dealt with in the main report.
- The issues of damage to property, loss of views, pot holes and the use of the site in winter weather conditions are not material planning considerations and cannot be taken into account.
- As the proposed development is over 250 metres from a single access point, a secondary emergency access is required by GM Fire Service. The secondary emergency access would be Spring Street and as such, collapsible bollards are required. Keys to the bollards would be held by the Traffic Section of the Council and three emergency services. As such, the bollards could not be lowered for use by residents and can only be lowered by the Traffic Section and the emergency services should access via the proposed road be blocked.
- Condition 15 requires the applicant to submit details of works to the retaining structure prior to the commencement of the development.
- Condition 15 requires the applicant to assess how many spaces would be lost in the existing parking layby on Whalley Road to provide the visibility splay. This has been assessed as 9 spaces and 9 spaces would be provided at the rear of the existing dwellings, which would offer natural surveillance of the site.

Conditions

Therefore, condition 9 should be amended and conditions 15 to 19 should be added in relation to details for the retaining structure adjacent to Whalley Road, site access, emergency access measures, bollards, waiting restrictions, a construction traffic management plan, visibility splays and turning facilities.

9. No development shall commence unless or until details of a scheme for the disposal of surface water drainage, in accordance with the submitted FRA and Drainage Strategy Rev 1 and an assessment of the culvert passing through and

adjacent to the site have been submitted to and approved in writing by the Local Planning Authority. The proposed 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). This must include assessment of potential SuDs options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of the proposed maintenance arrangements must be provided. Only the approved scheme shall be implemented prior to occupation of the dwellings hereby approved.

Reason. No details of the drainage have been submitted and to ensure a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

15. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted to and agreed with the Local Planning Authority:

- An Approval In Principle for the proposed replacement retaining structure abutting the Whalley Road site boundary at the interface with the adopted highway, incorporating the reconstruction of the affected footway, measures to ensure vehicle containment as part of the wall design, full structural, construction and drainage details, calculations and a detailed construction method statement, including details of pedestrian protection measures, site hoardings located clear of the sightlines from the existing site access to the north and traffic management proposals on Whalley Road;
- In connection with the above works, formation of the proposed site access onto Whalley Road to an agreed specification, incorporating the provision of adequate arrangements at the interface with the adopted highway to form a 5.0m minimum level plateau measured from the back of the footway, provision of appropriate tactile paving and all necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;
- A scheme of measures to mitigate the site's emergency access deficiencies to a specification and scope to be agreed with Greater Manchester Fire & Rescue Service;
- A revised scheme of bollards at 1.2m centres at the two positions identified (or alternative positions agreed with Greater Manchester Fire & Rescue Service as part of the above measures) to ensure that there shall be no direct means of non-emergency vehicular access between the site and Spring Street;
- A scheme for the review of the existing waiting restrictions on Whalley Road to ensure adequate levels of visibility are provided at the junction of the proposed private access road with Whalley Road, including details of the measures proposed, all necessary modifications to road markings and signage and a timetable for implementation;
- Provision of a street lighting assessment of the intensified junction of the proposed private access road with Whalley Road and subsequent scheme of improvements

The details subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway pursuant to the following Policies of the Bury Unitary Development Plan:
Policy H2/1 - The Form of New Residential Development
Policy H2/2 - The Layout of New Residential Development
Policy EN1/2 - Townscape and Built Design.

16. No development 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:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials;
- Measures to ensure the protection of users of the Public Rights of Way that cross the site affected by the construction of the development and proposed private access road.

The approved plan shall be adhered to throughout the construction period 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 construction materials.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

17. Before the development is commenced, details shall be submitted to and approved in writing 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.

Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

18. The visibility splays indicated on the approved plans shall be implemented before the new site access is brought into use and subsequently 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 the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

19. The private access roads, replacement parking facilities and turning facilities indicated on the approved plans shall be provided before the dwellings are first occupied and the areas used for the manoeuvring of 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 road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

- Item:04 24 & 26 Lodge Side, Bury, BL8 2SW Application No. 62102**
Variation of condition no. 9 (occupation of units) of planning permission 54717 from a continuous period of no longer than one month in any one year; to allow occupation of the 2 units of accommodation for a continuous period of no longer than six months in any one year and in any event shall not be used as a permanent residential accommodation

This application is minded to approve in order to allow a legal agreement to be completed to link the application to the agreement from the previous application (59005).

- Item:05 44 Rectory Lane, Prestwich, Manchester, M25 1BL Application No. 62261**
Change of use from non-residential institution (Class D1) to dwelling (Class C3) with ground floor rear extension and first floor rear/side extension; Erection of new dwelling at rear

Additional information

An additional section through site, showing relative levels, has been submitted and shown overleaf.

Additional conditions (Traffic)

17. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved in writing by the Local Planning Authority and shall confirm/provide the following:

- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials.

The approved plan shall be adhered to throughout the construction period 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 construction materials.

Reason. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

18. No development shall commence unless and until details have been 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 demolition/construction.

Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

19. The turning facilities indicated on the approved plans shall be provided before the dwellings are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway and the adjacent unadopted access, in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

20. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained at all times.

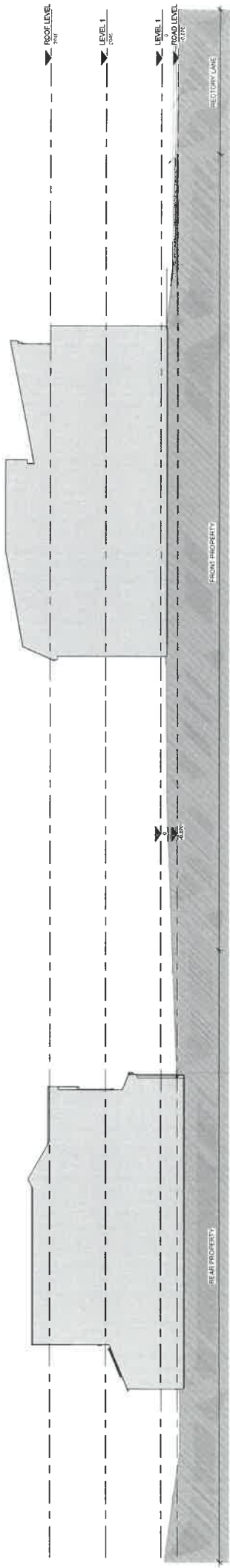
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

Photo 1

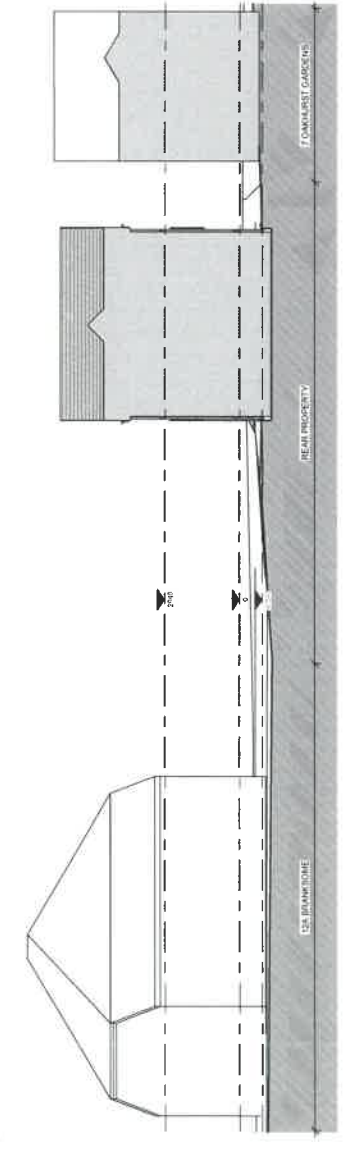


Photo 2

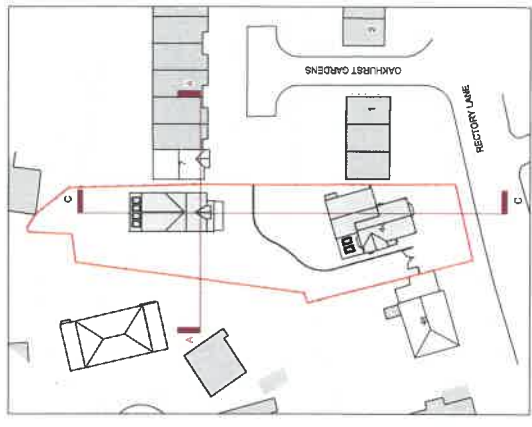




1 Section C-C
1:100



2 Section A-A
1:100



4 Site - Key Plan
1:500

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