

BURY COUNCIL
DEPARTMENT FOR RESOURCES AND REGULATION
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

30 July 2019

SUPPLEMENTARY INFORMATION

Item:01 Site of former British Legion Club, 50 Water Street, Radcliffe, Manchester, M26 4DF Application No. 63917

Demolition of existing buildings and erection of block of 19 no. apartments with associated external works, landscaping and car parking

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

Item:02 Site of Andrew Textile Industries Ltd, Walshaw Road, Bury, BL8 1LF Application No. 64128

Outline application for demolition of all existing buildings and erection of up to 108 no. dwellings with new vehicle and pedestrian access, landscaping and associated works and details of access (matters of layout, scale, appearance and landscaping are reserved)

Publicity

1 letter has been received from the occupiers of 5 Bourton Close, which has raised the following issues:

- Whilst the site contains a building, the NPPF states that 'there is no presumption that the whole curtilage should be automatically included for development.'

Statutory/Non-Statutory Consultations

Traffic Section - No objections, subject to the inclusion of conditions relating to improvements to the Bridleway, a travel plan, highway aspects, a construction traffic management plan, driveways and cycle storage.

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

Conditions

Conditions 3 and 14 have been amended and conditions 18 - 26 have been added in relation to the bridleway, a travel plan, highway aspects, a construction traffic management plan, driveways and cycle storage.

3. This decision relates to drawings numbered 1932-VW-002-06-Red Line S1 P01, 1932-VW-004-00-Topo-Survey S1 P01, 2313-F01 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 listed.

14. As part of reserved matters a bird box scheme will be provided to and agreed in writing by the LPA targeting local and national priority species such as house sparrow, starling, swift and house martin as well as generalist nest boxes to benefit a wider range of species.

Reason. To mitigate the loss of trees, which are used by nesting birds, ensuring no harm is caused to a Protected Species pursuant to Policies EN6 – Conservation of the Natural Environment of the Bury Unitary Development Plan and Section 15 of the National Planning Policy Framework..

18. As part of the reserved matters application, a scheme to improve Bridleway No. 143, Bury, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

- The removal of vegetation and debris build up at the edges to the path;
- The replacement of the existing 60 metre bitmac surface between Moreton Drive

- and Leigh Lane;
- The remainder of the section between Moreton Drive and Leigh Lane shall be surfaced in crushed stone and shall connect to the adopted highway at Leigh Lane.

The approved works shall be completed in accordance with a timetable to be agreed with the Local Planning Authority.

Reason. No details were submitted and to ensure good highway design in the interests of highway safety and to maintain the integrity of the adjacent Public Right of Way pursuant to Policy RT3/4 - Recreational Routes of the Bury Unitary Development Plan.

19. As part of the first reserved matters application, a Framework Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include:

- A range of measures promoting a choice of transport mode and a clear monitoring regime with agreed targets;
- A travel plan budget and resources for the implementation and day to day management of travel plan measures;
- Appropriate management structures;
- Detailed time frames for the delivery;
- Handover arrangements for the travel plan or its components when the developer's responsibility ceases;
- Targets and monitoring arrangements.

A full Travel Plan Strategy shall be submitted to the Local Planning Authority within 6 months of first occupation. The approved Full Plan shall be retained thereafter.

Reason. In order to deliver sustainable transport objectives pursuant to Section 9 - Promoting Sustainable Transport of the National Planning Policy Framework.

20. Notwithstanding the details indicated on approved plan reference 2313-F01 Revision A and Illustrative Masterplan reference 1932-VW-002-06-Masterplan Revision P01, full details of the following highway aspects shall be submitted on a topographical based survey of the site and adopted highways at first reserved matters application stage:

- Dilapidation survey, to a scope to be agreed, of the footways and carriageways abutting the site in the event that subsequent temporary and permanent remedial works are required following demolition/construction of the development;
- Formation of the proposed site access onto Walshaw Road to a specification to be agreed, incorporating the full reconstruction of the footway abutting the site, reinstatement of the redundant westerly industrial access, relocation/replacement of the affected street lighting column and road gully, provision of dropped crossing facilities for pedestrians and appropriate tactile paving in positions to be agreed, removal of the existing Armco barrier, demarcation of the limits of the adopted, measures to improve the ability to cross Walshaw Road to access the bus stop opposite the site and all associated highway and highway drainage remedial works;
- Review of existing /provision of new waiting restrictions in the vicinity of the junction of the site access with Walshaw Road;
- Proposed internal road layout to a specification to be agreed and, in the event that it is intended for the proposed residential estate roads to be adopted, to current adoption standards incorporating 5.5m minimum carriageway widths and 2.0m footway widths;

- Adequate turning facilities within the curtilage of the site and associated swept path analysis;
- Swept path analysis of the proposed estate roads to ensure a refuse collection vehicle can pass a private car and manoeuvre at all junctions;
- A scheme of 20mph traffic calming measures on the proposed internal roads to a scope to be agreed, including details of proposed materials, road markings and signage at the interface with the adopted highway and within the development;
- Provision of visibility splays and forward visibility envelopes at all internal junctions and bends in accordance with the standards in Manual for Streets appropriate for a design speed of 20mph;
- Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads to ensure that, in the event that it is intended for the proposed residential estate roads to be adopted, adoptable gradients and minimum 1 in 3 batters can be achieved along, and adjacent to, the proposed adopted highways;
- Provision of a street lighting assessment of the junction of the site access with Walshaw Road and proposed internal estate roads, and, if required as a result of the assessment, subsequent scheme of improvements on the existing adopted highway;
- Measures to provide sufficient links to the surrounding pedestrian and cycle network.

The highway works subsequently approved shall be implemented to an agreed programme.

Reason. No details have been provided and to ensure good highway design, maintain the integrity of the adopted highway and ensure the intervisibility of the users of the site and the adjacent highways in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

21. 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:

- Access point for demolition/construction traffic from Walshaw Road;
- Hours of operation and number of vehicle movements;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
- Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
- Proposed site hoarding/gate positions, including the provision, where necessary of temporary pedestrian facilities/protection measures on the adopted highway and the adjacent Public Right of Way;
- 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 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 and construction periods. 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. Information not submitted at application stage. 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 and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

22. No development shall be commenced unless and until details of the proposed arrangements for future management and maintenance of the proposed estate roads within the development have been submitted to and approved in writing by the Local Planning Authority. The estate roads shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.

Reason. No details have been submitted and to ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

23. There shall be no direct means of vehicular access between the site and Bridleway No. 143 (Leigh Lane), Bury.

Reason. To ensure good highway design in the interests of road safety and to mitigate the potential for rat-running traffic through the proposed residential area and onto the adjacent Public Right of Way pursuant to Policy HT6/2 - Pedestrian/Vehicular Conflict and Policy RT3/4 - Recreational Routes of the Bury Unitary Development Plan.

24. A minimum hardstanding of 5.5m measured between the highway/estate road boundary and any proposed garage doors shall be provided and thereafter maintained.

Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

25. Where dwellings are constructed without a garage, a minimum hardstanding of 5.0m measured from the highway/estate road boundary shall be provided within the curtilage of each dwelling and thereafter maintained.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.