

Title	Planning Applications
To:	Planning Control Committee
On:	10 November 2020
By:	Development Manager
Status:	For Publication

Executive Summary

The attached reports present members with a description of various planning applications, the results of consultations, relevant policies, site history and issues involved.

My recommendations in each case are given in the attached reports.

This report has the following implications

Township Forum/ Ward: Identified in each case.

Policy: Identified in each case.

Resources: Not generally applicable.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:
The elimination of discrimination, harassment and victimisation;
The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;
The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, I have concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based

upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the Planning Control Committee shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Development Manager

Background Documents

1. The planning application forms and plans submitted therewith.
2. Certificates relating to the ownership.
3. Letters and Documents from objectors or other interested parties.
4. Responses from Consultees.

FOR FURTHER INFORMATION ON THE CONTENTS OF EACH REPORT PLEASE CONTACT INDIVIDUAL CASE OFFICERS IDENTIFIED IN EACH CASE.

01	Township Forum - Ward: Radcliffe - East	App No. 65354
	Location: Radcliffe Metrolink Car Park, Spring Lane, Radcliffe, Manchester, M26 2ST	
	Proposal: The erection of an additional deck and ramp to form a second floor to car park, providing an additional 111 no. spaces; landscaping scheme and lighting	
	Recommendation: Approve with Conditions	Site Visit: Y
<hr/>		
02	Township Forum - Ward: Whitefield + Unsworth - Pilkington Park	App No. 65465
	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 lighting	
	Recommendation: Approve with Conditions	Site Visit: Y
<hr/>		
03	Township Forum - Ward: Prestwich - Holyrood	App No. 65650
	Location: 281 Bury Old Road, Prestwich, Manchester, M25 1JA	
	Proposal: Change of from public house (Class A4) to restaurant (Class A3)	
	Recommendation: Approve with Conditions	Site Visit: N
<hr/>		
04	Township Forum - Ward: Ramsbottom and Tottington - Ramsbottom	App No. 65821
	Location: St Josephs RC Primary School, Queen Street, Ramsbottom, Bury, BL0 9JJ	
	Proposal: Replacement of existing steel railings to Thelma Avenue, Queen Street, Garnett Street and the car park with 1800mm high 358 (Green) powder coated weldmesh fence panels including raising of piers to enhance safeguarding measures	
	Recommendation: Approve with Conditions	Site Visit: N
<hr/>		

Ward: Radcliffe - East

Item 01

Applicant: Bourne Group Limited

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

Proposal: The erection of an additional deck and ramp to form a second floor to car park, providing an additional 111 no. spaces; landscaping scheme and lighting

Application Ref: 65354/Full

Target Date: 20/08/2020

Recommendation: Approve with Conditions

The application was deferred at the October 2020 Planning Control Committee meeting to carry out a site visit.

Description

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

The existing Metrolink car park comprises of two levels of parking - the main car park providing 227 No Standard bays and 22 No. disabled bays (249 No in total) and circulation routes and a first floor deck for 120 No. spaces, equating to 369 total provision. The first floor tier is accessed internally from the main car park via a ramp and there are stairways to the north and south of the deck providing pedestrian accesses routes.

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

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

The application proposes to erect a 2nd floor parking deck to provide additional parking for the station and users of the Metrolink. With the re-configuration of the existing car park, there would be a net gain of an additional 111 No. spaces.

The total number of spaces provided on completion would be 480 spaces.

The development would comprise:

level 0 - 243 spaces (inc 22 disabled)
level 1 - 117 spaces
level 2 - 120 spaces (new spaces)
resulting in the total of 480 spaces for the site.

The proposed deck would be located on top of the existing 1st floor deck, essentially

mirroring the 1st floor arrangement which would provide a two-way ramp and pedestrian stairwells. Minor re-configurations of the existing layout would be required to facilitate the new access ramps and to provide a safe pedestrian route round the site.

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

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

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

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

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

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

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

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

Relevant Planning History

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

66098 - Provision of a temporary car park for 250 no. spaces for a temporary period whilst works are undertaken at Radcliffe and Whitefield Metrolink car parks; erection of new boundary fencing, lighting and CCTV and works to existing access - Application to be determined.

Publicity

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

Site notice posted 28/5/20.

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

A total of 58 representations received.

48 objections and 1 petition with 13 signatures.

5 in support

4 comments

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

Objections -

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

- The height of the extended car park will be close to the height of the nearby houses increasing level of air and noise pollution at bedroom level.
- The existing structure overlooks both floors of my house and an additional level will be a further invasion of my privacy.
- Ongoing anti social behaviour and car crime in the residential area.
- I would support this application to ease parking issues if there was already the parking permit scheme arranged in the local streets before this work was to commence.

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

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

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

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

The following should be considered:

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

Objection Cllr Mike Smith

- Write to you as a resident, Metrolink user and Local Councillor to voice my objection to the proposal. I would also like more information on the following points in order to be able to make an informed assessment regarding this plan.
- The application should be in abeyance until it can be measured against the strategic plan for the town.
- Does not take into account the outline planning for 400 houses and Academy school for 600 pupils.

- Adverse effects of the application would significantly outweigh the benefits with regards to traffic impacts and deterioration of the outdated infrastructure in the area
- Pollution and poor air quality, capacity of park and ride facilities, traffic congestion at peak periods - all issues.
- Radcliffe furthest away from A56 and M60 than Bury, Whitefield or Prestwich - was any other site considered?
- The parking accumulation survey was undertaken on Friday and Saturday 22nd and 23rd June 2018. These figures are two years out of date and do not take into account the current conditions and usage of the site. Inaccurate figures at a weekend.
- Existing Spaces/Accumulated Vehicles applied to the extra 120 spaces.
- Nowhere in this document is a rationale as to where these figures are applied to the 120 increased spaces. Would like some clarity on the math behind this figure please.
- At the very least I would expect to see a trip generation survey for the expected increase as a result of this development
- Each report in these documents is prepared in support of the application. Is it Bury Council planning department policy to rely on supporting documents only? Is there no facility for an independent report to be prepared to give an impartial view on the effect such a development will have on the residents of this area which is already an AQMA?
- In terms of the consultation process, the impression given is that I was somehow consulted on this plan, a brief communication by TfGM does not constitute stakeholder engagement.

Comments -

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

Support -

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

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

- Air quality, pollution, and residents' well-being - The Transport Statement that has been submitted as part of the Planning Application for this scheme has concluded that the introduction of the proposed additional car park deck will not have a material impact on the operation of the highway network in this location. Results from the accumulation survey undertaken on Friday 22nd June 2018 and Saturday 23rd June 2018 were used to assess the existing usage of the station car park between 7.00am-19:00pm on both days. Air Quality Assessment - a detailed survey was conducted in February 2020, which was desktop based and concludes that "Based on the assessment results, air quality is not considered a constraint to planning consent for the proposed development." A separate cycle scheme is being developed for Radcliffe Park & Ride (P&R), where cycle parking will be upgraded in line with TfGM's wider cycle parking strategy. It is also anticipated that the lower car park usage currently being experienced, will enable construction to proceed with less disruption to users and local residents. In addition, we are currently assessing the potential requirement to construct a temporary car park to offset the loss of parking

- Noise, traffic and congestion - The Noise Impact Assessment at Radcliffe took place on Thursday 13th March 2020 between 16:05 and 20:05 and Friday 14th March 2020 between 06:10 and 10:10. The timing of the survey was determined to align to both the morning and evening peak. The survey concluded there would be an insignificant increase to the existing noise levels. The LPA's Pollution Control Officer has raised no concerns regarding noise disturbances.
- Why is it proposed to expand Radcliffe P&R rather than other P&R at Metrolink stops? - The selection of Radcliffe P&R facility as a site to expand, has been reviewed with several factors in mind, including the wider Greater Manchester (GM) strategies and future development over the coming years. The Business Case completed for the Metrolink Capacity Improvement Programme (MCIP), which includes Radcliffe P&R, considers its strategic alignment with Transport for the North's vision to transform the region's economy, which is set out in 'The Northern Powerhouse: One Agenda, One Economy, One North' (2015) which recognises the importance of local connectivity. The Business case also considered the Greater Manchester Spatial Framework (GMSF). For Radcliffe this means sustainable travel, therefore reducing congestion, better access to employment areas, support regeneration of town centres, travel for future new housing. The proposed scheme at Radcliffe P&R is to be delivered in conjunction with the expansion at Whitefield P&R and not in isolation, to offer a combined increase in spaces for the area.
- What about cycle facilities, will these be improved? - A separate cycle scheme is being developed for Radcliffe Park & Ride and to upgrade where cycle parking provision in line with TfGM's wider cycle parking strategy. Plans for the car park extension will facilitate the delivery of the future cycling enhancements. Due to recent coronavirus, there is an increased use of sustainable travel modes such as cycling, and we are looking to continue the promotion of sustainable travel when patronage returns to normal levels. There are separate aspirations to connect the cycle parking to an established cycle route between the 'Banana Path' off Spring Lane, and Church Street West, by installing a cycle path along the west boundary of the Radcliffe Park & Ride site.
- There are already parking issues for residents on nearby streets, won't this scheme make it worse? - A residential parking scheme, is being promoted by Bury Council, was due to commence in May 2020 but due to Covid-19 restrictions this has meant it has been delayed but will still be delivered within similar timescales to the proposed Park & Ride expansion. The lining and signing works for this scheme have been ordered and once those have been introduced on site, an operative date for the scheme will be set. The expansions of the Radcliffe and Whitefield Park & Ride facilities look to absorb those Metrolink users currently parking on the surrounding streets and combined with the Residents Parking Scheme this will significantly reduce the problem. Also investigating the opportunity to provide a temporary car parking facility with Bury Council in order to reduce disruption during the works. TfGM is currently looking into how it manages its Park & Ride facilities across Greater Manchester, and this includes ways to ensure that users of the Park & Ride sites are Metrolink travellers only.
- Customers who are using the Radcliffe P&R facility are not Radcliffe locals and are travelling from further afield - In 2017, a survey was conducted of customers travelling to the Radcliffe Metrolink stop to inform the feasibility of this scheme - 21% of customers had driven less than 1 mile to the Park & Ride facility, 57% travelled 1 - 3 miles, 19% travelled 3 - 5 miles, and 3% travelled over 5 miles. The means that 78% (the majority) of users were driving less than 3 miles to use the Park & Ride facility. Bury Council also conducted a series of parking 'beat' surveys around the immediate streets to Radcliffe P&R. Capacity needs to be increased to accommodate population growth and also not cause detriment to the environment. Improvements also need to consider north and south bound travel and counteract overspill parking to nearby streets.
- What impact will this development have on residents in neighbouring streets due to loss of light by the structure? - Design features including light spill protection measures are included in the scheme. Cross-section drawing has been submitted to show the relationship of the structure to the nearest houses. Screening from vegetation has been considered.
- Have other future developments - new high school and ELPM site - been taken into consideration when developing this scheme at Radcliffe? - With the GM strategies in

mind, the proposed Radcliffe Park & Ride expansion will serve as a first step in the wider development of Radcliffe - there are several transport interventions in Radcliffe, which are referenced in the Radcliffe Strategic Regeneration Framework (SRF). The expansion of the Radcliffe Park & Ride facility is the first scheme to be delivered in this wider plan. As a key stakeholder, TfGM are working with Bury Council to ensure that transport improvements form an integral part of the SRF by referring to a wider package of potential interventions such as cycling, walking and Metrolink stop improvements

- Security of the site - The current P&R has been awarded the park mark accreditation, indicating a low rate of crime and the adoption of appropriate security measures. . The proposed design will be constructed with similar security features.

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

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

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

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

Air quality/pollution -

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

Noise traffic and congestion -

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

Why expansion at Radcliffe? -

- The applicant response is a HOW rather than a WHY.
- The only reason Radcliffe has a shortage is because commuters are having to travel further than their local Metrolink to park at Radcliffe.
- The LPA must not be rushed into making any decisions - we are still in a pandemic situation.
- The proposal of a P&R does not necessarily have to be in Radcliffe, because the structure is already there and TfGM can just "Add on to it", that may be the cheapest and easiest option, but it will not stop people parking on the streets.
- There are still consultations on the Radcliffe SRF and GMSF with no conclusion at present. Waiting for a final decision would be advisable.
- The response from TfGM very much focuses on the business cases for the region and

on Greater Manchester strategies and quotes documents dating back to 2015. It makes little comment about the community of Radcliffe and the benefit for Radcliffe.

- No benefit economically for Radcliffe due to the car park's out of town location.
- Increasing the catchment area must actually increase the volume of traffic coming in to the small town of Radcliffe
- It is stated that the GMSF requires principal town centres such as BURY to have improved access from a wider catchment' - So, in your own words this expansion of a car park MUST be done at Bury
- Don't understand the reference to a new residents housing area of 'Elton Parkland'. I don't know where that is.

Parking issues for Radcliffe residents -

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

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

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

Have other future developments been taken into consideration? -

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

Support - Great idea

Following the submission of an updated Transport Assessment on 13/8/20, those who have made previous representations to the application have been informed of the additional information by letter on 14/8/20.

Comments received to the revised Transport Assessment are as follows:

- Original grounds for objecting to the application still valid - build the extra parking at Bury Interchange as a more practical solution.
- Increase the already excessive traffic flow through Radcliffe, increase the level of air pollution.
- More parking spaces should be provided in Bury. It would relieve congestion and truly encourage travel behaviour change and mode shift.
- Inaccurate, out of date and incorrect flawed data.
- The report states the facility is for commuters - by their own admission the applicant are not intending to make any provision for local people and residents to access or use.
- Noted that Bury council are going to fund new cycle parking but it appears only around the same number that is presently on site.
- Overlooking and visual intrusion to my house.

The applicant has provided a response to the above comments, summarised as:

- A new traffic count is to be completed in September.
- The parking accumulation data was collated in 2018 when the scheme was being developed. Usage of the park and Ride was higher in 2018 than the current Covid climate. The 2018 data therefore reflects 'normal' behaviours and forms the basis of our assessment.
- The Transport Assessment concludes the development would not have a material impact to the existing highway.
- Opportunities for car commuters to use public transport.
- The increase in traffic would not present a significant change in accident risk and risk would be negligible.
- Further P&R expansions are being explored.

Following the above objections and a re-assessment of the application submission documents, the applicant has confirmed the correct proposed parking numbers which have been provided on a revised layout plan and change to the application description.

In discussion with their colleagues at TfGM - Highway Analytical Forecasting Service (HAFS) and Urban traffic Control (UTC), the applicant has also carried out additional traffic surveys and provided the information in an updated Transport Assessment. The following documents have also been updated in line with the confirmed parking spaces and traffic assessments - Noise Impact Assessment, Air Quality Assessment, Design and Access Statement, Planning Statement.

Those who had made representations have been informed of the revised information by letter on 16/9/2020.

Comments received as follows -

- Extra pollution the increased number of vehicles will cause. Also, there are currently major problems with traffic at peak times so the addition of extra capacity will make matters much worse. Surely more parking could be made in Bury.
- The latest traffic surveys of 2nd September 2020 are flawed.
- No up to date survey of the use of the car park - photographic evidence show the car park in minimal usage.
- Recent announcements instruct people to work from home - the car park would remain predominantly empty.
- The roads used by metrolink customers are not just in the locality but further afield.
- The applicant has not addressed the issue of who their customers are.

Response by Applicant to representations received

- New traffic counts were discussed and agreed with GMUTC and Bury Highway officers.
- Due to the Covid -19 pandemic, future traffic patterns are difficult to predict and whatever data was provided would not be able to provide a definitive answer regarding

the exact future condition of the road network. The traffic flow included in the supporting documentation presents the before and after situation to give an appropriate level of confidence.

- It is correct the car parks are currently full before 0800 - this is the reason for building more capacity - the analysis considers the future situation with the larger car parks.
- TfGM is aware of the impact Covid-19 is having on the Park & Ride sites across the Metrolink Network and continues to complete regular occupancy surveys, multiple times a month, to track the ongoing usage.
- This is an opportune time to complete the expansions at Radcliffe and Whitefield to minimise disruption during construction. Based on the patronage data collated, TfGM expects that occupancy levels will return to pre-Covid-19 volumes in the future and the expansions will serve those customers at a future date. TfGM are planning for the longer term future beyond COVID-19.
- The total impact on the road network as a result of the proposal is forecast to be minor, determined at one car per minute.
- Pre-COVID data shows that Radcliffe Park & Ride was full before 0800, which demonstrates the demand for the existing car park at Radcliffe
- The Radcliffe Strategic Regeneration Framework (SRF) has been developed by Bury Council with input from key stakeholders and has been issued for public consultation, which details future developments proposed for the area.

Response by Applicant to disabled parking provision

- The applicant has reviewed the park and ride occupancy survey data from the last few years, which is carried out by the Metrolink Operations team several times a month. This showed that there is currently no additional demand for disabled parking.
- The average annual occupancy of the current disabled bays is approximately 50% at Radcliffe. As a result, expansion of disabled parking spaces within the planning applications would be at the expense of standard parking bays where it known demand has been, prior to COVID-19, oversubscribed.
- The P&R sites are designed to be flexible and, if in the future occupancy data reveals that additional disabled bays are required, the Applicant states this can quickly be addressed.

Those who have made representations have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

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 - No objection

EDS Head of Parks and Countryside - No response received.

Greater Manchester Ecology Unit - No objection subject to conditions and informatives.

Transport for Greater Manchester (TfGM) - Highway Analytical Forecasting Service (HAFS) and Urban traffic Control (UTC) - Revised transport assessments have been provided and provide adequate conclusions. No objection.

Transport for Greater Manchester (TfGM) - Metrolink Dept - No objection subject to an informative.

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
HT6/2	Pedestrian/Vehicular Conflict

Issues and Analysis

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

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

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

Section 9 of the NPPF - Promoting sustainable transport seeks to ensure that appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users and any significant impacts from development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

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

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

UDP Policy HT1 - A Balanced Transportation Strategy seeks to ensure a co-ordinated approach to the formulation of policies and proposals for the alteration, upgrading or

improvement of the transport network. This includes implementing measures to increase attractiveness of public transport as a viable alternative to private travel; facilitating better interchange between different modes of transport; and improving the accessibility of public transport to those travellers whose mobility is impaired.

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

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

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

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

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

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

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

It must be noted that the GMSF as a development plan would not have weight in the planning decision making process and is not material at this time until the framework nears adoption, and the SRF would be a material planning consideration upon adoption. Both of these documents at present are for reference but not material at this time. What is clear is that the Council must prepare a local plan and following the requirements of National Policy seek to uphold an agenda for growth which would encourage the development of sustainable development for transport, housing and employment.

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

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

would alleviate such pressures on the nearby streets.

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

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

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

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

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

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

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

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

It is therefore considered that by adding an additional deck to the existing structure, the requirement to address the parking capacity issues on the site would make best use of the potential land available. The car park facility would continue to operate within a safe and secure environment for Metrolink users.

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

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

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

approximately 2.7m lower than the site.

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

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

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

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

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

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

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

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

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

Lighting - The application proposes lighting similar to the current arrangement on the 1st floor deck, which consists of 4m high column mounted luminaires located around the

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

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

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

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

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

The site is located within an Air Quality Management Area. Due to the nature of the development for 111 additional spaces, it is considered possible that the development would create an increase of more than 100 AADT (annual average daily traffic). Therefore, an air quality assessment has been carried out which has concluded, based on the modelled predicted concentrations, the impact on air quality of the redevelopment was considered negligible and therefore, based on the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance, as 'not significant'.

The Report was reviewed by the EH Section and with consideration of the main issues raised in the representations received to the application regarding pollution and air quality.

The use of desktop-based methods and modelling to assess the impact on air quality.

The air quality assessment has been undertaken in line with methodology set out in the Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Land-Use Planning & Development Control: Planning For Air Quality, dated January 2017. This guidance on how to undertake air quality assessments is recognised as best practice by the Greater Manchester Air Quality Action Plan and was adopted as the preferred method of assessment in Action 1.2 of the Plan.

The timing and duration of the traffic count data.

The traffic count data used in the dispersion modelling was obtained from SCP Transport Planning. It is assumed the choice of day was to compare the different patterns of usage of the car park on a week day and a weekend. Given the current COVID-19 situation, any new traffic count carried out now would not be entirely representative of 'normal times' and the usage of the car park is likely to be significantly lower than the count carried out in 2018.

For the purposes of this assessment, traffic data was supplied for 2020. By the implementation of other environmental policies, air quality is predicted to improve in the future. However, in order to provide a robust assessment, emission factors for 2018 were

used to provide a 'worse case scenario and therefore confidence could be placed within the predicted pollution concentrations.

Lack of long-term air quality monitoring at site to carried out to show seasonal variations.

The assessment was carried out in line with agreed best-practice (EPUK/IAQM guidance as out lined above). It is not usual to undertake long-term monitoring for this sort of assessment unless there is no existing monitoring available for the local area. Air monitoring data is available for the automatic stations at Water Street, Radcliffe, Manchester Road, Whitefield, and also data from Radcliffe New Road, Whitefield. This data has been used to validate the output of the model and apply a verification factor.

Radcliffe monitoring station shows regular exceedances of the air quality objectives.

The monitoring data results for 2019 for Radcliffe Air Monitoring Station demonstrated the annual mean was well below the Annual mean Air Quality Objective.

Conclusion

The EH Section has found the air quality assessment report acceptable and agrees with the conclusion that the overall significance of potential impacts was determined to be nor significant in accordance with the EPUK and IAQM guidance. However, mitigation measures including electric vehicle charging points and improved cycle facilities to encourage the use of low emission and low carbon transport option have been recommended. See discussion below.

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 as significant increase in participation in cycling, and the EH Section are keen to see this continue. Radcliffe Metrolink Station is located close to National Cycle Network Route 6. The existing site currently has 5 cycle storage lockers and 5 Sheffield stands located adjacent to the site access. However, the Section would welcome improved, secure cycle parking at the station, to encourage the uptake of the cycling and multi-modal travel. Given the current situation COVID-19 any new traffic count carried out now would not be representative of 'normal times' and the usage of the car park is likely to be significantly lower than the count carried out in 2018.

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

The aspiration of TfGM is to ensure that their plans for the car park extension will facilitate the delivery of future cycling enhancements. TfGM continue to promote the increase in use

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

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

Highways issues

Parking

The existing car park currently provides a total of 369 parking spaces. The existing provision comprises 249 spaces (inc 22 disabled spaces) at level 0 and 120 at level 1.

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

- level 0 - 243 spaces (inc 22 disabled),
- level 1 - 117 spaces
- level 2 - 120 spaces (new deck),

equating to an additional 111 and resulting in a total of 480 spaces.

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

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

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

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

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

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

With a mitigation scheme in place, that would appropriately compensate for the loss of a number of parking spaces throughout each phasing of the development, it is considered that the scheme would make appropriate provision for parking displacement without the

need to burden local streets and as such this would be acceptable.

Traffic and access

A traffic flow survey was carried out in 2017 and established that 21% of Metrolink customers drove for less than 1 mile, 57% between 1-3 miles, 19% travelled 3-5 miles and 3% travelled over 5 miles, resulting in 78% of users driving less than 3 miles away to use the P&R facility.

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

The SCP Transport Assessment provides information that examines the consequences of the proposed expansion on the current highway and transportation systems. It has been updated since the original submission to also include new and up to date traffic count data (September 2020).

The Transport Assessment provides the following information:

- an examination of the current station car park operation;
- an appraisal of existing site conditions;
- a discussion of the proposed improvements; and
- an assessment of the potential traffic generation for the application proposals.

A parking accumulation survey was undertaken in 2018 to assess the existing usage of the car park. The additional 111 spaces has the potential to increase vehicle trips to the site given it was observed that the car park occupancy reached capacity. A peak hour trip rate for arrivals during the peak AM hour and departures during the peak PM has been derived from the survey. By dividing the accumulated vehicles arriving/departing the site during the peak hours against the existing number of parking spaces, a trip rate can be derived. This has been based on the 2018 surveys rather than the 2020 surveys, which recorded a greater number of vehicles and therefore provides a more robust, worse case assessment.

Using this methodology, it has been estimated that approximately 67 additional vehicles would arrive during the morning peak which would equate to one additional vehicle movement per minute. At the evening peak, departures from the site tend to be more staggered and it is estimated that 32 additional vehicles would leave the site, equating to the exit of a vehicle every 2 minutes.

The Transport Assessment has been updated since the original submission to also include new and up to date traffic count data. This was carried out in September 2020 at the request of TfGM HAFS and UTC in order to provide a robust and up to date assessment of traffic counts and flows, in addition to the previous data held from surveys carried out in 2014 and 2017.

The impact of the additional trips on the highway generated by the proposed development has been analysed in the Transport Assessment. The recent traffic surveys were undertaken on 2nd September 2020 and when the school returned, although it is acknowledged that a small number were closed. The report further acknowledges that traffic flows are still affected by the measures relating to the Covid 19 pandemic. However they have been provided to obtain current traffic flows instead of relying solely on 2014 and 2017 data.

The results of the 2020 survey show that the existing access/egress arrangements would provide sufficient capacity for the levels of demand predicted for both the morning and peak periods. In terms of impact on the Spring Lane/Blackburn Street/Water Street/Abden Street junction, the survey results showed that the junction would operate within capacity at both peak periods and would not be significantly affected by the proposed development.

Whilst this shows improved results comparative to the 2014 and 2017 surveys which would have resulted in a higher baseline traffic flow at the junction from the development, the

conclusion of the previous assessment was that the traffic generated by the proposed extension would not result in a significant impact at that junction.

This provides the reassurance that the traffic generated by the development could be accommodated in the future should traffic flows increase in the future from current levels experienced at this time.

Any increase in trips would likely be predominantly commuter trips which already take place on the highway and it is expected that with the expansion of the P&R to provide more parking for the Metrolink, local commuters who are having to travel to further afield to reach their destinations due to the lack of nearby parking facilities would instead be able to park at Radcliffe station and thereby reduce the number of cars on the road network and in doing so encourage more sustainable modes of travel.

The Transport Assessment considers that the proposed development would not have a significantly material impact on the operation of the highway network.

TfGM HFAS and UTC have reviewed the TAs submitted in support of the proposed application and consider that the Transport Assessment now provides adequate evidence that the impact on the traffic conditions have been considered in a satisfactory way for both applications. The conclusions are that there would be a minor impact on road network due to the extra traffic are valid for both applications.

The new traffic surveys are adequate considering the impact of COVID-19 on traffic flows now and for the foreseeable future. The previous TAs should be used to gain an understanding of the previous situation. The respective traffic teams of TfGM are comfortable with the flows used in the two sets of analysis.

In consideration of the TfGM analysis, the Council's Local Highway Authority 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.

Transport for Greater Manchester (TfGM) - Metrolink Dept - The Application relates to works being undertaken on behalf of Metrolink to improve the capacity of the Metrolink Park and Ride facility. The Section can confirm they are working closely with the Metrolink Project Team and the Contractor to ensure that the works do not adversely impact Metrolink Operations and that a Construction Management Plan will be agreed as part of the Contract prior to works commencing. Consequently, they do not require any Metrolink related Conditions to be attached to any consents granted in respects of this Application. An informative is recommended to advise on the details of Working Safely Near Metrolink just to reinforce their importance.

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

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

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

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

The Applicant has submitted a Crime Impact Statement and have engaged with the Design for Security Team at Greater Manchester Police to follow up the CIS with an Addendum to the original submission.

The design for security team have raised no objection to the development proposals and recommend that a condition be included to reflect the physical security specifications set out in the report.

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

Ecology

GMEU have been consulted on the application.

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

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

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

Invasive Species - Rail corridors are high risk for species such as Japanese knotweed. However the development is significantly buffered from the corridor by the embankment below the line, which is managed. There is also no proposed impact on adjacent soft landscaping. GMEU are therefore satisfied that the risks of an offence are very low and recommend an informative is applied to any permission to advise the applicant of their responsibilities under the Wildlife & Countryside Act 1981, as amended.

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

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

Conclusion

The Radcliffe Metrolink Stop Park and Ride is an established successful transport hub for passengers wishing to travel to and from the major centres of Manchester and Bury, providing a more attractive and sustainable option to car travel. It is considered that the proposals would help to promote sustainable modes of transport within the borough and reduce car usage in line with the principles of sustainable development as set out within the NPPF and UDP Policy HT1.

The existing parking facilities are regularly at capacity, resulting in passengers parking on nearby residential streets. The proposal to increase the existing parking capacity to 479 spaces would therefore help mitigate this issue, whilst reinforcing this existing sustainable option of travel to commuters and alleviating the pressure on the surrounding highway network.

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

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

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.

2. This decision relates to drawings numbered -
Plans
Location plan 2460-MA-01-ZZ-DR-A-PL01 rev 3
Proposed site and deck plans 2460-MA-01-ZZ-DR-A-PL03 rev P06
Proposed elevations 2460-EL03
Proposed site cross section 2460-MA-01-XX-SE-A-SE01 rev1
'3D' visualisation plan 2460-MA-01-ZZ-DR-A-VS01/VS02 rev 3 (entrance and exit)
Cycle provision plan (cycle store details only) 2460-MG-ZZ-DR-PL04
Proposed lighting and emergency lighting
MCIP003-BRN-BRL-RADPR-DR-E-LIG-0014 and 0015 levels 1 and 2
Re-built stair 1 - MICP003-BRN-BRL-RADPR-DY-Y-STR-0011 p2
Existing elevation 2460-MA-01-ZZ-DR-A-EL01 rev 2
Existing site and deck plans 2460-MA-01-ZZ-DR-A-PL02 rev 2
Tree survey by tba 4465.02
Tree protection plan by tba 4465.03
Landscape proposal by tba 4465.04

Reports

Noise Impact Assessment ref AC108130-1R1 dated September 2020
Air Quality Assessment ref AQ108137R1 dated September 2020
Tree Survey report by tba Feb 2020 ref PD/4465/TSR/Feb20
Arboricultural Impact assessment and method Statement by tba Feb 2020
Transport Assessment by SCP September 2020 ref MC/200062/TA/5
Lighting Design Philosophy MCIP003-BRN-BRL-RADPR-RP-E-ZZ-009
and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

3. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be submitted to and approved in writing by the Local Planning Authority.

In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must not be increased beyond the existing. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first use of the development hereby approved and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

4. Following commencement of the development hereby approved, details and a scheme for the provision of EV Charging Points/Charging Parking Bays shall be submitted to and approved by the Local Planning Authority. The approved details/scheme only shall thereafter be implemented prior to the first use of the development hereby approved and thereafter maintained.
Reason. Information not submitted at application stage and in accordance with the principles of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.
5. Following commencement of the development hereby approved, details of the cycle storage provision and scheme shall be submitted to and approved by the Local Planning Authority. The approved provision shall thereafter be implemented and made available for use prior to the first use of the development hereby approved and thereafter maintained.
Reason. To secure satisfactory cycle facilities on site and in accordance with Unitary Development Policies HT6/1 - Pedestrians and Cycle Movement, HT3/4 - Scheme to Assist Metrolink and HT4 - New Development.
6. The development hereby approved shall be carried out in accordance with the submitted landscape proposals by tba landscape architects plan ref 4465.04. The approved scheme shall be implemented not later than 12 months from the first use of the development hereby approved or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
7. The development hereby approved shall provide for 3 Schwegler bat boxes to be installed on retained mature trees which shall be provided prior to the first use of the development hereby approved and thereafter maintained.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 – Conservation of the Natural Environment and EN6/3 – Features of Ecological Value of the Bury Unitary Development Plan and Section 11 of the National Planning Policy Framework.
8. All trees to be retained on site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction". The development shall not commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.
Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 – Woodland and Tree Planting of the Bury Unitary Development Plan.

9. The development hereby approved shall be constructed in accordance with the design and materials used for the existing first floor deck, and as proposed on the '3D' Visualisation plans 2460-MA-01-ZZ-DR-A-VS01/VS02 Rev 3.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
10. Following the commencement of the development hereby approved, details of a lighting scheme including hours of operation and baffling, shall be submitted to and approved by the Local Planning Authority. The approved scheme only shall be implemented prior to the first use of the development hereby approved and thereafter maintained.
Reason. To protect the amenity of the nearby residential occupiers pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and EN7 - Pollution Control.
11. The development hereby approved shall be carried out in accordance with the security recommendations of the Addendum to the Crime Impact Statement by NSG Security Consultants dated July 2020. The security specifications shall thereafter be maintained.
Reason. To ensure the safe and secure development of the site for users of the Metrolink car park pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and EN1/5 - Crime Prevention.
12. 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.
13. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
- Dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development;
 - Access point(s) to the site from the adopted highway, including any temporary works and measures required to protect highway users and facilitate vehicular access;
 - Hours of operation and number of vehicle movements;
 - Site hoarding/gate positions if proposed clear of appropriate visibility splays onto Spring Lane;
 - A scheme of appropriate warning signage in the vicinity of the construction site access(es);
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
 - Parking on site of operatives' and construction vehicles together with storage on site of construction materials;
 - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

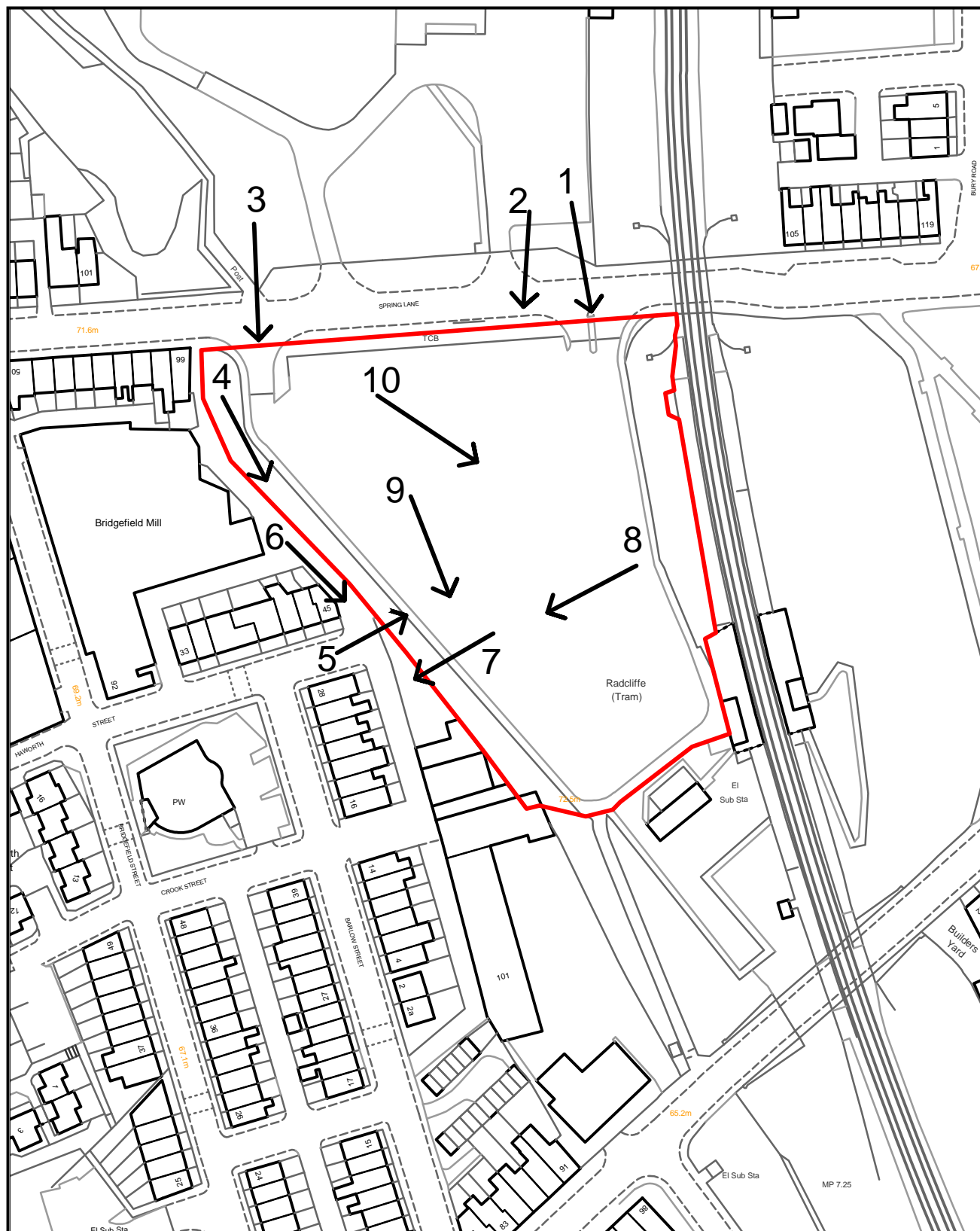
The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purpose.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highway, 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.

14. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies EN1/2 - Townscape and built design, HT2/4 - Car Parking and New Development and HT3/4 - Schemes to Assist Metrolink of the Bury Unitary Development Plan.

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



PLANNING APPLICATION LOCATION PLAN

APP. NO 65354

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

Planning, Environmental and Regulatory Services

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



Bury
COUNCIL

65354

Photo 1



Photo 2



65354

Photo 3



Photo 4



65354

Photo 5



Photo 6



65354

Photo 7



Photo 8



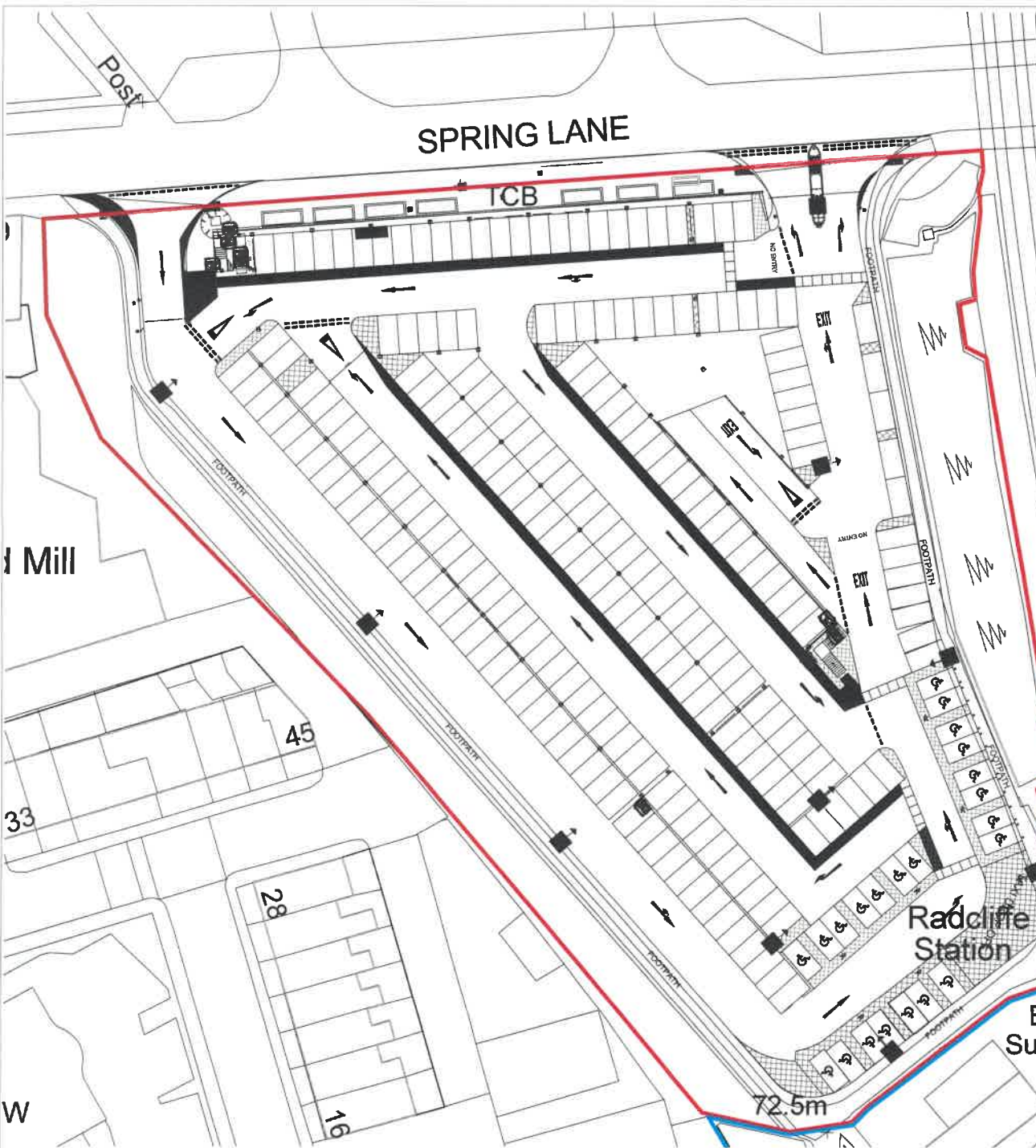
65354

Photo 9



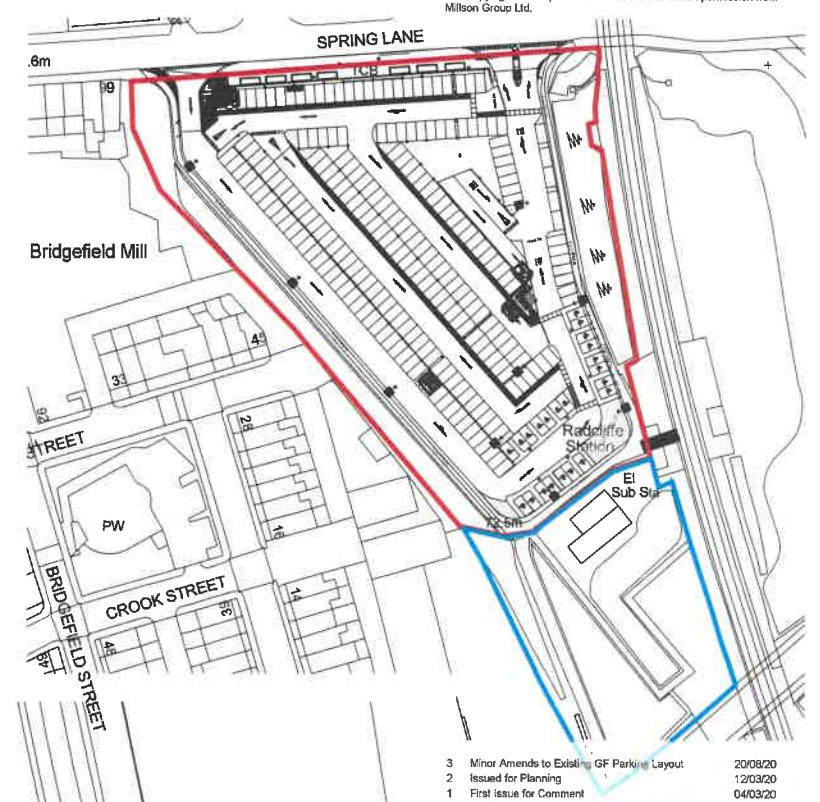
Photo 10





Location Plan 500
1 : 500

Location Plan 1250
1 : 1250



Drawing Information:
All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Group Ltd. All information herein is the copyright of Millson Group Ltd. Copying in full or part is forbidden without written permission from Millson Group Ltd.

3	Minor Amends to Existing GF Parking Layout	20/08/20
2	Issued for Planning	12/03/20
1	First Issue for Comment	04/03/20

Rev	Revision History	By	Date
Client:			



Drawing:

Location Plan

Drawing Number:

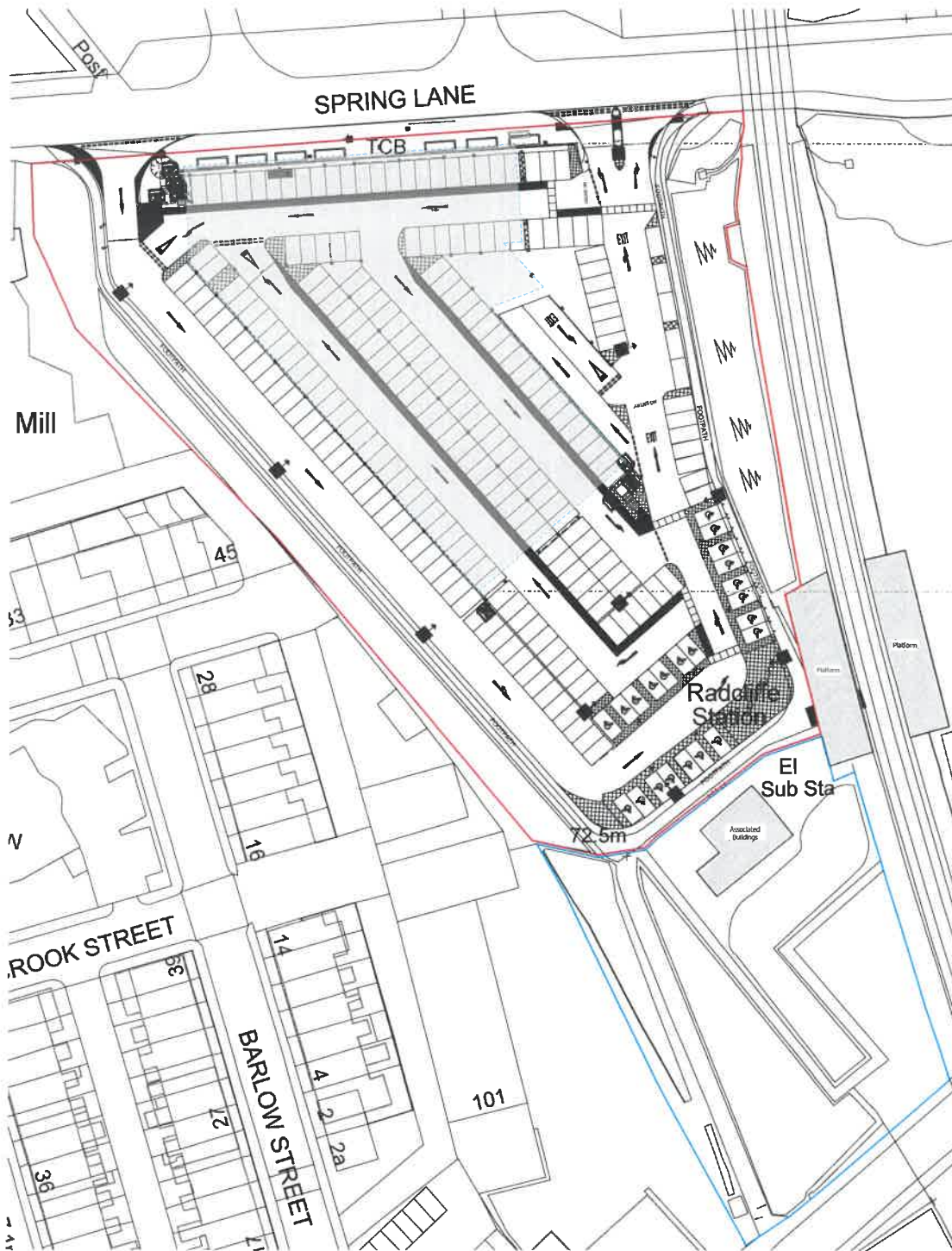
2460 - MA - 01 - ZZ - DR - A - PL01

Scales:	Size:	Date:
As indicated	A3	15/01/20
Drawn:	Checked:	Rev:
SD	LJ	3
Status:	Planning	

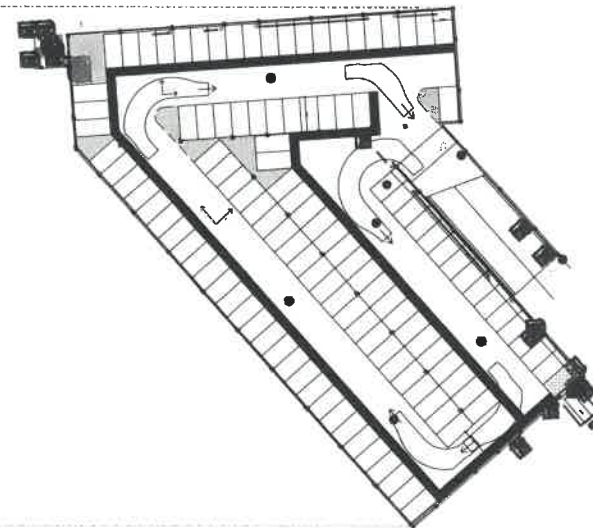


Byron House
10-12 Kennedy St
Manchester M2 4BY
0161 228 0558
www.millsongroup.co.uk
info@millsongroup.co.uk

2460 - Raddcliffe P&R Extension



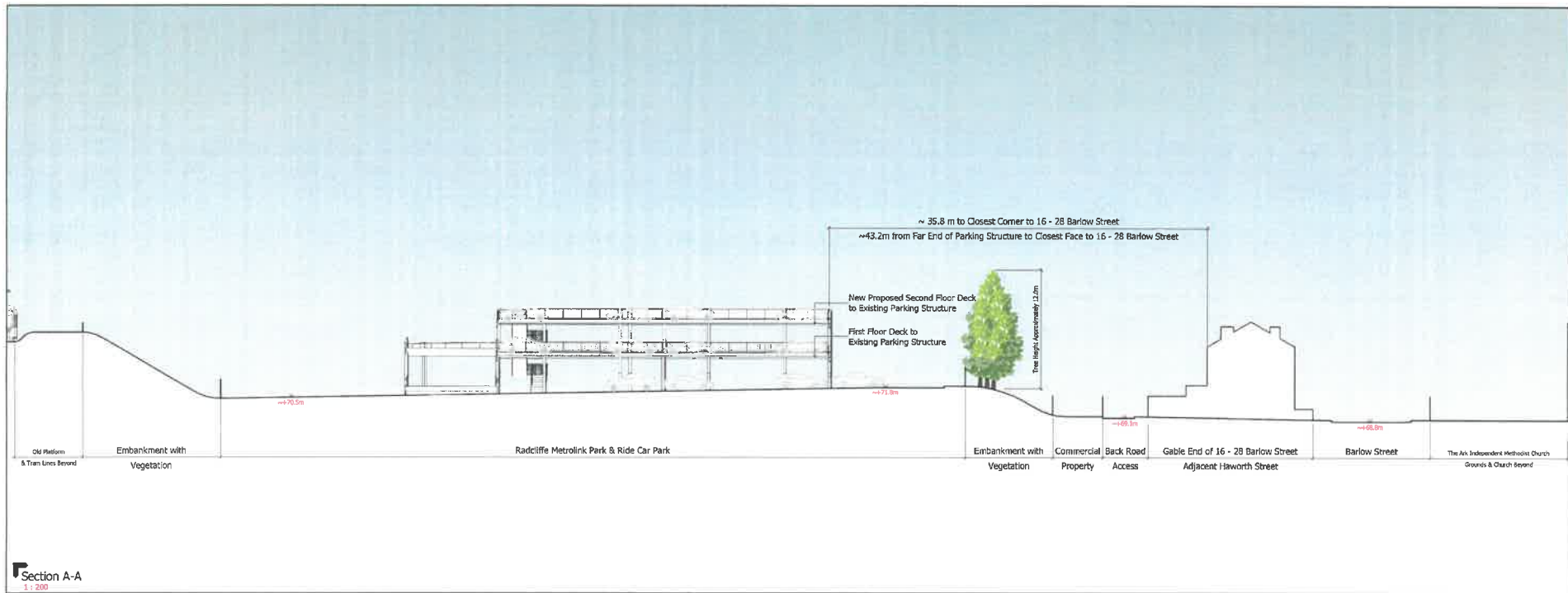
00 - Existing Site Plan



01 - Existing First Floor Deck

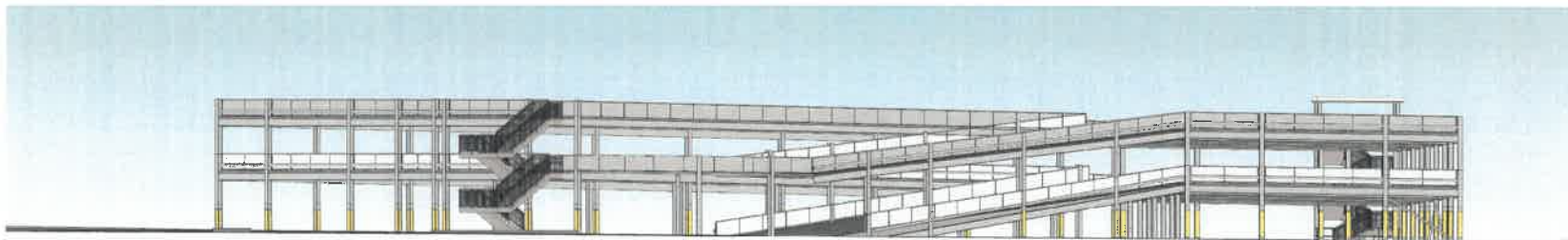
☐ with 1/2" scale (1/2" = 1' - 0")
☐ with 1/4" scale (1/4" = 1' - 0")
☐ with 1/8" scale (1/8" = 1' - 0")



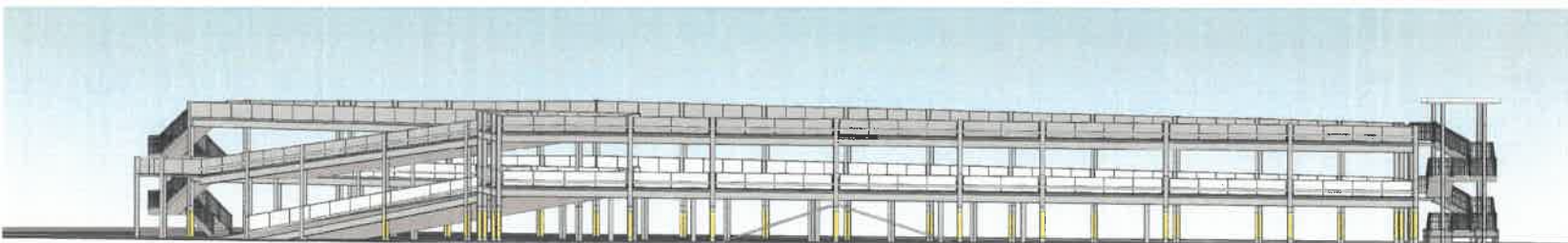


Notes:
1. All dimensions are in metres unless otherwise stated.
2. All dimensions are to the centre of the road unless otherwise stated.
3. All dimensions are to the face of the building unless otherwise stated.
4. All dimensions are to the ground level unless otherwise stated.

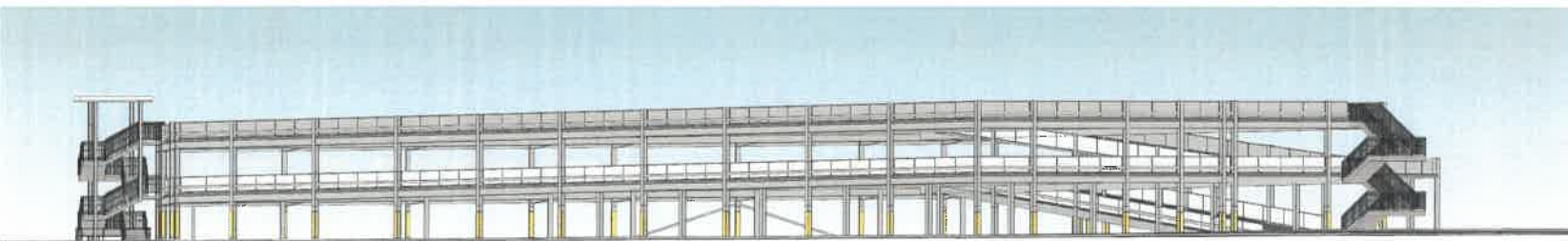
[illegible]



Proposed East Elevation Planning
 1:100



Proposed North Elevation Planning
 1:100



Proposed South Elevation Planning
 1:100



Proposed West Elevation Planning
 1:100



Design and Construction
 Millson Group
 15-17, Kingsway, St. Mary's,
 Manchester, M2 4GB
 Tel: 0161 208 7258
 Email: info@millson.co.uk
 Website: www.millson.co.uk

Drawing:
 3D Visualisation - Entrance



Drawing Number:
 2460 - MA - 01 - ZZ - DR - A - V501

Scale:	1:1	Date:	15/05/20
Author:	LD	Drawn:	A1
Check:		Rev:	3
Planning			

Millson GROUP
 15-17, Kingsway, St. Mary's,
 Manchester, M2 4GB
 Tel: 0161 208 7258
 Email: info@millson.co.uk
 Website: www.millson.co.uk
 2460 - Radcliffe P&R Extension

SPRING LANE

PLANTING SCHEDULE

Tree	Abbreviation	Species	Height	Girth	Specification	Pot Size	Number of Plants
ACE	Acer campestre		350-425cm	12-14cm	Heavy Standard: 3r/B	B	3
BP	Betula pendula		350-425cm	12-14cm	Heavy Standard: 3r/B	B	4
SA	Sorbus aucuparia		200-230cm		Feather: 2x	B	2
							Total: 9

Number	Abbreviation	Species	Specification	Density	Weight	Percentage Contribution
91	CORAV	Corallorhiza innata	Transplant 1.5 1m		20%	
137	CRMON	Crataegus monogyna	Transplant 1.5 1m		50%	
48	ILEA	Ilex aquifolium	Transplant 1.5 1m		10%	
91	PRUSP	Prunus spinosa	Transplant 1.5 1m		20%	
24	ROSAR	Rosa arvensis	Transplant 1.5 1m		5%	
14	ROSCA	Rosa canina	Transplant 1.5 1m		5%	
48	VIBOP	Viburnum opulus	Transplant 1.5 1m		10%	
Total: 45%						

field MIN

Radcliffe
El Sub Sta

KEY	
	EXISTING TREE TO BE RETAINED
	PROPOSED TREE PLANTING
	NATIVE SHRUB PLANTING
	EXISTING GRASS/ UNDERSTORY

Landscape Architecture
Arbiculture

Traverse Bridge Associates Ltd
Radcliffe Old Station
Sharnford Street, Macclesfield
Cheshire SK11 7PU

Tel: 0161-404 2000
E-mail: info@traversebridge.co.uk

Project
RADCLIFFE PARK & RIDE
BOURNE PARKING

Title
LANDSCAPE PROPOSAL

Date	Drawn	Checked	Design	Rev
FEB'20	BH	DG	1:250 A1	4465.04

Ward: Whitefield + Unsworth - Pilkington Park

Item 02

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 lighting

Application Ref: 65465/Full

Target Date: 20/08/2020

Recommendation: Approve with Conditions

The application was deferred at the October 2020 Planning Control Committee meeting to carry out a site visit.

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 101 No Standard bays and 13 No disabled bays (114 in total) and a first floor deck directly above for 94 spaces, equating to 208 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. With the re-configuration of the existing car park, there would be a net gain of 123 spaces provided.

The total number of spaces provided on completion would be 331 spaces.

The development would comprise:

- level 0 - 117 spaces (inc 13 disabled)
- grade level approach - 28
- level 1 - 88 spaces
- level 2 - 94 spaces (new spaces)

resulting in the total of 331 spaces for the site.

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. The works to provide the spaces to the north and southern boundary 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.

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.

66098 - Provision of a temporary car park for 250 no. spaces for a temporary period whilst works are undertaken at Radcliffe and Whitefield Metrolink car parks; erection of new boundary fencing, lighting and CCTV and works to existing access - Application to be determined.

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 5 representations received with the following issues raised -

- 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.
- The car park is way too small for the amount of people who need to use the tram.
- Using a bike to get to the station is not practical or an option for alot of people.
- The car park extension would obscure views.
- There is no justification for the expansion as passenger numbers are down.
- 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?
- There are some mature trees - identified as 5T, 6T and 9T to be removed.
- Need confirmation there would be no works to trees in 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 Whitefield took place on Wednesday 12th February 2020 between 16:00 and 20:00 and Thursday 13th February 2020 between 06:00 and 10:00. 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 Whitefield Park & Ride, where cycle parking will be upgraded 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.
- Plans have been revised to show that trees - 5T and 6T would be retained.
- Confirm that all tree works would be within the boundary of the Metrolink site and no works relate to or involve trees in Whitefield Park. A tree planting scheme would be required by an agreed condition.
- Clarification on tree removal on plan 4464.02 Rev B - 9T (removal) , 10G (partial removal), 11G (partial removal), 12G (removal), 27G (partial removal).

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

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

Comments received as follows:

- This car park is way too small for the amount of people who need to use the tram. - before lockdown I struggled nearly everyday to find a spot after 7.45 am - this forces people to use the Morrison's car park, or the surrounding streets.
- Unfortunately using a bike to get the station or walking is not an option for alot of people - especially working mums who are on a tight schedule anyway to get to work on time

Following the submission of an updated Transport Assessment on 13/8/20, those who have made previous representations to the application have been informed of the additional information by letter on 14/8/20.

Following a re-assessment of the application submission documents, the applicant has confirmed the correct proposed parking numbers which have been provided on a revised layout plan and change to the application description.

In discussion with their colleagues in TfGM Highway Analytical Forecasting Service (HAFS) and Urban Traffic Control (UTC), the applicant has also carried out additional traffic surveys and provided the information in an updated Transport Assessment. The following documents have also been updated in line with the confirmed parking spaces and traffic assessments - Noise Impact Assessment, Air Quality Assessment, Design and Access Statement, Planning Statement.

Those who made previous representations have been informed of the revised information by letter on 16/9/20.

Comments received -

- The flow of traffic on the first floor should be the other way round - seems stupid that you have to go all the way back round the first floor after you have come down from the

second if you are on your way out. People will try and sneak right anyway if they think nothing is coming - just like they go through the exit now rather than drive all the way round to the back. At least you've had the sense to change that round on this new proposal.

- My only interest is the felling of trees and request reconsideration of felling 9T and 12G, and that the saplings from other areas are not removed.

Comment from No 139 Moss Lane:

- Please re-iterate my aboricultural concerns that all trees and saplings be retained.

Response by Applicant to disabled parking provision

The applicant has reviewed the park and ride occupancy survey data from the last few years, which is carried out by the Metrolink Operations team several times a month. This showed that there is currently no additional demand for disabled parking.

The average annual occupancy of the current disabled bays is approximately 50% at Whitefield. As a result, expansion of disabled parking spaces within the planning applications would be at the expense of standard parking bays where it known demand has been, prior to COVID-19, oversubscribed.

The P&R sites are designed to be flexible and, if in the future occupancy data reveals that additional disabled bays are required, the Applicant states this can quickly be addressed.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

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 - No objection.

EDS Head of Parks and Countryside - No response received.

Greater Manchester Ecology Unit - No objection subject to conditions and informatives.

Conservation Officer - No objection.

Transport for Greater Manchester (TfGM) - Highway Analytical Forecasting Service (HAFS) and Urban traffic Control (UTC)- Revised transport assessments have been provided and provide adequate conclusions. No objection.

Transport for Greater Manchester (TfGM) - Metrolink Dept - No objection subject to an informative.

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-bys, 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 framework 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.

Whether the development should be in Whitefield or elsewhere, the site and use exists where it is and therefore is considered to be acceptable as a matter of principle. It is the details as to whether the scheme relates appropriately to its surroundings, works in relation to traffic flows, how it 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 5 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 Metrolink 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 Environmental Protection UK (EPUK) and Institute of Air Quality Management (IAQM) Guidance as 'not significant'.

It should be noted that air quality is predicted to improve in the future. However, in order to provide a robust assessment, given the current COVID-19 situation, in addition to the predicted 2021 traffic data, emission factors for 2018 were utilised within the dispersion model. The use of the 2018 emission factors are considered to provide a worst-case scenario and therefore a sufficient level of confidence can be placed within the predicted pollution concentrations.

Conclusion

The EH Section has found the air quality assessment report acceptable and agrees with the conclusion that the overall significance of potential impacts was determined to be not significant in accordance with the EPUK and IAQM guidance. However, mitigation measures including electric vehicle charging points and improved cycle facilities to encourage the use of low emission and low carbon transport option have been recommended. See discussion below

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

Parking

The existing car park currently provides a total of 208 spaces, comprising 114 (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 - 117 spaces (inc 13 disabled)

grade level approach - 28

level 1 - 88 spaces

level 2 - 94 spaces (new spaces)

resulting in the total of 331 spaces 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 aid 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 structure would be undertaken whilst the car park remains partly open and in use.

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

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 that the scheme would make appropriate provision for parking displacement without the need to burden local streets and as such this would be acceptable.

Traffic and access -

The SCP Transport Assessment provides information that examines the consequences of the proposed expansion on the current highway and transportation systems. It has been updated since the original submission to also include new and up to date traffic count data (September 2020).

The Transport Assessment provides the following information:

- an examination of the current station car park operation;
- an appraisal of existing site conditions;
- a discussion of the proposed improvements; and
- an assessment of the potential traffic generation for the application proposals.

A parking accumulation survey was undertaken to assess the usage of the car park. The survey was carried out on 4 March 2020 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. By dividing the accumulated vehicles arriving/departing the site during the peak hours against the number of parking spaces, a trip rate can be derived. This has been based on the March surveys which recorded a greater number of vehicle movements and therefore provided a more robust, worse case assessment.

Using this methodology, it has been estimated that approximately 52 additional vehicles would arrive during the morning peak which would equate to one additional vehicle movement per minute. At the evening peak, departures from the site are already more staggered and it is estimated that 45 additional vehicles would leave the site, equating to the exit of one vehicle every 1-2 minutes. Other movements would likely take place out of peak periods.

The Transport Assessment has been updated since the original submission to also include new and up to date traffic count data. This was carried out in September 2020 at the request of TfGM HAFS and UTC in order to provide a robust and up to date assessment of traffic counts and flows, in addition to the previous data held from traffic count surveys carried out in 2000 and 2009.

The impact of the additional trips on the highway generated by the proposed development has been analysed in the Transport Assessment. The recent traffic surveys were undertaken in September 2020 and when the schools returned, although it is acknowledged that a small number were closed. The report further acknowledges that traffic flows are still affected by the measures relating to the Covid 19 pandemic. However they have been provided to obtain current traffic flows instead of relying solely on 2000 and 2009 data.

The results of both the 2000, 2009 and 2020 surveys show that the existing access/egress arrangements would provide sufficient capacity for the levels of demand predicted for both the morning and peak periods. In terms of the access on Stanley Road and the Stanley Road/Bury New Road/Church Lane signalised junction to the west of the site the 2020 survey results showed that the junction would operate within capacity at both peak periods and would not be significantly affected by the proposed development.

Whilst this shows improved results comparative to the 2000 and 2009 surveys which would have resulted in a higher baseline traffic flow at the junction from the development, the conclusion of the previous assessment was that the traffic generated by the proposed extension would not result in a significant impact at that junction.

This provides the reassurance that the traffic generated by the development could be accommodated in the future should traffic flows increase in the future from current levels experienced at this time.

Furthermore, as the junction runs under SCOOT control, the results of the modelling presented are more pessimistic as the Transport Assessment accords that SCOOT provides up to 15% improvements in the delay over modelled results.

The proposed development would contribute to the shift away from relying on the use of the private car as the primary mode of transport and to encourage the use of the Metrolink and more sustainable and convenient ways to travel.

Any increase in trips to the site 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 road networks and in doing so encourage more sustainable modes of travel.

The Transport Assessment considers that the proposed development would not have a significantly material impact on the operation of the highway network.

TfGM HAFS and UTC have reviewed the TAs submitted in support of the proposed application and consider that the Transport Assessment now provides adequate evidence that the impact on the traffic conditions have been considered in a satisfactory way for both applications. The conclusions are that there would be a minor impact on road network due to the extra traffic and are valid for both applications.

The new traffic surveys are adequate considering the impact of COVID-19 on traffic flows now and for the foreseeable future. The previous TAs should be used to gain an understanding of the previous situation. The respective traffic teams of TfGM are comfortable with the flows used in the two sets of analysis.

In consideration of the TfGM analysis, the Council's Local Highway Authority 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.

Transport for Greater Manchester (TfGM) - Metrolink Dept - The Application relates to works being undertaken on behalf of Metrolink to improve the capacity of the Metrolink Park and Ride facility. The Section can confirm they are working closely with the Metrolink Project Team and the Contractor to ensure that the works do not adversely impact Metrolink Operations and that a Construction Management Plan will be agreed as part of the Contract prior to works commencing. Consequently, they do not require any Metrolink related Conditions to be attached to any consents granted in respects of this Application. An informative is recommended to advise on the details of Working Safely Near Metrolink just to reinforce their importance.

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 to follow up the CIS with an Addendum to the original submission.

The Applicant has submitted a Crime Impact Statement and have engaged with the Design for Security Team at Greater Manchester Police to follow up the CIS with an Addendum to the original submission.

The design for security team have raised no objection to the development proposals and recommend that a condition be included to reflect the physical security specifications set out in the report.

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.

The Ecology Report has 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 - The ecological assessment only found one invasive species on site - *Rhododendron ponticum*. GMEU therefore recommend a condition for the submission of a method statement to detail the eradication or mitigation measures to control or remove this invasive species.

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 bat boxes on retained mature trees as mitigation for loss of ecological 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.

Conclusion

The Whitefield Metrolink Stop Park and Ride is an established successful transport hub for passengers wishing to travel to and from the major centres of Manchester and Bury, providing a more attractive and sustainable option to car travel. It is considered that the proposals would help to promote sustainable modes of transport within the borough and reduce car usage in line with the principles of sustainable development as set out within the NPPF and UDP Policy HT1.

The existing parking facilities are regularly at capacity, resulting in passengers parking on nearby residential streets. The proposal to increase the existing parking capacity to 332 spaces would therefore help mitigate this issue, whilst reinforcing this existing sustainable option of travel to

commuters and alleviating the pressure on the surrounding highway network.

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 6
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 3
Tree Protection Plan 4464.02 Rev B
Rhododendron Distribution plan (only) by Dunelm ecology Figure 1
Landscape proposal by tba 4464.05 rev B

Reports

Noise Impact Assessment ref AC108131-1R1 dated 8/9/20
Air Quality Assessment ref AQ108136R1 dated September 2020
Tree Survey report by tba Feb 2020 ref PD/4464/TSR/Feb20
Arboricultural Impact Assessment and Method Statement Revision B by tba Revised July 2020
Ecological Assessment by Dunelm ecology dated June 2020
Landscape management plan Rev B by tba Revised July 2020
Transport Statement by SCP Feb 20 ref MC/200063/TA/5 dated September 2020.
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. Prior to the commencement of any development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions shall be

submitted to and approved in writing by the Local Planning Authority.

In the event of surface water draining to the public surface water sewer, the pass forward flow rate to the public sewer must not be increased beyond the existing. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first use of the development hereby approved and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

4. Following commencement of the development hereby approved, details and a scheme for the provision of EV Charging Points/Charging Parking Bays shall be submitted to and approved by the Local Planning Authority. The approved details/scheme only shall thereafter be implemented prior to the first use of the development hereby approved and thereafter maintained.

Reason. Information not submitted at application stage and in accordance with the principles of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

5. Following commencement of the development hereby approved, details of the cycle storage provision and scheme shall be submitted to and approved by the Local Planning Authority. The approved provision shall thereafter be implemented and made available for use prior to the first use of the development hereby approved and thereafter maintained.

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 B. 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 2020 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 earthworks a method statement, and timetable detailing eradication and/or control and/or avoidance measures for rhododendron should be submitted to and approved in writing to the Local Planning Authority. The agreed method statement and timetable shall be adhered to and implemented in full.
Reason. The scheme does not provide full details of the actual extent of rhododendron 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. Following the commencement of the development hereby approved, details of a lighting scheme including hours of operation and baffling, shall be submitted to and approved by the Local Planning Authority. The approved scheme only shall be implemented prior to the first use of the development hereby approved and thereafter maintained.
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 4464.02B - the tree identified as 5T and 6T 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. The development hereby approved shall be carried out in accordance with the security recommendations of the Addendum to the Crime Impact Statement by NSG Security Consultants dated July 2020. The security specifications shall thereafter be maintained.
Reason. To ensure the safe and secure development of the site for users of the Metrolink car park pursuant to Bury unitary development Plan Policies EN1/2 - Townscape and Built Design and EN1/5 - Crime Prevention.
15. 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.

16. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP) has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Dilapidation survey of the footways and carriageways abutting the site in the event that subsequent remedial works are required following construction of the development;
- Access point to the site from the adopted highway, including any temporary works and measures required to protect highway users and facilitate vehicular access;
- Hours of operation and number of vehicle movements;
- Site hoarding/gate positions if proposed clear of appropriate visibility splays onto Stanley Road;
- A scheme of appropriate warning signage in the vicinity of the construction site access(es);
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials;
- Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

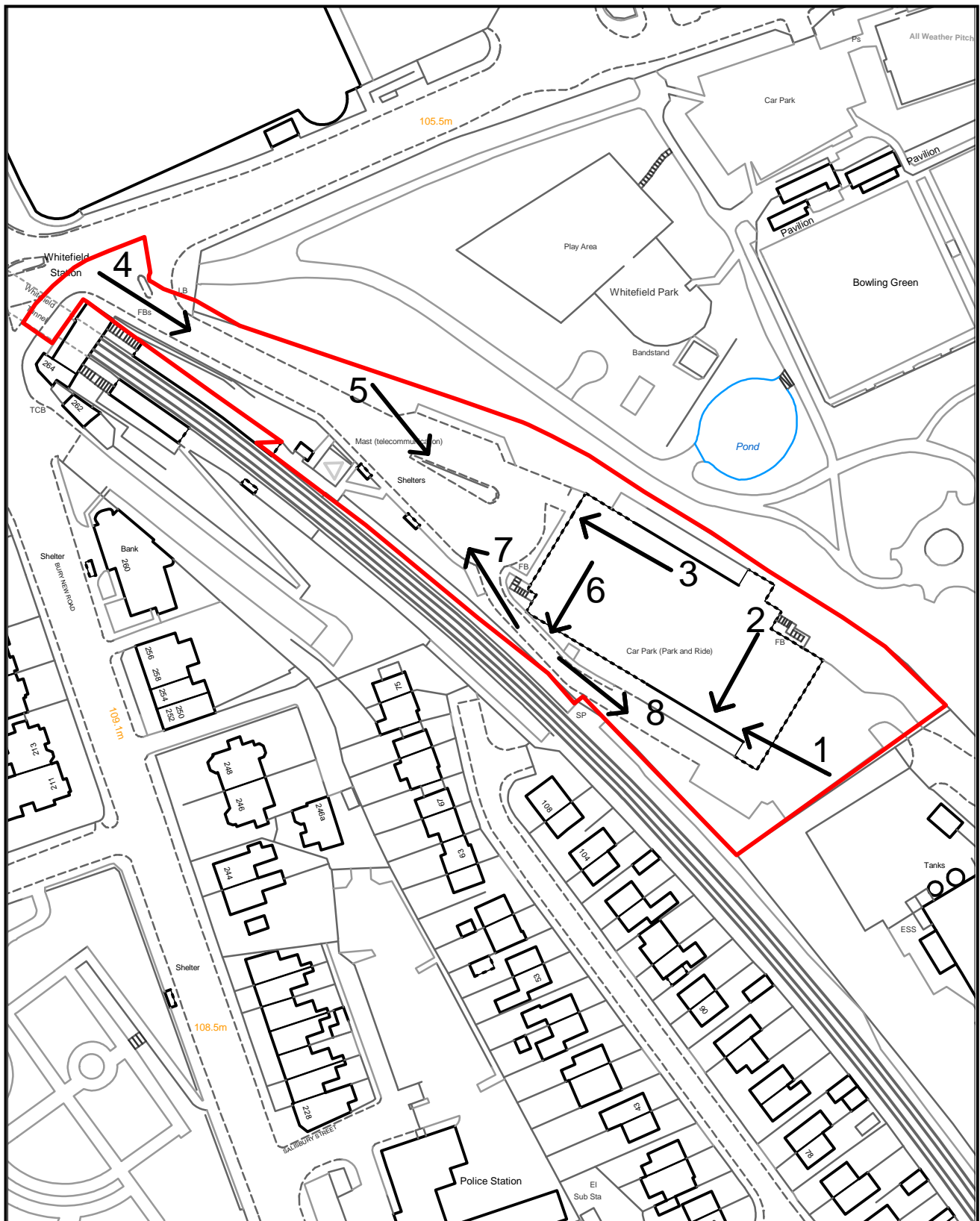
The approved plan shall be adhered to throughout the construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles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

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highway, 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.

17. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority and thereafter maintained at all times

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies EN1/2 - Townscape and built design, HT2/4 - Car Parking and New Development and HT3/4 - Schemes to Assist Metrolink of the Bury Unitary Development Plan.

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



APPLICATION BOUNDARY:

OWNERSHIP BOUNDARY:



Location Plan 1250

1 : 1250

Drawing Information:

All levels and dimensions must be checked onsite by the contractor prior to commencement of works. Any variations must be reported to Millson Group Ltd. All information hereon is the copyright of Millson Group Ltd. Copying in full or part is forbidden without written permission from Millson Group Ltd.

2	Minor Amends to Existing GF Parking Layout	20/08/20
1	First Issue (IDR)	16/04/20

Rev	Revision History	By	Date
-----	------------------	----	------

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	LJ	2

Status:

Planning

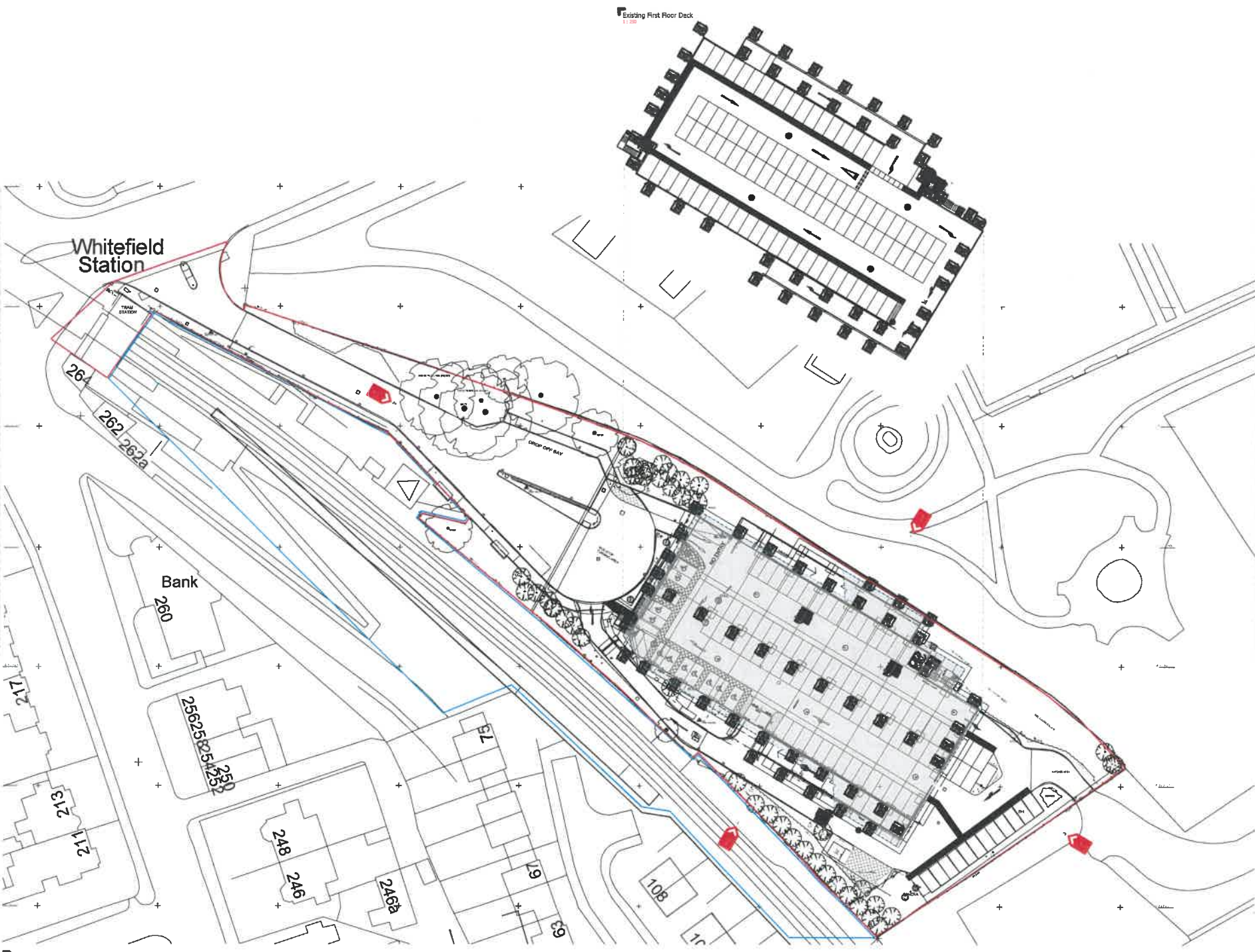


Byron House
10-12 Kennedy St
Manchester M2 4BY
0161 228 0558
www.millsongroup.co.uk
info@millsongroup.co.uk

2459 - Whitefield P&R Extension

Location Plan 500

1 : 500



Existing Site Plan
11.200

Existing First Floor Deck
11.200

PROPOSED IMPROVEMENTS

PROPOSED IMPROVEMENTS

PROPOSED IMPROVEMENTS

PROPOSED IMPROVEMENTS



Transport for Greater Manchester

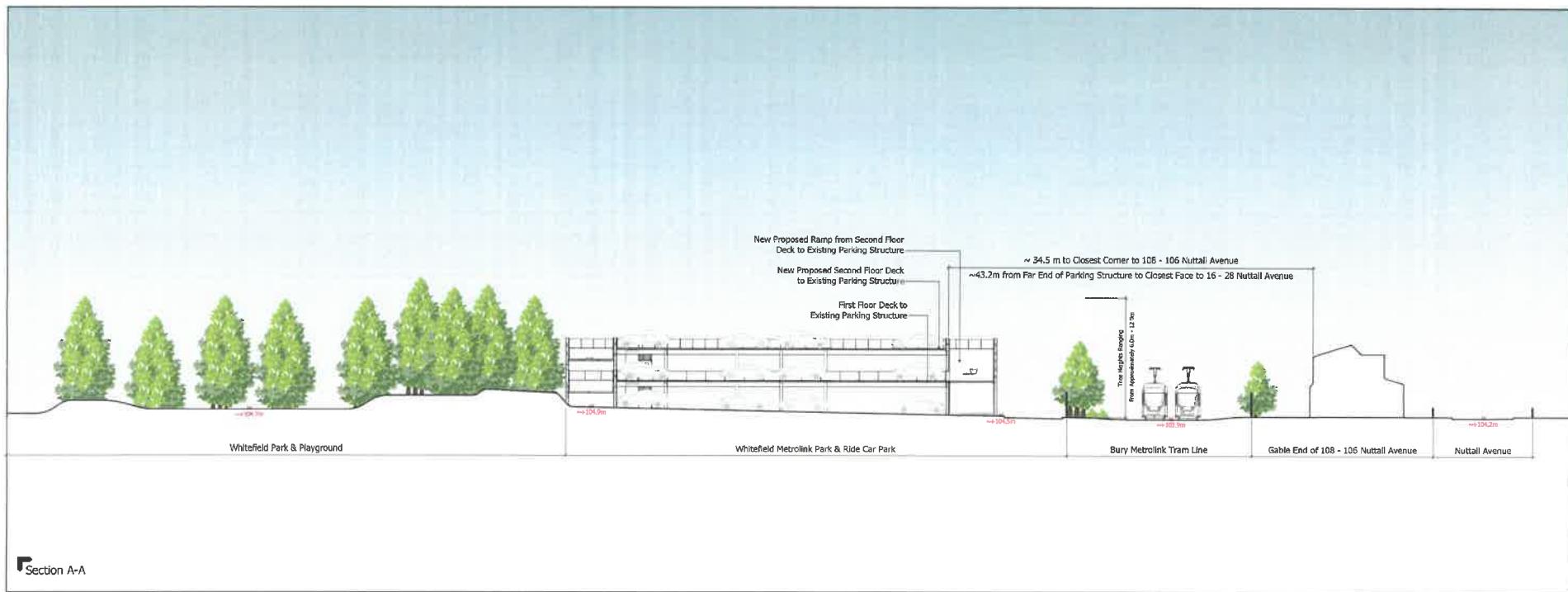
Existing Site & Deck Plans

2459 - MA - CL - Z2 - DR - A - PLD2

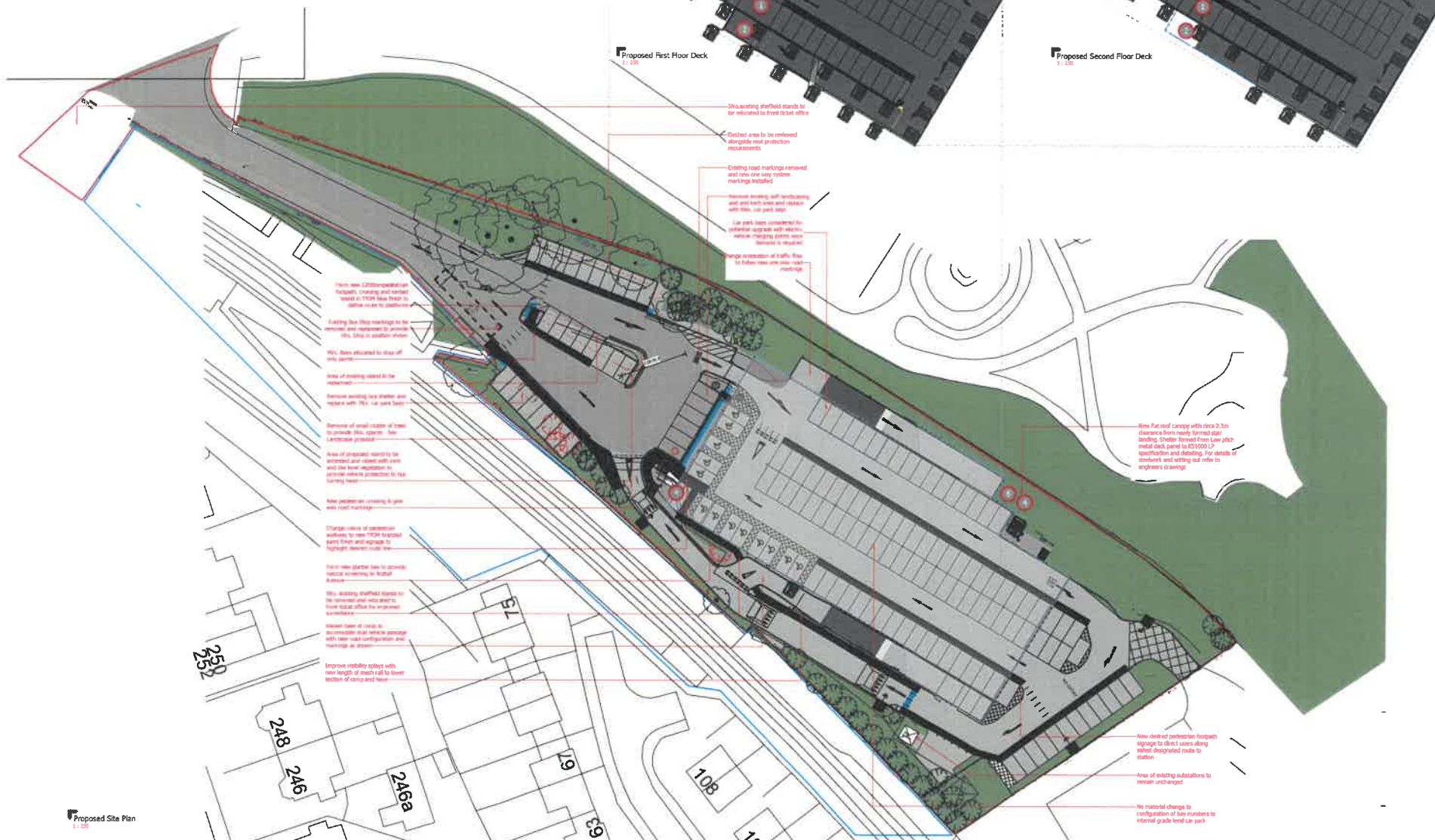
3

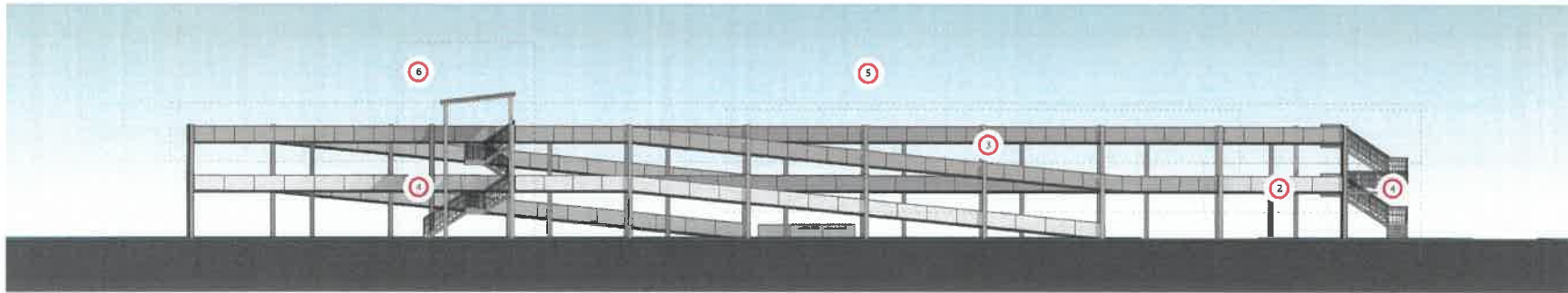
Milson

2459 - Whitefield P&A Emergence

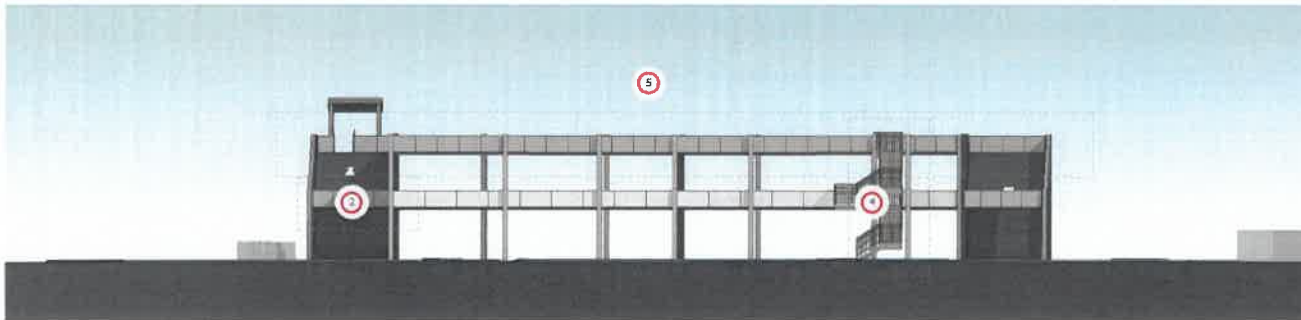


© 2019 Millson Group
 This drawing is the property of Millson Group and is not to be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of Millson Group.

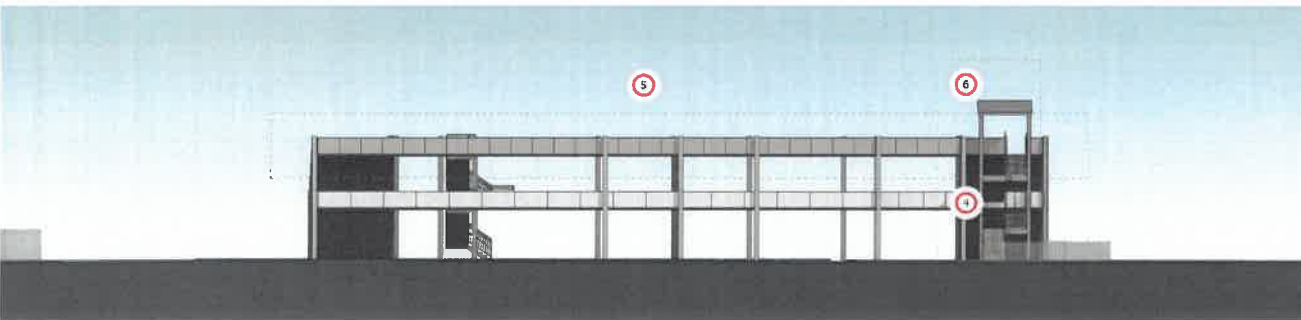
[illegible]



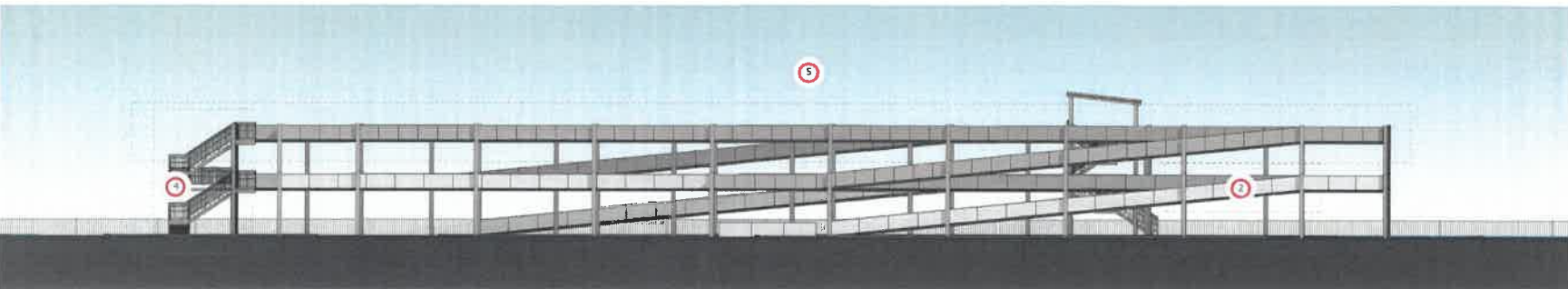
Proposed East Elevation
1:100



Proposed North Elevation
1:100



Proposed South Elevation
1:100



Proposed West Elevation
1:100

Materiality

Exterior: Concrete, Steel, Glass

Interior: Wood, Concrete, Steel, Glass

Proposed in the context:

1. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

2. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

3. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

4. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

5. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

6. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

Notes: The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

Section Details

1. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

2. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

3. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

4. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

5. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

6. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

10% Section

1. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

2. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

3. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

4. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

5. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

6. The building is a long, low structure with a series of vertical supports and horizontal beams. It is a modern building with a minimalist design.

Design for Creative Manchester

Proposed Elevations

2459 - MA - 01 - Z2 - DR - A - ELO2

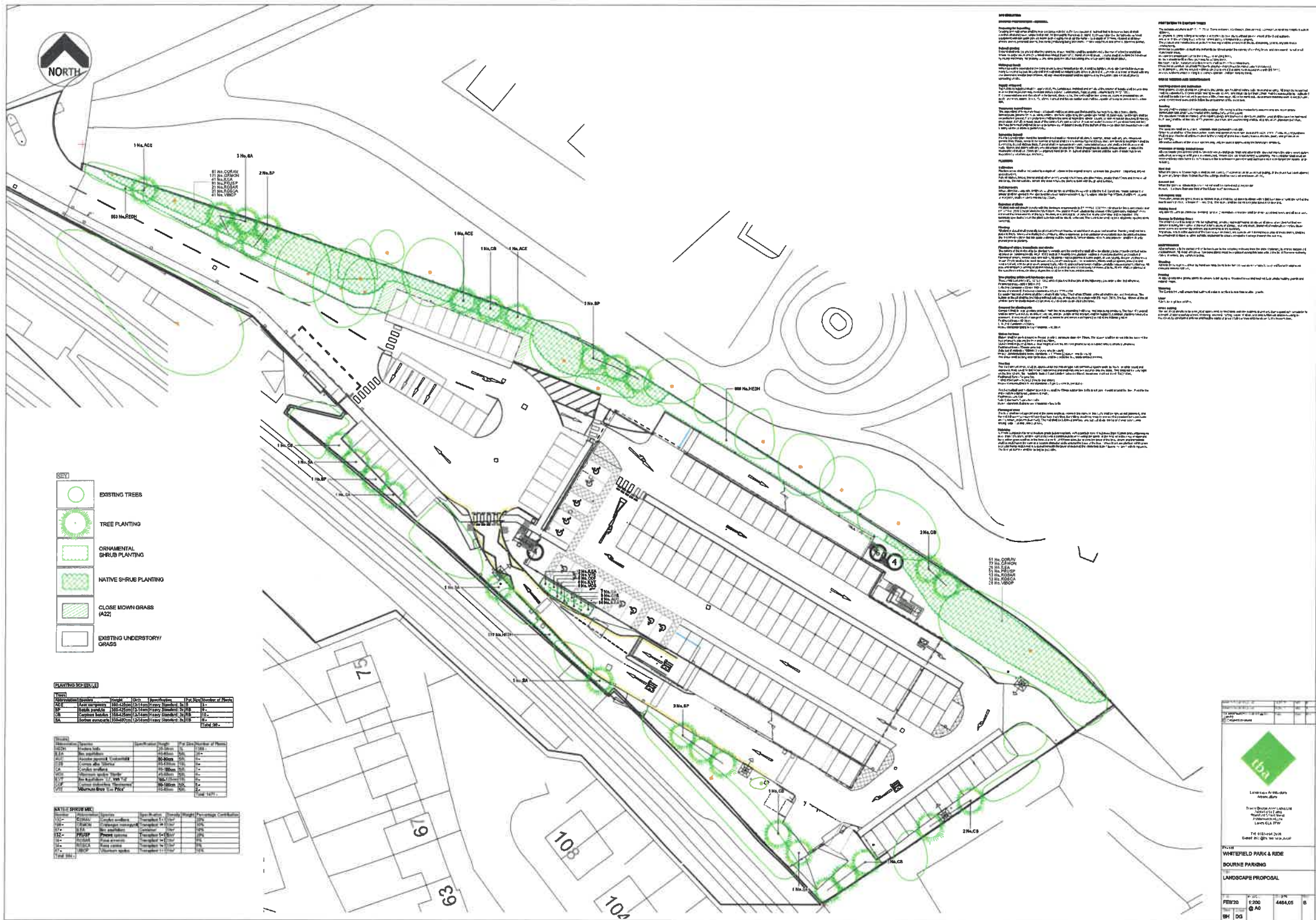
As indicated	AS	25/01/20	25/01/20
100	100	100	100

2

Milner
2019 - 2020

2459 - 2019/2020 - 2020/2021





	EXISTING TREES
	TREE PLANTING
	ORNAMENTAL SHRUB PLANTING
	NATIVE SHRUB PLANTING
	CLOSE MOWN GRASS (A22)
	EXISTING UNDERSTOREY/ GRASS

PLANTING SCHEDULE						
Types						
Abbreviation	Number	Height	Chop	Specifications	Est. Size	Number of Plants
AC	Aster compactus	180-220cm	12-14cm	heavy Standard; 3h	18"	3-
BP	Betula pendula	200-240cm	12-14cm	heavy Standard; 3h	18"	9-
CS	Campanula latifolia	160-220cm	12-14cm	heavy Standard; 3h	18"	9-
SA	Sorbus aucuparia	200-240cm	12-14cm	heavy Standard; 3h	18"	9-

Identification	Species	Length (mm)	Wing (mm)	Number of Plumes
02/01	Redpolls	200-250	70-80	10-15
02/02	Redpolls	200-250	70-80	10-15
02/03	Redpolls	200-250	70-80	10-15
02/04	Redpolls	200-250	70-80	10-15
02/05	Redpolls	200-250	70-80	10-15
02/06	Redpolls	200-250	70-80	10-15
02/07	Redpolls	200-250	70-80	10-15
02/08	Redpolls	200-250	70-80	10-15
02/09	Redpolls	200-250	70-80	10-15
02/10	Redpolls	200-250	70-80	10-15
02/11	Redpolls	200-250	70-80	10-15
02/12	Redpolls	200-250	70-80	10-15
02/13	Redpolls	200-250	70-80	10-15
02/14	Redpolls	200-250	70-80	10-15
02/15	Redpolls	200-250	70-80	10-15
02/16	Redpolls	200-250	70-80	10-15
02/17	Redpolls	200-250	70-80	10-15
02/18	Redpolls	200-250	70-80	10-15
02/19	Redpolls	200-250	70-80	10-15
02/20	Redpolls	200-250	70-80	10-15
02/21	Redpolls	200-250	70-80	10-15
02/22	Redpolls	200-250	70-80	10-15
02/23	Redpolls	200-250	70-80	10-15
02/24	Redpolls	200-250	70-80	10-15
02/25	Redpolls	200-250	70-80	10-15
02/26	Redpolls	200-250	70-80	10-15
02/27	Redpolls	200-250	70-80	10-15
02/28	Redpolls	200-250	70-80	10-15
02/29	Redpolls	200-250	70-80	10-15

[illegible]

Ward: Prestwich - Holyrood

Item 03

Applicant: Mr E Gjergji

Location: 281 Bury Old Road, Prestwich, Manchester, M25 1JA

Proposal: Change of from public house (Class A4) to restaurant (Class A3)

Application Ref: 65650/Full

Target Date: 29/10/2020

Recommendation: Approve with Conditions

Description

The application relates to The Parkside, a vacant public house which fronts Bury Old Road. The pub is within an area of mixed uses comprising shops, businesses and residential development.

To the north is a row of mews type residential flats, to the south is a Social Club, Wellbeing Centre, Heaton Park Methodist Church, a pub and few shops and there are houses to the rear (west) directly behind the site on Bedford Street. Opposite the main road to the east is Heaton Park. The pub and properties on this stretch are set above the main road and there is a service lane which stems off Bury Old Road which serves as the access to these properties and allows for some parking. There is no dedicated car park as such for the pub.

The public house itself is a distinctive building and an interesting example of a mock Tudor frontage, and is a feature and local landmark in the vicinity. It is on the Council's Draft local list as a Non-designated heritage asset and build of local importance.

The main entrance is at the front of the property and there is a beer garden at the rear for customers which is accessed through the pub itself. There is also a yard area separate to the beer garden with a gate leading out onto a piece of land which runs between the side elevations of Nos 23 and 25 Bedford Street which is used as an emergency access.

Between the pub and flats Nos 285 and 285A Bury Old Road is a gated access to a yard at the side and within the curtilage of the pub which is used for the storage of bins.

The application seeks the change of use from a public house to a restaurant.

There are no proposed changes to the existing layout apart from repairs and modernisation of the property and re-configuration of the internal space. The beer garden and outdoor seating area would be retained, as would the separate yard area at the back which would be used for emergency access purposes only.

The only external changes to the building would be to the rear elevation where it is proposed to replace a window with a door opening which would lead directly from the dining area to the outdoor seating space.

The application proposed opening hours of Monday to Friday 5pm to 11pm , Saturdays 3pm and 11pm and Sunday/Bank Holidays midday to 9pm.

Relevant Planning History

55196 - Erection of a lightweight timber framed lean-to shelter at rear, within existing external drinking area. - Approve with Conditions 02/07/2012

Publicity

40 Letters sent on 7/9/20 to properties in the surrounding area on Bury Old Road, Kenyon Lane and Bedford Street.

Three letters of objection received from Nos 6 Robert Street, 23 Bedford Street, 287A Bury Old Road,

- The works here have been going ahead since March with constant heavy drilling at weekends and bank hols.
- Myself and my neighbours keep the back passage (unadopted land) clean and tidy and maintain a garden area. This, over time, has stopped all the fly tipping.
- The amount of parking in Bedford, Robert and Heaton Street that the restaurant's customers will bring. We are already struggling with the Methodist Church and bowling green.
- The possible vermin from food waste
- The possible noise from outside eating/smoking area
- Would gladly welcome a chat with the owner to discuss our concerns.
- Propose 24 hour parking permits for these 3 areas with each household given permits and also guest permits should they have visitors.
- If a licensed restaurant none of the residents are prepared to experience the anti social behaviour of the previous tenants.
- There is a side door near the flats which is used by customers causing noise and disturbance to residents.
- The previous tenants left wheelie bins on our path which were always overflowing and also used by general public for rubbish. Want to be reassured all bins are kept at the property.
- Parking is an issue as there is limited space along the road

Comment from No 18 Robert Street on behalf of residents -

- Don't necessarily object to the building used for business purposes, but want to ensure that suitable provision has been made for those who reside directly behind the pub.
- If the business starts up it will make the parking situation on the streets untenable so consideration should be given to parking permits.

Comment from No 29 Bedford Street -

- Like my neighbours, concern about noise from people gathering at the rear of the building and how the back exit is used.
- Parking is an issue for any residents
- The other issue is food waste and how efficiently this is dealt with - there have been previous problems with vermin.

Those who have made representations to the application have been informed of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Conservation Officer - No objection

Traffic Section - No objection subject to condition

Environmental Health - Pollution Control - No comments to make.

Waste Management - No objection

Pre-start Conditions - Not relevant

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
EN1/2	Townscape and Built Design
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
S2/6	Food and Drink
HT2/4	Car Parking and New Development

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 - The property has an established and historical commercial use as a public house. There are other businesses and shops in a range of uses along this part of Bury New Road and the proposed development would retain the building in a commercial and business use to help support the long term vitality and viability of the area. Similar to a public house, a proposed restaurant use would offer a venue for people to spend their leisure and spare time in a social environment.

The property is an attractive and distinctive building in the area and has been vacant for more than 8 years and the proposed development would have a positive impact in bringing a vacant building of historical importance back into use.

As such, it is considered the proposed change of use would be acceptable and would comply with UDP policies EC4/1 - Small Businesses, EN1/2 - Townscape and Built Design and S2/6 - Food and Drink.

Layout - The proposed layout would not fundamentally alter from the existing pub layout and arrangements.

The main entrance on the front of the building would be utilised and internally the customer and public areas would remain unchanged. Works would mainly comprise refurbishments, repairs and modernisations.

Externally, bins would be kept in the side yard area which is accessed via a gate and alleyway which runs between the side elevation of the premises and No 285 Bury Old Road. The bins would be brought out to the front of the property on collection days. This was the previous arrangement with the Waste Management Team and which has been confirmed as acceptable.

At the rear of the property there are 2 separate outside spaces. The northern part behind Nos 19, 21 and 23 Bedford Street was used as a beer garden and outside seating area for the pub and this would continue to be an outside space for future customer use. The beer garden would only be accessible from the restaurant via a new door.

The southern outside space is a yard which would not be available for customer use. There is an existing gate from this yard which leads directly out onto a strip of grassed land located between Nos 23 and 25 Bedford Street. The applicant has confirmed this access would be used in the event of an emergency only and would not publicly accessible otherwise.

In terms of the layout of the site, there would be very little change to the existing layout and arrangements. The use of the inside and outside areas would operate in much the same way as the existing pub use in terms of customer space, bin store provision and access. As such the proposed development is considered to be acceptable and would comply with UDP Policies EC4/1 - Small Businesses, EN1/2 - Townscape and Built Design and S2/6 - Food and Drink.

Impact on residential development - The nearest properties are the flats adjacent to the site on Bury Old Road and the houses to the rear on Bedford Street who's gardens back onto the rear of the site.

The property has an established and historical use as a public house. It is now vacant and has been closed for some time but could be brought back into a pub use without the need for a permission. A drinking establishment could cause more noise and disturbances from customers who can tend to gather outside in larger groups comparative to a restaurant use which would primarily function within the internal dining areas.

In terms of hours, it is proposed to open Monday to Friday 5pm to 11pm, Saturdays 3pm to 11pm and Sunday/Bank Holidays midday to 9pm.

As a public house, the business could open for longer and at later times with customers more likely to leave at the same time at closing times, comparative to a restaurant use where dining times would be staggered and the duration of customer visits variable. As such, the proposed hours are considered reasonable and acceptable.

There are no proposed extensions or physical changes to the premises apart from the insertion of a doorway in place of a window at the rear which would lead from the dining area to the beer garden instead of customers accessing the area through a passageway. This outdoor area was used as the pub beer garden and as such there would be no change to the areas to be utilised by the proposed restaurant use. The location of the kitchen and the extraction system would remain as existing.

It is therefore considered that the proposed development would not cause an adverse and detrimental impact on the residential amenity of the nearby residents and would comply with UDP Policies EC4/1 - Small Businesses, EN1/2 - Townscape and Built Design and S2/6 - Food and Drink.

The issues and concerns raised by residents with regards to parking have been covered in the section below.

Heritage - The Parkside is on the site of an old coaching inn dating from the early 19th Century. The front elevation has some interesting features, including stone mullions.

The building is considered to be a Non-Designated Heritage Asset and is on the Council's Draft Local List. Its primary importance is its external appearance and main/front elevation.

Paragraph 189 of Chapter 16 - Conserving and enhancing the historic environment of the NPPF states that 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 asset's importance and no more than sufficient to understand the potential impact of the proposal on their significance.

Chapter 197 of the NPPF states that the effect of an application on the significance of a Non-Designated Heritage Asset should be taken into account and a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

The application states that there would be no changes to the external facade of the building with the exception of minor alterations to change a window to a door on the rear elevation. Internally, it is considered that there are no particular features which would constrain the adaptation for re-use.

A substantial and highly detailed heritage assessment and assessment of significance has established that there would be no harm caused to the NDHA or to the setting of other nearby heritage assets including Heaton Park.

As such there would be no objections to the proposed change of use and the proposed

development would comply with the principles of the NPPF.

Parking - The property does not have a dedicated car park for staff or customers. The position of the building itself and the adjacent properties in relation to the street is slightly unusual in that it is elevated above road level and accessed by a single lane which is separated from the road by a stone wall and railings. There is on-street parking along one side of Bury Old Road which runs in front of the property and there is also a wide lay-by parking area to the south of the site in front of the other commercial buildings and shops which form this street frontage.

For residents in the immediate area, there is some parking directly in front of the row of flats adjacent to the property on Bury Old Road and for the residents at the rear of the site on Bedford Street, there is on street parking for these terraced houses. Concerns have been raised by local residents that the lack of parking would cause further parking problems for them as they already struggle to park in the vicinity.

The property has had a long established and historical use as a public house and has operated with no dedicated parking provision for staff or customers. Patrons to the pub would either walk, arrive by public transport/taxi or drive or park along the main road.

This would similarly be the arrangements for a restaurant use. The property is located in a high access area, on a main bus route and within walking distance of the metrolink station to the south (approximately 220m away). There is also the on-street parking which is available along the front of the building and which extends some way along Bury Old Road. The proposed use would utilise the same amount of public floorspace as the pub and it is considered that the proposed use as a restaurant would not significantly increase footfall to the venue comparative to a pub use. The establishment is also located in an area residential in character and it is likely that a large customer base would live in the locality and walk.

As there would be on-street parking on the main road in front of the property and the main access to the restaurant, and given its location in a highly sustainable area, it is considered there would not be a detrimental impact on the nearby residential streets to cause significantly more parking problems for the residents beyond the current situation.

Local residents have commented that a residents parking scheme should be implemented in the area. Given the proposed development would be a relatively small scale business, would not generate significantly more levels of traffic than a pub, and given its high access location, it is considered the implementation of a parking scheme would not be reasonable in this instance.

Residents can apply directly to the Highway Department for a residents parking scheme in the area.

The Highway Section have no raised no objection to the proposed development.

As such, it is considered the proposed development would comply with UDP Policies EC4/1 - Small Businesses, EN1/2 - Townscape and Built Design, S2/6 - Food and Drink and HT2/4 - Car Parking and New Development.

Response to objections

- A bin store area would be provided within the curtilage of the site in the existing yard area which is accessed down the side alley between the site and No 285 Bury Old Road. The Waste Management Team are satisfied with the provision and the arrangements for emptying the bins on collection days.
- The issues with regards to parking, impact on residential amenity and access have been covered in the above report.
- Any works undertaken before requiring planning permission are done so at the risk of the owner. S73A of the TCPA 1990 permits applications for planning permission to be

sought retrospectively.

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.

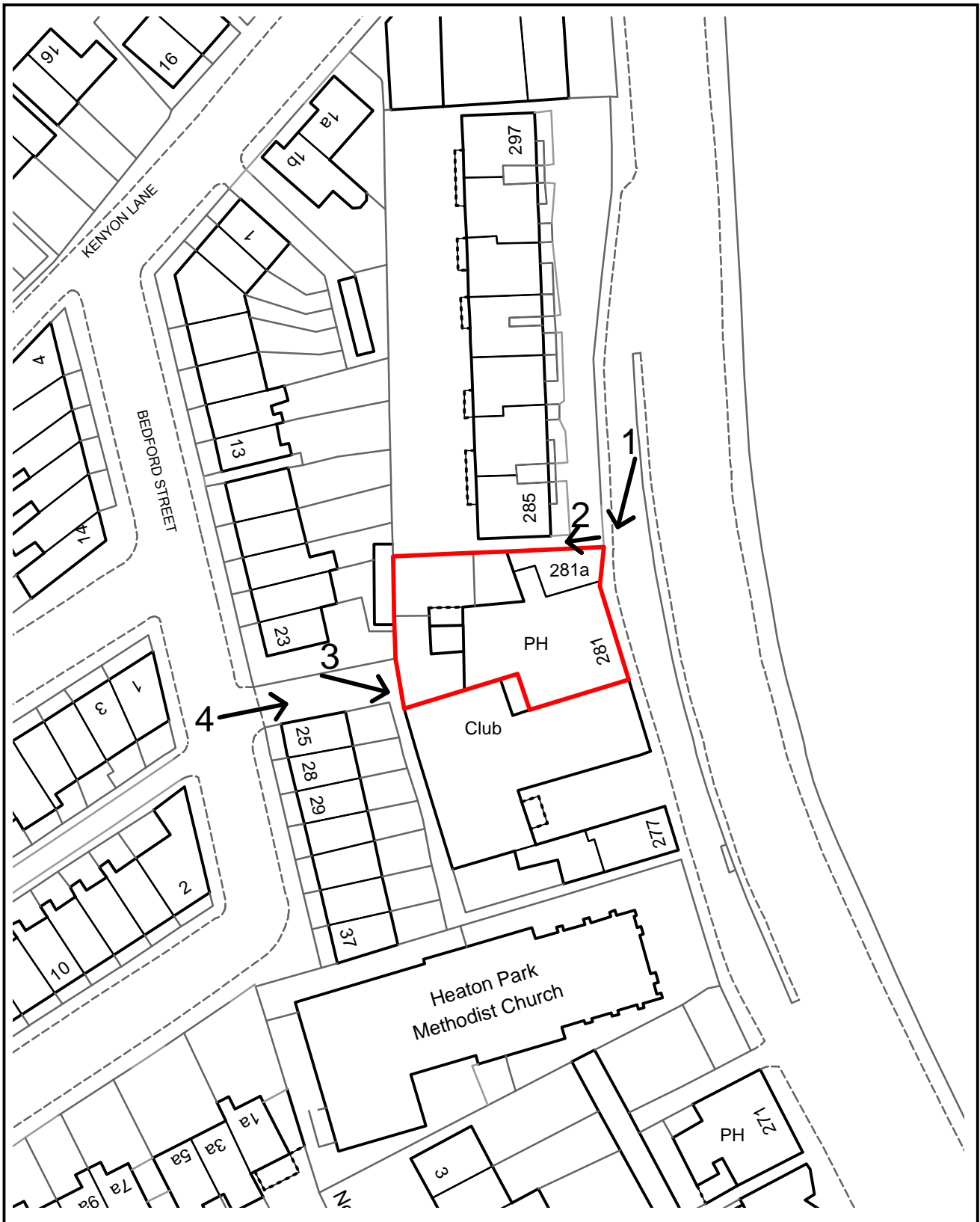
Recommendation: Approve with Conditions

Conditions/ Reasons

1. The 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 - Site location plan 088-00; Site block plan 008-06; Refuse plan 008-05; Proposed ground floor plan 008-03 rev A; Proposed front elevation and side elevation 008-07; Proposed rear elevation and section/elevation 008-04; Elevation 1 10808/001/1 Rev 0; Elevation 2 10808/001/2 Rev 0 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 bin storage facilities indicated on the approved plans shall be provided before the use hereby approved commences and shall subsequently be maintained at all times.
Reason. To ensure adequate off-highway bin storage facilities are provided within the curtilage of the site, in the interests of road safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, S2/6 - Food and Drink and HT2/4 - Car Parking and New Development.
4. The use hereby permitted shall not be open to customers outside the following times:
Monday to Friday - 5pm to 11pm
Saturdays 3pm to 11pm
Sunday/Bank Holidays - Midday to 9pm.
Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies EN1/2 - Townscape and Built Design and S2/6 – Food and Drink of the Bury Unitary Development Plan.

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

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 65650

**ADDRESS: 281 Bury Old Road
Prestwich**

Planning, Environmental and Regulatory Services

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



Bury
COUNCIL

65650

Photo 1



Photo 2



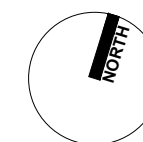
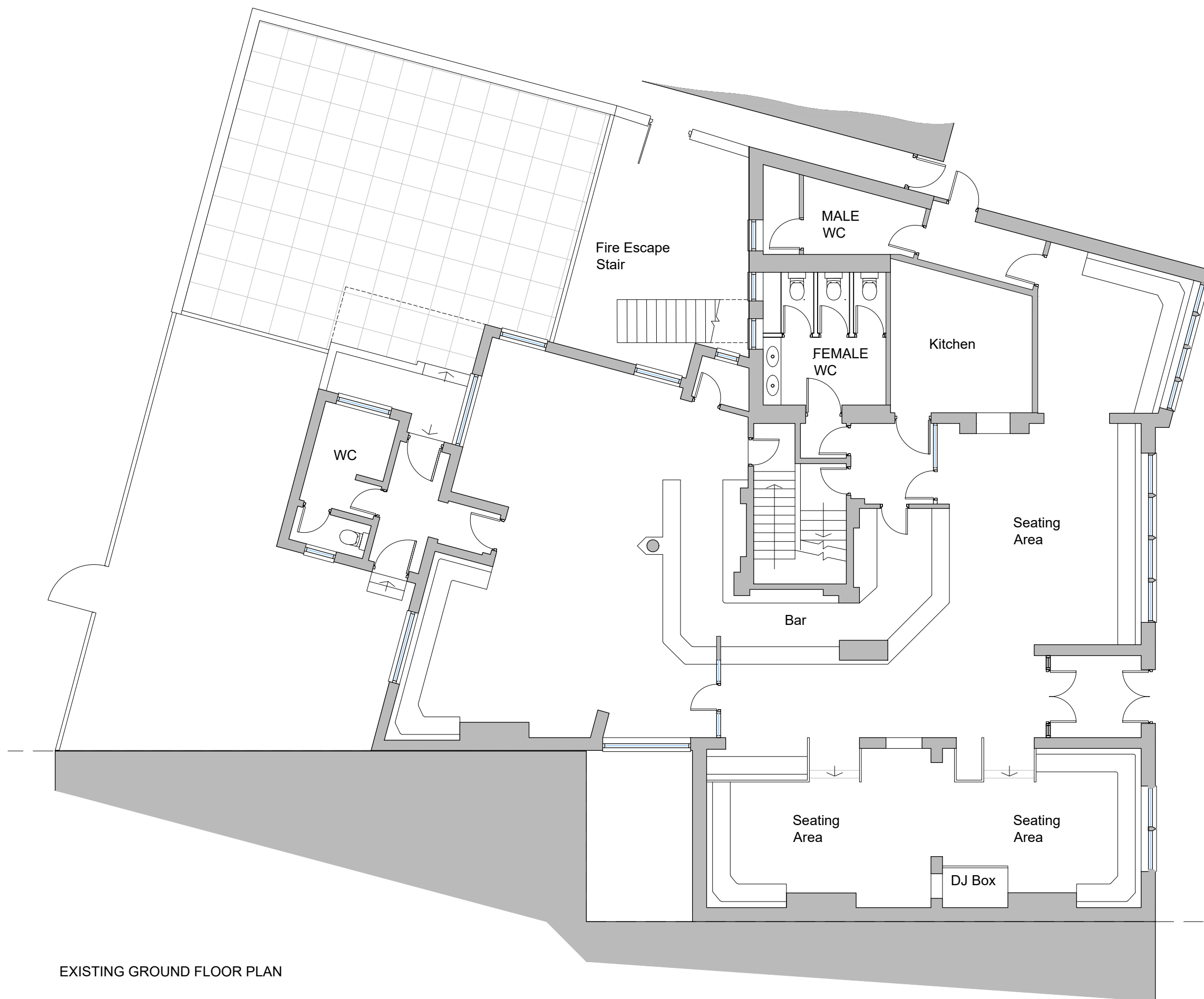
65650

Photo 3



Photo 4





GF AREA - 260 M²

EXISTING GROUND FLOOR PLAN

A	Added wall and gate to alleyway.	08.10.20
---	----------------------------------	----------

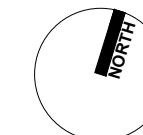
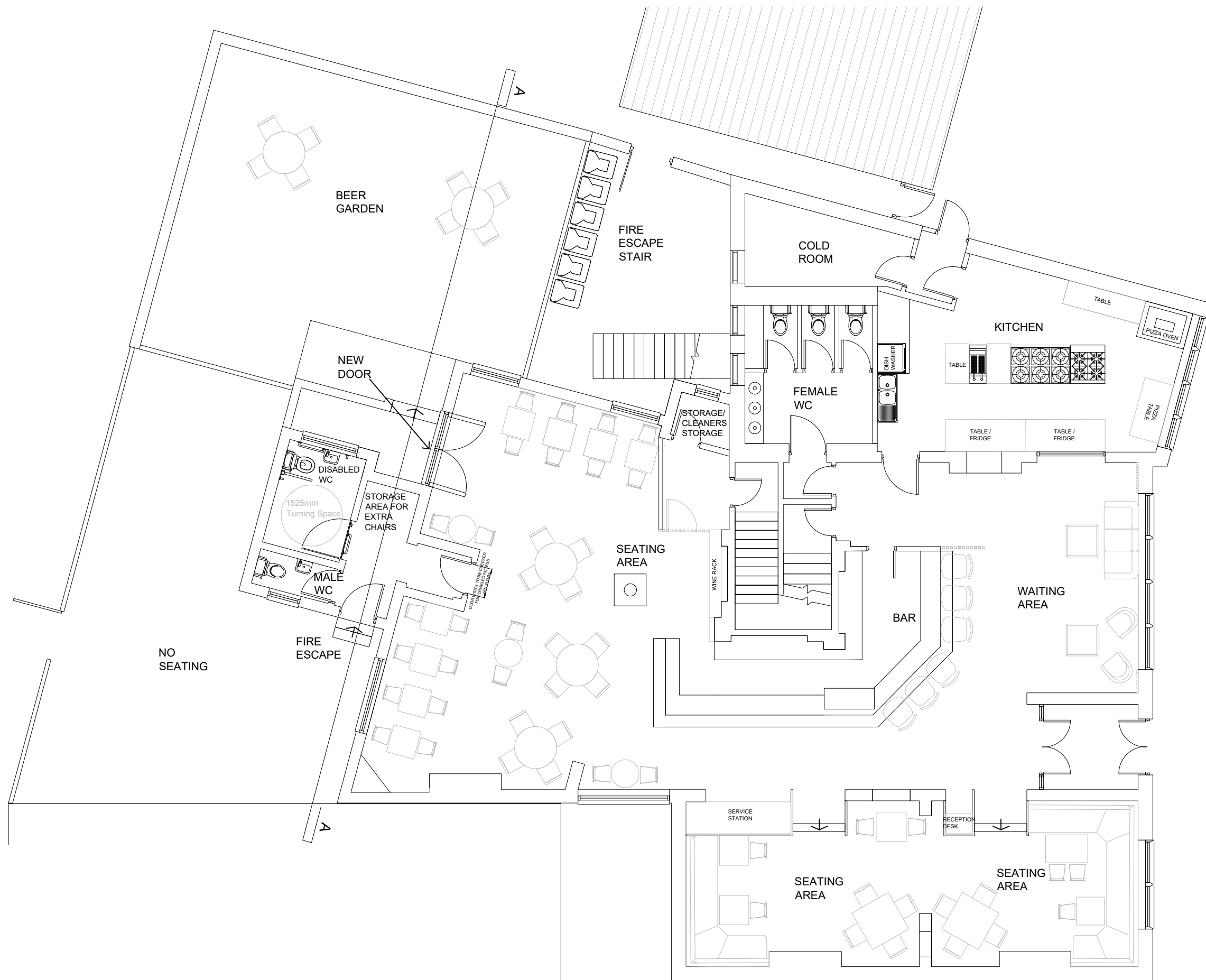
PROJECT
CHANGE OF USE FROM A4 USE CLASS
A3 USE CLASS WITH BAR

ADDRESS
THE PARKSIDE, 281 BURY OLD ROAD,
PRESTWICH, MANCHESTER, M25 1JA

DRAWING
EXISTING GROUND FLOOR PLAN

SCALE 1:100 @ A3

DATE JUN 20 **DRG** 008-01 **REV** A



GF AREA - 260 M²

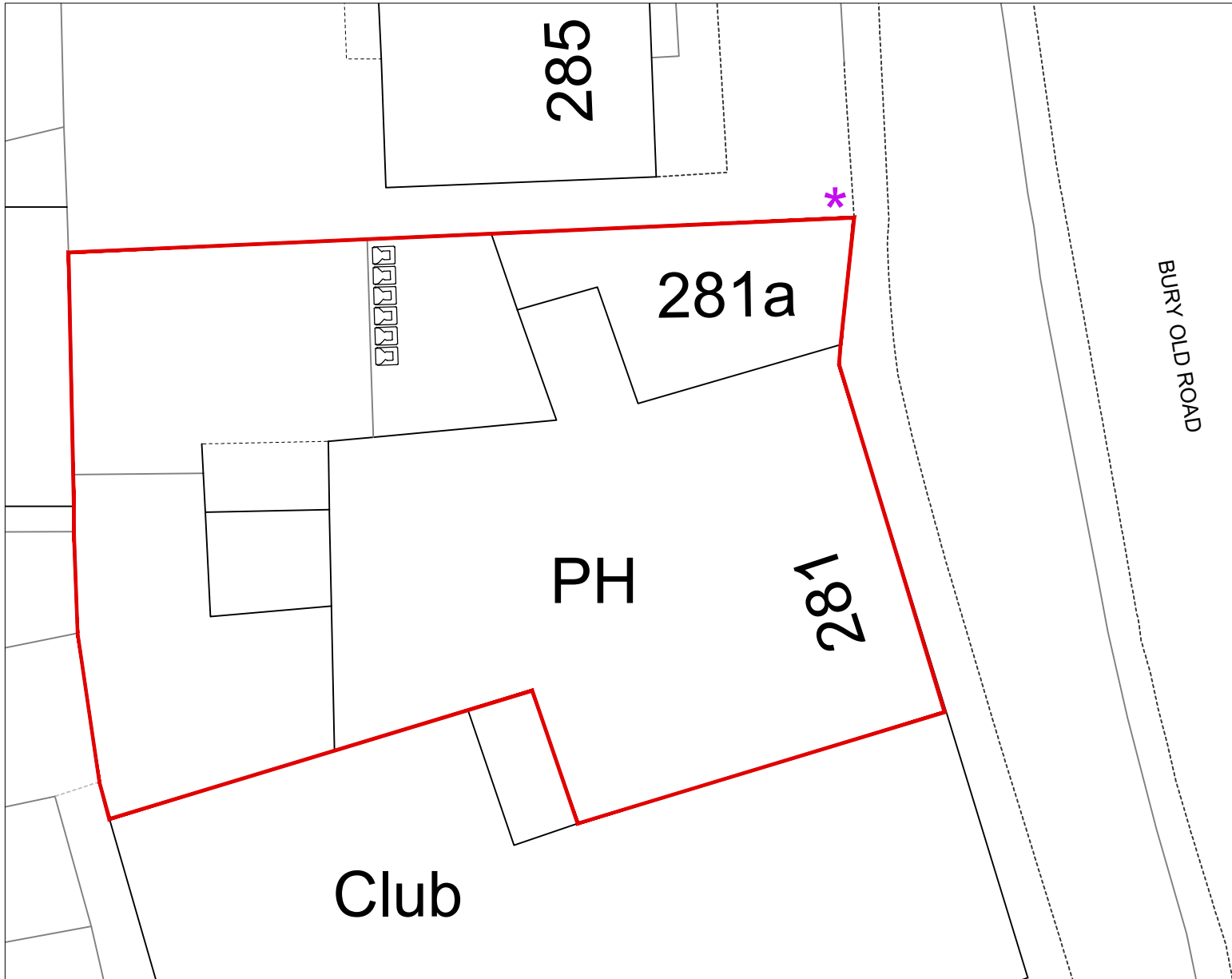
A	Added wall and gate to alleyway.	08.10.20
---	----------------------------------	----------

PROJECT
CHANGE OF USE FROM A4 USE CLASS
A3 USE CLASS WITH BAR

ADDRESS
THE PARKSIDE, 281 BURY OLD ROAD,
PRESTWICH, MANCHESTER M25 1JA

DRAWING
PROPOSED GROUND FLOOR PLAN

SCALE 1:100 @ A3
DATE JUN 20 **DRG** 008-03 **REV** A



- Site Boundary
- 6 No. 240L BINS
- Refuse collection point

-	--	---
---	----	-----

PROJECT
CHANGE OF USE FROM A4 USE CLASS
A3 USE CLASS WITH BAR

ADDRESS
THE PARKSIDE, 281 BURY OLD ROAD,
PRESTWICH, MANCHESTER M25 1JA

DRAWING
REFUSE PLAN

SCALE 1:200 @ A4

DATE JUN 20 **DRG** 008-05 **REV** /

Ward: Ramsbottom and Tottington -
Ramsbottom

Item 04

Applicant: St Josephs RC Primary School

Location: St Josephs RC Primary School, Queen Street, Ramsbottom, Bury, BL0 9JJ

Proposal: Replacement of existing steel railings to Thelma Avenue, Queen Street, Garnett Street and the car park with 1800mm high 358 (Green) powder coated weldmesh fence panels including raising of piers to enhance safeguarding measures

Application Ref: 65821/Full

Target Date: 03/11/2020

Recommendation: Approve with Conditions

Description

The application relates to a primary school with pedestrian access off Queen Street, Garnett Street and from the car park and vehicular access off Thelma Street. The school comprises a main school building that fronts onto Queen Street with a playground the rear of the school that is bounded by Thelma Street, Garnett Street and the school car park. A separate early years playground is located to the front and side of the school and is bounded by Garnett Street and Queen Street. The school has a separate playing field area that is separated from the main building by the car park. The site is bordered by residential properties to all sides.

Planning permission is sought for the construction of 1.8 metre fencing around the boundary of the school fronting Queen Street, Garnett Street, Thelma Street and the school car park. A number of access gates are also proposed with pedestrian access from Queen Street, Garnett Street and the school car park, and vehicular access proposed from Thelma Street. The proposed fencing would be constructed from welded mesh, with intervening posts and coloured green. On the elevation facing Queen Street the existing walls would be retained and the piers built up to a maximum height of 2.9 metres (including coping stones) with infill mesh fencing between.

Relevant Planning History

54110 - Two storey extension to form four classrooms & temporary classroom. - Approve with Conditions 24/08/2011

Publicity

Neighbour letters sent 08/09/2020 and 14/09/2020. 3 objections received from the occupants of No. 46 Thelma Street, No. 61 Garnett Street and No. 42 Thelma Street in relation to:

- Unsightly addition
- Already had views diminished due to extensions and roller shutters making the area look like it could have issues with crime.
- Community around the school, are retired/at home all day and provide "safeguarding" measures of their own and would report anything untoward.
- Fencing would be impossible to see through at an angle causing a potential hazard.
- Would reduce visibility of neighbours and children play outside of the school at the top end of Garnett Street and Thelma Street.
- Would devalue local properties.
- Would increase already chaotic traffic and parking problems in the area.
- Householders asked if they would prefer a fence or roller shutters before and chose roller shutters. Now it seems as though they want the fence as well.

- School is only occupied for 6 or 7 hours 5 days a week in term time whilst residents would have to look at an ugly fence 7 days a week.
- No explanation as to what is to be done with the existing access gate on the continuation of Buchanan Street.

Following receipt of amended plans showing a reduced height for the proposed fencing further neighbour letters sent 22/09/2020. 1 further objection received from No. 1 Moorsview in relation to:

- neighbours are in talks with the head of the school about objections and come to some sort of arrangement over the height of the fence.
- I have a list of names on a petition of most of the neighbours on Garnett Street, Thelma Street and Moors View

Statutory/Non-Statutory Consultations

Traffic Section - no objections raised subject to a condition and informatives relating to incorporating inward opening gates, foundation not encroaching under the highway and remedial highway works. Informatives have been added in this instance as these concerns fall under Section 179 of the Highways Act 1980 rather than planning regulations and as such should not be replicated in a condition.

Pre-start Conditions - Not relevant

Unitary Development Plan and Policies

CF2	Education Land and Buildings
EN1/2	Townscape and Built Design
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
NPPF	National Planning Policy Framework

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.

Education Land and Buildings - Principle

UDP Policy CF2 - Education Land and Buildings states that the council will, where appropriate, consider favourably proposals for the provision, improvement and dual use of educational facilities.

The boundary of the current school playground is depicted by low level railings. There are currently footways that run along this boundary which are accessed via the adopted highway along Garnett Street and Thelma Street. The boundary of existing early years playground to the front/side is similarly depicted by low level railings on Garnett Street, and a wall and railings fronting Queen Street. A low level wall and railings also enclose the current bin store that fronts onto Queen Street. Again, there is a public footway that runs along the front of the premises on Queen Street.

The application seeks to increase the height of these boundary treatments in order to address safeguarding at the school. The rear playground in particular is highly accessible by members of the public and whilst there is an existing boundary treatment along Garnett Street and Thelma Street this does not fully prevent people from entering the playground, or indeed from children climbing over the railings and existing the playground. It is therefore considered that by increasing the height of the fence, the school will be able to meet it's

duty of care in relation to safeguarding children. It is therefore considered that the proposal is acceptable in principle in terms of being an improvement to an educational provision. The proposed fencing is therefore considered to comply with UDP Policy CF2 - Education Land and Buildings.

Visual Amenity

UDP Policy EN1/2 - Townscape and Built Design seeks to protect the character and townscape of the boroughs towns.

Whilst the proposed fencing would be higher than the existing fencing, this style and form of metal fencing to depict the boundary of school premises recreation spaces is not uncommon. In addition to this the school have liaised with concerned residents, and reduced the height of the fence from 2.2 metres, to 1.8 metres in an attempt to address their objections to the scheme. The proposed fencing would be mesh in style, and as such views across and into the site would still be available.

The existing walls will be retained on the elevations facing Queen Street with matching brickwork used to extend the height of the pillars. The existing stone coping will be utilised to ensure that the character of this frontage is retained.

It is considered that the proposal would not have a detrimental impact on the character of the immediate street scene or the existing school building and as such complies with Policy EN1/2 - Townscape and Built Design.

Highways

UDP Policy HT6/2 - Pedestrian/Vehicular Conflict acknowledges that pedestrians are amongst the most vulnerable section of the community in terms of road traffic accidents and seeks to reduce pedestrian/vehicular conflict. The Traffic team have been consulted as part of the application process and have raised no objections to the siting of the fencing in terms of visibility. A condition will be added to any permission to ensure that any gates are inward opening, and as such not obstructing the footway/adopted highway that abuts the site.

Permitted Development

In this instance, it is considered that the fall-back position of what could be built under permitted development rights is a material planning consideration and as such needs to be applied to this case. NPPF paragraph 38 also confirms that "Decision-makers at every level should seek to approve applications for sustainable development where possible."

In relation to schools Class A of The Town and Country Planning (General Permitted Development) (England) Order 2015 allows the erection of fencing, walls, gates and means of enclosure to a height of 2 metres adjacent to a highway provided that it does not create an obstruction of view of persons using the highway as to be likely to cause danger. Whilst the original application for a 2.2 metre fence would require planning permission, the amended plans that show a 1.8 metre fencing would fall under this exception. As the highways consultation has raised no concerns in relation to visibility, it is considered that the school could use this as a fall back to construct the majority of the fencing required in any event.

Residential Amenity

On Garnett Street the proposed fencing would be approximately 14.8 metres from the front elevations of the directly facing properties, on Thelma Street the proposed fencing would be approximately 13.2 metres from the front elevations of the directly facing properties and on Queen Street the proposed fencing would be approximately 12.2 metres from the front elevations of the directly facing properties.

The proposed fence is a commonly found feature around the perimeter of schools, many of which are within residential settings. The proposed fence would be separated from the houses by intervening roads where traffic, activity and the parking of cars along the street would obscure some views of the fence.

The proposed fence would be lower than a single storey built form and constructed in a mesh type and 'see through' material, and with separation distances of over 12m it is considered that views from the ground floor windows or from any outlook from the houses opposite would not be significantly affected by its position or appearance.

With the fall back position of permitted development rights discussed above and due to the distances provided, the permeable nature of the fencing proposed and the intervening road, it is considered that the proposed fencing would not have a significant overbearing relationship or detrimental impact on outlook or residential amenity of the surrounding residential properties.

The proposed development is therefore considered to comply with UDP Policies EN1/2 - Townscape and Built Design and CF2 - Education Land and Buildings.

Response to neighbours

There appears to have been a misunderstanding in the reasoning behind the application, and the need to safeguard the school. Safeguarding is not just to do with crime, and in a school setting relates to ensuring that children are not at risk of harm - this includes site security and perimeter fencing. Given the close proximity of the school's playground to the public realm, it is considered that the proposal does meet the requirements of Policy CF2 and is therefore considered to be an improvement to the education facility.

As noted within the main body of the report no objections have been raised by the Highways Officer in relation to visibility.

Loss of property value is a non-material planning consideration not relevant to the decision.

No petition has been received.

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.

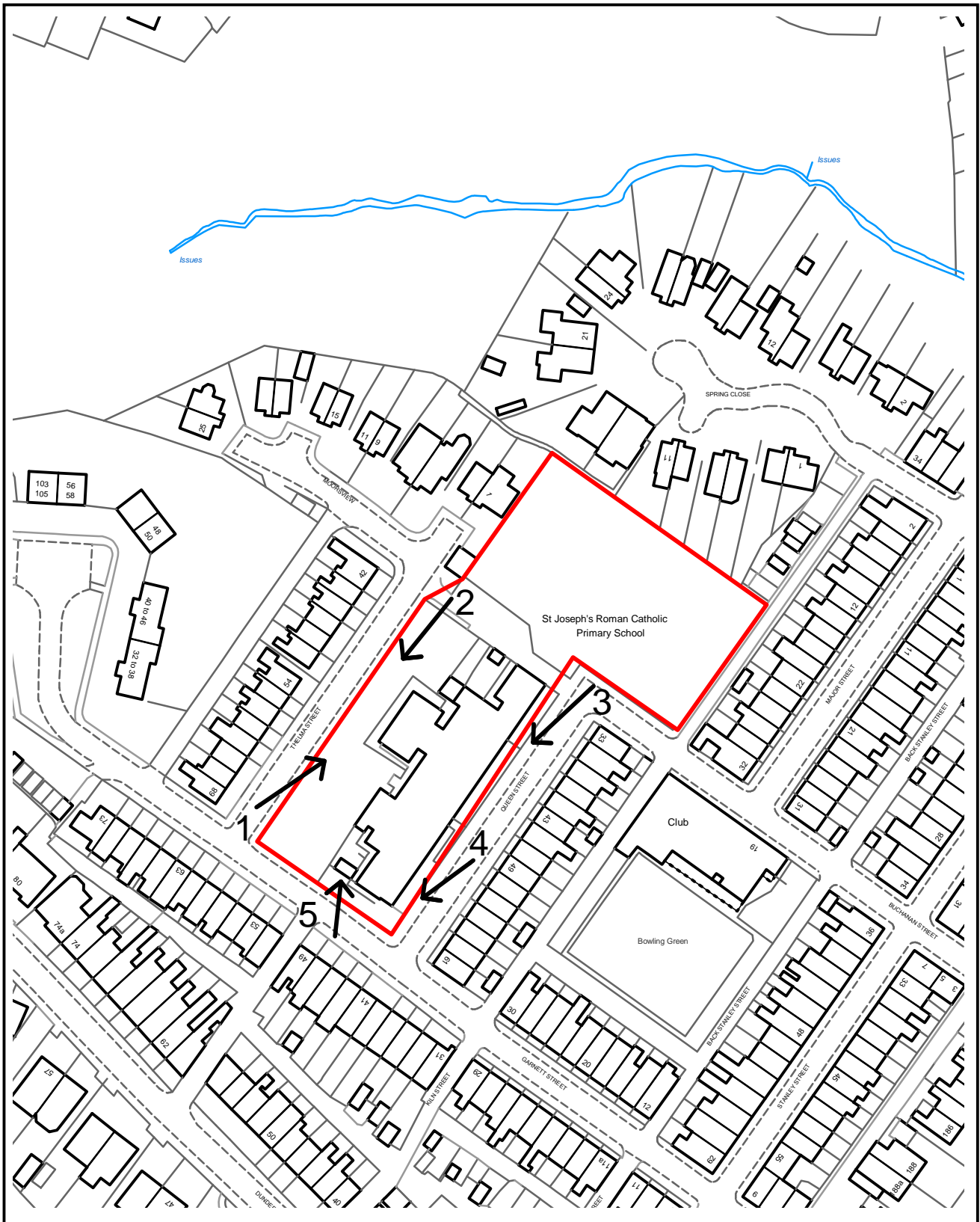
Recommendation: Approve with Conditions

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 2335_PL_001 Rev A, 2335_PL_002 Rev A, 2335_PL_003 Rev A, 2335_PL_004 Rev A, 2335_PL_005, 4-5M DL SG BH 20 IN and 1.5m SL SG BH 20 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.

For further information on the application please contact **Helen Goldsbrough** on **0161 253 5277**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 65821

**ADDRESS: St Josephs School, Queen Street
Ramsbottom**

Planning, Environmental and Regulatory Services

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



Bury
COUNCIL

65821

Photo 1



Photo 2



65821

Photo 3



Photo 4



65821

Photo 5



KEY



BOUNDARY OWNED
BY THE CLIENT



NOTES

- 1. DO NOT SCALE FROM THIS DRAWING.
- 2. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
- 3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL RELEVANT ARCHITECTURAL, ELECTRICAL, MECHANICAL AND STRUCTURAL DRAWINGS.

Rev	Description	By	Date	Chk'd	Auth.
-----	-------------	----	------	-------	-------



SDA CONSULTING LLP
Edward House
Deva City Office Park
Trinity Way
Salford
M3 7BE
Tel: 0161 819 5252
w: www.sdaconsulting.co.uk

Drawing Status

PLANNING

Project

SAFEGUARDING PROJECT

Building Name

ST JOSEPH'S RC PRIMARY SCHOOL

Sub Site Name

QUEEN STREET, RAMSBOTTOM

Site Name

BURY, BL0 9JJ

Drawing Title

LOCATION PLAN

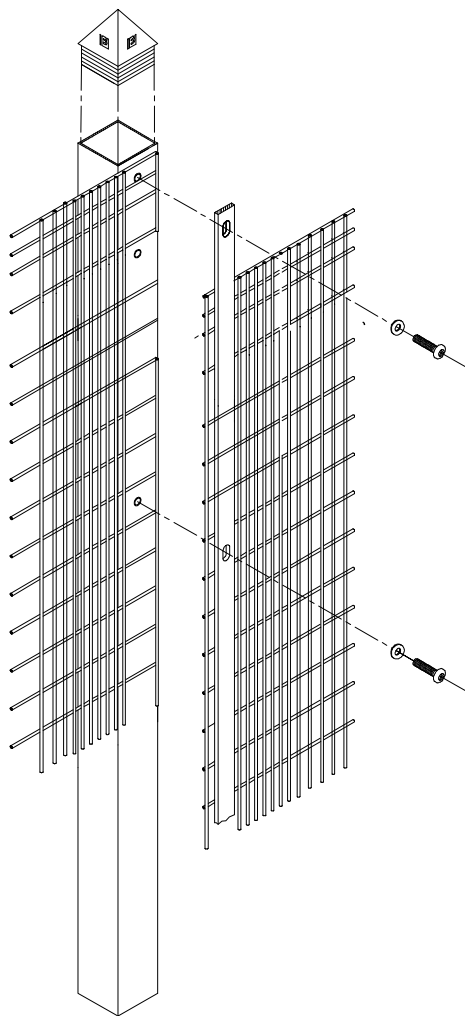
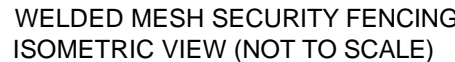
PM	Drawn	Checked	Authorised
SDA	PB	--	--
Scale	Date	Date	Date
1:1250 @ A4	01/09/20	--/--	--/--

Drawing No.

2335_PL_001

Revision

A



358 Welded Mesh Security Panels or similar equal and approved
Restricted mesh width - 12.7 x 76.2mm x 4mm
Posts - 80 x 60mm square section
Height 1800mm
Colour RAL - GREEN



Typical style of new pedestrian gates to G1, G4, G5, G7 & G8 - All gates to be 2200mm to match fence height - width as per drawing ref: 2335_T_003



Typical style of new double vehicular gates to G3 - Vehicular gate to be 2200 x 4000mm as per drawing ref: 2335_T_003 to enable emergency vehicle access.

NOTES

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL MEASUREMENTS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL RELEVANT ARCHITECTURAL, ELECTRICAL MECHANICAL AND STRUCTURAL DRAWINGS.

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS :-

[illegible]

SDA CONSULTING LLP
Edward House
Deva City Office Park
Trinity Way
Salford
M3 7BE
Tel: 0161 819 5252
w: www.sdaconsulting.co.uk

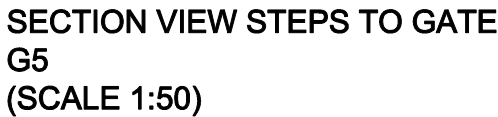
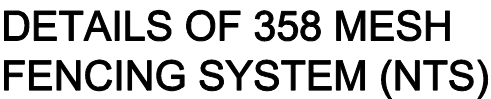
Drawing Status **PLANNING**

Project
SAFEGUARDING PROJECT

Building Name	ST JOSEPH'S RC PRIMARY SCHOOL
Sub Site Name	QUEEN STREET, RAMSBOTTOM
Site Name	BURY, BL0 9JJ

Drawing Title
TYPICAL DETAILS OF 358 MESH AND
PROPOSED GATES

PM SDA	Drawn JM	Checked PB	Authorised -
Scale 1:500 @A3	Date SEP 2020	Date SEP 2020	Date --/--/--
Drawing No. 2335_PL_004			Revision A



GENERAL NOTES

- 1 Do not scale from this drawing. All heights, levels, sizes and dimensions to be checked on site before the start of the works.
- 2 The manufacturer's recommendations are to be followed in respect of the installation and fixing of all products and any discrepancies between those recommendations and any other requirements of the specification and/or drawings shall be notified to the Contract Administrator.
- 3 All debris and waste material to be removed from site and the site shall be left clean and tidy.
- 4 Check structural integrity prior to any demolition/dismantling operations - provide needling, propping and/or strutting where and as required.
- 5 All works to comply with British Standards and health and safety legislation.
- 6 All measurements are in millimetres unless otherwise stated.
- 7 This drawing is to be read in conjunction with the work schedules, specification and all relevant construction, electrical and mechanical and structural drawings.

ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK
TAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS :-

[illegible]

S&DA CONSULTING LLP
Edward House
Deva City Office Park
Trinity Way
Galford
M3 7BE
Tel: 0161 819 5252
www.sdaconsulting.co.uk

Drawing Status

PLANNING

Project
SAFEGUARD FENCING SCHEME

Building Name
ST JOSEPH'S RC PRIMARY SCHOOL

Address
QUEEN STREET, RAMSBOTTOM

BURY,BL0 9JJ

Drawing Title
FENCE ELEVATIONS EXISTING AND
PROPOSED, PROPOSED FOUNDATIONS

PM SDA	Drawn PB	Checked ---	Authoris --
Scale @A1	Date	Date	Date
As shown	15/09/20	--/--/--	--/--/--

Drawing No.
2335 PL 005

Revision
0