

Ward: Ramsbottom and Tottington -
Ramsbottom

Item 03

Applicant: Marshalls Mono Ltd

Location: Fletcher Bank Quarry/Ramsbottom Works, Manchester Road, Ramsbottom, Bury,
BL0 0DD

Proposal: Erection and operation of mortar and screed batching plant and associated
infrastructure

Application Ref: 65585/Full

Target Date: 25/08/2020

Recommendation: Approve with Conditions

Description

The application site forms part of a long established gritstone quarry of some 19 hectares, which is located on the eastern edge of Ramsbottom town centre at the higher end of the valley. The quarry site itself straddles the boundary between Bury Metropolitan Borough Council and Lancashire County Council. The site is located on the upper section of the valley and the land rises to the south east to a height of 290m Above Ordnance Data (AOD) adjacent to the quarry boundary.

The operations at the quarry are split into two areas. The northern part of the site contains the quarry void, which was excavated to a depth of 175 metres AOD. Infilling in the northern area has commenced in accordance with permission 43048 and 56576. There is a wheel wash, weighbridge and office adjacent to the access road and within the site, which are used in connection with the infilling operations. The wheel wash, weighbridge and office are at 200 metres AOD.

The southern part of the quarry is largely occupied by existing concrete products buildings, stocking area, site offices and quarry plant, which have full planning permission. Quarrying operations are taking place along the eastern edge of the quarry along a face which is around 60 – 70 metres high. The majority of the gritstone extracted from the quarry for stone, crushed sand and aggregates is used on site for the manufacture of concrete kerbs, flags and paving blocks. Access to the quarry is from a dedicated access road which connects the operational site to Manchester Road (A56).

There are residential dwellings to the northwest and west of the site, with the M66 motorway and Ramsbottom beyond. There is agricultural land and individual dwellings to the north and north east.

Proposed development

The applicant seeks consent for the erection and operation of mortar and screed batching plant. The proposed development would be located to the east of the internal access road, which is located to the south of the reception/office building. The proposed development would include the provision of:

- four upright cement storage silos and piped feeds, which are 12 metres high;
- enclosed aggregate loading hopper;
- covered conveyors;
- four aggregate bins with a 60 tonne capacity;
- enclosed mixer and batch tower (from where vehicles are filled); and
- a small batch control office;
- concrete hardstanding of the yard;
- aggregate storage bays of typical railway sleeper construction for storage of coarse

aggregate;

- portable type office and welfare unit
- concrete lined process water pits for storage of waste water 'wash out' from cleaning of the despatch lorries and plant mixer;
- small bunded fuel storage tank and admix tanks
- storage facilities and parking space for HGVs outside of operating hours.

All the metal plant and machinery will be painted a light grey colour

The proposed mortar plant is a batch production unit that mixes sands with cement and various admixtures to regulate colour and setting time to produce mortar and screeds for brick laying and flooring. The electronically powered mixer has a production capacity of 80 cubic metres per hour when operating continuously at maximum load and capacity. However, the plant would be used on an 'as needed' basis in response to actual orders, the production volumes it is suggested would be running at less than full capacity.

The mixing procedure uses a wet batch process and the mixing of the materials takes place in a fully enclosed mixer drum located immediately above the vehicle loading chute. The mixture or batch is discharged into the mortar lorry for transport to the construction site. The mortar has 36 - 72 hour shelf life.

Water for mixing is initially supplied from the public water mains and therefore supplemented as much as possible by grey water collected via the yard drainage system and from washout water collected in the process water pits/washout bays. The surface of the yard would be fully concreted to provide a hard wearing surface and would enable water run off within the yard to be collected and contained and provide flow for drainage to the washout bays.

The operating hours of the mortar batching plant proposed are:

- 05.00 - 19.30 on Monday to Friday
- 05.00 - 15.00 on Saturday

The plant would not operate on Sundays or Bank Holidays

The proposed development would be accessed from the existing access off Manchester Road. The proposed plant would provide permanent employment for 12 members of staff and would support additional jobs at quarry sites and local construction industry.

Relevant Planning History

Fletcher Bank Quarry has, in part, been subject to mineral extraction since the 19th Century. There were originally two sites, Fletcher Bank Quarry and Bank Lane Quarry. The quarry was granted planning permission to continue working stone in 1949 and over the following decades a number of permissions have been granted for quarry extensions. The following list includes the relevant planning permissions for the purposes of the review of mineral planning permissions under the Environment Act 1995 and which are the subject of this report.

Relevant Permissions

Ref. 13/4/16b — For a small area of quarry working to the north west of the site within Greater Manchester (Bank Lane). Approved in December 1949

Ref. 13/4/17 — For an area of land in the south eastern corner of the site, which is now occupied by the block plant works and falls entirely within Bury MBC. Approved in June 1949.

Ref. 13/4/1762 — For an extension to Bank Lane Quarry located to the north of the site - Approved in May 1964. This area has been worked.

Ref. 13/4/2524 — To extend the quarry by approximately 51 acres (21ha) covering land either side of the local authority boundary. The application was dealt with in two parts and

determined on the 8 November 1967. An area of 25 acres was given conditional consent whilst that to the extreme east and north of Rainford Lane was refused (non conformity with the Ramsbottom Plan). Quarrying operations are currently being undertaken in this area.

Ref. 13/4/2613 — For an extension of 9 acres to the east of the site to provide stone and overburden for use as fill on the Edenfield By-pass. Approved on 7 May 1968. This extension was a reduced area of that which was part refused under application 13/4/2524. The site is entirely within Rossendale. Quarrying operations are currently being undertaken in this area, which includes remaining permitted reserves.

Ref. C/00456/74 - For a 32 acres extension involving the joining of Fletcher Bank and Bank Lane quarries whilst nationalising the working scheme for the entire site. Approved on 25 August 1976. Approximately 60% of the area involved is within Bury MBC.

Review of Minerals Permissions (ROMP) Application 36288 - Determination of conditions for minerals/mining site (Peel) AC 22/4/09

Review of Minerals Permissions (ROMP) Application 36331 - Determination of conditions for minerals/mining site (Marshall's) AC 22/4/09

41599/03 for a new concrete products unit to replace the existing, Approved on 11 February 2004.

43048 - Quarry extension, construction demolition and excavation waste landfill operation; construction and demolition waste recycling facility and green waste composing operations at Fletcher Bank Quarry, Manchester Road, Ramsbottom. Approved with conditions - 21 December 2006.

45600 – installation of silos – approved – 25/1/06

56576 – Revised restoration for the northern part of Fletcher Bank Quarry involving the further importation of inert waste (950,000 cubic metres) up to December 2036. Approved with conditions – 15 October 2013.

57118 - Construction and operation of an Anaerobic Digestion plant including main reception building, biogas holder, associated storage tanks, 2 CHP engines, standby flare, service yard, weighbridge and offices, water management lagoon and landscaping (resubmission). Refused - 18 March 2014. Appeal dismissed - 26 November 2015

Adjacent site

62342 - Outline application for residential development for a pair of semi-detached dwellings with reserved matters for access, appearance, layout and scale; proposed parking area to adjacent commercial unit (formerly Fletcher Bank Garage). - Approve with Conditions 19/04/2018

Publicity

The neighbouring properties were notified by means of a letter on 30 June 2020 and site notices were posted on 20 July 2020.

1 letter in support of the application was received from the occupiers of Plunge Farm, which has raised the following issues:

- The application makes sense, with the volume of new home building set to increase in places like Bury and Ramsbottom.
- This plant is ideally located to service the housebuilding sector locally
- Such apparatus may even encourage a new generation of 'Bury Folk' to build the homes that these communities need.

139 letters have been received from the occupiers of

6, 14, 16, 20, 36, 40, 42, 55, 66, 70, 75, 78, 81, 98, 142, 155, 242, 389, 390, 394, 398, 400,

438 Whalley Road, Rockcliffe, 4 Green Acre Close, 22, 28, 32, 42, 119 Manchester Road, 48, 119, 164, 170, 173, 178, 182, 192 Peel Brow, 42, 76, 80, 85, 97 Bury New Road, 3, 5, 7, 8, 10, 12, 14, 26, 28, 30, 46 Cheshire Court, 1 Nero Street, 6 Shipperbottom Lane, 1 Millhouse Street, 45 Bleakholt Road, Springfield House, 9 Bank Street, 29, 35 Bury Old Road, 1, 26, 43 Ripon Hall Avenue, 12 Carrwood Hey, 4 Henry Street, 2 South Street, 2, 56, 58 Bye Road, Sheep Hey Farm House, 3 Ashbourne Court, 400 Bass Lane, 121 Market Street, 7 Cheviot Close, 89 Mercer Crescent, 17 Garden Court, 92 Bolton Road West, 52A Bridge Street, 19 Cliff Mount, 23, 25 Stanford Hall Crescent, 20 Clapgate Road, 2 Bamford Road, Twine Terrace, 59 St Andrews Close, Well Bank, 71 Bolton Street, 33 Crow Lane, 19 Lodge View, 889 Walmersley Road, 66 Tanners Street, 75 Stubbins Lane, 19 Windermere Drive, 5 Andrew Close, Bank Lane Farm, 9 Edith Street, 15 Cliff Mount, 1 Carr bank Drive, 45 Cross Lane, 2 Woodhead Close, 44 Inglewhite Close, 48 Rostron Road, 1 Osbourne Close, Bury, 28 Riverbank Drive, Radcliffe, which have raised the following issues:

- This development and the ongoing residential development will cause a huge increase in traffic on the roads, which cannot cope with the current levels of traffic.
- Extra site traffic will increase the volume of sand, dust and gravel tracked onto the road from this site.
- The hours of operation will increase noise pollution in this predominantly residential area.
- The additional 660 lorries on the road will create increased traffic and noise.
- The huge silos will be a blot on the landscape.
- Parking on Whalley Road is a nightmare.
- The plant will operate for 6 days a week. No no no
- The noise from Fletcher Bank is already substantial. It improved when they applied for the AD plant but has got worse again
- The huge silos will impact on views from Holcombe Hill
- Impact of additional traffic on cycling club in the locality
- The site owners do not take their responsibilities seriously. It took 5 years to get them to sweep the road.
- Cancer causing silicates and dust cover a half mile radius of the site.
- They already run machinery late at night.
- Noise disturbance from lorries is a major issue
- The noise impact assessment is inadequate given the close proximity of dwellings.
- Shuttleworth is a residential and green belt area and this development is incongruous and permission should be declined.
- Increased lorry movements will lead to vibration in residential properties
- The increase in traffic will make the junction of Manchester Road and Peel Brow more dangerous.
- Numerous complaints have been made to Environmental Health due to high levels of sand and dirt left by existing traffic. This has led to houses being flooded as drains are blocked with sand.
- This application should be delayed as due to Covid, residents may not have sufficient time to consider it.
- Any traffic heading south west would have to go down Peel Brow and over the bridge in Ramsbottom, which is fragile.
- No details of a public consultation have been provided.
- The hours of operation are unacceptable for a residential area.
- The local community has not been informed. I learnt of it from a local councillor. This would seem underhand practice.
- My business on Bridge Street would be affected by the increased volume of lorries.
- Many lorry drivers exceed the 40mph limit.
- There is no air monitoring in this town. The proposed development would place profit above the health of communities.
- Ramsbottom heritage society object to the application due to the increase in the number of lorries passing through the town centre and shaking the buildings to their foundations.
- My property price will go down.
- The planning inspector concluded that additional traffic weighed against the scheme at

- the inquiry into the anaerobic digestion plant. This will bring additional traffic.
- Impact of the proposed development on the tourist attractions in Ramsbottom.

The supporter and objector have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

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

Drainage Section - No response.

Environmental Health - Contaminated Land - No objections, subject to the inclusion of condition relating to contaminated land.

Environmental Health - Air Quality - No objections subject to the inclusion of conditions relating to mitigation measures during construction phase and wheel washing.

Environmental Health - Pollution Control - No response.

Environmental Health - Commercial Section - No response.

Environment Agency - No response.

United Utilities - No objections, subject to the inclusion of conditions relating to foul and surface water drainage.

Minerals and Waste Planning Unit - No objections, subject to the inclusion of conditions (taken from the ROMP) permission relating to noise and dust limits & control and hours of operation.

GM Ecology Unit - No objections.

Waste Management - No response.

Pre-start Conditions - Agent to confirm in Supplementary Report.

Unitary Development Plan and Policies

EC2/2	Employment Land and Premises
EC3/1	Measures to Improve Industrial Areas
EC6/1	New Business, Industrial and Commercial
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN5/1	New Development and Flood Risk
EN6	Conservation of the Natural Environment
EN6/3	Features of Ecological Value
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN9/1	Special Landscape Areas
OL1/2	New Buildings in the Green Belt
OL1/5	Mineral Extraction and Other Development in the Green Belt
RT3/4	Recreational Routes
HT2/4	Car Parking and New Development
HT2/7	Lorry Parking
HT2	Highway Network
MW2	Environmental Considerations for Mineral Workings
MW2/1	Assessing Mineral Extraction Proposals
MW2/2	Planning Applications for Mineral Workings
MW2/3	Development Control Conditions (Minerals)
NPPF	National Planning Policy Framework
GMMWP	Greater Manchester Minerals and Waste Plan

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.

Principle (Minerals & Waste) -

GM Joint Minerals DPD (GMJMDDP)

The ten unitary authorities of Greater Manchester have jointly produced the Greater Manchester Joint Minerals Development Plan Document for the area which includes detailed development management policies, the identification of sites and preferred areas for a range of minerals extraction and safeguarding.

Policy 1 states that in line with the presumption of sustainable development set out in the NPPF positive consideration will be given to minerals development which accords with the policies set out in this document and with all other relevant local plan policies. Such development will be considered to be sustainable unless other material considerations indicate otherwise.

Policy 2 states that all proposals for minerals working or the provision of minerals infrastructure will be permitted anywhere where any adverse impacts on the following criteria is avoided or can be appropriately mitigated:

- controlled waters and flood risk management
- landscape and visual intrusion
- biological and geological conservation including European sites
- Historic environment and built heritage
- Best and most versatile agricultural land
- infrastructure
- traffic and access
- amenity
- air quality
- land instability
- potential land use conflict
- design, phasing and operational details
- aviation safety.

Policy 11 states that development on or adjoining an existing mineral working or site containing minerals infrastructure will be permitted provided it would not have an unacceptable impact on the continuation of mineral working or the continued operation of the minerals infrastructure.

When the development is likely to have an unacceptable impact on the continuation of mineral working or the continued operation of the minerals infrastructure the applicant will be required to clearly demonstrate either:

- the mineral working and/or mineral infrastructure is no longer required;
- the need for the proposed development outweighs the need to continue the mineral working and/or the need to retain the mineral infrastructure.

Bury Unitary Development Plan

Policy MW2 states that the Council will ensure that new or extended mineral workings or mineral exploration will not have an unacceptable impact on the local environment.

Following the extraction of materials, the Council will ensure that the sites are adequately and, where appropriate, progressively restored.

The proposed development would provide a mortar and screed batch plant within the site of Fletcher Bank Quarry. The site is an active quarry and is still being worked under the current consents until 2042. The proposed development would be located within the main area of existing building infrastructure on the plateau. The main plateau is located to the west of the quarry face. The agent has confirmed that a consent is sought for the proposed development until 2042, which would tie in with the consents on the active quarry.

In consideration that the site contains a significant degree of associated uses with the quarry comprising aggregate facilities etc, it is an understandable proposal to utilise part of that process for the development described. The intention of the UDP Policy MW2 is to consider and govern mineral workings, associated activity and appropriate restoration or worked sites. The applicant has made the case that this development is linked to the productivity of this site and equally for the development to be removed following cessation of extraction.

The proposed development would be well screened and due to the temporary nature, would not have a significant adverse impact upon the landscape. The site contains quarry materials and as such, there are no ecological constraints. The proposed silos would be 12 metres in height and would not impact upon aviation safety. The location of the manufacturing plant indicates that infrastructure would be available. As such, and subject to the consideration of other policies relating to Green Belt, noise, traffic and ecology, is considered to be compliant with policy MW2 and be conditioned if appropriate to ensure removal of the activity and associated infrastructure.

The Minerals and Waste Planning Unit has no objections, subject to the inclusion of conditions (taken from the ROMP) permission relating to noise and dust limits & control and hours of operation. Therefore, the proposed development would be in accordance with Policies 1, 2 and 11 of the Greater Manchester Joint Minerals Plan and Policy MW2 of the Bury Unitary Development Plan.

Principle (Green Belt) and impact upon openness - The site is located within the Green Belt.

Paragraph 134 of the NPPF states that the Green Belt serves five purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Paragraph 145 considers the construction of new buildings as inappropriate development in the Green Belt. Exceptions to this are:

- buildings for agriculture and forestry;
- provision of appropriate facilities for outdoor sport, recreation, cemeteries and burial grounds and allotments; as long as the facilities preserve the openness of the Green belt and do not conflict with the purpose of including land;
- the extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building;
- the replacement of a building provided the new building is in the same use and not materially larger than the one it replaces;
- limited infilling in villages;
- limited affordable housing for local community needs; and
- limited infilling or partial or complete redevelopment of previously developed land, whether redundant or in continuing use (excluding temporary buildings), which would:
 - not have a greater impact on the openness of the Green Belt than the existing development: or
 - not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting identified affordable housing need within the area of the Local Planning Authority.

Paragraph 146 states that other certain forms of development are also not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt. These are:

- mineral extraction
- engineering operations

- local transport infrastructure which can demonstrate a requirement for a Green Belt location
- the re-use of buildings provided that the buildings are of permanent and substantial construction
- material changes in the use of land (such as changes of use for outdoor sport or recreation, or for cemeteries and burial grounds)
- development brought forward under a Community Right to Build Order or Neighbourhood Development Order

Policy OL1/5 states that within the Green Belt other development, not including buildings, will not be inappropriate unless:

- it maintains openness and does not conflict with the purposes of including land in the Green Belt; or
- in the case of mineral extraction, it does not conflict with the purposes of including land in the Green Belt, and high environmental standards will be maintained and the site well restored.

Proposals for other development not falling into one of the above categories is inappropriate development and is, by definition, harmful to the Green Belt. Any harm to the Green Belt holds significant weighting in any decision. Any development proposals considered to involve inappropriate development will only be permitted in very special circumstances.

The proposed development would consist of plant machinery, storage areas and portacabin of offices and welfare facilities. It would be located within the existing disturbed and operational part of the quarry and as such, any change would be viewed in the context of an existing industrial setting within an operational quarry void. The existing highway layout would remain unchanged. The proposed development would not be minerals development, but would be for minerals related development in that it would utilise the materials immediately derived from the mineral extraction. As such, the proposed development would not meet the exceptions listed above and a case for Very Special Circumstances would be required to overcome the harm to the openness of the Green Belt.

The applicant has put forward the following case for VSC:

- The proposed development would not conflict with the five purposes of Green Belt in the NPPF.
- Whilst the proposal is not for minerals extraction, it is for minerals related development, which is co-located on an existing and established minerals extraction site.
- High environmental standards of operation will be met and the proposal would not affect restoration of the wider quarry site.
- The application site would be lowered to minimise the impact upon the openness and would located within an established industrial site.
- The proposed development would be temporary and would be removed when the quarrying ceases in 2042.

The existing landscape and topography of the quarry as well as the existing buildings on site assists to contain the visibility of the proposed development. The ground level would be lowered, which would further reduce the visual impact of the proposed development. The proposed development would be visible to the surrounding Public Rights of Way, but the users of these footpaths would view the proposed development against the backdrop of the existing buildings on site. The proposed development may be visible from Holcombe Road, but it would be barely perceptible in the wider area and would be obscured by buildings, walls and trees and topography. As such, the proposed development would not alter the character and openness of the landscape.

The proposed development would be a temporary consent until 2042, which is linked to the operating periods for the quarry and as such, would not be a permanent addition. As such, given the location of the proposed development and the temporary nature of it, the proposed development would not have a significant adverse impact upon the openness of the Green Belt and would result in a very minor difference in appearance, but would not impact to alter the character of the area.

These issues are very particular to this site and existing context. As is required by law, each case must be considered on its own merits. As such, the case for VSC would overcome the harm to the openness of the Green Belt from this proposed development. Therefore, the proposed development would be appropriate development and would be in accordance with Policies EN1/2, OL1/2 and OL1/5 of the Bury Unitary Development Plan and the NPPF.

Air quality - An Air Quality Assessment was received as part of the application. The report was revised to include five additional sensitive receptors have been added to the dispersal modelling carried out using ADMS-Roads (version 5.0). These sensitive receptors are the closed properties to the proposed development:

- R14 - Fletcher Bank Garage, Whalley Road
- R15 - 32 Manchester Road
- R16 - 38 Manchester Road
- R17 - 40 Manchester Road
- R18 - Shipperbottom House, Manchester Road

The model has been used to predict changes in NO₂, PM₁₀ and PM_{2.5} due to traffic generated from the proposed development at sensitive locations in the vicinity of the site.

The additional of the 5 sensitive locations has not significantly altered the output of the modelling. For the new receptors on Manchester Road, a slight increases of between 0.14 and 0.21 µg/m³ of nitrogen dioxide were predicted (maximum 29.63 µg/m³ at R14), a change of between 0.25 and 0.52%. The predicted concentrations were below 75% of the Air Quality Objective (AQO), for the remainder of the receptors. Therefore, the impacts on annual mean NO₂ concentrations as a result of road vehicle exhaust emissions associated with the development are still predicted to be 'negligible' at all sensitive receptor locations considered.

The predicted concentrations of PM₁₀ at the new sensitive receptors are still well below the annual mean objective of 40µg/m³ for both the 'without development' and 'with development' scenarios (maximum 14.39 µg/m³ for 'with development' scenario at R14). Only slight increases of between 0.03 and 0.05 µg/m³ were predicted for the 'with development' scenario, a change in concentration of between 0.0% at all locations. The predicted concentrations were all well below 75% of the of the AQO, therefore, the impacts on annual mean PM₁₀ concentrations as a result of road vehicle exhaust emissions associated with the development were predicted to be 'negligible' at all sensitive receptor locations considered.

Based on the updated modelled predicted concentrations, the impact on air quality of the proposed development is still considered negligible and therefore, based on the IAQM and EPUK Guidance, 'not significant'. The Environmental Health - Air Quality Section has no objections, subject to the inclusion of conditions relating to mitigation measures during construction phase and wheel washing. Therefore, the proposed development would be in accordance with Policy EN7/1 of the Bury Unitary Development Plan.

Ecology - The proposed development would be located on an area of bare ground and as such, there is no ecological value. On the wider quarry site there are bird nesting constraints and constraints in relation to badgers. However, the site for the proposed development is located several hundred metres from the edge of the quarry. There is negligible risk of disturbance to these species from the proposed development. GM Ecology Unit agree that there are no ecological issues associated with the proposed development. Therefore, the proposed development would not harm any protected species and would be in accordance with Policies EN6 and EN6/3 of the Bury Unitary Development Plan.

Noise - The plant operation would start at 05.00 and there would be no commercial vehicle/HGV movements between the hours of 05.00 and 06.00. At 05.00, staff would arrive in their own vehicles and the plant would be brought into use. The proposed development would be located adjacent to the concrete block factory and in the middle of a working

quarry. The concrete block factory has a permanent consent and can operate on a 24 hour basis.

The nearest residential dwellings to the proposed plant would be some 280 metres to the west of the site. It is considered that given the distance involved and the location of the site within the existing industrial buildings, the operation of the proposed plant and machinery would not have a significant adverse impact upon the amenity of the neighbouring properties.

The commercial vehicle movements would start at 06.00 and would involve the batches being delivered to local construction sites only. Deliveries of materials to the site would start at 08.00. The nearest residential properties would be 54 metres away from the access road and front onto Whalley Road, which is a main throughroute. It is suggested that there would be 12 lorry movements between 06.00 and 07.00 and it should be noted that the existing concrete block factory can operate on a 24 hour basis. As such, the addition of 12 lorries would not create a significant adverse impact upon the amenity of the neighbouring properties. Therefore, the proposed development would be in accordance with Policy EN7/2 of the Bury Unitary Development Plan.

Highways issues - The proposed development would utilise the existing access to the quarry from Manchester Road. The proposed development would generate vehicle movements to the site bringing raw materials and from the site, when delivering the concrete to the respective construction sites.

During the week, there would be 24 lorries delivering to the site (sand, aggregate and cement) and 82 lorries delivering the concrete to the respective sites. On a Saturday there would be 36 lorry movements from the site and no deliveries of raw materials. The lorry movements would be spaced out across a 12 hour period and during the busiest hour would represent 1 lorry every 5 minutes. As such, the proposed development would not generate a significant level of traffic. The Traffic Section has no objections to the proposal, subject to the inclusion of conditions relating to a construction traffic management plan, access and turning facilities and car parking. Therefore, the proposed development would not be detrimental to highway safety and would be in accordance with Policies HT2 and EC6/1 of the Bury Unitary Development Plan.

Response to objectors

- The issues relating to impact upon the Green Belt, traffic, noise, visual impact, air quality have been addressed in the report above.
- The number of lorry movements would be 106 per day on Monday to Friday and 36 on Saturdays, not 660 lorries.
- The proposed development would provide parking facilities on site and would not impact upon parking on Whalley Road.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. 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 permission hereby granted is for a limited period only, namely for a period expiring on 2042, and the building and works comprising the development for

which planning permission is hereby granted are required to be removed at the expiration of the said period and the land reinstated to its former condition to the written satisfaction of the Local Planning Authority within 6 months of the date of this decision.

Reason. The development is of a temporary nature only.

2. This decision relates to drawings numbered 60609154.RB.02, 60609154.RB.03, 60609154.RB.04, 60609154.RB.05, 60609154.RB.06, 60609154.RB.07, 60609154.RB.08, 60609154.RB.09, 60609154.RB.10, 60609154.RB.11, 60609154.RB.12 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. The plant and machinery hereby approved shall be painted in light grey.
Reason. In the interest of visual amenity pursuant to EN1/2 - Townscape and Built Design of the Bury Unitary Development Plan.
4. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation 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.
5. Foul and surface water shall be drained on separate systems.
Reason. To secure proper drainage and to manage the risk of flooding and pollution 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.
6. Where during any works on site, unforeseen contamination is suspected or found, or contamination is caused, works on the site shall cease and the Local Planning Authority shall be notified immediately. The developer shall then produce a risk assessment and submit remediation proposals, if required, for approval to the Local Planning Authority. On approval of the remediation strategy, the development shall then be carried out in accordance with the approved details and process including any required timescales.
Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
7. The construction phase mitigation measures as detailed in Tables 7.1 and 7.2 of the air quality assessment report (White Young Green, Reference: A118217, August 2020) shall be implemented in full before the development hereby approved is brought in to use and maintained while the plant is in operation.
Reason. To protect the air quality in the locality pursuant to Policy EN7/1 - Atmospheric Pollution of the Bury Unitary Development Plan and Section 10 of the

National Planning Policy Framework.

8. Vehicles shall pass through a wheel wash before driving on the highway. If the wheel wash is not operational, alternative mitigation measures shall be put in place and agreed by the Local Planning Authority.
Reason. To protect the air quality in the locality pursuant to Policy EN7/1 - Atmospheric Pollution of the Bury Unitary Development Plan and Section 10 of the National Planning Policy Framework
9. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
- Routing for construction traffic from the adopted highway to avoid, where practicably possible, Whalley Road, Shuttleworth;
 - Hours of operation and number of vehicle movements;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
 - Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
 - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

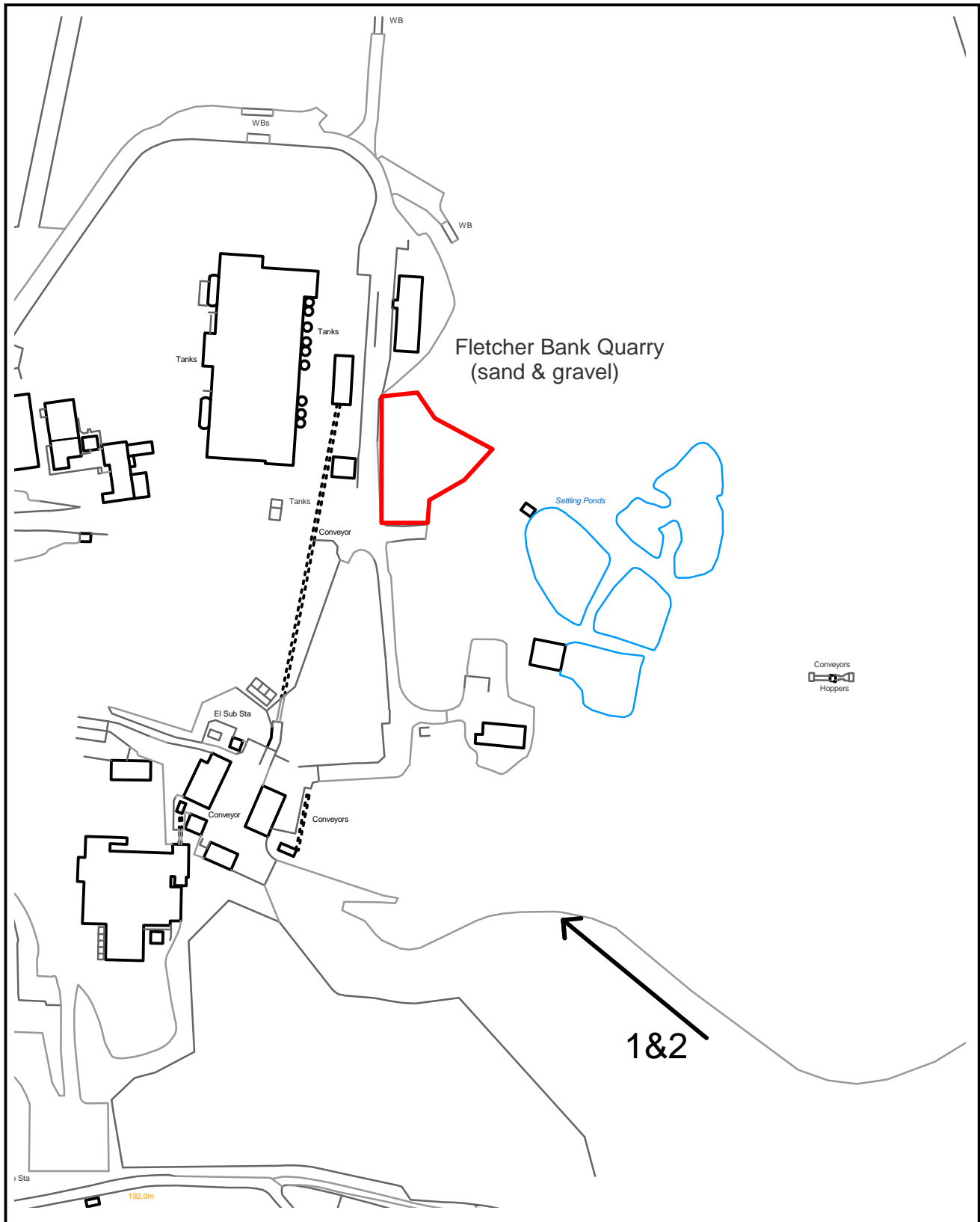
The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

10. The access and turning facilities indicated on the approved plans shall be provided and demarcated before the development is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety.
11. All plant, equipment and other machinery used in connection with the operation and maintenance of the site shall be equipped with effective silencing equipment or sound proofing equipment to the standard of design set out in the manufacturer's specification, and shall be maintained in accordance with that specification at all times throughout the development.
Reason. To safeguard the amenity of local residents and adjacent properties/landowners and land users pursuant to Policy EN7/2 - Noise Pollution of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Leach** on **0161 253 5322**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 65585

**ADDRESS: Fletcher Bank Quarry
Manchester Road, Ramsbottom**

Planning, Environmental and Regulatory Services

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Bury
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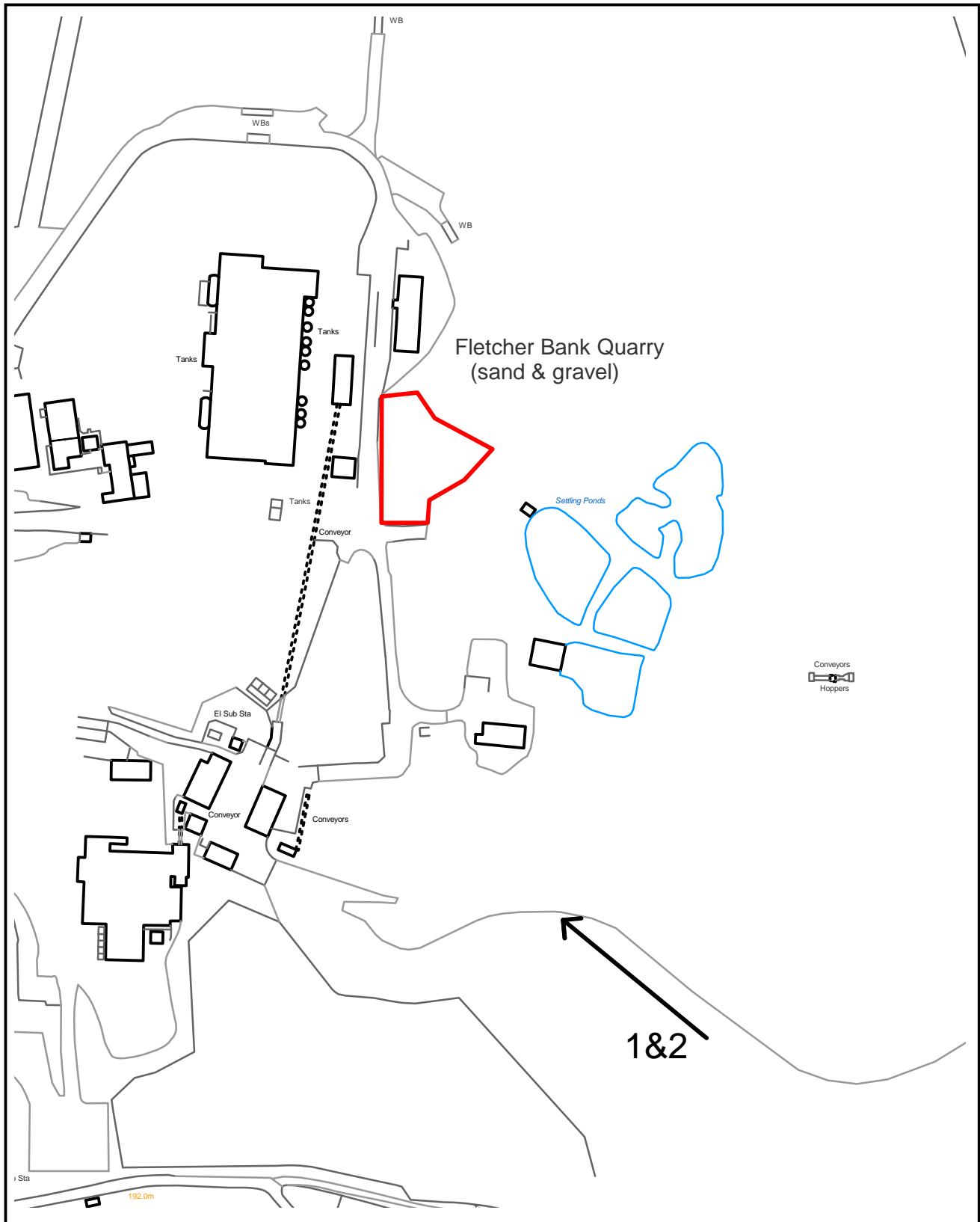
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PLANNING APPLICATION LOCATION PLAN

APP. NO 65585

**ADDRESS: Fletcher Bank Quarry
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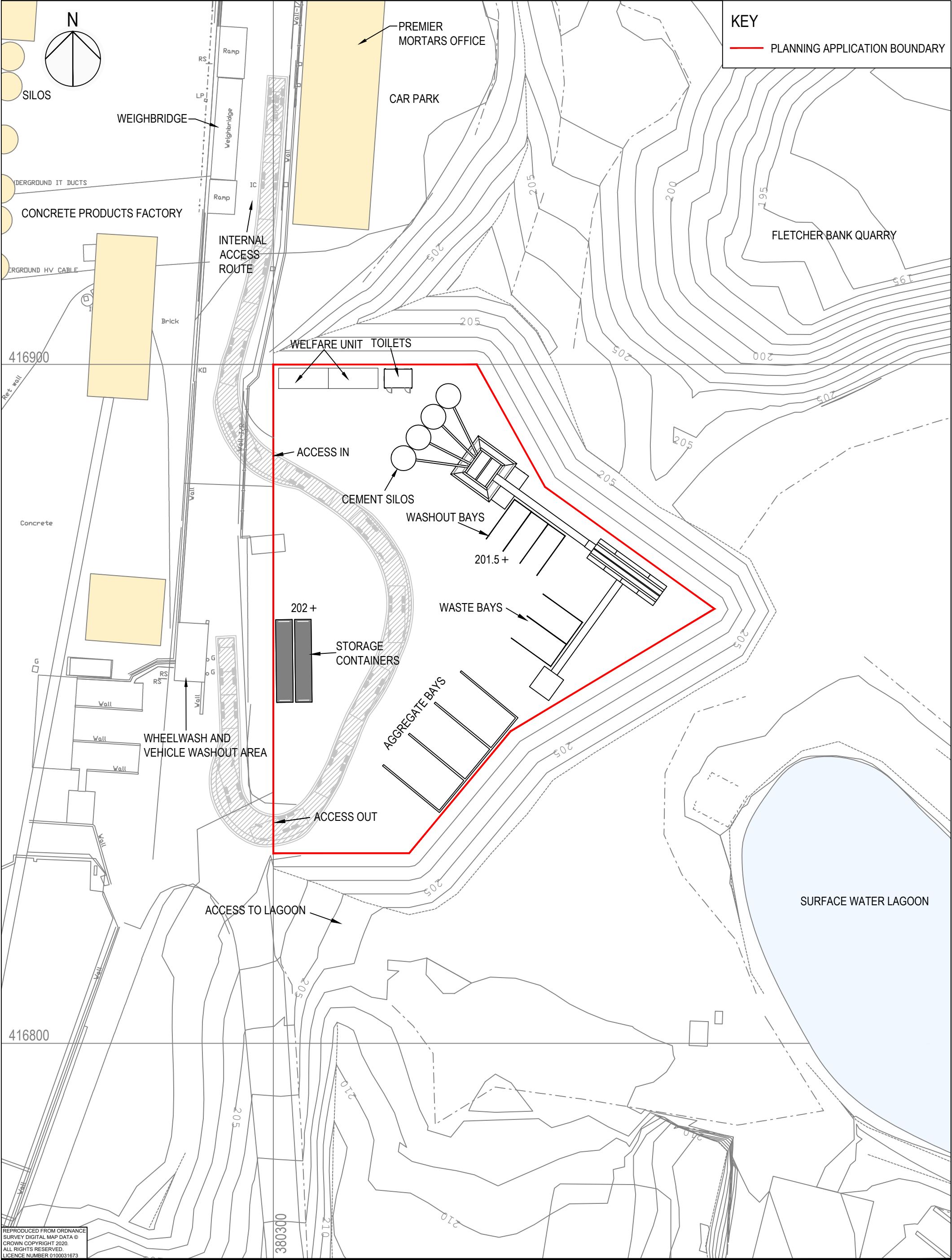
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Photo 1




Photo 2




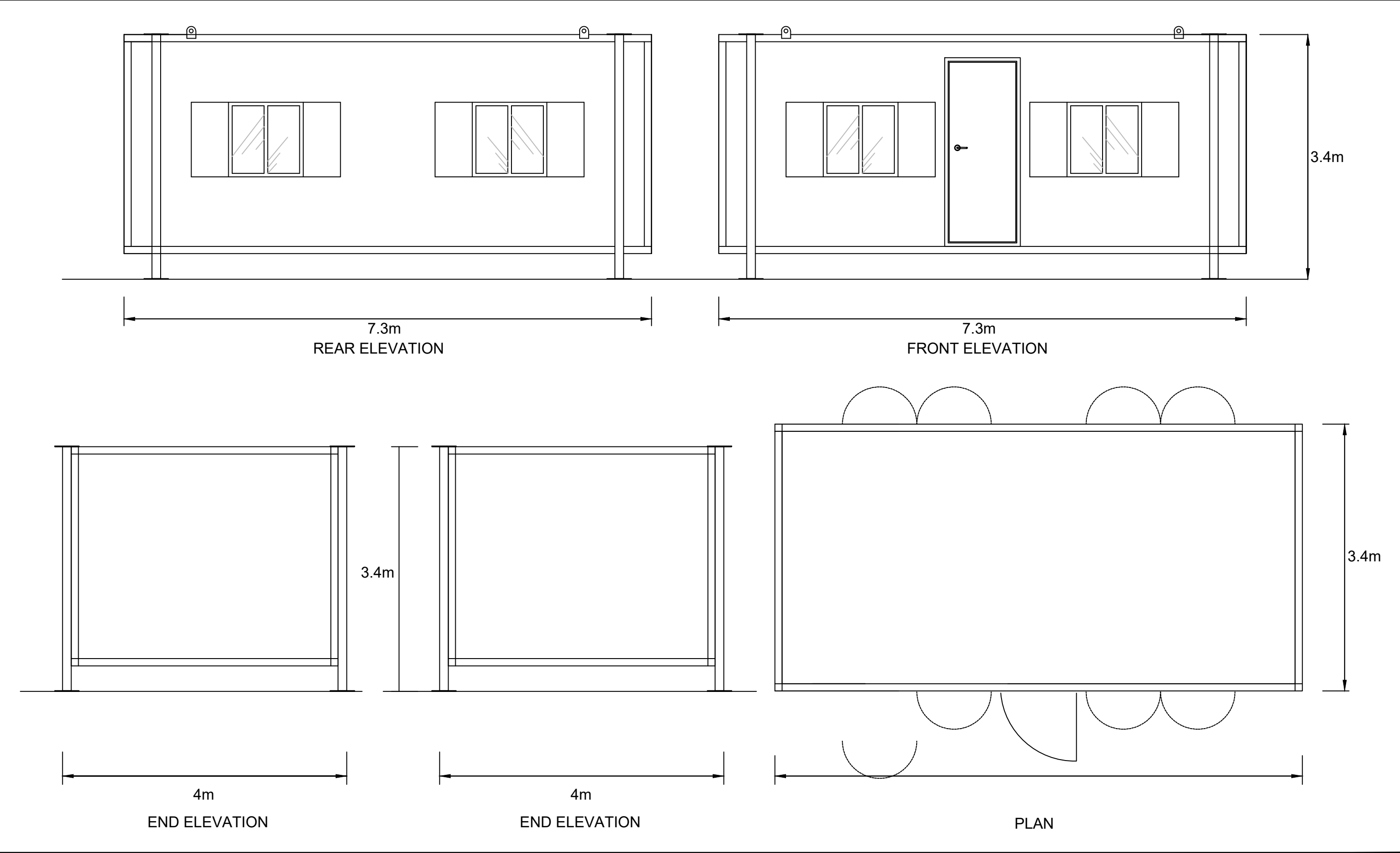




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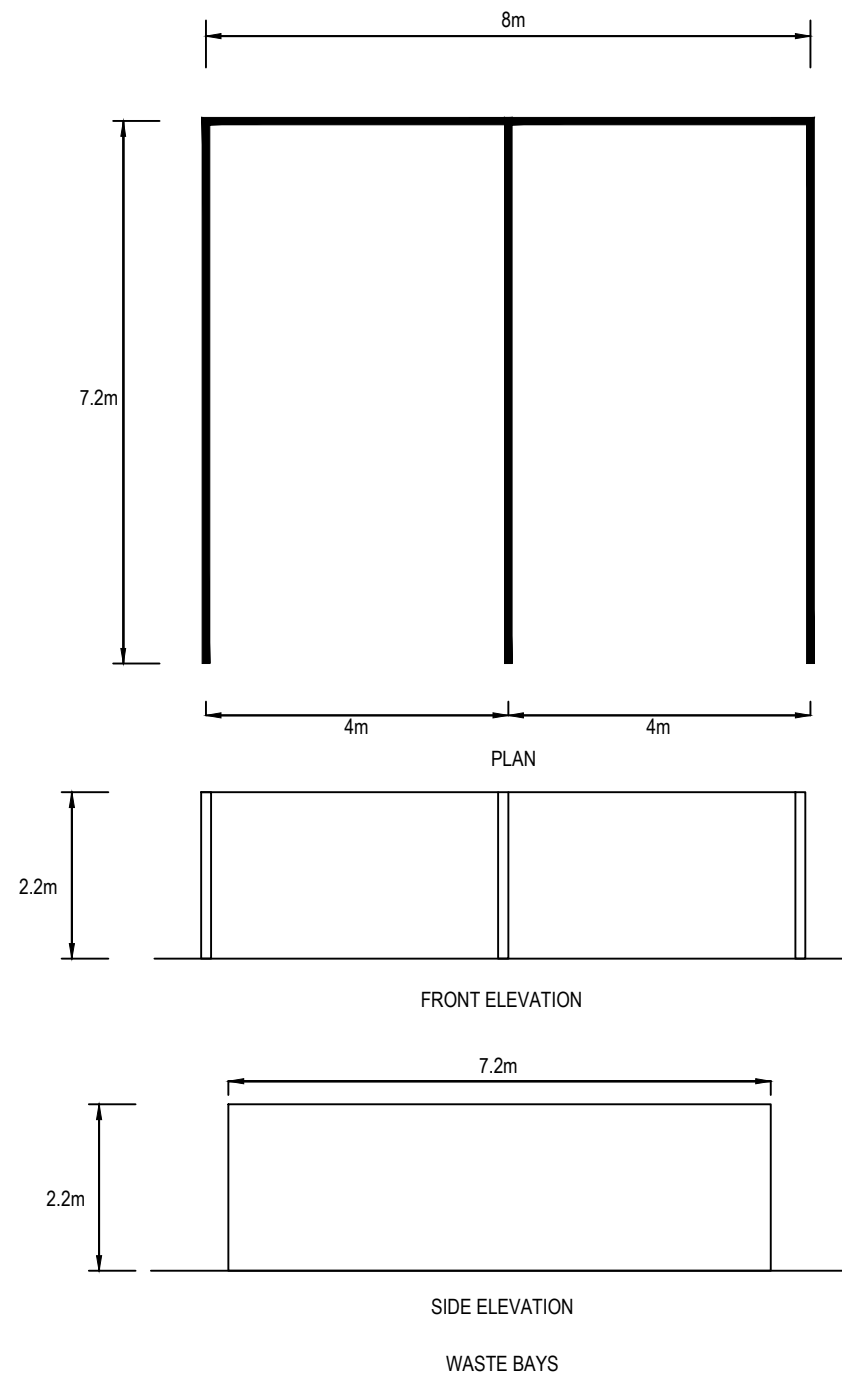
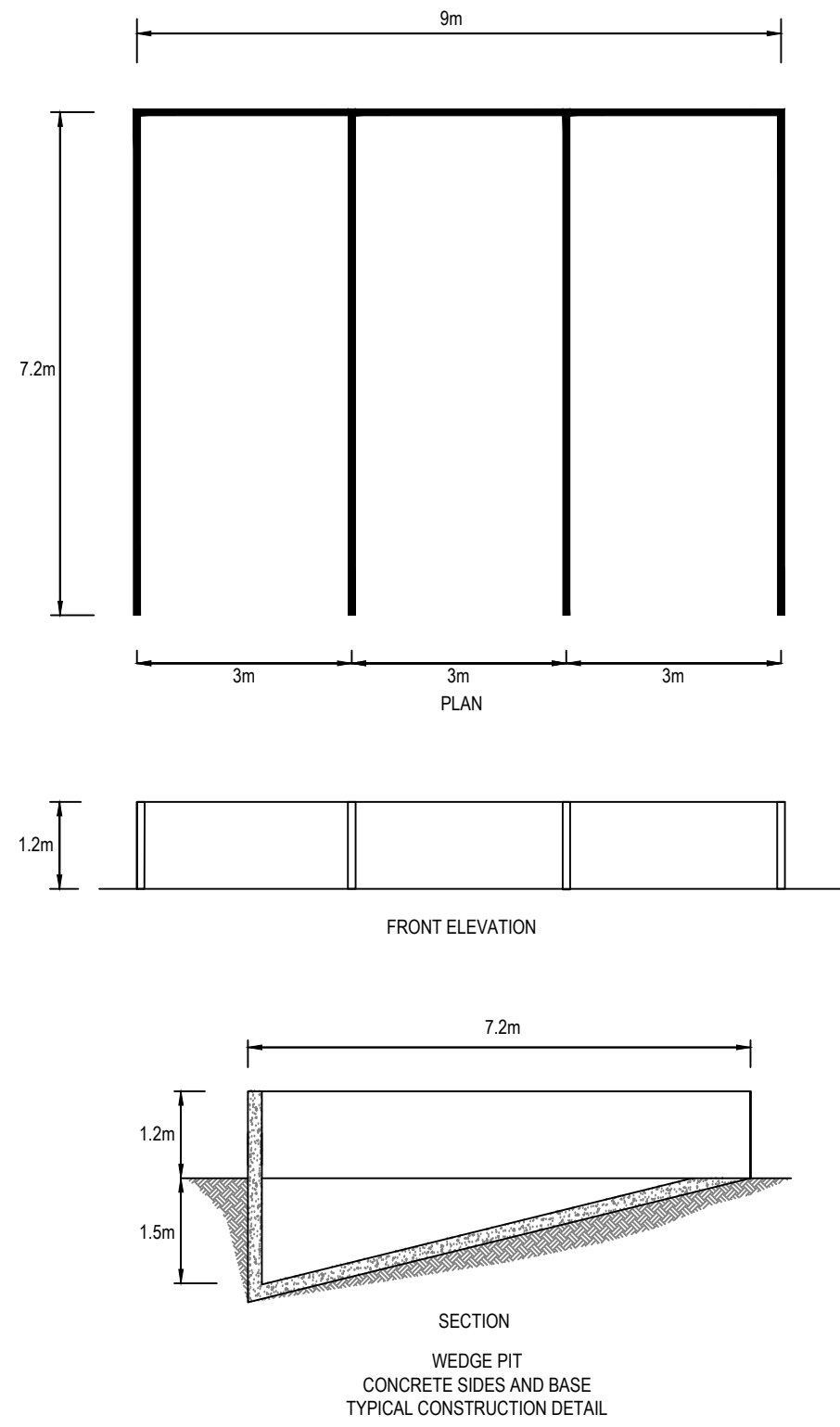
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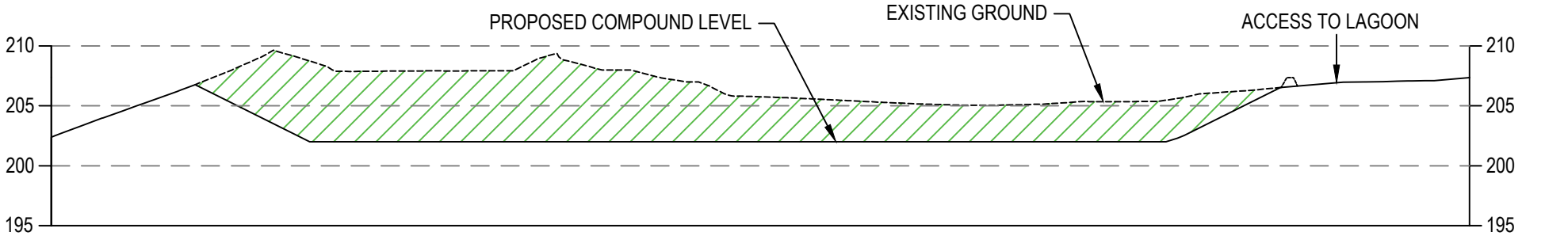
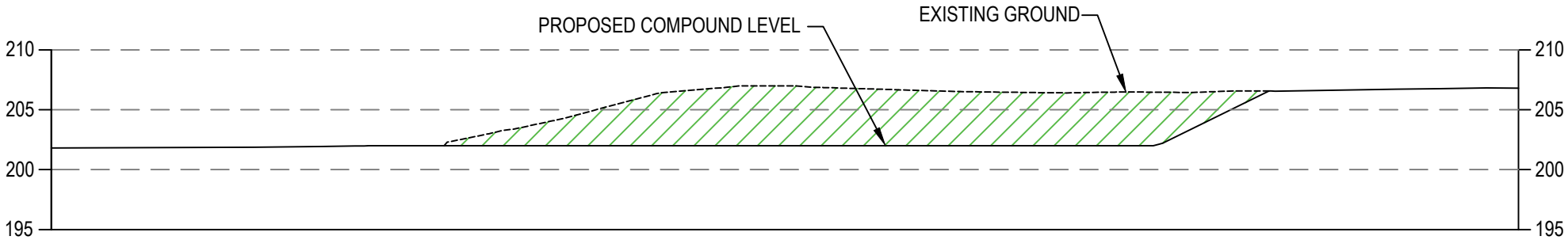
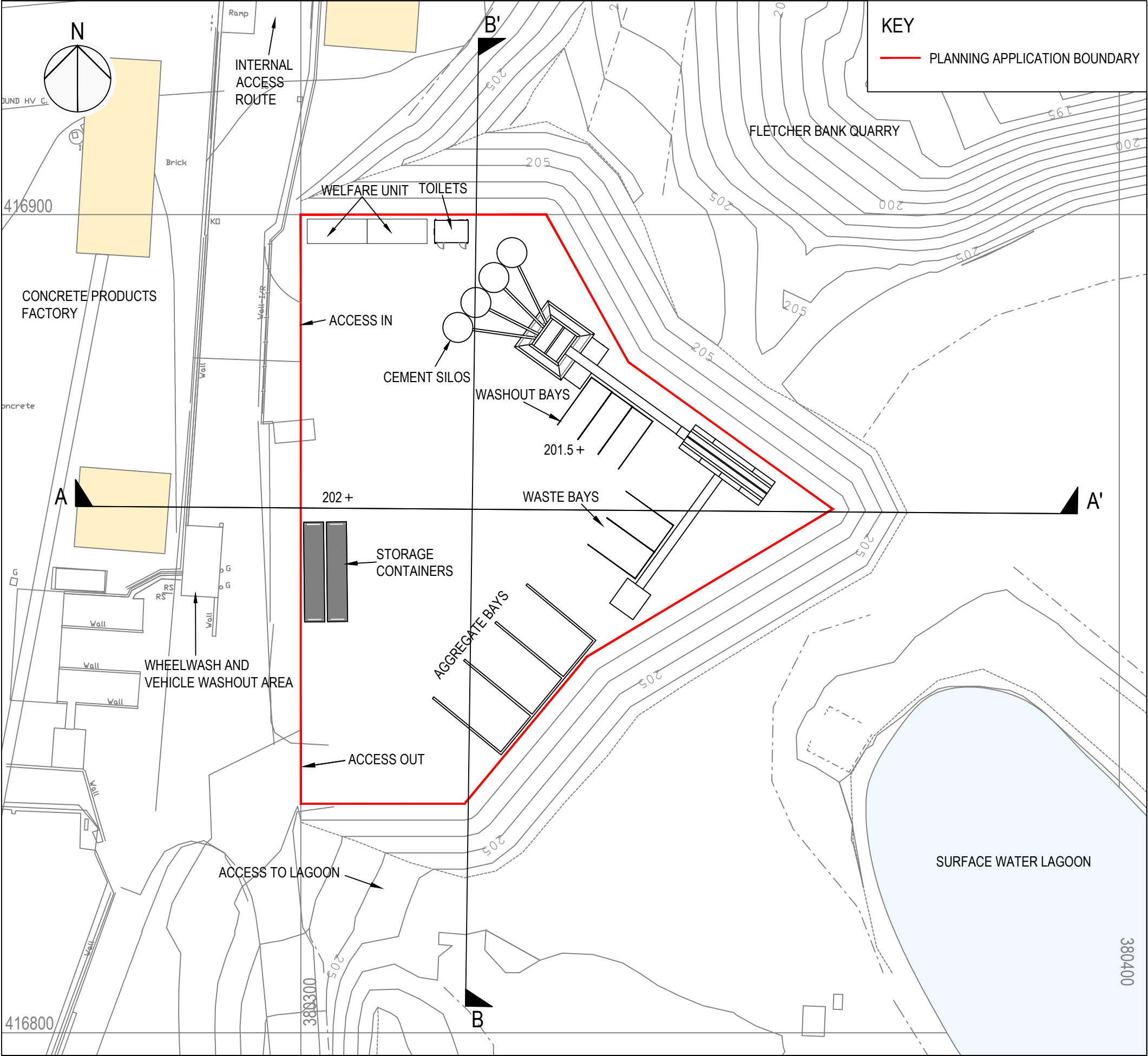
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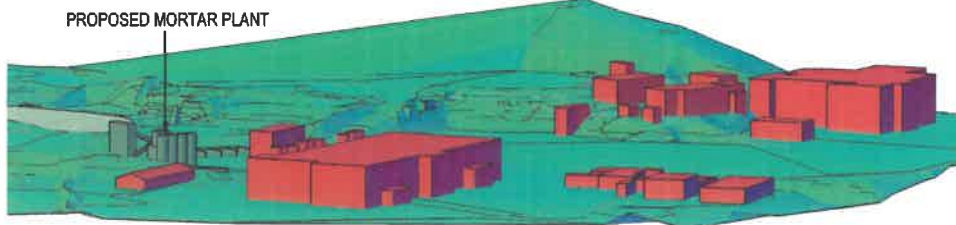


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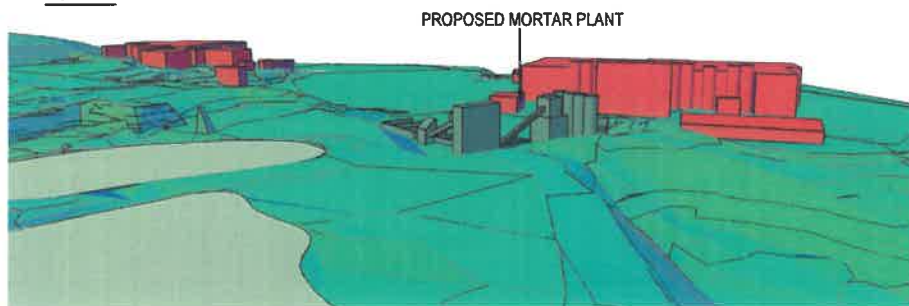


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VIEW 1



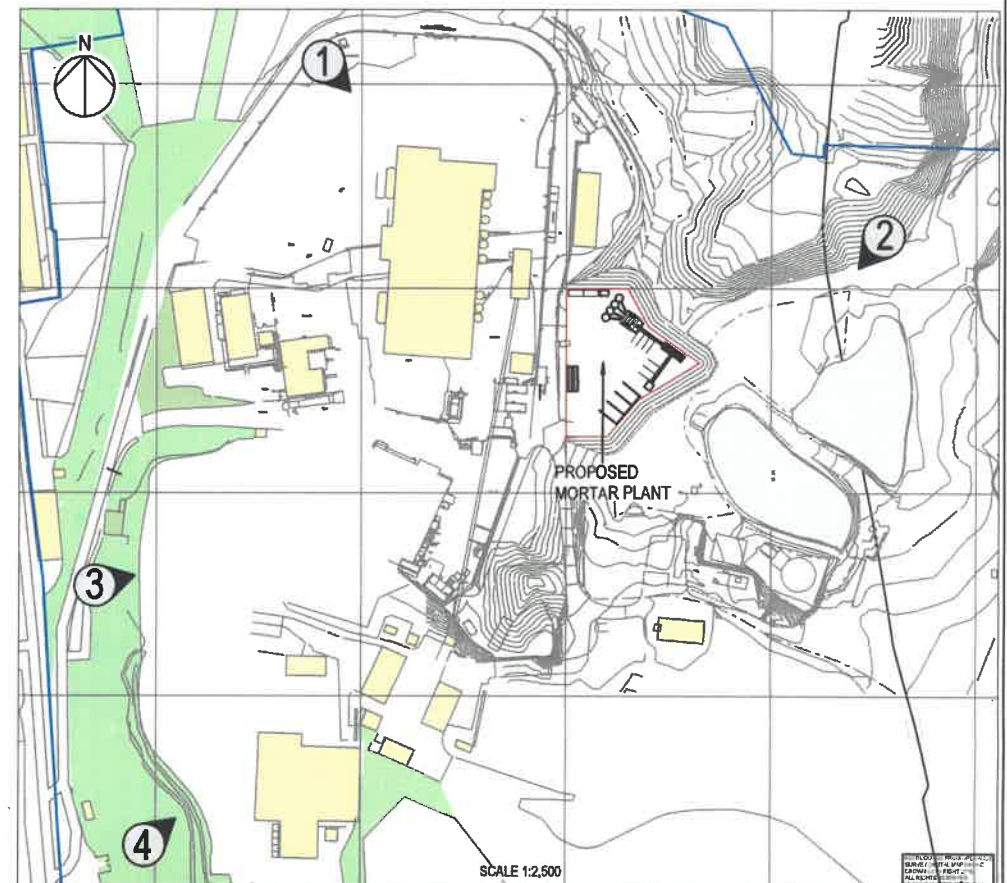
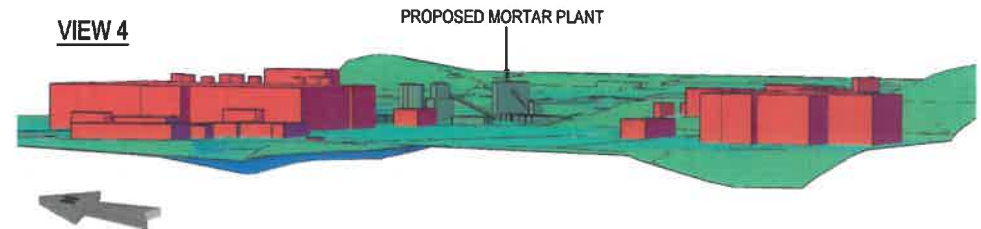
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VIEW 3



VIEW 4



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