

Ward: Whitefield + Unsworth - Pilkington Park

Item 07

Applicant: Bourne Group Limited

Location: Whitefield Metrolink, Stanley Road, Whitefield, Manchester, M45 8AB

Proposal: Reconfiguration of the bus turning head and the erection of an additional deck and ramp to form a second floor to car park, providing in total an additional 123 no. spaces; landscaping scheme and lightning

Application Ref: 65465/Full

Target Date: 20/08/2020

Recommendation: Approve with Conditions

Description

The application relates to the car park which serves Whitefield Metrolink Station. The site is approximately 0.9 hectares in area located within the town centre. To the northern boundary is Whitefield Park which is separated from the site by dense tree planting and landscaping and to the east are industrial/commercial units which form the Park 17 industrial estate. The nearest houses are to the south on Nuttall Avenue which are separated from the car park by the Metrolink line which runs along this boundary in a north/south direction. To the north of the site is the access into the Metrolink station.

The northern part of the site provides a bus turning area and bus stops for local services with the southern part of the site utilised by the Metrolink car park which comprises two levels of parking - the ground floor level providing 102 No Standard bays and 13 No disabled bays (115 in total) and a first floor deck directly above for 94 spaces, equating to 209 total provision. The access into the car park is at the southerly point of the turning circle and follows an anti-clockwise direction around the car park. Pedestrian stairways are located at either end of the deck.

The access into the Metrolink site is off Stanley Road, opposite Morrison's supermarket and close to the 4-way junction with Bury New Road and Church Lane. The pedestrian entrance to the Metrolink platform is either via the car park or from the main road just outside of the site.

There are 5 Sheffield cycle stands located on the western side of the car park close to the disabled parking spaces.

The application proposes to erect a 2nd floor parking deck to provide additional parking for the station and uses of the Metrolink. There would be a net gain of 123 spaces provided.

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. The layout of the existing car park would be re-configured to facilitate the new circulation route, ramps and additional spaces required for the new deck.

The development also proposes alterations to the drop off area, bus turning area and bus stop in the northern section of the site. A turning area would still be provided to enable a circular route but it is now proposed to also provide additional parking spaces in this part of the site. There would be a row of 8 spaces (4 drop off and 4 permanent) located centrally in an 'island', around which cars would circumnavigate, 10 spaces along the northern boundary to replace the existing drop off bay, 8 spaces to the southern boundary and 6 bays to the front of the main car park and 1st floor deck. These works would require some tree removal along the boundaries.

The direction of the one way traffic system into the main car park and decked floors would be re-configured to flow in a clockwise with the access into the main car park re-located to the current exit position and likewise the new exit formed at the existing entrance.

With the re-configuration of the existing car park and the additional 2nd deck, there would be a net gain of 123 No. spaces.

The total number of spaces provided on completion would be 332 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 columns and emergency lighting within the new deck, together additional CCTV security cameras.

The scheme includes replacement planting along the north and southern boundary in the region where trees are proposed for removal.

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 Whitefield Metrolink station 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 Radcliffe - planning reference 65354. It is anticipated this will be delivered in conjunction with the expansion at Whitefield.

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 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

56461 - Erection of deck to form first floor to car park to provide an additional 83 spaces - Approved 25/6/2013.

To clarify numbers of existing spaces, whilst there are currently 94 No. spaces at first floor, there was a net gain of 83 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 137 properties. A full list of those notified are available to view on the public file.

Site notice posted 28/5/20

Press advert 28/5/20.

A total of 4 representations received.

4 objections

Objections -

- Deeply concerned about the addition of another level being added.
- Angry and disappointed that the story was in the Radcliffe Times 3 months ago before lockdown but the residents were never given the chance to air their views and ask any questions as we have only been informed now.
- Would be unsightly, overbearing for the space and an eyesore basically a multi storey car park, causing 124 more cars to congest the small access road at a busy junction, pollution from extra cars and added traffic noise .
- Light pollution from lit area.
- Demographics of Besses , Radcliffe and Prestwich would mean that people making use of this extra parking would be driving less than 1 mile to use because of proximity to other stations -would it not be better to invest in secure bike stores at this location for people to cycle locally down to station .
- More CCTV is a joke - they do not monitor it now.
- Should be adding more cycle bays instead of 124 parking bays next to a children's playground.
- As a staunch tree lover with strong environmental concerns, note the removal of some trees - these are beautiful mature trees - why is this necessary? Does it justify chopping trees down?
- It is understood that the trees to be removed are not protected or within Whitefield Park.

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 Whitefield P&R rather than other P&R at Metrolink stops?
- The selection of Whitefield 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 Whitefield 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 Whitefield this means sustainable travel, therefore reducing congestion, better access to employment areas, support regeneration of town centres and travel for future new housing. The proposed scheme at Whitefield P&R is to be delivered in conjunction with the expansion at Radcliffe 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.
- What impact will this development have on residents in neighbouring streets? Please provide a cross section drawing to indicate this has been taken into account - Feedback on the site has been considered and incorporated into the proposed design prior to the submission of planning. This includes light spill protection measures to shield neighbouring houses from car headlights. A cross section drawing has been submitted to show how the structure will stand in relation to the houses in closest proximity (Nuttall Avenue) and with regards to landscaping.

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

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

No further comments received.

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 - Response to be reported in the Supplementary Agenda

EDS Head of Parks and Countryside - No response received.

Greater Manchester Ecology Unit - Recommend that if any mature trees are to be removed that they are assessed for bat roosting potential prior to determination.

Conservation Officer - No objection.

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

EN2/1	Character of Conservation Areas
EN2/2	Conservation Area Control
EC2/1	Employment Generating Areas
HT3/1	Schemes to Assist Bus Movement
HT3/2	Bus Services
HT3/3	Design of Roads for Bus Routes

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 HT3/1 - Schemes to Assist Bus Movement seeks to promote and support measures to assist bus movement, including measures for highway improvements or traffic management schemes designed to assist bus movement, provision of lay-by's, bus

turnarounds or other infrastructure designed to make bus operation more efficient and attractive to users.

Policy HT3/2 - Bus services - Seeks to ensure that adequate bus services and infrastructure are provided to meet the needs of those travelling.

HT3/3 - Design for Roads for Bus Routes seeks to ensure that where appropriate the road layout in all new developments incorporates appropriate roads to a sufficient standard of design to accommodate bus services.

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 Whitefield 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 future developments over the coming years.

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. With specific reference to Whitefield, improvements would provide sustainable and attractive alternatives to driving, enable better access to employment and local areas, support the regeneration of the town centre and provide improved links to new development and new housing in the Borough.

Whitefield was also highlighted 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 Whitefield particularly on weekdays. Bearing in mind the 'bigger' picture aspirations of growth, the expansion of the P&R facility at Whitefield Metrolink would support long-term objectives for sustainable development, and ease congestion on key routes whilst bettering air quality along these corridors.

It must be noted that the GMSF as a development plan would not have any significant weight in the planning decision making process and is not material at this time until the plan nears adoption. 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 Radcliffe's P&R for an additional deck at the station. Delivered in conjunction with Whitefield, there would be a combined increase in spaces in the area.

The shortfall in capacity would alleviate the pressures and congestion on the local and wider routes between Bury and Manchester in particular and would also aid in relieving the pressure on overspill parking to the local surrounding streets.

In terms of the justification for the expansion at the Whitefield 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.

In considering whether the development should be in Whitefield 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.

Heritage - Part of the application site borders part of the north east boundary of the Whitefield All Saints Conservation Area.

Paragraph 189 of the NPPF requires that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary.

Paragraph 190 of the NPPF requires Local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Section 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 requires local planning authorities to give special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.

Identified harm to a designated heritage asset or its setting, in this case the setting of the All Saints Conservation area, even when identified as less than substantial harm cannot preserve or enhance the character and appearance of a conservation area as a requirement of Section 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990 without clear and convincing justification and public benefit.

The proposed second floor car parking deck and reconfiguration of the bus turning area would have no more significant impact on the setting of the conservation area than the existing car deck and turning area and no more prominent comparative to Morrison's supermarket and the lattice telecoms tower adjacent the north east boundary of the Metrolink site or within the visual context of the site. The interrelationship of these structures is such as to not represent a cumulative negative impact on the setting of the conservation area. The proposed second deck and turning reconfiguration would not interrupt views or vistas either in or out of the conservation area and would not be viewed within the setting of it.

Any trees or shrubs lost as a consequence of the development being carried out should be replaced and the perimeter rail for the proposed deck should be of the open mesh type in order to reduce the impact on the visual amenity of the occupiers of Nuttall Avenue.

It is therefore considered that the proposed development would not represent harm to the

character and appearance of the conservation area and therefore would preserve it and as such would comply with the principles of the NPPF and Section 72 of The Planning (Listed Buildings and Conservation Areas) Act 1990.

Design and layout - The proposed 2nd floor deck would be located directly on top of the existing 1st floor deck, maximising the use of the site to provide the additional parking spaces. This would require some re-configuration of level 0 and level 1 to provide the necessary circulation routes and ramps, but the general arrangement would remain unchanged.

There would, however be a change to the direction vehicles currently enter and exit the car park. The existing exit into level 0 would become the entrance, and likewise the existing entrance would thereafter become the new exit. This would enable traffic to manoeuvre straight into the car park rather than navigating part of the turning area, resulting in a more free flowing and safer route into and out of the car park.

The proposal to re-configure the drop off and turning areas would not fundamentally alter the space for vehicles to manoeuvre round the site but would better utilise this area of the site by re-locating the bus stop and providing parking bays where there are currently none.

It is proposed to provide 10 spaces along the northern boundary in place of the existing drop off zone. There is substantial tree planting along this area, some of which are identified as mature and in relatively good health. Two mature trees would be removed but these have been identified with defects and have low or moderate future growth potential. The majority of the trees would be retained and it is proposed to provide replacement native and heavy standard tree planting in this vicinity and with tree protection measures incorporated to protect the remaining trees (see Tree Section below).

The existing 'island' which consists of a raised tarmac strip would be replaced to provide 8 spaces (4 for drop offs only and 4 parking bays) would still allow for traffic to circulate the site in a clockwise direction. It is also proposed to provide 6 additional parking bays along the front of the car park and a row of 8 spaces in place of the existing bus shelter, which would be replaced by a bus stop located just to the north. There would also be some tree loss which would be compensated for by replants. The existing bus service schedules would continue to operate as it does currently.

The existing access and egress onto Stanley Road from and to the site would remain unchanged.

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 whilst re-configuration of the turning areas would improve the circulation around the car park. 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, HT3/1, HT3/2, HT3/3, HT3/4, HT6/1 and HT4.

Impact on residential amenity - The nearest properties to the proposed development would be the 2 storey semi-detached properties which are located to the west of the site on

Nuttall Avenue. The rear of the houses face 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.

There would be a minimum distance of 30m from the structure to the houses on Nuttall Avenue at the closest point. There is fairly dense and mature tree planting between the car park and the tram line, which already obscures much of the existing structure from views. Whilst the development would add more height, with these intervening features additional tree planting and given the separation of 30m, it is considered that visual impact and outlook from the houses would not be detrimentally affected by the proposed development.

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 and structure. There would be one set of pedestrian access stairs to the decks which would be located on the corner opposite to the houses on Nuttall Avenue but this would not add significant bulk to what already exists. In terms of overshadowing, these houses are orientated to the south of the site and loss of light would not be significantly harmful or adverse, particularly given the distance away of the proposed structure and the intervening features.

Given the distance away of the houses on Nuttall Avenue, the intervening existing and proposed landscaping along the southern boundary and the Merolink tramline itself, it is considered that the addition of the 2nd floor deck would not introduce an overbearing or dominant feature 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.

The issues of impacts from noise, lighting, pollution and traffic are covered in the specific sections below.

Noise - A Noise Impact Assessment has been carried out, taking into account the morning and evening peaks. The Report has been reviewed and assessed by the LPA's Pollution Control Section. The Report concluded that there would be a likely increase of between 0 and 0.1 to the existing ambient noise levels at the nearest noise sensitive receptor which would indicate that there would be no or no significant effects to the existing noise climate in the area. The Pollution Control Section are satisfied with this conclusion.

There is already a degree of noise which is generated by the Metrolink tram which runs between the car park and the houses on Nuttall Avenue. Given the relatively minimal increase in noise which would be generated by the proposed development, it is considered there would not be significant harm caused to local residents in terms of additional noise generation.

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. The lighting columns would be of a slimline type and the lamp would be a 'flower pot' 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 switched 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.

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 south than the existing situation.

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.

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, 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 NO₂ across Bury, as required by Defra in the 'UK Plan for Tackling Roadside NO₂', 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, which is encouraged to continue. The existing site currently has 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. It is understood that the Sheffield stands will be relocated adjacent to the ticket office for improved security.

The Whitefield 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.

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.

Highways issues

Traffic -

A Transport Statement has been prepared by SCP which examines the consequences of the proposed expansion on the current highway and transportation systems. A parking accumulation survey was undertaken to assess the usage of the car park. The survey was carried out from 7am to 7pm and all parking spaces were surveyed in 15 minute segments.

The additional 123 parking spaces has the potential to increase vehicle trips to the site given the car park occupancy reaches capacity. A peak hour trip rate for arrivals during the AM peak and departures during the PM peak has been derived from the on-site survey.

It has been estimated that 56 additional vehicles would arrive at the morning peak times and as the survey demonstrated that evening trips are more staggered, departures of the site would result in an additional 49 vehicles. Other movements would likely take place out of peak periods. In terms of volume of traffic, this would equate to 1 vehicle movement per minute at the AM peak and 1 vehicle every 1-2 minutes at the evening time.

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 Whitefield 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 is currently one access in and out of the site off Stanley Road. This is close to the crossroads and major junction which connects to Bury New Road, and the exit out of the site, especially when travelling northbound, can make it difficult to manoeuvre out of the site onto the highway network.

That said, the site access is generous in its width and there is room for cars to wait at the junction with Stanley Lane and for cars to turn into the site. There is also an ample length of road before the car park is reached and which can facilitate a number of cars waiting to exit the site.

The existing access would remain unchanged and it is considered that given the scale of the development and additional numbers of cars which would be leaving the site at any one time, and particularly at peak periods, the existing access would be acceptable.

Parking

The existing car park currently provides a total of 209 spaces, comprising 115 (inc 13 disabled spaces) at level 0 and 94 at level 1.

With the re-configuration of the site and the additional parking proposed, the scheme would provide:

- level 0 - 118 spaces (inc 13 disabled)

- level 1 - 88 spaces
 - level 2 - 94 spaces (new spaces)
 - bus turning area - 32 spaces
- resulting in the total of 332spaces for the site.

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 car park at Whitefield is used to capacity, and there are incidents of overspill parking to surrounding streets, plus additional traffic on commuter routes as people have to travel further to their destinations.

The proposed development would 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 be acceptable and comply 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 frame would be undertaken whilst the car park remains 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. Notwithstanding this, a condition would be recommended requiring the submission of a replacement parking scheme together with a timetable for implementation.

With a mitigation scheme in place, which 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 current users of the Metrolink onto the nearby residential streets and as such the development 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, provision of additional CCTV and securing the site out of hours.

The P&R is currently Park Mark accredited, and the Safer Parking Scheme is an initiative in partnership with the association of Chief Police Officers aiming to reduce fear and crime in parking facilities. These requirements mean that the parking operator has put in place measures to deter crime and anti-social behaviour. TfGM have liaised with Park Mark to ensure that the proposed scheme would continue to comply with the current accreditation based on the provision of security measures such as CCTV and lighting and TfGM's commitment to the reduction of crime on the Metrolink lines.

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.

Greater Manchester's dedicated Bus Watch scheme have special constables who have been tackling crime and anti-social behaviour on the bus network for over 2 years and who now also cover the Metrolink network. Since its inception, the initiative has reduced crime and anti-social behaviour across the region's bus network.

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. The response will 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 - Potential ecological issues include bats, nesting birds and invasive species.

Bats - The existing multi-storey car park is very low risk for bats consisting of open metal supports with no cladding that could provide bat roosting opportunities. Whilst there may be opportunities within the decking this is to be retained, with disturbance limited to adding an additional level. GMEU are therefore satisfied the risk are extremely low and can be covered by an informative.

Trees are however to be removed. However, some of the poplars adjacent to this Metrolink are fully mature and therefore may have bat roosting potential. GMEU therefore recommend that if any mature trees are to be removed that they are assessed for bat roosting potential prior to determination.

An Ecology report has since been received which identified that none of the trees scheduled for removal support potential roost features indicating there would be no adverse impact on bats. Bats are however likely to forage in the vicinity and it is therefore recommended that three Schwegler bat boxes are installed on retained mature trees. This would be a condition of an approval.

Nesting Birds - Trees and shrubs, potential bird nesting habitat, will be lost. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition that no works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Invasive Species - Rail corridors are high risk for invasive species such as Japanese knotweed and Himalayan balsam, although some control of knotweed along the Manchester to Bury line has occurred in recent years. The development is also adjacent to a formal park, there is therefore a risk of rhododendron being present. GMEU recommend a survey which can be dealt with via condition.

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 main ecological impact is the loss of primarily non-native trees.

The majority of the trees requiring removal or pruning works are located along the northern boundary. There would also be some removal/pruning works to a group of trees to the south, where parking bays are also proposed. The Arboricultural Report assesses the trees to be removed as Category B - that is of moderate value.

The landscaping scheme proposes replacement tree planting to the north and replacement

tree planting is proposed adjacent to the Metrolink (a wildlife corridor) using native species. GMEU have no objection to the proposed species which are native or the level of planting proposed but would also recommend the provision of three bird boxes on retained trees as mitigation for loss of bird nesting habitat. The detail can be conditioned.

Response to objectors - The issues raised have been covered in the above report and by the Applicant's response to the representations received to the application.

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 2459-MA-01-ZZ-DR-A-PL01 rev 2
Proposed site and deck plans 2459-MA-01-ZZ-DR-A-PL03 rev 3
Proposed elevations 2459-MA-01-ZZ-DR-A--EL02 rev 3
Proposed site cross section 2459-MA-01-XX-SE-A-SE01 rev1
'3D' visualisation plan 2459-MA-01-ZZ-DR-A-VS01 rev 2/VS02 rev 1/VS03 rev 1
Cycle provision plan 2459-MA-01-ZZ-DR-A-PL04
Proposed lighting and emergency lighting
MCIP003-CLH-BRL-WFDRD-DR-E-LIG-0014 and 0015 rev P01
Extension to stair 1 - MICP003-BRN-BRL-WFDPR-DR-Y-STR-0100 P1
Existing elevation 2459-MA-01-ZZ-DR-A-EL01 rev 2
Existing site and deck plans 2459-MA-01-ZZ-DR-A-PL02 rev 2
Tree Protection Plan 4464.02 Rev A
Rhododendron Distribution plan by Dunelm ecology Figure 1
Landscape proposal by tba 4464.05 rev A

Reports

Noise Impact Assessment ref AC108131-1RO dated 19/3/20
Air Quality Assessment ref AQ108136 dated 27/3/20
Tree Survey report by tba Feb 2020 ref PD/4464/TSR/Feb20
Arboricultural Impact Assessment and Method Statement Revision A by tba Revised April 2020
Ecological Assessment by Dunelm ecology dated June 2020
Landscape management plan Rev A by tba Revised April 2020
Transport Statement by SCP Feb 20 ref MC/200063/TS/0
Lighting Design Philosophy by Claddagh Electrical Ltd

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. No development shall commence until a drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:
 - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
 - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
 - (iii) A timetable for its implementation.The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme and prior to the first use of the development hereby approved.

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 4465.05 Rev A. 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 be carried out in accordance with the recommendation in Section 4 of the Ecological Assessment dated June 202 by

Dunelm Ecology and to 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. No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the Local Planning Authority.
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 National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
10. Prior to any development a survey for invasive plant species including Japanese knotweed, rhododendron and Himalayan balsam will occur and the findings supplied to and agreed in writing to the Local Planning Authority. If any invasive species are present a method statement detailing avoidance, control and eradication measures should also be supplied to and approved by the Local Planning Authority prior to any earthworks.
Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
11. 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 rev 2 /VS02 rev 1/Vs03 Rev 1.
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.
12. The lighting columns to the upper deck hereby approved shall be switched off half an hour after the last Metrolink service to the Whitefield Metrolink station and remain off until half an hour before the first service to the Whitefield 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.
13. Notwithstanding the approved plan - Tree Protection Plan ref 4464.02A - the tree identified as 5T shall be retained and 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

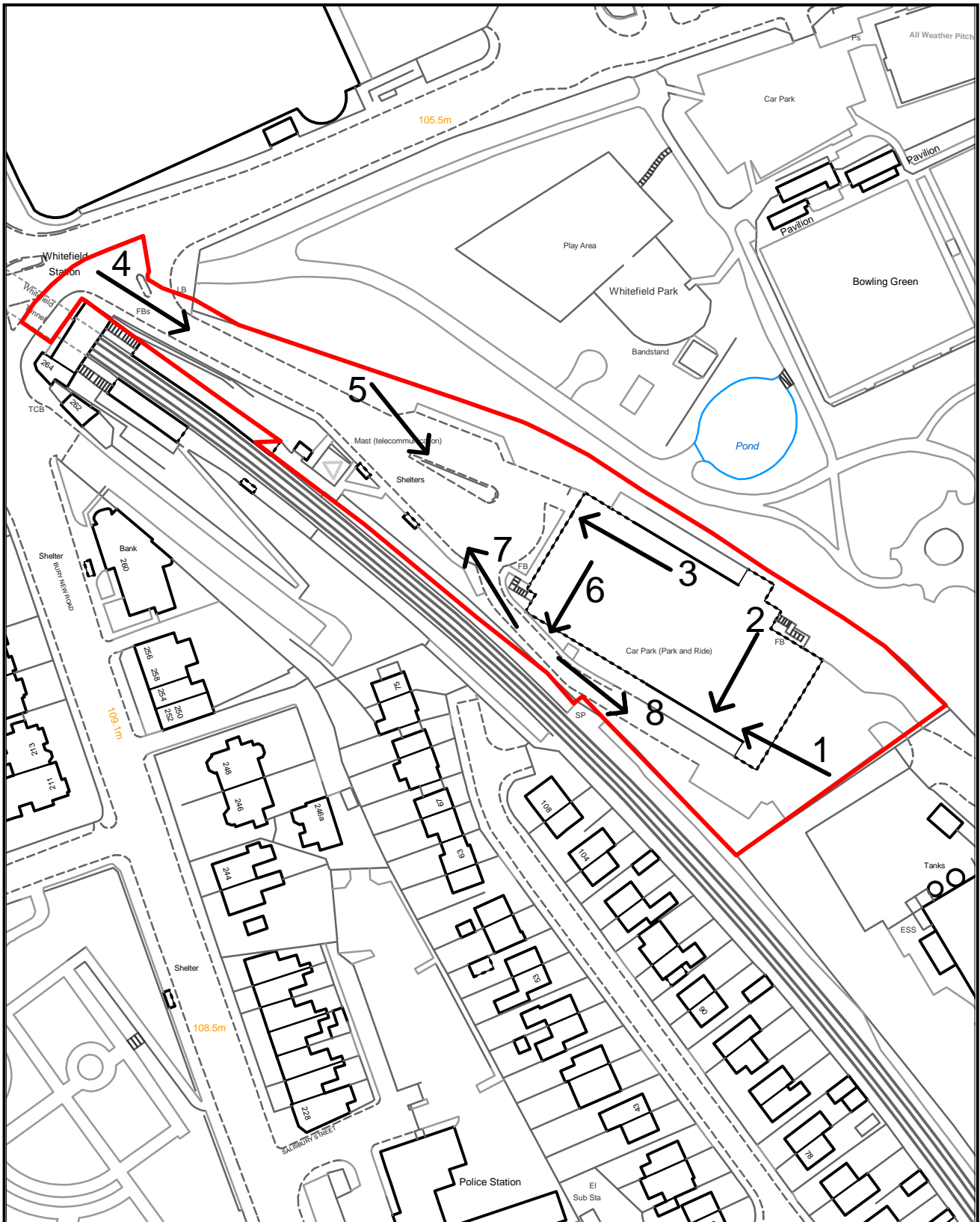
until the development has been completed.

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.

14. 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



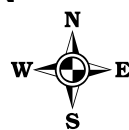
PLANNING APPLICATION LOCATION PLAN

APP. NO 65465

ADDRESS: Whitefield Metrolink
Stanley Road

Planning, Environmental and Regulatory Services

(C) Crown Copyright and database right (2015). Ordnance Survey 100023063.



Bury
COUNCIL

65465

Photo 1



Photo 2



65465

Photo 3



Photo 4



65465

Photo 5



Photo 6



65465

Photo 7



Photo 8



Location Plan 1250


1 : 1250

Drawing Information:

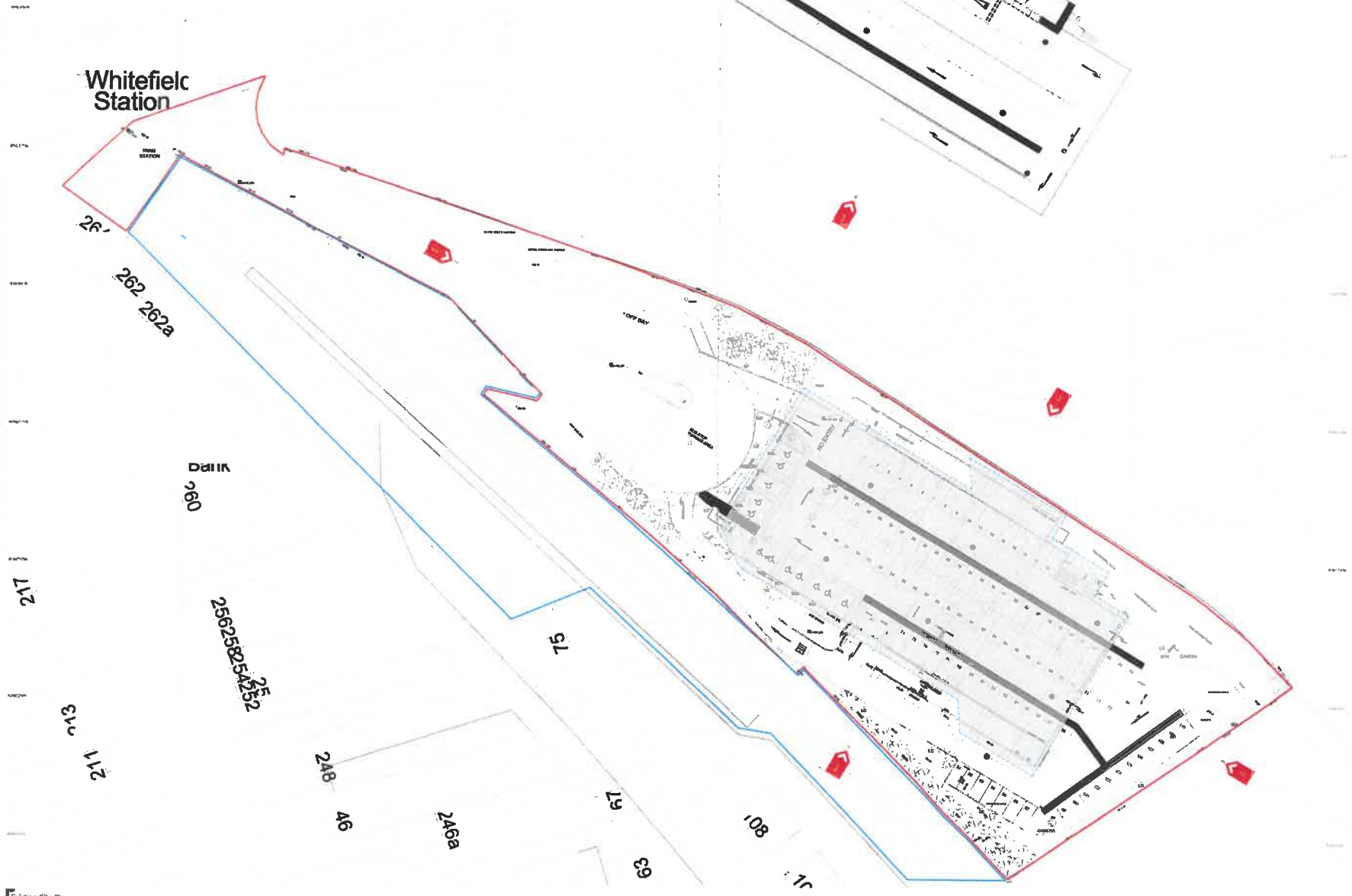
All drawings and dimensions must be checked against the instructions given to implementers of works. Any alterations must be reported to Millson Group Ltd. All information herein is the copyright of Millson Group Ltd. Copying or full or part is forbidden without written permission from Millson Group Ltd.



Location Plan 500
1 : 500

Client:		
		
Drawing:		
Location Plan		
Drawing Number:		
2459 - MA - 01 - ZZ - DR - A - PL01		
Scale:	Size:	Date:
As indicated	A3	15/01/20
Drawn:	Checked:	Rev:
SD	<input checked="" type="checkbox"/>	2
Status:	Planning	


Byron House 0161 228 0558
10-12 Kennedy St www.millsongroup.co.uk
Manchester M2 4BY info@millsongroup.co.uk
2459 - Whitefield P&R Extension



Existing Site Plan
1:200

Existing First Floor Deck
1:200

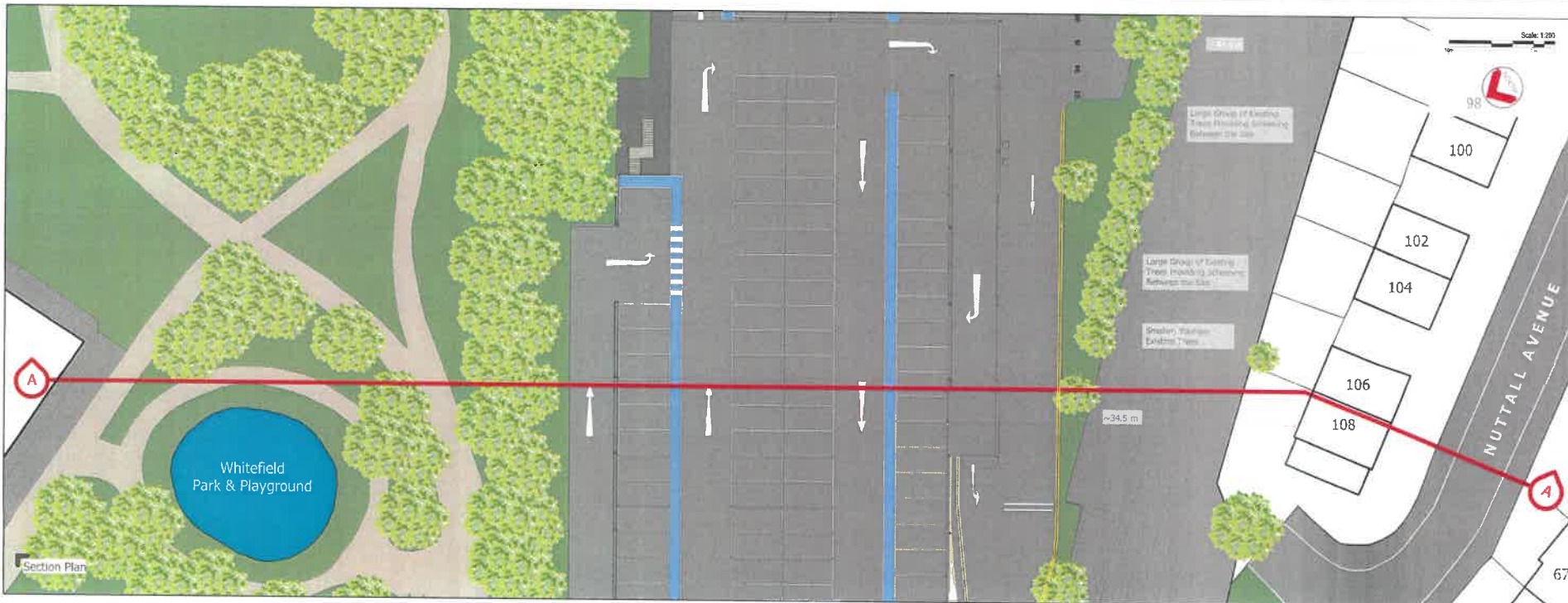
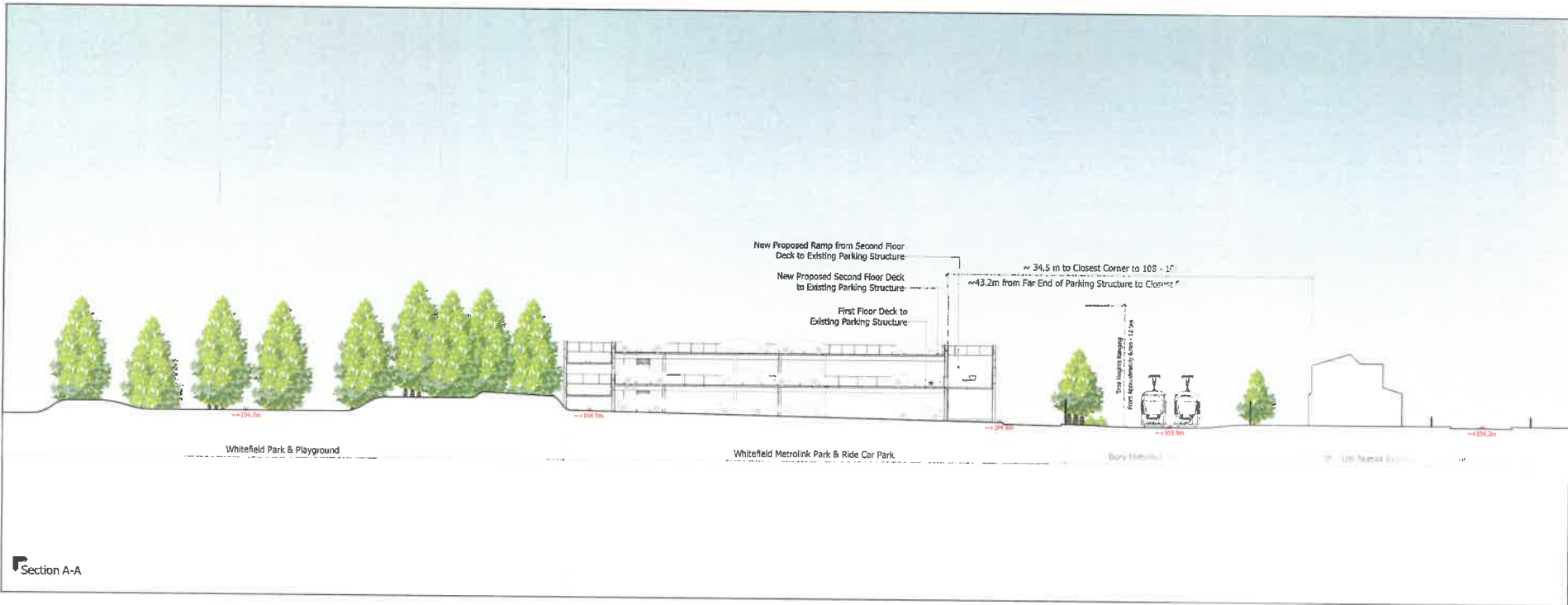
Legend

- Proposed Boundary
- Existing Boundary
- Proposed Structure
- Existing Structure



Mills Group
 100, Commercial Street
 Christchurch, New Zealand
 Phone: +64 3 325 1000
 Email: info@millsgroup.co.nz
 Website: www.millsgroup.co.nz

Mills Group
 100, Commercial Street
 Christchurch, New Zealand
 Phone: +64 3 325 1000
 Email: info@millsgroup.co.nz
 Website: www.millsgroup.co.nz



Working Document
 This document is a working document and is not for construction. It is subject to change without notice. It is not to be used for any other purpose without the written consent of Millson Group.

Transport for Greater Manchester

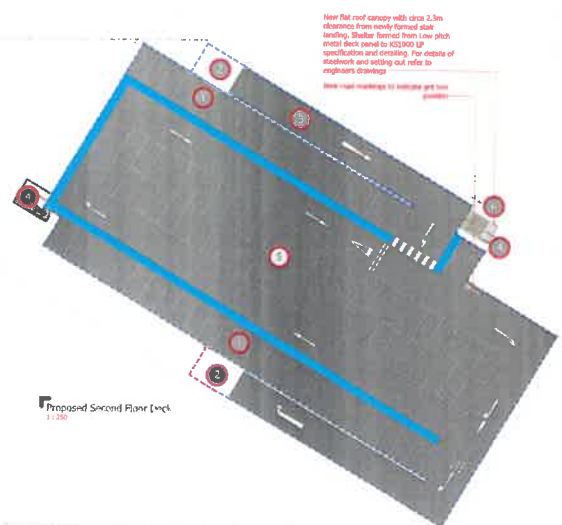
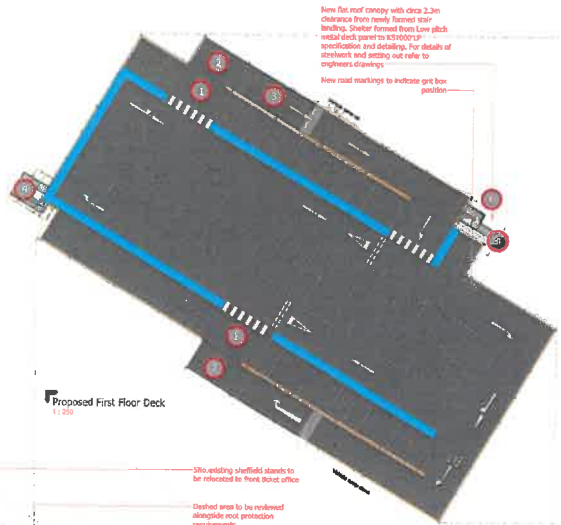
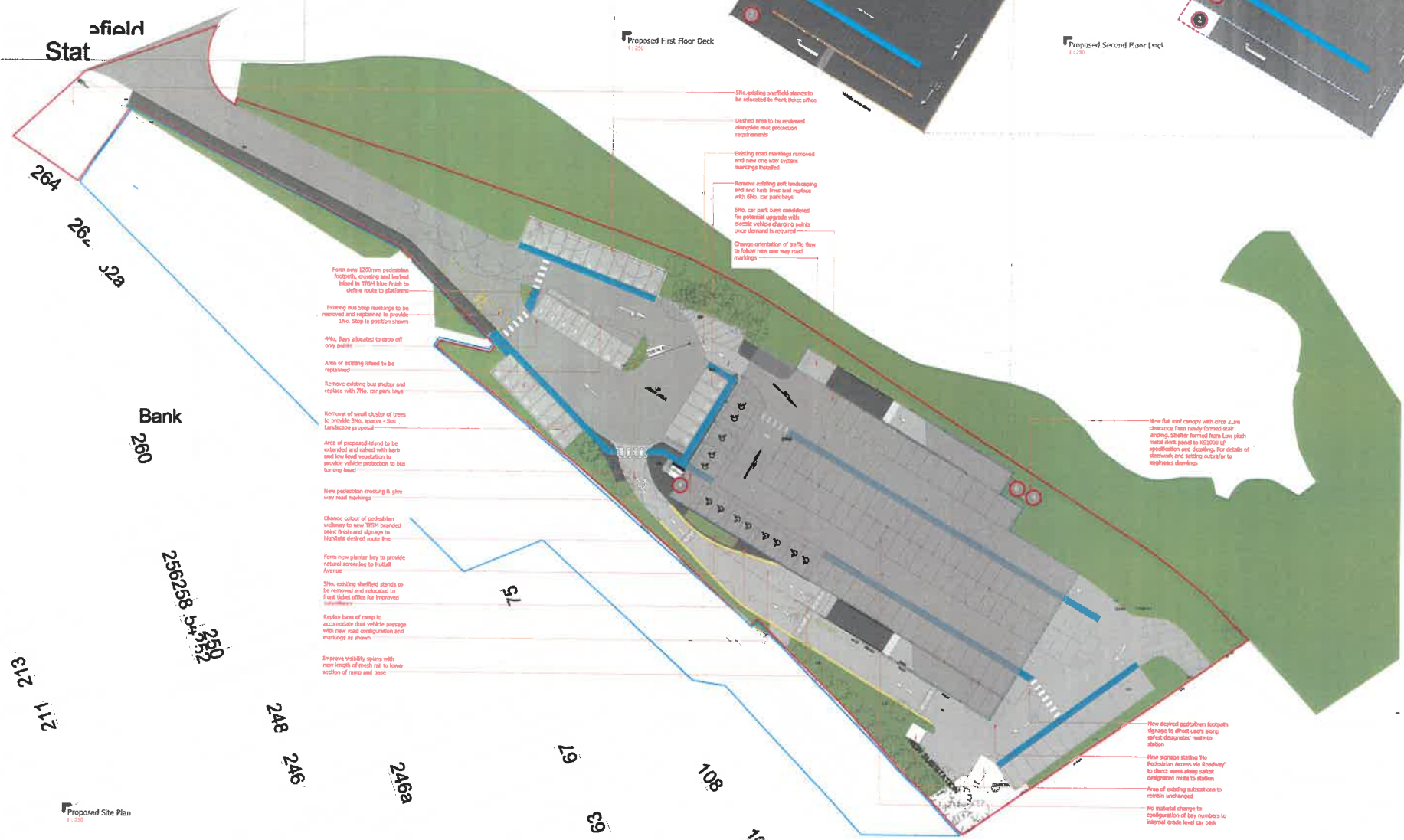
Project: Whitefield Site Cross Section

Scale: 1:200
 Date: 13/02/2021
 Sheet: 1 of 1

Millson GROUP

24/0 - Whitefield Park Extension

Project Overview	
Client:	Metrolink
Project Name:	Stadium Station
Location:	Stadium, London
Phase:	Final Design
Scale:	1:100
Author:	Wilsons Group
Check:	W. Smith
Date:	15/10/2018



Legend	
1	Proposed New Footpath
2	Proposed New Footpath
3	Proposed New Footpath
4	Proposed New Footpath
5	Proposed New Footpath
6	Proposed New Footpath
7	Proposed New Footpath
8	Proposed New Footpath
9	Proposed New Footpath
10	Proposed New Footpath

Proposed New Footpath	
1	Proposed New Footpath
2	Proposed New Footpath
3	Proposed New Footpath
4	Proposed New Footpath
5	Proposed New Footpath
6	Proposed New Footpath
7	Proposed New Footpath
8	Proposed New Footpath
9	Proposed New Footpath
10	Proposed New Footpath

Proposed New Footpath	
1	Proposed New Footpath
2	Proposed New Footpath
3	Proposed New Footpath
4	Proposed New Footpath
5	Proposed New Footpath
6	Proposed New Footpath
7	Proposed New Footpath
8	Proposed New Footpath
9	Proposed New Footpath
10	Proposed New Footpath

Proposed New Footpath	
1	Proposed New Footpath
2	Proposed New Footpath
3	Proposed New Footpath
4	Proposed New Footpath
5	Proposed New Footpath
6	Proposed New Footpath
7	Proposed New Footpath
8	Proposed New Footpath
9	Proposed New Footpath
10	Proposed New Footpath

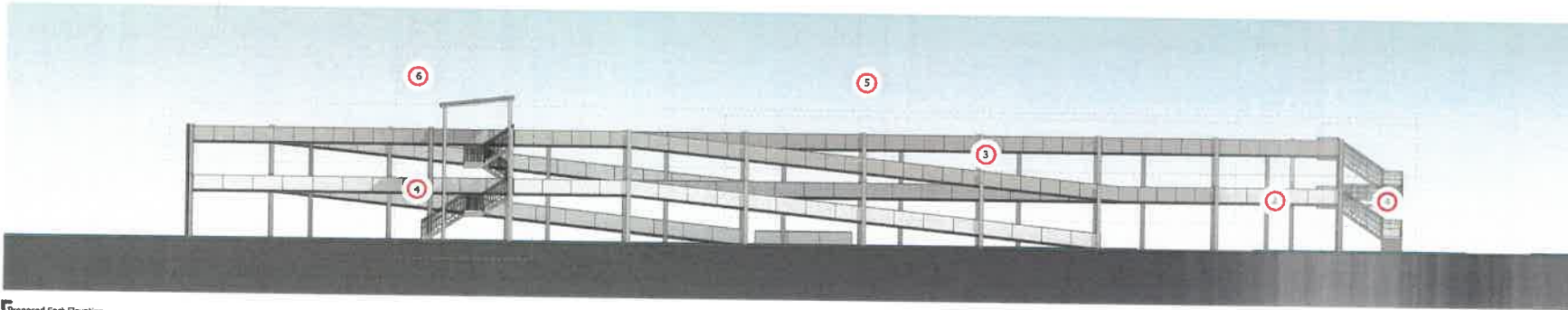


Transport for Greater Manchester

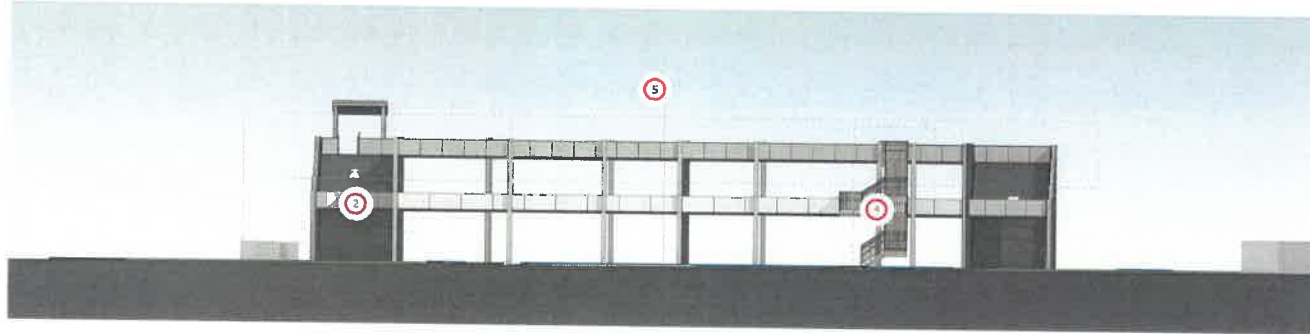
Stadium Station

2

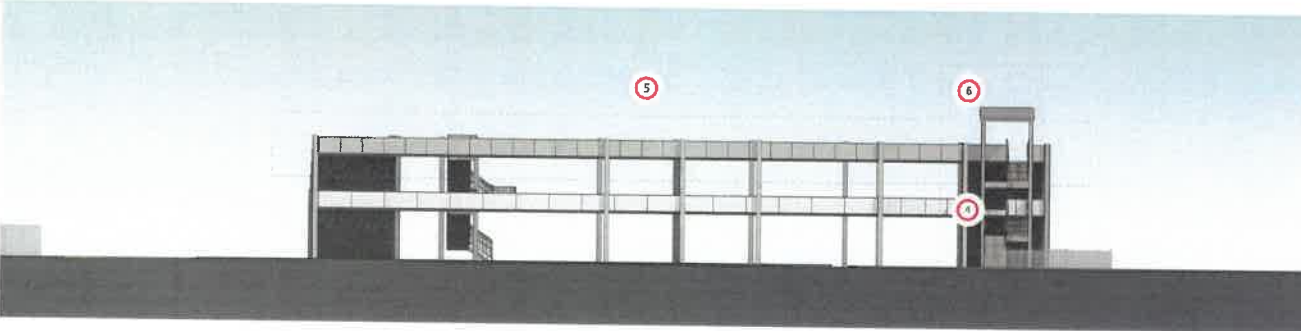
Wilson GROUP



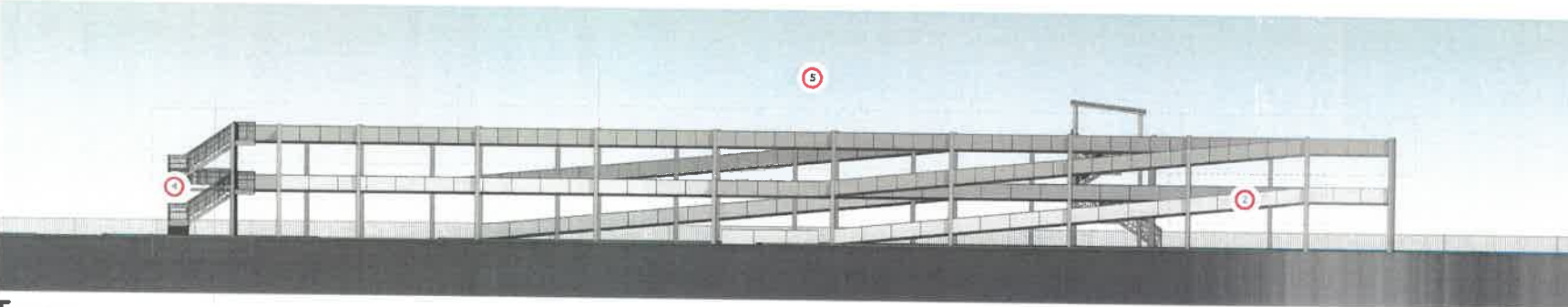
Proposed East Elevation
1:100



Proposed North Elevation
1:100



Proposed South Elevation
1:100



Proposed West Elevation
1:100

Project Information
 Project Name: [illegible]
 Client: [illegible]
 Location: [illegible]
 Date: [illegible]

Rev. No.

Rev. No.	Description
1	Issue for Client Review
2	Issue for Client Review
3	Issue for Client Review
4	Issue for Client Review
5	Issue for Client Review
6	Issue for Client Review

Rev. No.

Rev. No.	Description
1	Issue for Client Review
2	Issue for Client Review
3	Issue for Client Review
4	Issue for Client Review
5	Issue for Client Review
6	Issue for Client Review



