

BURY COUNCIL
DEPARTMENT FOR RESOURCES AND REGULATION
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

03 September 2019

SUPPLEMENTARY INFORMATION

Item:01 Land at Mountheath Industrial Estate, George Street, Prestwich, Manchester M25 9WB Application No. 63324

Approval of reserved matters - Erection of 124 no. dwellings including details of appearance, scale, landscaping and layout pursuant to planning permission 62127

Description - Off-site highway works are already secured through the Section 106 agreement for the outline consent to improve the junction at Bury New Road, Kings Road and George Street to provide a signalised junction either prior to the occupation of the first dwelling or within 3 years of the occupation of the employment units.

Consultation

Traffic Section - No objections, subject to the inclusion of conditions relating to a construction traffic management plan, a construction phasing plan, access alterations and driveway lengths.

Pre-start conditions - The applicant has agreed to the pre-commencement conditions.

Affordable housing - The number of affordable units was reduced from 31 units to 18 as a result of the vacant building credit application. The affordable housing plot numbers are:
9, 11, 12, 13, 14, 15, 18, 19, 20, 21, 22, 23, 27, 28, 29, 30, 114, 115

Response to objectors - No formal park/play area would be provided at the application site. However, the recreation contribution of £354,425.84 would be used to improve existing recreational facilities, including parks and play areas in the locality.

Conditions

Therefore, the following conditions should be added:

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

- Access route for vehicles from the highway network;
- Access points to the site for each phase of the development, including any temporary works required to facilitate vehicular access;
- Hours of operation and number of vehicle movements;
- Proposed site hoarding/gate positions clear of appropriate visibility splays onto Ardent Way and George Street;
- A scheme of appropriate warning/speed limit signage in the vicinity of the construction site accesses;
- 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 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.

9. No development shall commence unless and until a 'Construction Phasing Plan' for the improvement/modification of Ardent Way (in accordance with the requirements of Condition 27 of planning permission 62127) has been submitted to and agreed in writing with the Local Planning Authority. The 'Plan', following consultation with the landlord of Mountheath Trading Estate to establish each operator's access requirements, shall confirm the phasing of the proposed highway works along with measures to ensure that access for all vehicles (including articulated heavy goods vehicles) used by the operators on, and visitors to, Mountheath Trading Estate, is maintained during normal operating hours whilst the highway works are undertaken, incorporating all temporary traffic management measures/controls on the adopted highway (to be agreed with the Department of Operations) and within the trading estate. The approved plan shall be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction period.

Reason. To ensure adequate access arrangements are maintained for occupiers of and visitors to Mountheath Trading Estate the duration of the proposed highway works on Ardent Way pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EC6/1 - New Business, Industrial and Commercial

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.

10. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

- Dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development;
- Reconstruction of and modifications to Ardent Way to form an adoptable, industrial specification turning head to a specification to be agreed, incorporating the reconstruction and widening (to 1.80m minimum) of the footway on the westerly side of Sedgely Park Trading Estate abutting the site of Units B-D, demarcation of the limits of the future adopted highway, tactile paved crossing points and all associated highway and highway drainage remedial works;
- Formation of the secondary emergency access from Ardent Way to serve the adjacent residential development, to a specification to be agreed, incorporating removable and fixed bollards (number and positions to be agreed) at both interfaces with the proposed estate roads, measures/boundary treatment to prevent the misuse of and encroachment onto the access from the shared, private driveways serving Plots 8-11 & 13-15, relative level details between the facility and the service yard/car park of Unit A, all associated highway and highway drainage remedial works and proposals for the retention of the adopted

- highway at this point. In the event that a retaining structure is required, an 'Approval In Principle' for the proposed structure, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- Provision of a street lighting assessment for (and, where necessary, a scheme of improvements) for the proposed residential development, site access route on George Street from the Bury New Road junction, future adopted highway at Ardent Way, junction of Ardent Way with Sedgely Park Trading Estate and the secondary emergency access from Ardent Way to the proposed residential development;
 - White lining scheme for the proposed junction onto George Street and future adopted highway at Ardent Way, incorporating the provision of give way markings at the junctions with George Street, Sedgely Park Trading Estate and at the junction to be formed within the limits of the turning head;
 - Proposals for the introduction/alteration of waiting/loading restrictions to scope to be agreed at the Ardent Way turning head and at the junction of the residential site access with George Street, including all necessary road markings and signage;
 - Signalisation of the Bury New Road/George Street/Kings Road junction, including the removal of the existing pelican crossing and all necessary modifications to and improvement of affected street lighting, road markings and highway drainage and the provision of adequate footway widths to accommodate all signal equipment, pedestrian guardrailling and street furniture;
 - Formation of the access to the residential site from George Street, including the provision of adequate arrangements at the interface with the adopted highway to form a level plateau, relocation or measures to mitigate the position of the affected street works cabinet on the westerly side of the junction currently shown to 'remain within footway' outside Plot 123, full reconstruction of the footway abutting the northerly site boundary, provision of appropriate tactile paving and all necessary modifications to, and improvement of, affected street lighting, road markings and highway drainage;
 - A scheme of 20mph traffic calming measures in the George Street area and on the proposed internal roads to a scope and specification to be agreed including details of proposed materials, road markings and signage as required;
 - Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all internal junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them, along with a review of visibility at adjacent to the proposed bends to ensure that adequate visibility can be achieved in accordance with these standards at all driveways;
 - Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads to ensure adoptable gradients can be achieved along the proposed adopted highways;
 - Swept path analysis of the proposed estate roads to ensure an 11.85m long refuse collection vehicle can pass a private car and manoeuvre at all turning heads;
 - Proposals for vehicle containment measures at the turning heads (and private driveways) adjacent to Singleton Brook.

The details subsequently approved shall be implemented to an agreed programme with the signalisation of the Bury New Road/George Street/Kings Road junction implemented prior to first occupation of the proposed residential development.
Reason. To secure the satisfactory development of the site in terms of highway 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 EC6/1 - New Business, Industrial and Commercial

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.