

**Ward:** Radcliffe - East

**Item 05**

**Applicant:** Bourne Group Limited

**Location:** Radcliffe Metrolink Car Park, Spring Lane, Radcliffe, Manchester, M26 2ST

**Proposal:** The erection of an additional deck and ramp to form a second floor to car park, providing an additional 115 no. spaces; landscaping scheme and lighting

**Application Ref:** 65354/Full

**Target Date:** 20/08/2020

**Recommendation:** Approve with Conditions

**Description**

The application relates to the car park which serves Radcliffe Metrolink Station. The site is approximately 0.91 hectares in area located to the east of Radcliffe Town centre. Opposite to the north is Spring Street School (former Coney Green School site). The Metrolink line runs the length of the eastern boundary on top of an embankment and to the west is the boundary with 2 storey residential dwellings on Howarth Street and Barlow Street and industrial units which are set at a lower level to the site, separated by a concrete post and wire fence and some intermittent tree planting. A pedestrian route from the southern part of the car park leads to Church Street West. The site is accessed off Spring Lane which runs along the northern frontage of the site.

The existing Metrolink car park comprises of two levels of parking - the main car park providing 222 No Standard bays and 22 No. disabled bays (244 No in total) and circulation routes and a first floor deck for 120 No. spaces, equating to 364 total provision. The first floor tier is accessed internally from the main car park via a ramp and there are stairways to the north and south of the deck providing pedestrian accesses routes.

The access into the site is from the western side of Spring Lane via a single lane which circumnavigates the car park and leads to the access out of the site at the eastern side of Spring Lane, where 2 lanes provide a left and right hand turn out onto the highway. There is a pedestrian access into the site from Spring Street with a continuous footway around the perimeter of the site to the station entrance which is via an underpass at the southern end of the car park.

There are 5 cycle store lockers and 5 Sheffield cycle stands located close to the station platform.

The application proposes to erect a 2nd floor parking deck to provide additional parking for the station and users of the Metrolink. With the re-configuration of the existing car park, there would be a net gain of an additional 115 No. spaces. The proposed deck would be located on top of the existing 1st floor deck, essentially mirroring the 1st floor arrangement which would provide a two-way ramp and pedestrian stairwells.

Minor re-configurations of the existing layout would be required to facilitate the new access ramps and to provide a safe pedestrian route round the site.

The total number of spaces provided on completion would be 479 spaces.

The new deck would comprise a lightweight steel frame with low horizontal safety barriers similar to those at the first floor level and finished in a dark grey asphalt or tarmac surface. There would be a ramp and two sets of pedestrian stairways built to facilitate access to the

new deck, the same as the existing arrangement.

The application also proposes to incorporate lighting and emergency lighting within the new deck, together additional CCTV security cameras.

The scheme includes landscaping which would be planted along the western boundary within the existing foliage and to the east next to the embankment.

The development would be built out in a phased approach. The applicant has submitted a phasing plan, with the works falling into 3 phases - Enabling works, (sectional closures of the existing car park), main works (full closure of the existing car park), finishing works (full closure) followed by completion.

The Radcliffe Metrolink station for travel would remain open throughout the construction period.

For information, a planning application has also been submitted by TfGM to erect a 2nd floor parking deck at the existing Metrolink car park in Whitefield - planning reference 65465. It is anticipated this will be delivered in conjunction with the expansion at Radcliffe.

The Applicant states that replacement parking to compensate for the loss of parking whilst the works are underway is being investigated. It is anticipated that an application for alternative temporary parking arrangements is to be submitted in due course. It is likely that a joint replacement scheme is to be submitted for both the Whitefield and Radcliffe sites whilst works are progressed. The provision of the replacement temporary parking would be secured by condition and to be provided prior to the commencement of works at the Metrolink.

TfGM states that the proposed development at Radcliffe and Whitefield are the first in a number of expansions being explored for other Park and Ride Schemes (P&R Schemes) in the Greater Manchester Area for the future.

### **Relevant Planning History**

56462 - Erection of deck to form first floor to car park to provide an additional 109 spaces - Approved 21/8/2013

To clarify numbers of existing spaces, whilst there are currently 120 No. spaces at first floor, there was a net gain of 109 in total as the development for the 1st floor deck resulted in the loss of the spaces at the 'ground floor level' by the provision the ramp and re-configuration of circulation space to facilitate the additional 1st floor deck.

### **Publicity**

Letters sent on 26/5/20 to 93 properties. A full list of those notified are available on the public file.

Site notice posted 28/5/20.

Press advert in the Bury Times on 28/5/20.

A total of 58 representations received.

48 objections and 1 petition with 13 signatures.

5 in support

4 comments

A full list of those who have made representations can be found on the public file.

### **Objections -**

- Another level will just attract more out of town commuters. Perhaps if commuters had to pay they wouldn't be so keen to stop off at Radcliffe on their way to work.
- There are already too many problems being caused to the surrounding residents, not least the car park for the health centre. It's absolutely ridiculous that people with appointments struggle to get a space. Start charging & pay inspectors to make sure that

people parking around the Metrolink are actually using it!!!

- Object to the lack of extra cycling provision, lack of secure cycle storage, and lack of protected cycling infrastructure through the car park.
- The station is close to National Cycle Route 6. It is ludicrous that cycling has not been given more importance. This is a car-centric plan that should be denied
- Strongly dispute that there are 0 properties affected.
- The car park is located in a densely populated area of Radcliffe and will have a long term effect on the people of Radcliffe's health and well-being of people living in the surrounding condensed housing
- Increase in traffic to the locality.
- Radcliffe already have to deal with the overflow of car parking from Bury and surrounding areas, so whilst other towns are benefiting from a less polluted air to breathe, I feel Radcliffe has taken on enough to support the share of pollution and the Council should be looking elsewhere.
- Why don't you use this money to build a car park at Bury metro link or other stations?
- The development does not serve the people of Radcliffe and is essentially a park and ride for the City.
- There has been no consultation with local elected members and the application should form part of the wider SRF for Radcliffe
- The development of sites such as ELPM and Spring Lane school need to be considered in this application.
- Increase in air pollution.
- Transport Statement - Despite the Crime Impact Statement (CIS) recognising that the current site of the Radcliffe Riverside/Radcliffe Temporary Leisure Centre potentially being the site of a new high school, the transport statement does not take this into account in their current observations. The following points have been omitted from the transport statements road safety plan and road safety figure 2.1 - Frequency of school buses, volume of drop off's from parents, increased number of school pupils using the main road. These should be taken into consideration with regards to hundreds more cars accessing the Metrolink site on a daily basis.
- The Transport Statement doesn't take into consideration the volume of traffic and people using this section of road when Radcliffe last had a high school on the site prior to 2014 therefore the current assessment is surely flawed.
- The CIS does reflect the broader concern of how busy the area will be when a high school is built.
- There is a poster at the station advertising clean air- ironic if this project is passed.
- There will be another 400 new houses built in the area - cause more traffic and gridlock.  
- See what clean air do we have?
- There is an eyesore of a car park straight across from the Bury town Hall - what a poor looking place - parking for the tram should have been made when Six Ton Housing and the Premier Inn built.
- The application states Radcliffe is chosen due to the proximity of the A56 and M60 and is a prominent transport hub for travel to Manchester and Bury - in fact, Radcliffe car park is the furthest away. Other metro stops are closer to the A56 and M60. What study was used to come to this conclusion?
- There would be close to 60% of all Metrolink parking at Radcliffe - how can TfGM justify this?
- The promises to protect residents parking and stop parking outside houses have not yet been implemented and there will be a further surplus of cars outside local residents' houses
- Noticeable that during lockdown air pollution has been much reduced.
- The height of the extended car park will be close to the height of the nearby houses increasing level of air and noise pollution at bedroom level.
- The existing structure overlooks both floors of my house and an additional level will be a further invasion of my privacy.
- Ongoing anti social behaviour and car crime in the residential area.
- I would support this application to ease parking issues if there was already the parking permit scheme arranged in the local streets before this work was to commence.

Representative of Radcliffe First Party - List of questions and points seeking clarification:

- Radcliffe already has a large car park and more Metrolink spaces than the other stations - Considering that many residents in Radcliffe do not use the Metrolink parking how can TfGM justify this? Has TfGM carried out a customer survey to identify the original journey start points for commuters using Radcliffe Metrolink station? If so, can you provide the data
- Has Bury Council insisted that the applicant Transport for Greater Manchester perform a series of measurements of traffic emission pollution levels on roads connecting to the existing Metrolink parking?
- How can it be justified that such a big car park design to serve a large number of commuters will be located in what Transport for Greater Manchester confirms is a residential area?
- What evidence has the applicant provided that other alternative sites were considered? Locating the largest car park on the Metrolink system in a residential area is not something that I would have thought was an ideal solution.
- A further survey is required to establish when traffic travelling to the car park would arrive - it is likely that there would be congestion on Spring Lane with negative impacts on residents.
- Residential housing borders the site and is at a lower level than the existing car park. Impossible from the plan to evaluate the likely impact on residents due to loss of light by being overshadowed by the structure. Require a cross sectional drawing.

Further representative of Radcliffe First Party - still waiting for further information but given the evidence currently provided, object on the following grounds -

- Would provide close to 60% of Metrolink parking
- Has TfGM collected any data on journey start points?
- Has TfGM measured traffic pollution levels on Spring Lane? Evidence from Water Street in Radcliffe (which is the nearest fixed monitoring station) show that the monitored levels regularly exceed permitted legal levels
- Radcliffe Metrolink is actually the furthest away from the A56 and a convenient motorway junction of all the Metrolink stations in Bury MBC, why therefore does TfGM claim that it provides a convenient location for access to these roads. Can TfGM provide evidence that other sites have been considered (especially Bury) and explain the reasons why they are not considered to be suitable locations?
- The Transport Statement created on behalf of the Milson Group Ltd is incomplete
- No evidence was contained in the documentation provided that the impact of potential overshadowing and resultant loss of light for residents of Barlow Street and Howarth Street had been considered.

The following should be considered:

- Reference to the GMSF and Radcliffe Strategic Regeneration Framework (SRF).
- Air pollution

Objection Cllr Mike Smith

- Write to you as a resident, Metrolink user and Local Councillor to voice my objection to the proposal. I would also like more information on the following points in order to be able to make an informed assessment regarding this plan.
- The application should be in abeyance until it can be measured against the strategic plan for the town.
- Does not take into account the outline planning for 400 houses and Academy school for 600 pupils.
- Adverse effects of the application would significantly outweigh the benefits with regards to traffic impacts and deterioration of the outdated infrastructure in the area
- Pollution and poor air quality, capacity of park and ride facilities, traffic congestion at peak periods - all issues.
- Radcliffe furthest away from A56 and M60 than Bury, Whitefield or Prestwich - was any other site considered?
- The parking accumulation survey was undertaken on Friday and Saturday 22nd and 23rd June 2018. These figures are two years out of date and do not take into account the current conditions and usage of the site. Inaccurate figures at a weekend.

- Existing Spaces/Accumulated Vehicles applied to the extra 120 spaces.
- Nowhere in this document is a rationale as to where these figures are applied to the 120 increased spaces. Would like some clarity on the math behind this figure please.
- At the very least I would expect to see a trip generation survey for the expected increase as a result of this development
- Each report in these documents is prepared in support of the application. Is it Bury Council planning department policy to rely on supporting documents only? Is there no facility for an independent report to be prepared to give an impartial view on the effect such a development will have on the residents of this area which is already an AQMA?
- In terms of the consultation process, the impression given is that I was somehow consulted on this plan, a brief communication by TfGM does not constitute stakeholder engagement.

#### Comments -

- What evidence has been provided that other alternative sites have been considered - Radcliffe is in fact located furthest away from the two commuter routes - A56 and M60. Locating the Metrolink near residential properties not an ideal solution.
- Added pollution from outside traffic.
- Without developing the roads this will cause more problems than solving issues.
- How temporary will the replacement parking be?

#### Support -

- Great idea, less cars on the street.
- Need this as I struggle to park to use the tram and am forced to park on the surrounding streets
- Working full time extra spaces would give me a chance to drop children off at childcare park and be in work within 50 min without cutting working hours down. Same for home time and without the need to look for spaces that will not affect home owners. Support this - without children I used to walk this is not a option now.
- We need more parking at Radcliffe, its full at 7:30 in the morning and people object to parking in the side streets, this is badly needed.

The Applicant has provided a response to the representations made above, summarised as follows -

- Air quality, pollution, and residents' well-being - The Transport Statement that has been submitted as part of the Planning Application for this scheme has concluded that the introduction of the proposed additional car park deck will not have a material impact on the operation of the highway network in this location. Results from the accumulation survey undertaken on Friday 22nd June 2018 and Saturday 23rd June 2018 were used to assess the existing usage of the station car park between 7.00am-19:00pm on both days. Air Quality Assessment - a detailed survey was conducted in February 2020, which was desktop based and concludes that "Based on the assessment results, air quality is not considered a constraint to planning consent for the proposed development." A separate cycle scheme is being developed for Radcliffe Park & Ride (P&R), where cycle parking will be upgraded in line with TfGM's wider cycle parking strategy. It is also anticipated that the lower car park usage currently being experienced, will enable construction to proceed with less disruption to users and local residents. In addition, we are currently assessing the potential requirement to construct a temporary car park to offset the loss of parking
- Noise, traffic and congestion - The Noise Impact Assessment at Radcliffe took place on Thursday 13th March 2020 between 16:05 and 20:05 and Friday 14th March 2020 between 06:10 and 10:10. The timing of the survey was determined to align to both the morning and evening peak. The survey concluded there would be an insignificant increase to the existing noise levels. The LPA's Pollution Control Officer has raised no concerns regarding noise disturbances.
- Why is it proposed to expand Radcliffe P&R rather than other P&R at Metrolink stops? - The selection of Radcliffe P&R facility as a site to expand, has been reviewed with several factors in mind, including the wider Greater Manchester (GM) strategies and future development over the coming years. The Business Case completed for the

Metrolink Capacity Improvement Programme (MCIP), which includes Radcliffe P&R, considers its strategic alignment with Transport for the North's vision to transform the region's economy, which is set out in 'The Northern Powerhouse: One Agenda, One Economy, One North' (2015) which recognises the importance of local connectivity. The Business case also considered the Greater Manchester Spatial Framework (GMSF). For Radcliffe this means sustainable travel, therefore reducing congestion, better access to employment areas, support regeneration of town centres, travel for future new housing. The proposed scheme at Radcliffe P&R is to be delivered in conjunction with the expansion at Whitefield P&R and not in isolation, to offer a combined increase in spaces for the area.

- What about cycle facilities, will these be improved? - A separate cycle scheme is being developed for Radcliffe Park & Ride and to upgrade where cycle parking provision in line with TfGM's wider cycle parking strategy. Plans for the car park extension will facilitate the delivery of the future cycling enhancements. Due to recent coronavirus, there is an increased use of sustainable travel modes such as cycling, and we are looking to continue the promotion of sustainable travel when patronage returns to normal levels. There are separate aspirations to connect the cycle parking to an established cycle route between the 'Banana Path' off Spring Lane, and Church Street West, by installing a cycle path along the west boundary of the Radcliffe Park & Ride site.
- There are already parking issues for residents on nearby streets, won't this scheme make it worse? - A residential parking scheme, is being promoted by Bury Council, was due to commence in May 2020 but due to Covid-19 restrictions this has meant it has been delayed but will still be delivered within similar timescales to the proposed Park & Ride expansion. The lining and signing works for this scheme have been ordered and once those have been introduced on site, an operative date for the scheme will be set. The expansions of the Radcliffe and Whitefield Park & Ride facilities look to absorb those Metrolink users currently parking on the surrounding streets and combined with the Residents Parking Scheme this will significantly reduce the problem. Also investigating the opportunity to provide a temporary car parking facility with Bury Council in order to reduce disruption during the works. TfGM is currently looking into how it manages its Park & Ride facilities across Greater Manchester, and this includes ways to ensure that users of the Park & Ride sites are Metrolink travellers only.
- Customers who are using the Radcliffe P&R facility are not Radcliffe locals and are travelling from further afield - In 2017, a survey was conducted of customers travelling to the Radcliffe Metrolink stop to inform the feasibility of this scheme - 21% of customers had driven less than 1 mile to the Park & Ride facility, 57% travelled 1 - 3 miles, 19% travelled 3 - 5 miles, and 3% travelled over 5 miles. The means that 78% (the majority) of users were driving less than 3 miles to use the Park & Ride facility. Bury Council also conducted a series of parking 'beat' surveys around the immediate streets to Radcliffe P&R. Capacity needs to be increased to accommodate population growth and also not cause detriment to the environment. Improvements also need to consider north and south bound travel and counteract overspill parking to nearby streets.
- What impact will this development have on residents in neighbouring streets due to loss of light by the structure? - Design features including light spill protection measures are included in the scheme. Cross-section drawing has been submitted to show the relationship of the structure to the nearest houses. Screening from vegetation has been considered.
- Have other future developments - new high school and ELPM site - been taken into consideration when developing this scheme at Radcliffe? - With the GM strategies in mind, the proposed Radcliffe Park & Ride expansion will serve as a first step in the wider development of Radcliffe - there are several transport interventions in Radcliffe, which are referenced in the Radcliffe Strategic Regeneration Framework (SRF). The expansion of the Radcliffe Park & Ride facility is the first scheme to be delivered in this wider plan. As a key stakeholder, TfGM are working with Bury Council to ensure that transport improvements form an integral part of the SRF by referring to a wider package of potential interventions such as cycling, walking and Metrolink stop improvements
- Security of the site - The current P&R has been awarded the park mark accreditation,

indicating a low rate of crime and the adoption of appropriate security measures. . The proposed design will be constructed with similar security features.

The full response by the Applicant is available to view on the public file.

Those who had made representations to the application have been notified of the Applicant's above response on 3/7/20.

**Further objections following the applicant's response to representations received.**

- TFGM response is disappointing and dismissive of objections and based very much on the business case alone. Little or no regard for what is good for the town of Radcliffe.

Air quality/pollution -

- Disagree and how can a 2 year old report be valid and relevant?
- No thought to new high school and how this will impact on traffic and pollution in the area.
- Better decision to develop at Bury.
- Their reference to new future cycle ways - all very nice words but with absolutely no substance and no plan.
- TfGM appear to have more concern about pollution and disruption during the construction of the proposed extra level than they do have about afterwards. TfGM seem to be convinced that a benefit of this proposal is that it can be done during this national pandemic. This argument is irrelevant.
- Disappointing that the EHO looks first at the construction phase and not the operational phase.
- Questionable the air quality assessment was desk top based and the analysis was only over 2 days and include a Saturday. Due to lack of physical data, it can be concluded the claims are unsafe.

Noise traffic and congestion -

- How can a 2 day survey inform the correct decision, one being on a Saturday and in June, a quieter time in the school calendar?
- What is known and acknowledged in reports by the applicant is that Spring Lane and other roads joining spring lane do experience high levels of congestion during the morning and evening rush hour. To claim any validity for a survey a number of sets of data should be collected over several fixed time periods spaced out over a number of weeks/months for morning and evening rush hour periods.
- How can 115 + cars not increase noise and pollution?
- No clear data is presented

Why expansion at Radcliffe? -

- The applicant response is a HOW rather than a WHY.
- The only reason Radcliffe has a shortage is because commuters are having to travel further than their local Metrolink to park at Radcliffe.
- The LPA must not be rushed into making any decisions - we are still in a pandemic situation.
- The proposal of a P&R does not necessarily have to be in Radcliffe, because the structure is already there and TfGM can just "Add on to it", that may be the cheapest and easiest option, but it will not stop people parking on the streets.
- There are still consultations on the Radcliffe SRF and GMSF with no conclusion at present. Waiting for a final decision would be advisable.
- The response from TfGM very much focuses on the business cases for the region and on Greater Manchester strategies and quotes documents dating back to 2015. It makes little comment about the community of Radcliffe and the benefit for Radcliffe.
- No benefit economically for Radcliffe due to the car park's out of town location.
- Increasing the catchment area must actually increase the volume of traffic coming in to the small town of Radcliffe
- It is stated that the GMSF requires principal town centres such as BURY to have improved access from a wider catchment' - So, in your own words this expansion of a car park MUST be done at Bury
- Don't understand the reference to a new residents housing area of 'Elton Parkland'. I

don't know where that is.

Parking issues for Radcliffe residents -

- Don't understand how the Parking Permits are linked to TfGM, they are provided by the council. The permits are not specifically issued to stop Metrolink commuters. They are to stop ANY parking.
- The current policy of not charging for parking is a flawed policy
- Cheaper for somebody who lives further away to drive to Radcliffe, park for free and then pay a small amount to travel by tram to Bury to work. How can that be a good justifiable policy?
- Not all streets are covered by the parking scheme - it will displace the problems elsewhere.

Customers who are using the Radcliffe P&R are not Radcliffe locals -

- The response refers to a survey carried out in 2017, again another dated document. The document then goes on to include data from a survey done at the Whitefield P&R, another example of the scant regard that TfGM are giving to the people of Radcliffe.
- A huge amount of any parking at the Radcliffe station should be devoted to Radcliffe residents
- Distinct lack of clear methodology for this data

Have other future developments been taken into consideration? -

- Fail to see how improving a car park for Commuters will improve the development of Radcliffe as a town.
- The document contains more repetition of nice words that TfGM have consulted and/or they are working with BMBC on the SRF and the new high school and on their aspirations of cycling routes, finding finance etc.
- Would like to see TfGM do a survey of those arriving and alighting the tram at the Metrolink station
- The disclosure by TfGM that they are already procuring new trams should also be included in the modelling, the likely increase in passenger numbers will add more traffic due to people being dropped off, taxis to and from etc
- Inadequate landscaping.
- Inadequate CCTV
- Increase in crime - out of date
- Covid Sars-19 has greatly impacted on the level of transport required and is likely to require in the near future. Therefore, planning permission would be premature.
- Considerable new housing is a contentious issue locally in any event.
- A temporary car park should have been sourced during this consultation. There are no guarantees that one will be in place.
- In summary, full thorough surveys need to be completed before a decision is made on the location of any P&R facilities.
- The opportunity to invest in what the customer would actually want, has been missed.
- There should be no changes now until such time that consultation on the Radcliffe SRF is concluded and the final developments are agreed

**Support** - Great idea

**Response to further representations received.**

The Applicant's response to the validity of the date of the traffic survey carried out in 2018 - The traffic counts used in the Transport Statement were of cars entering and leaving the car parks and not on the public highway network.

Any other matters not already addressed in the report will be responded to in the Supplementary Agenda.

**Statutory/Non-Statutory Consultations**

**Traffic Section** - No objection in principle. Conditions to be finalised in the Supplementary Agenda.

**Borough Engineer - Drainage Section** - No response received.

**United Utilities (Water and waste)** - No objection subject to a condition for the submission of a drainage scheme.



**Environmental Health - Contaminated Land** - No objection subject to conditions  
**Environmental Health - Pollution Control** - No comments to make  
**Greater Manchester Police - designforsecurity** - Any response to be reported in the Supplementary Agenda.  
**EDS Head of Parks and Countryside** - No response received.  
**Greater Manchester Ecology Unit** - No objection subject to conditions and informatives.

**Pre-start Conditions** - Applicant/Agent has agreed with pre-start conditions

#### **Unitary Development Plan and Policies**

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN6/4	Wildlife Links and Corridors
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
HT2/5	Public Car Parks
HT2/6	Replacement Car Parking
HT3	Public Transport
HT3/4	Schemes to Assist Metrolink
HT4	New Development
HT5/1	Access For Those with Special Needs
SPD11	Parking Standards in Bury
EN1/5	Crime Prevention
EN7	Pollution Control
HT2	Highway Network
HT6/1	Pedestrian and Cyclist Movement
EN8/2	Woodland and Tree Planting

#### **Issues and Analysis**

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

**Policies** - At the heart of the NPPF is a presumption in favour of sustainable development and states the three objectives to achieving sustainable development which are:

- economic objective - to help build a strong, responsive and competitive economy , including identifying and coordinating the provision of infrastructure;
- social objective - to support a strong, vibrant and healthy communities....by fostering well-designed and safe built environments with accessible services;
- environmental objectives - contribute to protecting and enhancing the natural, built and historic environment, including making effective use of land including moving to a low carbon economy. Planning policies and decisions should play an active role in guiding development towards sustainable solutions.

Section 9 of the NPPF - Promoting sustainable transport seeks to ensure that appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users and any significant impacts from development on the transport

network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

At paragraph 109, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Development that would generate significant amounts of movement should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

UDP Policy HT1 - A Balanced Transportation Strategy seeks to ensure a co-ordinated approach to the formulation of policies and proposals for the alteration, upgrading or improvement of the transport network. This includes implementing measures to increase attractiveness of public transport as a viable alternative to private travel; facilitating better interchange between different modes of transport; and improving the accessibility of public transport to those travellers whose mobility is impaired.

At policy HT2 - Highway Network seeks, amongst other things, to improve the operation and attractiveness of the public transport network, improve the flow of traffic and improve or protect the environment.

Policy HT3/4 - Schemes to Assist Metrolink seeks to support the provision of new or improved stations and car parks which will increase the available park and ride facilities on the Metrolink.

In considering new development, Policy HT4 - New development encourages proposals which will support the principles of sustainable development, assist the implementation of a balanced transportation strategy and minimise the environmental impact of traffic.

**Principle and Need** - The Applicant states that the proposals to expand the Radcliffe Park and Ride (P&R) Facility has been evaluated with regards to a number of factors, including the wider Greater Manchester Spatial Framework (GMSF) and Radcliffe Strategic Regeneration Framework (SRF) and future developments, and to address the on-street parking problems experienced by local residents due to the shortfall in capacity at the existing Metrolink car park.

The Metrolink Capacity Improvement Programme (MCIP) Business Case recognised that improvements to public transport and sustainable modes of travel must be enhanced, whilst also seeking to reduce air pollution and help deliver regeneration and economic growth to areas.

The Business Case, with specific reference to Radcliffe P&R, recognised that improvements at the site would provide a sustainable and attractive alternative to driving, thereby reducing congestion and carbon emissions, enable better access to employment and local areas, support regeneration in Radcliffe and the wider Borough, improve access to the wider catchment area and provide improved sustainable transport connectivity for new developments, particularly housing growth for the area.

The Applicant has highlighted Radcliffe as one of the stops for park and ride improvements as part of the Association of Greater Manchester Authorities (AGMA) Scheme, which recognised the shortfall of car parking at Radcliffe particularly on weekdays. Bearing in mind the 'bigger' picture aspirations of the GMSF and SRF, the expansion of the P&R facility at Radcliffe Metrolink would support long-term objectives for sustainable development, economic growth and at the local level would improve connectivity, alleviate pressure on the roads and address the local on street parking problems.

It must be noted that the GMSF as a development plan would not have weight in the planning decision making process and is not material at this time until the plan nears

adoption, and the SRF would only be a material planning consideration upon adoption. Both of these documents at present are for reference but not material at this time. What is clear is that the Council must prepare a local plan and following the requirements of National Policy seek to uphold an agenda for growth which would encourage the development of sustainable development for transport, housing and employment.

In addition, the Metrolink Improvement Programme includes the expansion at Whitefield's P&R for an additional deck at the station. Delivered in conjunction with Radcliffe, there would be a combined increase in spaces in the area.

The shortfall in capacity of the Radcliffe car park has resulted in overspill parking by users of the Metrolink on the surrounding streets, causing problems for the immediate residents that live in the locality and it is intended that the opportunity to expand the P&R facility would alleviate such pressures on the nearby streets.

In terms of the justification for the expansion at the Radcliffe P&R, the Applicant has sought to demonstrate that proposals have been developed and modelled appropriately taking into account the broader growth strategies and aspirations of a growth agenda as well as considering the benefits the scheme would bring to ease the immediate parking pressures in the immediate locality from commuter parking in relation to current demand. By providing the additional deck, the proposed development would continue to contribute to sustainable development in allowing greater use of public transport instead of encouraging longer vehicle movements between Bury and Manchester and beyond.

No one solution alone of sustainable travel would be a magic bullet, but overall on a growth agenda there must be a package of different options available. This Metrolink Scheme would provide one contribution and therefore as a principle must be acceptable. It is also noted that the resident parking scheme is in the process of being implemented.

In considering whether the development should be in Radcliffe or elsewhere, it is acceptable as a matter of principle and it is the details as to whether the scheme relates appropriately to its surroundings, works in relation to traffic flows, is considered in relation to air quality for the area where it would be located and is considered in the wider scheme of approaches concerning sustainable travel options.

It is therefore considered the proposed development would comply with the principles of sustainable development and the NPPF and UDP Policies HT3/4 and HT4.

**Design and layout** - The proposed 2nd floor parking deck would be located directly on top of the existing 1st floor deck. In terms of the current arrangements on site, the existing car park layout would not fundamentally change as a result of the development. There would be some re-configuration of the circulation area around the main parking area and the 1st floor deck resulting in the removal of a couple of spaces to facilitate the additional ramps and access around the car park, but the re-provision of 120 new spaces at the 2nd floor would absorb this loss.

The existing access and egress from/to Spring Street would operate as currently exists.

The development proposes additional tree planting which would be located along the eastern embankment to the tram line and to the western boundary of the site, providing additional screening to the houses beyond.

In terms of design, the proposed deck would be modelled on the design of the existing deck in terms of its appearance and materials, proposing a steel frame and horizontal barriers around the periphery of the deck. The surfacing would be finished in a dark grey asphalt or tarmac, as is standard for such multi-decked parking structures and the same used for the 1st floor deck.

It is therefore considered that by adding an additional deck to the existing structure, the

requirement to address the parking capacity issues on the site would make best use of the potential land available. The car park facility would continue to operate within a safe and secure environment for Metrolink users.

The design would be appropriate and functional for the purposes it would serve and emulate the existing structure.

As such, the proposed development is considered to be acceptable and would comply with UDP Policies EN1/2, HT3/4, HT6/1 and HT4.

**Impact on residential amenity** - The nearest properties to the proposed development would be the terraced houses on Howarth Street and Barlow Street, to the west. There is a difference in levels between the car park and the land to the west, with the houses set approximately 2.7m lower than the site.

The existing decked car park is approximately 4.5m high to the top part of the rail which runs along the sides of the car park. The additional deck would increase the height of the structure to approximately 7.5m.

The row of houses on Howarth Street are perpendicular to the site, with only the side gable of No 45 facing the site. There would be a distance of 24m from the side gable of no 45 to the proposed deck and there is tree planting along this part of the boundary. Given the difference in levels, the distance between the houses and the site and that there would not be a direct interface between the site and the houses on Howarth Street, it is considered there would not be an overbearing relationship or a detrimental impact on this property or this row of houses.

The rear elevations of the houses on Barlow Street face the site and have habitable room windows directly opposite the existing car park and the 1st floor deck. The houses, set at a lower level already have some views of the car park with the first floor of the dwellings in line with the existing 1st floor deck. The proposed 2nd tier would be slightly higher than the roof of these houses.

There would be a minimum distance of approximately 32m from the decked car park to the rear elevations of Barlow Street. There is existing intervening landscaping with tree planting up to 12m high along part of the site boundary and proposed landscaping would fill in some of the gaps which would further screen the site. In addition, there are some industrial units which are located directly behind Nos 16-20 Barlow Street which obscure views of the car park.

The proposed 2nd floor deck would be erected in a material of a relatively lightweight appearance with the use of a steel frame and horizontal barriers, mirroring the existing form. The pedestrian access stairs to the decks are located at the opposite corners of the structure to the houses on Barlow Street and as such this would not add additional bulk or visual massing when viewed from the houses. Orientated to the west of the site and over 30m away, the properties would not experience significant or adverse periods of overshadowing from the proposed extension.

Given the distance to the houses on Barlow Street, the intervening industrial units and the existing and proposed landscaping along the western boundary, it is considered that the addition of the 2nd floor deck would not introduce an overbearing or dominant form when viewed from the houses and therefore not have a detrimental impact on the amenity of these occupiers.

It is therefore considered that the physical relationship of the 2nd deck to the nearby houses would be acceptable and the proposed development would comply with UDP Policies EN1/2.

**Noise** - A Noise Impact Survey has been carried out, the timings of which took account of

both the morning and evening peak usages. The report has been assessed by the Council's Pollution Control Section. The Report concluded that there was likely to be an increase of between 0 and 0.6 in the existing ambient noise levels at the nearest noise sensitive receptor. This would indicate there would be no significant effects to the existing noise in the area and the Pollution Control Section are satisfied with this conclusion.

There is already a degree of noise which is generated by the Metrolink line itself, nearby industrial buildings as well as the existing car park. Given the relatively minimal increase in noise levels that would be generated by the development, it is considered there would not be a significant harm caused to nearby residential priorities or the area in general.

**Lighting** - The application proposes lighting similar to the current arrangement on the 1st floor deck, which consists of 4m high column mounted luminaires located around the periphery and within the parking areas of the new deck (as shown on the 3'D' visualisation plan). The lighting columns would be of a slimline type, facing inwards towards the car park and the lamp would be a 'top hat' design which would direct light downwards, the same as the existing columns. The lights would be controlled by a combination of daylight sensors and timers and a condition would ensure that the lights would only be on at the early parts of the day, to serve the first commuters and switch off half an hour after the last tram would leave the Metrolink stop, providing both security and safety to the station and commuters whilst minimising impacts from light pollution to those living in the immediate locality.

Lighting would also be fitted under the deck on a sensor module and emergency lighting provided to driving lanes, parking bays and to clearly define pedestrian walkways to provide a safer environment.

Located over 30m away from the nearest property, it is considered that given this separation distance, the directional orientation of the lighting, and control of the timings of luminance by condition, it is considered that the proposals would not cause any more harm or have an adverse impact on residential amenity than the existing arrangements on site.

In terms of light spillage from car headlights, the development proposes low level barriers around the periphery of the deck, and as are currently in situ for the existing 1st floor deck, which would shield light from vehicle headlights using the car park. It is therefore considered there would not be significantly more harm or impact to the residents to the west than the existing situation.

**Air Quality/Air Pollution** - The Environmental Health Section have been consulted on the proposed development.

The site is located within an Air Quality Management Area. Due to the nature of the development for 115 additional spaces, it is considered possible that the development would create an increase of more than 100 AADT (annual average daily traffic). Therefore, an air quality assessment has been carried out which has concluded, based on the modelled predicted concentrations, the impact on air quality of the redevelopment was considered negligible and therefore, based on the IAQM and EPUK Guidance, 'not significant'.

The above assessment is acceptable to this Section.

Given the requirement to decrease NO<sub>2</sub> across Bury, as required by Defra in the 'UK Plan for Tackling Roadside NO<sub>2</sub>', published in July 2017, it is important that the proposed development incorporates good design principles and best practice measures as outlined in IAQM and EPUK Guidance, to ensure emissions are minimised.

The section therefore welcome proposals to install mitigation measures such as electric vehicle charging points and cycle facilities to encourage the use of low emission and low carbon transport option.

There are currently no electric vehicle charge points at the site. However, the information

submitted with the application suggests that 6 no. electric vehicle (EV) charging points are proposed in the future. Given the requirement to reduce emissions and improve air quality in the Borough, and in light of good design and best practice measures it is reasonable to apply a condition that details and a scheme for the provision of EV charging points/bays be submitted for approval.

The current COVID-19 crisis has also seen a significant increase in participation in cycling, and the EH Section are keen to see this continue. Radcliffe Metrolink Station is located close to National Cycle Network Route 6. The existing site currently has 5 cycle storage lockers and 5 Sheffield stands located adjacent to the site access. However, the Section would welcome improved, secure cycle parking at the station, to encourage the uptake of the cycling and multi-modal travel.

The Radcliffe Metrolink P&R site is included within the cycle and pedestrian route investment scheme which is being delivered collaboratively by Bury Council & Transport for Greater Manchester (TfGM) with Department for Transport funding. As such the proposed provision of cycle upgrades and storage facilities will be undertaken under a separate application, which includes for a dedicated cycle lane at Radcliffe and improved storage facilities.

The aspiration of TfGM is to ensure that their plans for the car park extension will facilitate the delivery of future cycling enhancements. TfGM continue to promote the increase in use of sustainable travel modes such as cycling and the promotion of sustainable development.

It is therefore considered that at this time, it would not be reasonable to put in place permanent cycle storage facilities given the future plans. It would, however, seem sensible for a temporary solution to be put in place to facilitate the extra demand for cycle parking which could arise from the proposed development and this would be informed by an appropriate condition.

It is therefore considered that the proposed development would not cause adverse or significant impact on residential amenity from nuisances of noise, light pollution, or air quality pollution and as such the development would comply with EN1/2, EN7, EN7/1 and EN7/2.

## **Highways issues**

### **Traffic**

The applicant has conducted a survey (in 2017) of customers travelling to and using the Radcliffe Metrolink car park and it was established that 21% of customers drove for less than 1 mile, 57% between 1-3 miles, 19% travelled 3-5 miles and 3% travelled over 5 miles, resulting in 78% of users driving less than 3 miles away to use the P&R facility.

It can therefore be concluded that the majority of the existing car parking provision at the Metrolink serves local users in the area and the proposed development would continue to do so. The number of commuters from further afield are not likely to change.

A Transport Statement has been prepared by SCP which examines the consequences of the proposed expansion on the current highway and transportation systems. It has been estimated that approximately 58 additional vehicles would enter the site during the morning peak and 27 additional vehicles which would depart at the evening peak times. Other movements would likely take place out of peak periods. This would equate to one vehicle movement per minute at AM peak and one vehicle movement per 2 minutes at the PM peak. It can reasonably be concluded that the proposed additional parking provision would not be of such a scale which would significantly impact on the local highway network.

The increase in trips would likely be predominantly commuter trips which already take place on the highway and it is expected that with the expansion of the P&R to provide more parking for the Metrolink, local commuters who are having to travel to further afield to reach their destinations due to the lack of nearby parking facilities would instead be able to park

at Radcliffe station and thereby reduce the number of cars on the roads.

The Transport Statement considers that the proposed development would not have a significantly material impact on the operation of the highway network. The LPA's Highway section have raised no objection to the proposed development in principle, subject to conditions.

As such, it is considered that the proposed development would be acceptable and would comply with UDP Policies HT2, HT3/4 and HT4.

#### Access

There are currently two access points into the site which are located at either end of Spring Lane. The one to the west is a single lane access into the site, which circumvents the car park and leads to the ramp and 1st floor deck. The route follows the eastern boundary of the site to the two lane exit, which has a separate right and left turn out onto Spring Lane.

The existing access would remain unchanged, and it is considered that given the provision already in place, the scale of the development would not warrant any alterations to the access points.

#### Parking

The existing car park currently provides a total of 364 parking spaces. The existing provision comprises 244 spaces (inc 22 disabled spaces) at level 0 and 120 at level 1.

With the re-configuration which would be required to facilitate the new accesses, circulation space and ramps, the scheme would provide:

- level 0 - 240 spaces (inc 22 disabled),
- level 1 - 117 spaces
- level 2 - 120 spaces (new deck),

equating to an additional 115 and resulting in a total of 479 spaces.

SPD11 - Parking Standards in Bury does not advise on maximum standards for P&R facilities. For tram stations, it is stated that individual consideration be given to proposals where appropriate and practical.

TfGM have identified that the existing parking facilities at Radcliffe are regularly at capacity, resulting in users parking on nearby residential streets. The proposed development will aide in mitigating this problem as well as providing a more attractive and sustainable option to car travel.

The additional parking would be provided at an existing facility. It would not require any more land use than already is utilised and therefore appropriate in terms of its expansion, locality and sustainability.

It is therefore considered that the proposed development, in terms of the provision of the additional spaces would not conflict with UDP Policies HT2/4, SPD11 and the principles of the NPPF.

Replacement parking - The development would be carried out in phases, resulting in the loss of some spaces whilst enabling works are carried out and full closure of the car park following commencement of the main works. In order to maintain the availability of most of the existing parking spaces for as long a period as possible, the preparation works to the existing structure would be undertaken whilst the car park remains partly open and in use.

The Applicant is conscious that on commencement of the construction works, users of the Metrolink P&R would need to be displaced elsewhere, and they are currently investigating the provision of a temporary parking facility in order to reduce disruption to local residents from parking on the nearby streets. It is anticipated that a planning application is shortly due for submission to deal with this. Notwithstanding this, a condition would be

recommended requiring the submission of a temporary replacement parking scheme together with a timetable for implementation and re-instatement.

With a mitigation scheme in place, that would appropriately compensate for the loss of number of parking spaces throughout each phasing of the development, it is considered there would be no displacement of cars from the Metrolink users onto the nearby residential streets and as such this would be acceptable.

**Security/anti-social behaviour** - The proposed development would include a series of mitigation measures designed to prevent anti-social behaviour. These would include installation of lighting, solid fire resistant bins, enclosing voids between stairs, provision of additional CCTV and securing the site out of hours.

The layout of the site also provides for good open circulation and well defined routes.

The current P&R has been awarded the Park Mark accreditation, indicating a low rate of crime and with the adoption of appropriate additional security measures, it is proposed the development would continue to be in compliance with such accreditation.

The applicant states that the car park is also patrolled on an ad-hoc basis to deter 'non-users' from using the car park and TfGM also work in partnership with GMP Neighbourhood Teams to share local information and knowledge and take part in joint initiatives to tackle anti-social behaviour.

The Applicant has submitted a Crime Impact Statement and have engaged with the Design for Security team at Greater Manchester Police. It is understood that in principle, GMP have no objection to the proposed development. Any response shall be reported in the Supplementary Agenda.

It is therefore considered that there would not be any adverse security implications or rise in anti-social behaviour as a result of the proposed development and as such the development would comply with UDP Policy EN1/5.

### **Ecology**

GMEU have been consulted on the application.

Summary - There are unlikely to be any significant ecological issues associated with this development. Risks associated with bats, nesting birds and invasive species can be resolved via informative.

Bats - The building design and the nature of the development makes the risk of bats being present and/or disturbed very low. The existing structure has no cladding the only theoretical bat roosting habitat being the existing decking which is to be retained. GMEU recommend an informative is applied to any permission to remind the applicant that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Nesting Birds - Existing landscaping is only semi-mature and to be retained. The bird nesting potential is low. There is also a low risk of birds nesting within the existing car park. GMEU recommend an informative that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

Invasive Species - Rail corridors are high risk for species such as japanese knotweed. However the development is significantly buffered from the corridor by the embankment below the line, which is managed. There is also no proposed impact on adjacent soft landscaping. GMEU are therefore satisfied that the risks of an offence are very low and



recommend an informative is applied to any permission to advise the applicant of their responsibilities under the Wildlife & Countryside Act 1981, as amended.

Contributing to and Enhancing the Natural Environment - Section 170 of the NPPF 2019 states that the planning system should contribute to and enhance the natural and local environment. The development is restricted to hard standing and the existing structure. No negative impacts are likely. Native tree planting is proposed that would result in net gain. GMEU have no objection to the landscape proposals being conditioned.

**Response to objectors** - Any matters not already addressed in the report will be responded to in the Supplementary Agenda.

**Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015**

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

**Recommendation:** Approve with Conditions

**Conditions/ Reasons**

1. The development must be begun not later than three years beginning with the date of this permission.  
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered -  
Plans  
Location plan 2460-MA-01-ZZ-DR-A-PL01 rev 2  
Proposed site and deck plans 2460-MA-01-ZZ-DR-A-PL03 rev 3  
Proposed elevations 2460-EL03  
Proposed site cross section 2460-MA-01-XX-SE-A-SE01 rev1  
'3D' visualisation plan 2460-MA-01-ZZ-DR-A-VS01/VS02 rev 3 (entrance and exit)  
Cycle provision plan 2460-MG-ZZ-DR-PL04  
Proposed lighting and emergency lighting  
MCIP003-BRN-BRL-RADPR-DR-E-LIG-0014 and 0015 levels 1 and 2  
Re-built stair 1 - MICP003-BRN-BRL-RADPR-DY-Y-STR-0011 p2  
Existing elevation 2460-MA-01-ZZ-DR-A-EL01 rev 2  
Existing site and deck plans 2460-MA-01-ZZ-DR-A-PL02 rev 2  
Tree survey by tba 4465.02  
Tree protection plan by tba 4465.03  
Landscape proposal by tba 4465.04

Reports

Noise Impact Assessment ref AC108130-1RO dated March 2020  
Air Quality Assessment ref AQ108137 dated Feb 2020  
Tree Survey report by tba Feb 2020 ref PD/4465/TSR/Feb20  
Arboricultural Impact assessment and method Statement by tba Feb 2020  
Transport Statement by SCP Feb 20 ref MC/200062/TS/0  
Lighting Design Philosophy MCIP003-BRN-BRL-RADPR-RP-E-ZZ-009

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.

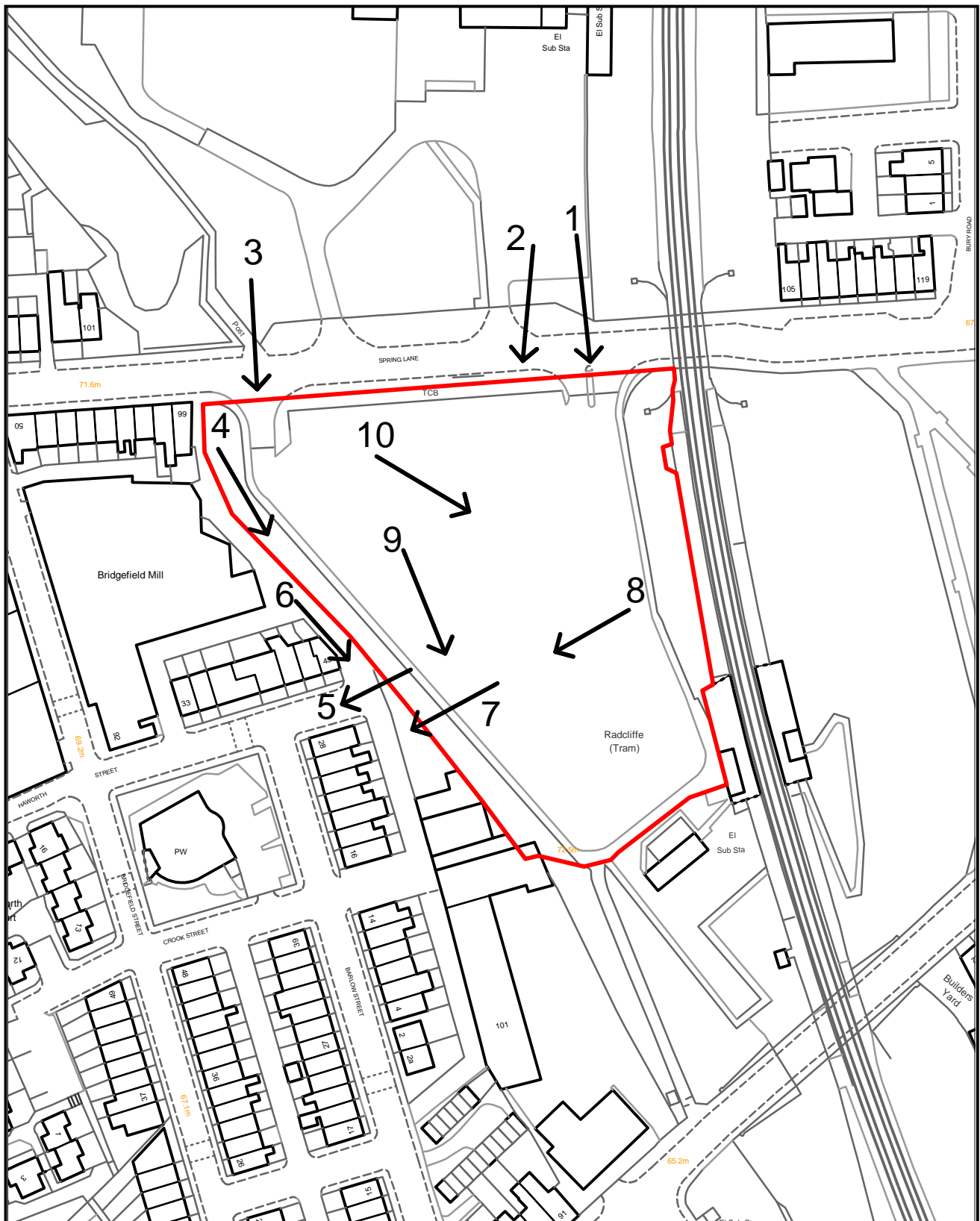
3. Prior to the commencement of any development, a drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.  
The surface water drainage scheme must be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must be restricted to 6 l/s.  
Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first use of the development hereby approved and thereafter maintained.  
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
4. Following commencement of the development hereby approved, details and a scheme for the provision of EV Charging Points/Charging Parking Bays shall be submitted to and approved by the Local Planning Authority. The approved details/scheme only shall thereafter be implemented prior to the first use of the development hereby approved and thereafter maintained.  
Reason. Information not submitted at application stage and in accordance with the principles of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.
5. Following commencement of the development hereby approved, details of a temporary cycle storage provision and scheme shall be submitted to and approved by the Local Planning Authority. The approved temporary provision shall thereafter be implemented and made available for use prior to the first use of the development hereby approved.  
Reason. To secure satisfactory cycle facilities on site and in accordance with Unitary Development Policies HT6/1 - Pedestrians and Cycle Movement, HT3/4 - Scheme to Assist Metrolink and HT4 - New Development.
6. The development hereby approved shall be carried out in accordance with the submitted landscape proposals by tba landscape architects plan ref 4465.04. The approved scheme shall be implemented not later than 12 months from the first use of the development hereby approved or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.  
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
7. The development hereby approved shall provide for 3 Schwegler bat boxes to be installed on retained mature trees which shall be provided prior to the first use of the development hereby approved and thereafter maintained.  
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 –

Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.

8. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.  
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.
9. The development hereby approved shall be constructed in accordance with the design and materials used for the existing first floor deck, and as proposed on the '3D' Visualisation plans 2460-MA-01-ZZ-DR-A-VS01/VS02 Rev 3.  
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
10. The lighting columns to the upper deck hereby approved shall be switched off half an hour after the last Metrolink service to the Radcliffe Metrolink station and remain off until half an hour before the first service to the Radcliffe Metrolink station daily.  
Reason. To protect the amenity of the nearby residential occupiers pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and EN7 - Pollution Control.
11. No development shall commence unless and until details of a scheme for temporary alternative provision for parking has been submitted to and approved by the Local Planning Authority. The scheme shall include a timetable for implementation, details of any works required to provide the temporary car park and any re-instatement works following it ceasing operation. The approved scheme only shall thereafter be implemented and to the approved timetable.  
Reason. To ensure there is adequate and accessible replacement car parking provision for users of the Metrolink whilst works are carried out and completed at the Metrolink car park, pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, HT2/6 - Replacement Car Parking and HT3/4 - Schemes to Assist Metrolink.

For further information on the application please contact **Jennie Townsend** on **0161 253-5320**

# Viewpoints



## PLANNING APPLICATION LOCATION PLAN

**APP. NO 65354**

**ADDRESS: Radcliffe Metrolink Car Park  
Spring Lane**

**Planning, Environmental and Regulatory Services**

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**Bury**  
COUNCIL

65354

Photo 1



Photo 2





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Photo 3



Photo 4



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Photo 5



Photo 6





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Photo 7



Photo 8





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Photo 9



Photo 10



## Location Plan 1250

1 : 1250

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Client:  Transport for Greater Manchester

Drawing: Location Plan

Drawing Number: 2460 - MA - 01 - ZZ - DR - A - PL01

Scale: As indicated	Size: A3	Date: 15/01/20
Drawn: SD	Checked: LJ	Rev: 2
Status: Planning		

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2460 - Radcliffe P&R Extension

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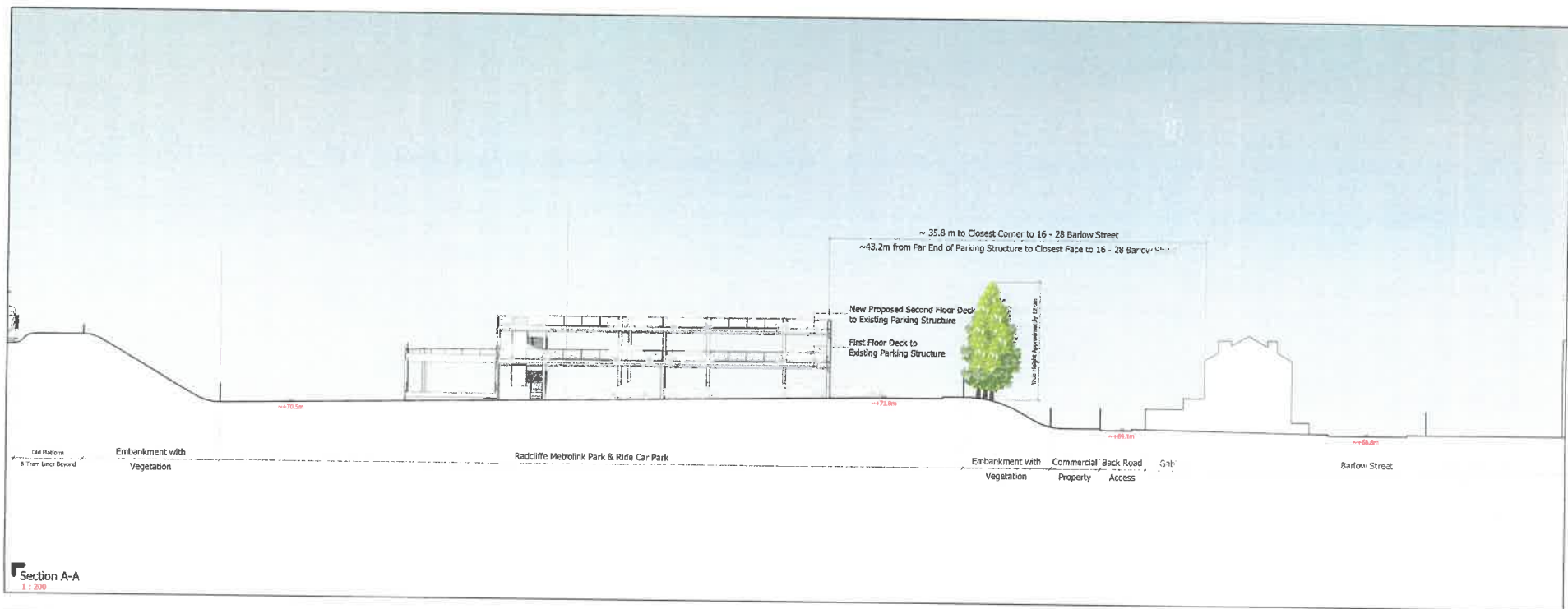
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Location Plan 500

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3D Visualisation - Entrance

Transport for Greater Manchester

3455 - 16A - 11 - 22 - DR - A - V501

Owner	STG	1	1
Access	1	1	1
Access	1	1	1

3

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