

**BURY COUNCIL**  
**DEPARTMENT FOR RESOURCES AND REGULATION**  
**PLANNING SERVICES**

---

**PLANNING CONTROL COMMITTEE**

**08 October 2019**

**SUPPLEMENTARY INFORMATION**

**Item:01 Bevis Green Works, Mill Road, Bury, BL9 6RE Application No. 63533**  
Residential development comprising 268 no. dwellings (Class C3) with associated access, car parking, landscaping and open space

#### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to traffic monitoring, construction traffic management plan, highway works, visibility splays, driveways, car parking, travel plan and maintenance of the estate roads.

**Public Right of Way Officer** - No objections.

**Environment Agency** - Maintain the objection based upon flood risk.

**GM Archaeological Advisory Service** - No objections, subject to inclusion of condition relating to the implementation of the submitted WSI and wording is amended reflecting some works that have already been carried out.

**Pre-Start Conditions** - The agent has agreed with pre-start conditions.

#### **Issues**

**Flood risk** - Further comments have been received from the Environment Agency (EA), which state:

'The river modelling was deemed generally suitable for its intended use but does appear to show that flood risk could be increased elsewhere during a 1%+70cc AEP scenario. This appears to impact on existing properties at Trent Drive and Weaver Drive. We have asked for further clarification regarding why this is the case as avoiding increasing risk elsewhere is required by NPPF.

The letter refers to an updated Flood Risk Assessment (FRA) being submitted and we will be pleased to comment on this in due course. We recommend that this also addresses and clarifies the queries we have made regarding the river model.

In terms of cross sections, we asked for this to show the basic profile of the new channel being proposed in relation to the properties. This is particularly of concern in relation to the proximity of the development to the culverted sections and showing that future access would still be feasible. We accept that full detailed design associated with the channel and any repairs to the retained culvert would be the subject of a permit under the Environmental Permitting Regulations 2016. However, we recommend that there is an acknowledgement from the applicant that culvert repairs would be required as part of the development.

Once a revised FRA is provided that addresses our concerns, we will be happy to comment further.

It is clear that the EA have not been responsive to the consultation in April 2019 and only responded on 25 September 2019, despite the applicant having carried out pre-application discussions directly with the EA.

The EA's objection is considered not to be one of principle but one of detail. On this basis, the minded to approve recommendation is made subject to the drafting of a condition that would seek to resolve the objection by requiring the submission of a further FRA and for the development to be carried out in accordance with the approved details. For information, the release of this permission will be on the basis of the development resolving the EA's objection. Should this not be achieved the scheme would be refused on this basis.

#### **Conditions**

Conditions 3, 6, 7, 15, 19 and 22 have been amended to allow works relating to site clearance, demolition, site investigation, remediation or ground works to take place before information is required to be submitted.

Condition 9 has been amended following receipt of further comments from GM Archaeological Advisory Service.

Condition 23 has been amended following the comments from the Traffic Section.

Conditions 24 to 30 have been added in relation to traffic monitoring, construction traffic management plan, highway works, visibility splays, driveways, car parking, travel plan and maintenance of the estate roads.

9. Demolition, stripping out, and development ground works shall take place in accordance with a programme of archaeological works set out in a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme of archaeological fieldwork to include:
  - i) A targeted watching brief during stripping out and demolition
  - ii) Targeted open area excavation
2. A programme for post investigation assessment to include,
  - i) analysis of the watching brief and excavation records and finds
  - ii) production of a final report
3. Provision for publication and dissemination of the findings.
4. Provision for archive deposition of the report, finds and records of the site investigation.
5. Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of the historic asset remains for and to make this evidence of our past publicly accessible.

23. 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 the adjacent adopted highways/Public Rights of Way;
- 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 demolition/construction vehicles together with storage on site of demolition/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.

24. Notwithstanding the details indicated on approved plan reference 456/P/PL/02 Revision E, no development (excluding site clearance, demolition, or works relating to site investigation, remediation or ground works) 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 (where appropriate) to, and approved in writing by the Local Planning Authority:

- A review of existing pedestrian facilities at the Walmersley Road/ Walmersley Old Road/Springside Road signalised junction to explore the potential for providing a subsequent scheme of improvements to improve facilities for users across all arms of the junction, to a scope and specification to be agreed;
- In connection with the above, a review of existing signal timings to explore the potential for providing a full pedestrian stage to improve crossing conditions for pedestrians;
- Alteration of the existing site access onto, and works abutting, Walmersley Old Road, incorporating the widening and reconstruction/provision of footways minimum of 2.0m in width including all accommodation works required at tying in points, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of, and statutory undertakers connections to, the proposed development;
- Formation of the secondary emergency access onto Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, to serve the residential development, to a specification and length to be agreed, incorporating removable and fixed bollards (number and positions to be agreed) at all interfaces with the proposed estate road and the Public Right of Way and all associated highway and highway drainage remedial works;
- Reconstruction of and modifications to the existing alignment of the unadopted section of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury to scope, specification and in materials to be agreed, in order to upgrade the route as indicated, incorporating the widening and reconstruction/provision of 2.0m minimum wide footways where indicated, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, works to form a junction with Lumn Street, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of, and statutory undertakers connections to, the proposed development;
- Proposed scheme of works of a scope and specification to be agreed at the interface with the retained section of Byway Open to All Traffic (BOAT) No. 20, Bury leading to Mather Road, to the east of the driveway serving Plot 267;

- Proposed scheme of works to improve the surface and line of Public Footpath No. 13, Bury, that crosses the site and provide a route not less than 4.0m in width in accordance with the previously approved diversion order;
- Formation of all pedestrian connections indicated onto the existing adopted highway and Public Rights of Way abutting the site;
- Proposals for the introduction of waiting restrictions to scope to be agreed at the at the junctions of the proposed site access and Mill Road with Walmersley Old Road, including all necessary road markings and signage;
- Provision of a street lighting assessment for (and, where necessary, a scheme of improvements) the proposed residential development and sections of Walmersley Old Road and of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, abutting the site;
- Foundation details for all boundary walls/fences abutting the existing/future adopted highway;
- White lining scheme for the proposed junctions onto the existing adopted highway;
- An Approval In Principle for the any retaining structures located adjacent to the adopted highway, incorporating full structural, construction and drainage details, calculations and a detailed construction method statement.

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, all 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

25. Notwithstanding the details indicated on approved plan reference 456/P/PL/02 Revision E, in the event that it is intended for the proposed estate roads and/or improved section of Mill Road to be put forward for adoption, no development (excluding site clearance, demolition, or works relating to site investigation, remediation or ground works) 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 (where appropriate) to, and approved in writing by the Local Planning Authority:

- Proposed internal road layout to a specification and materials to be agreed and to current adoption standards, incorporating 2.0m minimum width footways throughout the development and a 6.5m minimum carriageway width on the section of estate road between Walmersley Old Road and Plot 90 and at the bends adjacent to Plots 90/91 and 95;
- Revised turning head position relative to the easterly limits of adoption on Mill Road;
- In the event that retaining structures are required adjacent to the future adopted highway, an 'Approval In Principle' for the proposed structure(s), incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- A scheme of 20mph traffic calming measures on the proposed internal roads and white lining scheme to a scope and specification to be agreed including details of proposed materials, road markings and signage as required;
- Undertaking of a review of/safety audit for the need to provide vehicle containment measures to the east of the estate road abutting the proposed open watercourse.

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, all 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

26. The visibility splays, pedestrian visibility splays at the back edge of the footway and forward visibility envelopes on approved plan reference 456/P/PL/02 Revision E shall be implemented before the development 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 Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

27. A minimum hardstanding of 5.5m measured between the highway 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 Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

28. Where dwellings are constructed without a garage a minimum hardstanding length of 5.0m in order to accommodate a vehicle clear of the adopted highway 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 Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

29. In the event that the estate roads are not adopted, details of the proposed arrangements for future management and maintenance of the proposed estate roads within the development shall be submitted to and approved by the Local Planning Authority prior to first occupation. 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. 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 Policies H2/1 - The Form of New Residential Development and Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

30. Notwithstanding the details indicated on approved plan reference 456/P/PL/02 Revision E, no development shall commence unless and until full details of a 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 have been submitted to and approved in writing by the Local Planning Authority. The footways and carriageways shall be repaired to the condition in the approved dilapidation survey following the completion of the development.

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, all 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.

**Item:02    Site of Jolly Carters, 207 Bury and Bolton Road, Radcliffe, Manchester, M26 4JY    Application No. 64138**

Erection of convenience store (Class A1) and petrol filling station with jet wash enclosure and associated access and landscaping

**Recommendation** - The recommendation has been changed from 'Minded to Approve' to 'Approve with Conditions'.

**Revised plans** - Revised plans are attached to this report.

**Publicity**

1 letter has been received from the occupiers of 2 Sutton Close, which have raised the following issues:

- As there is a petrol station within 1 mile, this development is not needed.
- There are local shops less than 0.5 mile and the development is not needed.
- Adding more petrol stations and shops just spreads the trade between two shops, resulting in neither being profitable and potentially losing both businesses.
- This would not be fair to the people who live in the houses overlooking the site as there would be noise pollution and high risks with a petrol station.

The objector has been notified of the Planning Control Committee meeting.

**Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to highway works, a construction traffic management plan, a delivery management plan, turning facilities and car parking.

**Transport for GM** - No objections.

**Pre-start conditions** - The agent has agreed with the pre-commencement conditions.

**Issues and Analysis**

**Principle - retail** - The updated sequential assessment has been assessed and shows that there are no suitable or available alternative sites within the catchment area. As such, the proposed development would be acceptable and would comply with the requirements of the NPPF

**Noise** - The agent has confirmed that the sale of petrol would be restricted to the hours of 06.00 to 23.00 and would not be on a 24 hour basis. Given the distance between the site and the residential properties and conditional control of the hours of operation, deliveries and lighting, it is considered that the proposed development would not have a significant adverse impact upon residential amenity with regard to noise and light pollution. Therefore, the proposed development would be in accordance with Policies EN7 and EN7/2 of the Bury Unitary Development Plan.

**Highways issues** - The revised plans submitted show that the layout of the site and Watling Street would be able to accommodate the size of vehicles proposed with the pedestrian refuge in place. The van bay and the jet wash have been removed from the scheme. Transport for GM have no objections to the scheme and the Traffic Section has no objections, subject to the inclusion of conditions relating to highway works, a construction traffic management plan, a delivery management plan, turning facilities and car parking. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies EN1/2 and S4/4 of the Bury Unitary Development Plan.

### **Conditions**

Condition 12 should be amended to restrict the sale of petrol and condition 10 should be amended following the comments from the Traffic Section. Conditions 13 - 18 should be added in relation to delivery hours, highway works, a construction traffic management plan, a delivery management plan, turning facilities, car parking, lighting and the acoustic fence.

10. 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 point(s) for construction traffic from the adopted highway and routing from A58 Bolton Road/Bury & Bolton Road, including measures to prohibit construction traffic from utilising the section of Watling Street to the north of the site;
- 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 construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
- If proposed, site hoarding/gate positions, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
- 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.

12. The retail unit (Class A1) and petrol filling station hereby permitted shall not be



open to customers outside the following times:  
06.00hrs to 23.00hrs daily.

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies S2/5 – New Local Shopping Provision Outside Recognised Shopping Centres and S2/6 – Food and Drink of the Bury Unitary Development Plan.

13. No deliveries shall be despatched from the site outside the hours of 07.00 to 21.00.

Reason. In the interests of residential amenity pursuant to Policy S4/4 - Car Showrooms, Car Sales Areas and Petrol Filling Stations of the Bury Unitary Development Plan.

14. 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 survey of the site and adjacent adopted highways to, and agreed with, the Local Planning Authority:

- Dilapidation survey, to a scope to be agreed, of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development;
- Following on from the above, alterations to the Watling Street/Bury & Bolton Road/Bolton Road junction to a specification to be agreed, incorporating the provision of an appropriately sized pedestrian refuge, alterations to the westerly and easterly Watling Street radii, provision of dropped crossing facilities for pedestrians and appropriate tactile paving, retention of existing footway widths adjacent to realigned kerb radii including the extension of the limits of the adopted highway and all necessary provision of/modifications to road markings and highway/highway drainage remedial works;
- Following on from the above, alterations to the site access/egress from/onto Watling Street to a specification to be agreed, incorporating the provision of dropped crossing facilities for pedestrians and appropriate tactile paving and all necessary highway/highway drainage remedial works;
- Reinstatement of the redundant footway crossing onto Bury & Bolton Road to adjacent footway levels;
- Provision of replacement sections of boundary wall abutting the adopted highway at Bury & Bolton Road to infill redundant access points and replace the former gable wall of the demolished Jolly Carters public house, incorporating foundations that do not encroach under the adjacent adopted highway;
- Provision of a street lighting assessment of the modified junction arrangements at Watling Street/Bury & Bolton Road/Bolton Road and intensified access/egress arrangements from/onto Watling Street, and, if required, subsequent scheme of improvements to existing street lighting on the adopted highway;
- A scheme for the review of the existing waiting restrictions on Watling Street to ensure adequate that the proposed pedestrian refuge can be safely implemented on the adopted highway, including details of the measures proposed, all necessary modifications to road markings and signage and a timetable for implementation;
- A signage scheme in accordance with Diags.833-836 of TSGRD 2017 for the proposed entry and exits from/onto the highway (see attached).
- Submission of staged road safety audits in accordance with requirements in the document entitled 'GG 119 - Road Safety Audit'.

The details subsequently approved shall be implemented to an agreed programme

with all highway works completed prior to the development hereby approved being brought into use.

Reason. 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 S4/4 - Car Showrooms, Car Sales Areas and Petrol Filling Stations of the Bury Unitary Development Plan.

15. No development shall commence unless and until a 'Delivery Management Plan' has been submitted to and approved in writing by the Local Planning Authority, incorporating measures to route petrol tanker and articulated vehicle deliveries via A58 Bolton Road/Bury & Bolton Road. The 'Plan' and measures subsequently approved shall be implemented before the development is brought into use.

Reason. To ensure that adequate consideration is given to service vehicle routing to/from the site, in the interests of highway safety S4/4 - Car Showrooms, Car Sales Areas and Petrol Filling Stations of the Bury Unitary Development Plan.

16. The turning facilities indicated on the approved plans shall be provided before the development is brought into use 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 S4/4 - Car Showrooms, Car Sales Areas and Petrol Filling Stations of the Bury Unitary Development Plan.

17. No development shall commence unless and until a scheme has been submitted to provide details of any building and canopy lighting scheme. Details shall include the proposed method of external illumination, lux/luminance levels, light spread, including the direction, fixing and colour of the external lighting. The development shall be carried out in accordance with the approved details only.

Any lighting shall be switched off when the development is not in use.

Reason. No details were submitted with the application and the condition is imposed as a result to avoid undue distraction to traffic in the interests of road safety, and to protect the amenity of adjoining occupiers pursuant to policies EN1/4 - Street Furniture and EN1/7 - Throughroutes and Gateways of the Bury Unitary Development Plan.

18. The acoustic fencing shall be erected and in place, prior to the use hereby approved being first brought into use.

Reason. To secure the satisfactory development of the site and in the interests of the residential amenity pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

19. The finished floor level for the retail building shall be floor levels shall be set at 112.325.

Reason. To ensure a satisfactory development in the interests of visual amenity pursuant to Policy EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.

**Item:03    146 Park Lane, Whitefield, Manchester, M45 7PX    Application No.    64150**  
Two/single storey storey rear extension and single storey side extension

**Amendment to text - (Paragraph 2, page 80)**

The last sentence is incomplete and should read:

'The additional useable communal space would measure approximately 30sqm'.

### **Consultation response - Traffic conditions**

1. No development shall commence unless and until a 'Construction Management Plan' (CMP), 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;
- Storage on site or on land within the applicant's control of construction materials;
- Proposed site hoarding positions, including the provision, where necessary of temporary pedestrian facilities/protection measures on the adopted highway;
- Measures to ensure that all mud and other loose materials are not carried from site and deposited onto the adjacent adopted highways and measures to minimise dust nuisance caused by the operations.

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 storage of construction materials.

Reason. To mitigate the impact of the proposed development on the adjacent adopted highways, ensure adequate 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 the NPPF and UDP Policy HT4 New Development and HT6/2 Pedestrian Vehicular Conflict.

2. The development hereby approved shall not be brought into use unless and until the level pedestrian access indicated on the approved plans and all highway remedial works around the perimeter of the proposed extension have been fully implemented to an agreed scope and specification and to the written satisfaction of the Local Planning Authority.

Reason. To ensure good highway design, maintain the integrity of the adopted highway, in the interests of highway safety pursuant to the NPPF and UDP Policy HT4 New Development.

3. The pedestrian visibility splay indicated on the approved plans shall be implemented to the written satisfaction of the Local Planning Authority before the development 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 unadopted rear access and the adjacent highways in the interests of road safety pursuant to the NPPF and UDP Policy HT6/2 Pedestrian Vehicular Conflict.

### **Additional comment from applicant.**

Mr. Chairman and fellow planning council members, I and a group of supporters were hoping to attend the planning meeting at which our application was being considered. By chance tonight is the beginning of Yom-Kippur, the most holy day in the Jewish calendar, which prevents our attendance, as we will be in synagogue. I had wished to emphasise the important social service the centre provides in supporting (mentally and physically) the local community of all ages, and that the proposals principally aim to enhance such provision and to provide improved inclusiveness for disabled persons, in particular our over 60's group, some of whom rely on walking aids and not least welcome the planned improved toilet facilities. We also have designed within the scheme for 'baby change' facilities, catering to the other end of the age spectrum, as much required by our 'mother and baby' group, which supports mum's coping with new born baby's, some for the first time. I am aware of the limited time allowed for representation and thank you for this opportunity.

**Item:04    Cygnet Hospital, High Bank, Bury, BL8 2BS    Application No. 64223**  
Part two storey/part single storey 18 bed low secure accommodation with offices and associated facilities and two storey gatehouse together with internal access route, car parking and associated works following demolition of the existing White House. Erection of outbuilding to be used as a Recovery College classroom. Alterations to the South Hampton existing entrance area and creation of new seclusion suite.

Nothing further to report

**Item:05    Meadowcroft Farm, Lowercroft Road, Bury, BL8 3PD    Application No. 64308**  
Conversion and extension of existing detached dwelling into 2 no. semi-detached dwellings; Conversion and extension of agricultural outbuildings to provide 2 no. single storey dwellings to include demolition of existing outbuildings and structures, associated landscaping and access works.

Nothing further to report

**Item:06    Davises Farm, Mather Road, Bury, BL9 6TJ    Application No. 64437**  
Retention of timber storage building granted temporary consent and addition of brown corrugated steel lean to extensions

#### **Publicity**

Comment received in relation to the response reported within the committee report in from Rochdale and Bury Bridleways Association (RBBA). It is noted in the committee report that the response from RBBA was recorded as "a bridleway is not a highway". RBBA confirm that a bridleway may be a highway but it is not a road.

#### **Green Belt - Principle**

Application 46639 relates to a barn conversion at Davises Farm, Approved in 2006. The red edge of this application denotes the curtilage of the dwelling and this includes the area in which the timber store is located. The applicant could construct outbuildings that are considered to be incidental to the enjoyment of the dwelling house under Class E of the General Permitted Development Order within the curtilage of their dwelling, provided all the conditions are met. It is therefore considered preferable to retain a timber store that gives the impression of a stable for storage at the site, rather than piecemeal development of sheds and outbuildings at the site that would have the potential to have a far greater impact on the openness of the Green Belt.

#### **Condition**

Condition attached to the permission that requires the timber storage building to remain ancillary to the main dwelling at Davises Farm. Condition 2 states:

The development hereby approved shall not be occupied at any time other than for the purposes ancillary to the residential use of the dwelling known as Davises Farm. Reason. To ensure the proposed use remains ancillary to the principle use on the site pursuant to UDP Policies OL1/2 - New Buildings in the Green Belt, H2/3 - Extensions and Alterations and associated Supplementary Planning Document 8 - New buildings and associated development in the Green Belt and Supplementary Planning Document 6 - Alterations and extensions to residential properties.

**Item:07 31 Parkhills Road, Bury, BL9 9AS Application No. 64450**  
Change of use from residential (Class C3) to 9 bed/10 person house of multiple occupation (HMO) (Sui Generis)

**Traffic** - No objection.

**Further representations**

A petition, objecting to the proposal, has been received from Nos.29, 33, 35, 36, 39, 40 and 41 Parkhills Road (29 residents) and a further objection from 40 Parkhills Road (Vanstone Solicitors).

- There will be a negative impact on the community and neighbours
- We do not know who the occupants will be
- Rise in anti social behaviour which will affect the area and my business
- There is a nursery and school nearby and this HMO will have a negative impact on the same.
- The main issue will be parking. The parking in front of 31 Parkhills road is controlled by parking permits. And the council will only issue 2 permits to a house with a visitors permit. As such not enough permits available to the property if it is changed to a HMO.
- The parking across the road to 31 is free parking however this is for the use of the properties across the road; and it will be unfair for the occupants of 31 to park here.
- I already had difficulties with parking, my staff and client's find it hard to find a parking place and if a HMO is granted this will cause further strain on the parking conditions.

**Item:08 Land at Kersal Vale Road, Prestwich, Salford, M7 3NT Application No. 64462**

Approval of Reserved Matters of layout, scale, landscaping and appearance for outline application 61474 for the construction of 109 no. residential dwellings (Use Class C3), together with associated public open space, landscaping, sub and pumping stations and highways infrastructure

**Revised Layout Plan 01/P6**

The layout has been amended slightly to take account of the small area of plot 1 being within the adopted highway. The boundary to this property has been pulled back to align with the back of the adopted highway.

**Affordable Housing - Amended information**

The Committee Report refers to 25% Affordable Housing provision for the scheme on page 186 in error. The correct figure is 40%.

**Amended Condition 4.**

Details of the electrical supply infrastructure to be installed within individual plots to facilitate any future installation of electrical vehicle charging points shall be submitted to the Local Planning Authority for approval prior to first occupation. The approved details shall be implemented in full and maintained thereafter."

Reason. In order to allow for electric vehicle charging pursuant to the NPPF and UDP Policies EN4/1 and EN4/2 relating to energy conservation.

**Additional Highways Conditions**

10. 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 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 Kersal Vale Road/Moor Lane;
- 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 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 highways, 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.

11. Notwithstanding the details indicated on the approved plans, a programme of works with details of the following shall be submitted to and agreed in writing by the Local Planning Authority.

- Existing conditions 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;
- Formation of the proposed site accesses onto Kersal Vale Road, incorporating the provision of level/1 in 40 plateaus at all junctions onto the adopted highway, reinstatement of all redundant accesses and footway crossings to adjacent footway levels on Kersal Vale Road and Moor Road, reconstruction/widening of all footways abutting the site to accommodate proposed improvements to National Cycle Network Route 6 to a scope and specification to be agreed but allowing for a minimum footway width, where appropriate, of 2.0m, demarcation of the limits of the existing/future adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of the proposed development, boundary treatment removal and statutory undertakers connections;
- Proposed crossing facility on Kersal Vale Road to a scope and specification to be agreed with TfGM;
- In conjunction with the proposed improvements to National Cycle Network Route 6, a scheme of traffic calming measures on Kersal Vale Road between its junctions with Rainsough Brow and Moor Lane 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;
- White lining scheme for the proposed junctions onto Kersal Vale Road and on the proposed estate roads, to a scope to be agreed, incorporating all necessary

alterations to existing road marking/lining required as a result of the proposed development;

- In the event that it is intended for the proposed residential estate roads to be put forward for adoption, the proposed internal road layout shall be to a specification to be agreed with the Local Planning Authority and to current adoption standards.
- Swept path analysis of the proposed estate roads to ensure a refuse collection vehicle can pass a private car and manoeuvre at all turning heads;
- Provision of visibility splays and forward visibility envelopes at junctions onto the adopted highway and all internal junctions and bends in accordance with the standards in Manual for Streets, with no obstructions above the height of 0.6m within the splays/envelopes;
- Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads;
- Provision of a street lighting assessment and scheme of improvements on Kersal Vale Road between its junctions with Rainsough Brow and Moor Lane and for the proposed residential development;
- Foundation details for all boundary walls/fences abutting the existing/future adopted highway.

The approved works shall be implemented to the satisfaction of the Local Planning Authority.

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.

12. In the event that the estate roads are not adopted, details of the proposed arrangements for future management and maintenance of the proposed estate roads within the development shall be submitted to and approved by the Local Planning Authority prior to first occupation. 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. 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

13. The parking spaces at the rear of Plots 18-35, Plots 66-71, Plots 73-88 and Plots 100-107 (inclusive) shall be a minimum length of 5.0m in order to accommodate a vehicle clear of the adopted highway to the satisfaction of the Local Planning Authority and thereafter maintained.

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

**Item:09    10 Pleasington Drive, Bury, BL8 2ET    Application No.    64467**  
First floor extension at front/side above existing garage

**Revised Plans.**

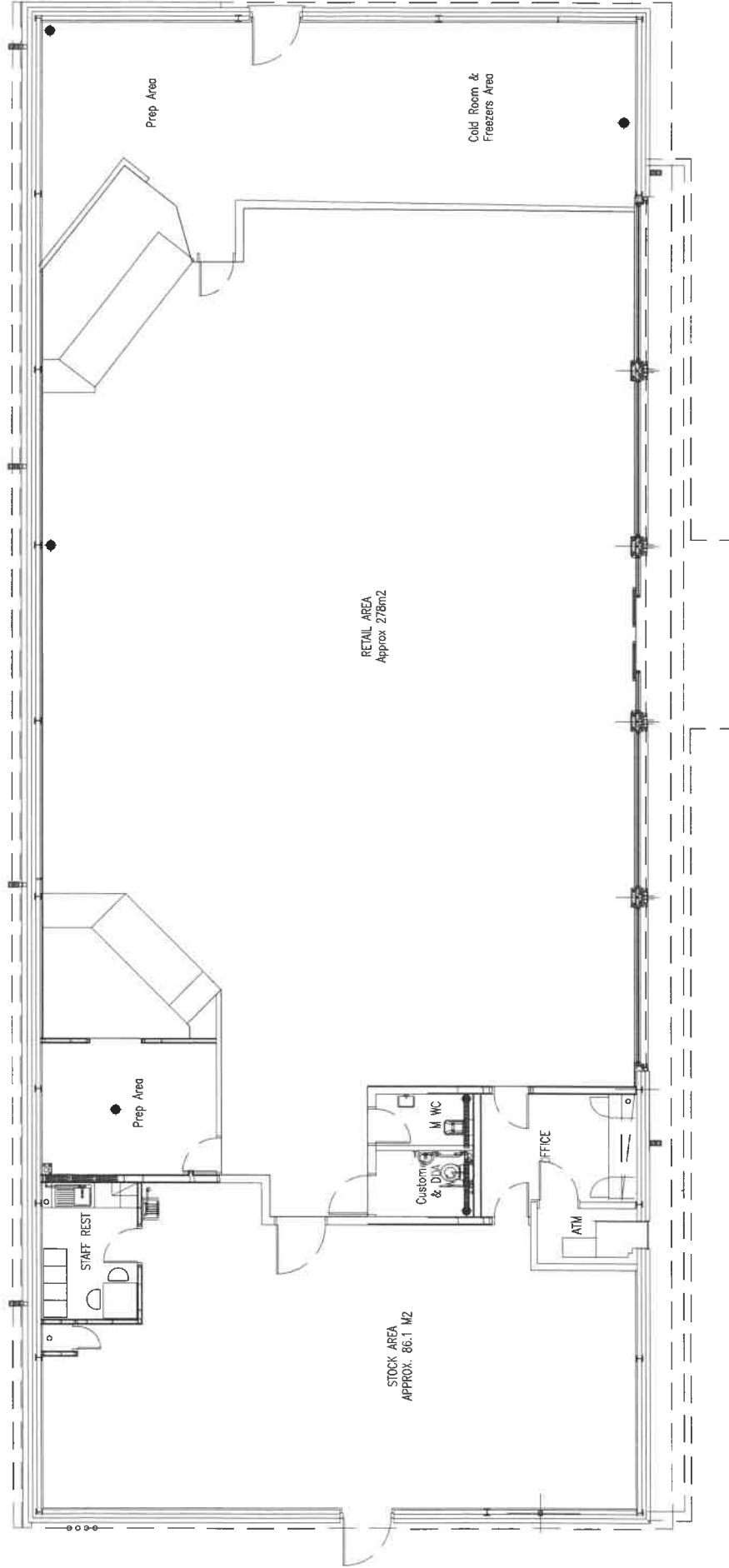
Revised plans have been submitted to indicate an amended roof layout. In terms of size and massing, it is not significantly different to the initial scheme which could not be implemented.

**Item:10    8 Westcombe Drive, Bury, BL8 1DN    Application No.    64616**  
Erection of first floor rear extension; Erection of outbuilding in rear garden

Nothing further to report.



Item 2  
64138



Ed 138  
H+6w h



24138

H+623h

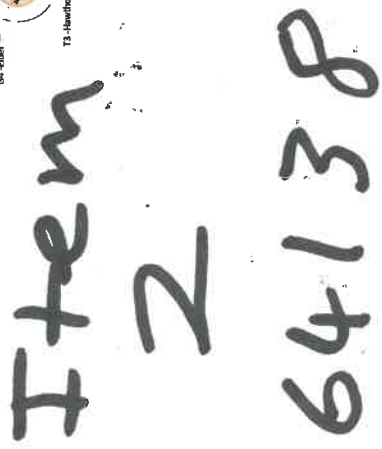


et 132

h

It 622





2.5m x 4.3m VISIBILITY SPURT

[illegible]

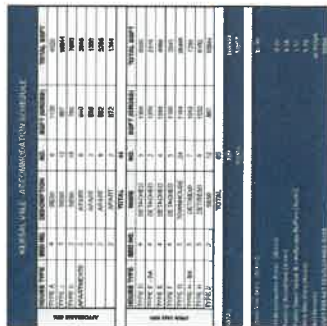
24138

h

1163



Item 8



53993

Item 2

REVISED

ROOF + BRICKWORK  
TO MATCH EXISTING



MR + MRS HEYS  
10 PLEASINGTON DRIVE  
BURY  
BL8 2ET

PROPOSED  
FRONT ELEVATION  
SCALE 1:50

Item 9

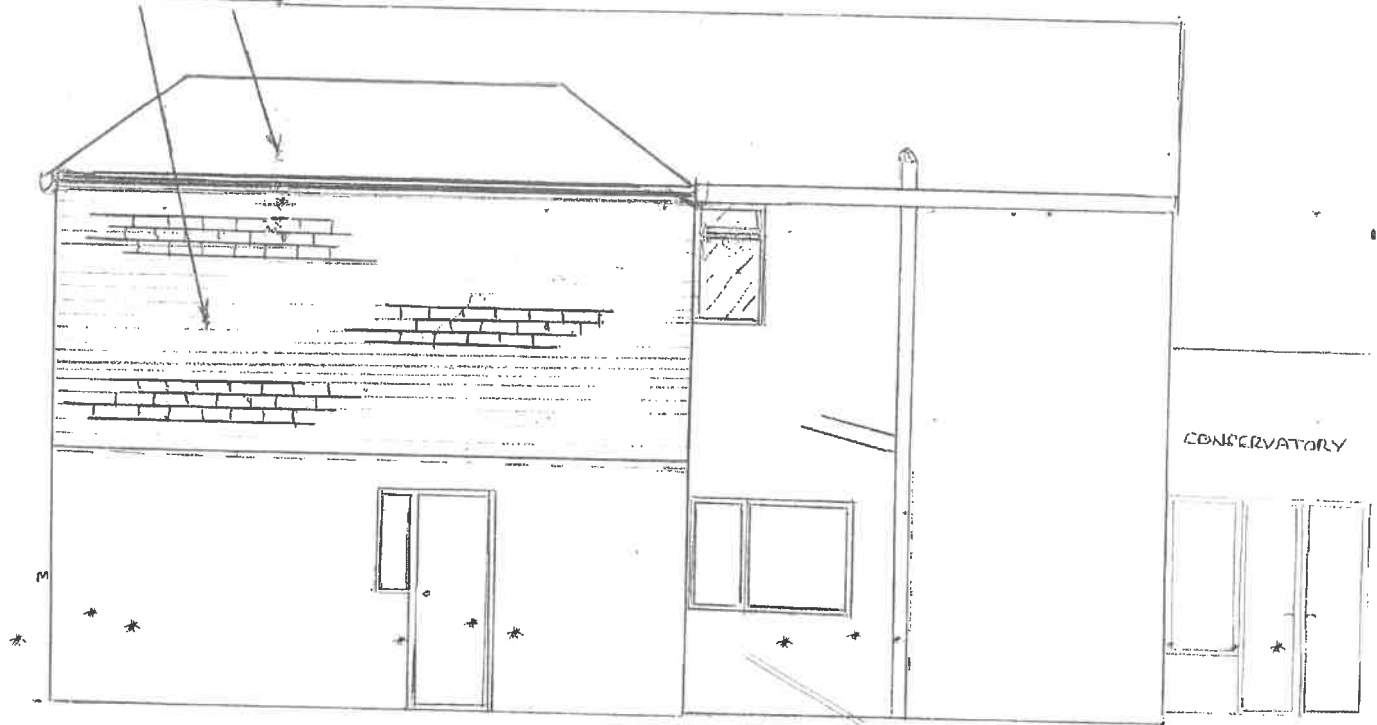
64467

It's a

path

NEW ROOF & BRICKWORK  
TO MATCH EXISTING

REVISED



MR + MRS HEYS  
10 PLEASINGTON DRIVE  
BURY  
BL8 2ET

PROPOSED RIGHT  
SIDE ELEVATION  
SCALE 1:50

Item 9

64467

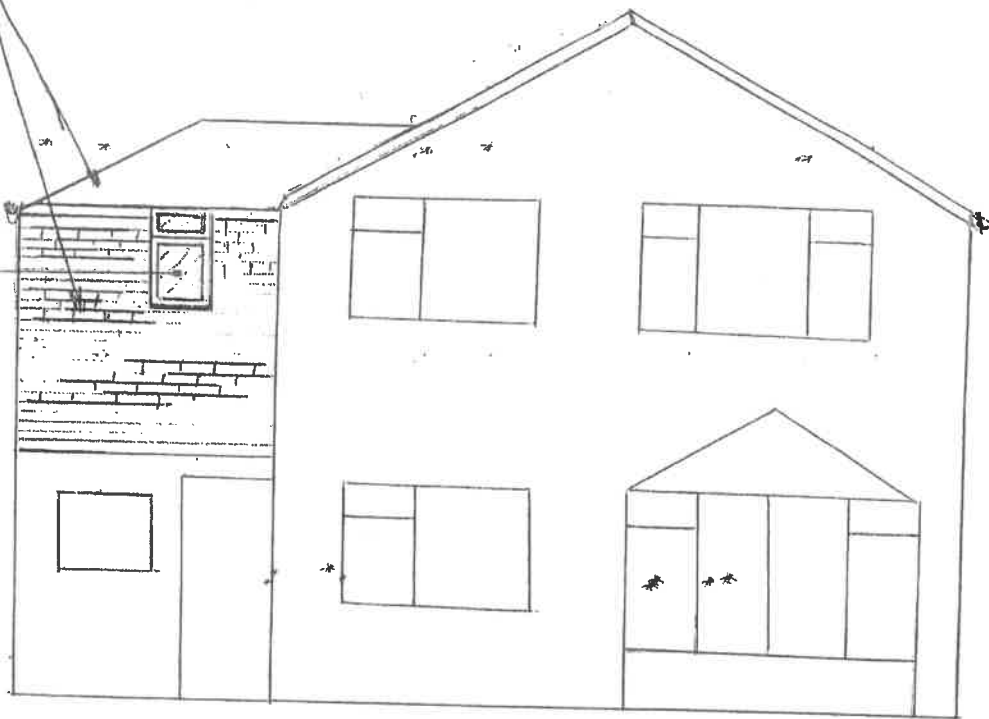
P ~ 5 + I

7 2 4 + 2

REVISED

NEW ROOF AND BRICKWORK  
TO MATCH EXISTING

OBSCURE  
GLASS



MR & MRS HEYS  
10 PLEASINGTON DR  
BUR-1  
BL 8 2 ET

PROPOSED  
REAR ELEVATION  
SCALE 1:50

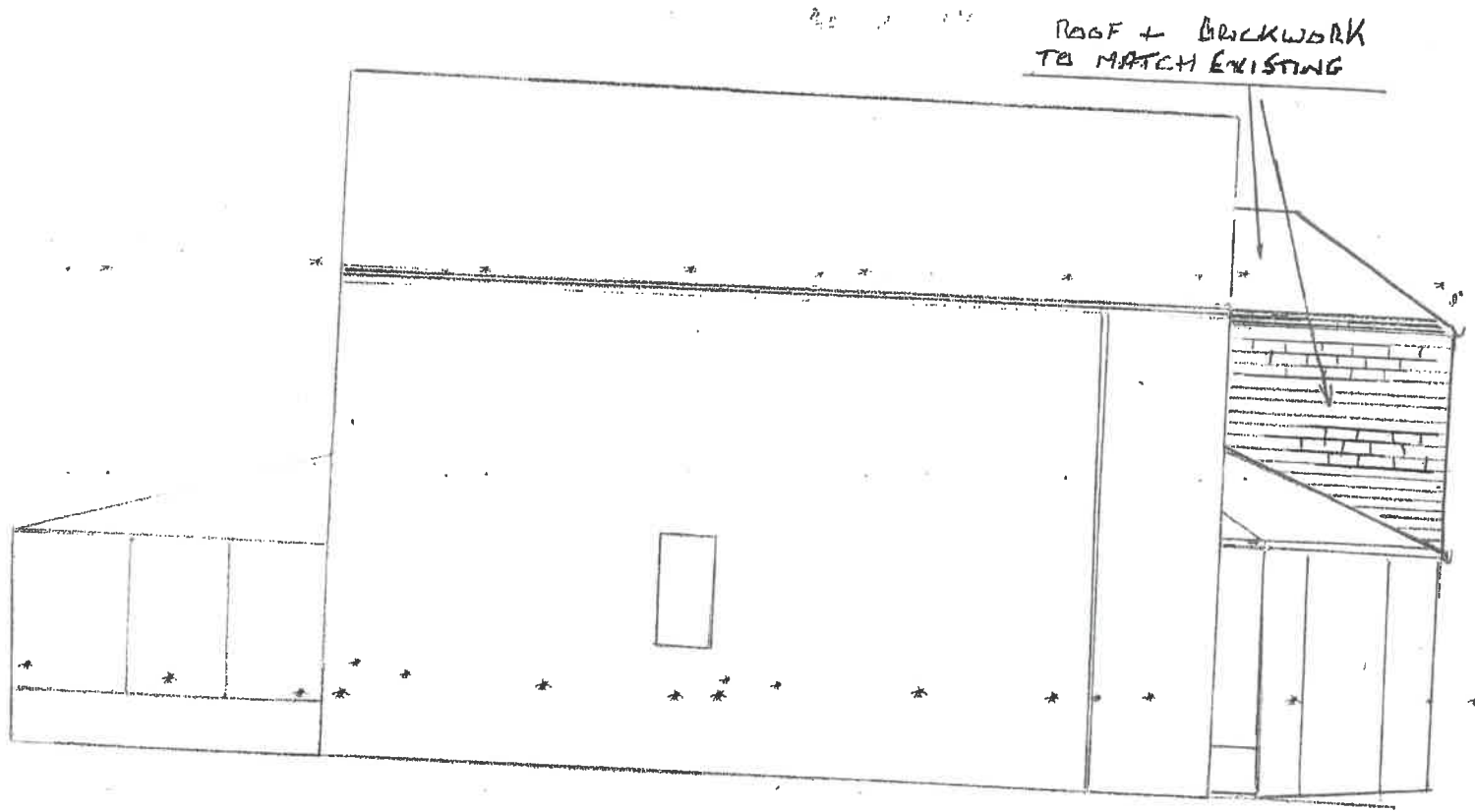
Item 9

64467

$P \sim \text{net } I$

$\text{ptt} \angle$





Mr + Mrs HEYS  
10 PLEASINGTON DR.  
BURY  
BL8 2ET

PROPOSED  
LEFT ELEVATION  
SCALE 1:50  
REVISED

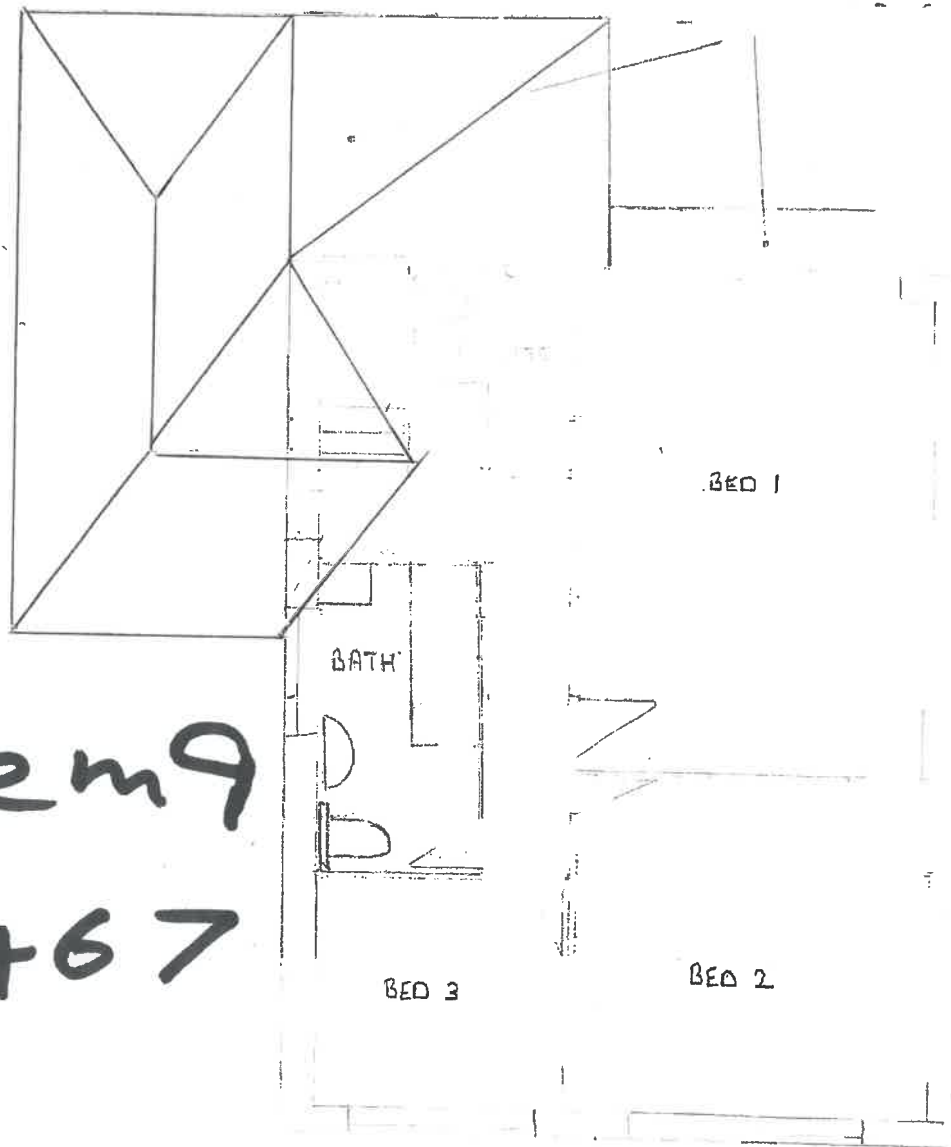
Item 9

64467

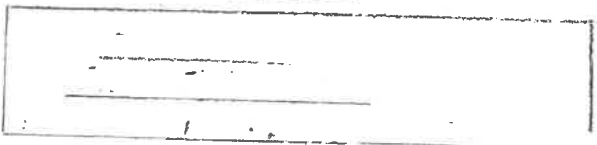
P ~ I + 2

2 + 2 + 2

Item 9  
64467



EXISTING / PROPOSED  
FIRST FLOOR PLAN + PROPOSED ROOF PLAN  
SCALE 1:50



MR + MRS HEYS  
10 PLEASINGTON DRIVE  
BURY  
BL8 2ET

REVISED  
EXISTING / PROPOSED  
FIRST FLOOR ~~PLAN~~ PLAN  
A NEW ROOF PLAN  
SCALE 1:50

Post I

7440