

Ward: North Manor

Item 02

Applicant: Cornell Group

Location: Land adjacent to 62 Springside Road, Bury, BL9 5JQ

Proposal: Outline application for 12 no. dwellings including means of access (all other matters reserved for appearance, layout, scale and landscaping)

Application Ref: 68815/Outline Planning
Permission

Target Date: 22/11/2022

Recommendation: Minded to Approve

It is recommended that this application is Minded to Approve subject to the signing and completion of a Section 106 agreement to secure the future adoption of the site access and internal road to serve the development and to enter into a S38 Agreement to secure details of the highway works in accordance with Unitary Development Plan Policies H2/2 - The Layout of New Residential Development and HT 6/2 - Pedestrian/Vehicular Conflict.

The application has been advertised as a Departure from the Bury Unitary Development Plan.

Description

The application relates to a site located at the end of Springside Road. To the north and east is established residential development. Along the southern boundary of the site is a hedgerow and a road which leads to Bank Top Farm that carries a Bridleway (155 BUR), beyond which, to the south is open land designated as Green Belt, Special Landscape Area and River Valley. To the west is open land that is also designated as Green Belt, Special Landscape Area and River Valley.

The site comprises a piece of land which is 0.56 ha in area. The site is not in the Green Belt, but is designated as Other Protected Open Land (OPOL) under UDP Policy OL2. The site is split into two relatively similar size parcels of land by a road and Public Right of Way (160BUR) which runs directly through the site from Springside Road in a north westerly direction and connects to Springside Farm. It is understood that a culverted watercourse crosses the site in a west/easterly direction but this is not a United Utilities asset.

The applicant seeks outline permission for the erection of 12 dwellings. The means of access to the site would be included for approval and all other matters (appearance, landscaping, layout and scale) would be dealt with at the reserved matters stage.

Access to the site would be taken from Springside Road and highway works would include widening the road and providing pedestrian footways. Springside Road has an adopted status and currently provides a turning area next to the site access. As this turning facility is on adopted highway and would be affected due to the highway works at the site entrance, it is proposed to provide a turning area within the site. This will require the new site access and turning head to be of an adoptable status. This would be secured by a S106 Agreement.

Public Right of Way No.160BUR would continue through the site along the existing access with an alternative pedestrian route along the south and western boundary of the site provided.

Whilst not applied for at this stage, an indicative layout plan has been submitted which shows 12 dwellings in a linear formation arranged along either side of the access road with parking and gardens and a drainage compound to the western boundary.

The original submission proposed 13 dwellings. The scheme has since been revised to 12 dwellings as a result of accommodating highways requirements. .

Relevant Planning History

34570 - Outline - Residential development (13 dwellings) at Springside Road, Bury.
Refused - 28 October 1998.

Permission was refused as being contrary to Policies H1/2 and OL2/1, intensification of the use of the estate road without an adoptable emergency route and the application site excludes areas of land required to create a junction from the site to the adopted highway.

67116 - Application for planning in principle for 5 no. dwellings at land adjacent to 62 Springside Road, Bury. Refused - 20 August 2021

Reason for refusal - The proposed development for 5 No dwellings on a 0.56ha site would not make optimal use of the potential of the site contrary to policy set out in Chapter 11 and particularly paragraph 125 of the National Planning Policy Framework July 2021

Publicity

The neighbouring properties were notified by means of a letter on 26 August 2022.

Press notice published in the Bury Times on 1 September 2022.

Site notices posted on 31 August 2022.

1 letter in favour of the application has been received and has raised the following issues:

- Support - get them built.

87 letters of objection have been received, which have raised the following issues:

Land use

- Object to any housing development on this land, it is OPOL 'Other Protected Open Land' where residential development is not indicated as an acceptable form of development.
- Impacts on open land loss of undeveloped land between the existing urban area and the Green Belt
- Another example of urban sprawl
- Plenty of brownfield sites which should be utilised

Drainage

- The previous application for Planning in Principle to build 5 houses on the site showed a 3m easement to existing surface water drain, but this is not shown on the current application.
- Baffled that a 'Drainage Compound', essentially a Sewage Pumping Station, is proposed to sit on a beautiful Established Public Footpath that has offered a Community Visual Amenity for generations.
- Decision to put a septic tank behind a family home demonstrates lack of consideration of impacts on home owners and those on the state.
- Increase to flood risk which is already experienced in the area which is regularly waterlogged

Highways

- Springside Rd is a very busy road already and extra cars on here will hugely impact the existing traffic. The road simply can't take any more traffic. Any building on this site will seriously impact the area.
- There is also no infrastructure to support more houses, no school places, no doctors, dentists etc.

- A massive concern is Traffic Congestion,
- This proposed development is very similar and identical in numbers (13 houses) to that proposed by Barratt Housebuilders which was submitted way back in 1998 and was refused planning permission. One of the principle grounds for refusal was traffic congestion which was determined by the Council following a traffic survey and count.
- The existing Morris Homes Churchfields Housing Development and the Barratts Homes Waldmers Wood Housing Development are adding to an already extremely dangerous traffic situation, particularly in regards to child safety, air toxicity due to excessive car fumes, and gridlock preventing emergency services from accessing residential homes.
- This proposed development on Springside Road exasperates the situation.
- Traffic report for the application was completed in August - mid holiday season and when schools on holiday
- Safety of children going to and leaving school by knowingly increasing vehicle capacity and making a bad situation far worse for vehicles accessing and exiting at peak times.
- Farm vehicles add to bad road surfacing and traffic
- Loss of Right of Way over the land
- Impact on air quality
- No emergency route to an adopted highway

Re-routing of an Established Public Footpath

- Diverting residents and visitors away from an established, popular, and well-loved Public Footpath is wrong. The Burrs Country Circular Walk should not skirt the fencing of a housing estate, when it presently traverses a long, wide, open path with fields either side.
- The Public have a Right of Way. Springside Road Public Footpath was a blessing during the Coronavirus Pandemic, due to its wide path for Social Distancing.
- The existing Public Footpath has an iconic, full-panoramic view of Holcombe Hill and Peel Tower, this development ruins this Community Visual Amenity for residents and visitors.
- Rambling groups that bring the public to the Burrs Country Circular Walk state that this stretch of Springside Road is a particular highlight on the ramble.

Natural habitat

- There are deer, a lot of bats and many birds that live in this habitat which will be lost

Other matters

- The owner has no regard for locals or the council and has already erected a building that was not permitted by the council and has kept this up but hidden with hay bales and sheets for some years on his farm. I do not believe he would commit to proper sewerage and other important matters.
- In addition to the above, the proposed development is not in keeping with the open plan layout of the adjacent Oaklands estate, and the predominantly detached houses do not present themselves as 'affordable housing'
- Apparently an area is being treated for knotweed

Cllr Dean

- This land has recently been refused planning permission for five homes, which was after a previous application in 1998 that again was refused. The development would result in the loss of undeveloped land between existing urban area and the Green Belt where it is expected that the existing predominant use and character will remain for the most part undisturbed and where residential development is not indicated as an acceptable form of development. Clearly this has not changed.
- Contrary to policy OL2/1 - does not meet the prescribed exemptions
- Violates policy EN9 which states that the council will seek to protect, conserve and improve the landscape of quality of the Borough.- does nothing to retain the natural environment, nor does it encourage new tree planting or encourage this development to improve the area.
- provides no evidence of ecological compensation

- The 1998 rejection also listed “intensification of use of an existing congested estate road”. There has been nothing substantially changed since this development was refused in 1998 and therefore nothing to suggest that this application should not be rejected on the same grounds.
- This increase in traffic from both sides of the junction will have intolerable effects on road and public safety that have no easily rectifiable solution. There are serious concerns about the volume of traffic that will come from the Tetrosyl Development, not least more houses off Springside Road.
- The Transport Statement does not address the concerns
- Granting this would be in breach. HT2 states that schemes should improve the flow of traffic and improve road safety
- Greater risk of accidents
- The application for 13 homes creates no-less than 31 new parking spaces. Whilst creating parking spaces is of course desirable, it is clear the developer expects a further 31 cars will be using the dangerous junction and driving down the already congested road outside Springside Primary School
- Contravenes Policy EN1/1 as it would have a detrimental effect on public views of prominent or important buildings, especially those in areas of architectural or historic interest and the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.
- Public views of Peel Tower and Holcombe Hill would be affected
- Note with some concern that Bury has recently submitted its local plan as part of the Greater Manchester Spatial Framework. Bury Council has then since requested the Planning Inspector consider amending the plan it put forward to remove large swathes of open land in Walshaw from its consideration due to finding viable land elsewhere. Given that this area of land in Walmersley was, rightly, not considered in either proposal to the Planning Inspector, it would seem eccentric of the Council to ask to remove open land in Walshaw from its Local Plan due to wanting to protect green spaces – in favour of brownfield sites it has identified – to then approve planning applications for homes on open land.
- Endorse all objections made by residents
- In summary, do not believe that this planning application should be approved. It opts to build on green open land which I, and many others, are wholly opposed to and goes against council policy of allowing development on green field land. I also do not believe the “special circumstances” test has been met given the level of development in the Walmersley area already.

James Daly

- Note that this application is on Protected Open Land. There have been two previous applications on this land, both of which were in part rejected due to contravention of Planning Policy OL2 and OL2/1.
- Bury Council have recently submitted their Local Plan as part of the GMSF/Places for Everyone submission. Since submitting the original plan to the Planning Inspector, Bury Council have submitted amendments to the plan, requesting the removal of open land in Walshaw and Elton as sufficient brownfield land could be found for homes to be built. In neither the first draft nor the subsequent amend requests, was Walmersley included in this. As such, I cannot see how Bury Council could approve this application on protected open land when it is suggesting to the Planning Inspector open land should be removed from their local plan.
- Impact this would have on traffic in the area. Given that the Walmers Wood development on the old Tetrosyl site is not yet complete, we cannot yet see the full impact of additional traffic at the junction at the bottom of Springside Road, however, we can see traffic steadily increasing.
- Traffic was further a reason why an original application to the site in 1998 was rejected
- the Transport Statement provided in the application documents states that three accidents have occurred at the junction between Walmersley Road and Springside Road - contrary to Policy HT4 and HT2
- There are many other material planning concerns that have been raised by residents

and associate myself with those completely. Cllr Dean, North Manor Councillor, has submitted a thorough objection with reference to specific Bury Council planning policies and I agree with his submission in its entirety.

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

The application was advertised as a Departure to the Bury Unitary Development Plan by site notice on 15/3/23 and press advert 16/3/23.

Three objections (one address) received 8/4/23

- Further to my previous objection I would also like to add there is no requirement to permanently move the public footpath. There is already a road going through the site. Movement of this footpath indicates this is to be a gated community and not an indication of social affordable housing.
- A previous report for planning to the land at the rear of Walmersley Parish Church identified that the junction of Springside Rd and Walmersley Rd is at capacity as per MP James Daly objection.
- This is prime farmland used for livestock identified as greenbelt (spatial framework) and an invisible line in a field is determining some of this field is not greenbelt when the field boundaries show it as one field.
- This area is already becoming over developed and consideration should be given to infrastructure. There is development at Tetrosyl, Seedfield, Walmersley Church (proposed) and also heavy development in adjoining counties. Edenfield is to see several hundred houses being built which will massively impact on traffic on Walmersley Road.
- Bury council should focus on developing true brown field sites (such as tetrosyl) before allowing building on prime farm land.
- Previous objection points stand.
- This new development does not consider the loss of light on the homes around. The houses will block the sun on all home at the back of the development.

Statutory/Non-Statutory Consultations

Traffic Section - No objections subject to conditions and agreement to enter into a S106 for the provision of an adopted highway.

Drainage Section - No response received.

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

Public Rights of Way Officer - No objection in principle. The existing PRoW route through the site will remain

GM Ecology Unit - No objections, subject to the inclusion of conditions relating to reasonable avoidance measures method statements for amphibians and hedgehogs, nesting birds, biodiversity net gain details at reserved matters stage.

United Utilities - No objection in principle. Details of a drainage strategy will be required at reserved matters stage.

GM Fire Service - The development should meet the requirements for fire service access. The Fire Service strongly supports the installation of domestic sprinkler systems

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

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN6/3	Features of Ecological Value

EN5/1	New Development and Flood Risk
EN7	Pollution Control
EN7/2	Noise Pollution
EN7/5	Waste Water Management
OL2	Other Protected Open Land
OL2/1	Development on Other Protected Open Land
EN8	Woodland and Trees
RT3/4	Recreational Routes
HT2/4	Car Parking and New Development
HT4	New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD1	Open Space, Sport and Recreation Provision
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
H4/1	Affordable Housing
RT2/2	Recreation Provision in New Housing Development
SPD5	DC Policy Guidance Note 5: Affordable Housing

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 (Other Protected Open Land) - The site is located within land allocated as Other Protected Open Land (OPOL) and as such, Policy OL2/1 is relevant to this proposal.

Policy OL2/1 states that on all defined open land outside the urban area, but not within the Green Belt and/or river valleys, development will not be permitted for purposes other than:

- agriculture or forestry, or other uses appropriate to a rural area;
- outdoor recreational facilities, such as sports grounds, golf courses or country parks, together with ancillary buildings required in connection with these outdoor facilities;
- cemeteries and institutions standing in large grounds;
- development which is essential for the protection of an established source of employment or required in connection with a bona fide rural enterprise;
- essential public utilities infrastructure;
- mineral workings, provided that high environmental standards are maintained and that the site is well restored.

In essence, Policies OL2 and OL2/1 of the UDP seeks to retain OPOL and identifies a list of uses that are considered appropriate. However, housing development is not permitted by this policy. Section 38(6) of the Town and Country Planning and Compulsory Purchase Act 2004 and Section 79(2) of the Town and Country Planning Act 1990 states that decisions should be made in accordance with the development plan unless material considerations indicate otherwise. However, the NPPF represents up to date Government Planning Policy and must be taken into account in planning decisions. As a significant material planning consideration it requires Local Planning Authorities to meet housing needs and significantly boost the supply of housing and includes a presumption in favour of sustainable development.

In terms of housing supply, the Borough has a shortfall of housing sites to meet local needs determined through the Government's standard methodology and, as such, additional housing land is needed. OPOL sites can contribute towards meeting local housing needs and help to protect the Green Belt.

The residential element of the site is considered to be in a sustainable location, abutting the urban area and sits outside the Green Belt. Similar sites are being released across the country to help meet local housing needs and appeal decisions for similar land designations to OPOL tend to favour their release.

On balance, therefore, the principle of residential development on this OPOL site is considered to be acceptable given its sustainable location and the contribution that it would have to meeting local housing needs. The national requirement to significantly boost the supply of housing under the NPPF is a material consideration that would favour the release of this site in principle, subject to detail.

Principle (Residential) - The National Planning Policy Framework (NPPF) should be treated as a material planning consideration and it emphasises the need for local planning authorities to boost the supply of housing to meet local housing targets in both the short and long term. The Framework maintains the emphasis on identifying a rolling five year supply of deliverable housing land.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the five year supply calculations as many sites will take longer than five years to come forward and be fully developed (e.g. some large sites could take up to ten years to be completed). As such, latest monitoring indicates that the Council is unable to demonstrate a five year supply of deliverable housing land and this needs to be treated as a material factor when determining applications for residential developments.

The National Planning Policy Framework also sets out the Housing Delivery Test, which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) of the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government show that Bury has a housing delivery test result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, in relation to the proposed dwelling, paragraph 11d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provides a clear reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, taken as a whole.

Therefore, in this case the 'titled balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

The site is in a sustainable location and there are residential properties to the north and east with open land to the south and west. The proposed development would not conflict with the surrounding land uses and would be located in a sustainable location with regard to public transport and services. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policy H1/2 of the Bury Unitary Development

Plan.

Density and efficient use of land

The NPPF supports the efficient use of land, and in areas such as Bury where there is a shortage of land for meeting identified housing needs there is a clear need to make best use of the available sites to avoid the need to release additional Green Belt land.

In these circumstances, NPPF paragraph 125 states that local planning authorities should ensure development make optimal use of the potential of each site.

A previous application for 5 dwellings was refused on the basis that the development would not make optimal use of the available land.

This application seeks a density of 12 dwellings. It is considered that the number of houses and illustrative layout demonstrates an arrangement and scale reflective of the surrounding housing stock whilst respecting the character and the site's relationship with the Green Belt. The site is also constrained by the existing access road and PRoW which splits the land parcel.

In this respect, it is considered the proposed development would comply with the principles of paragraph 125 of the NPPF.

Design and layout

The site is split into two land parcels by the existing access road and PRoW which serves properties and farmsteads to the west of the site which will be retained and also used to e access to the site and serve the development. This constraint has therefore guided the layout and form of the development site to a significant degree.

In order to demonstrate that the site can accommodate 12 dwellings and that the development would make optimal use of the available land, an illustrative layout plan has been provided. This shows the houses would be positioned either side of the access road in a linear formation, with 4 dwellings and a drainage compound to the west and 8 dwellings on the northern side of the road which would maintain an active frontage along the access road.

The proposed dwellings are shown as detached types although these too are indicative only and the mix may change in a reserved matters application and the submission suggests that the proposed dwellings would be two storeys in height which would be appropriate in the locality. The larger units would be located on three corners of the site to create an active streetscape.

What the indicative layout does show is that 12 dwellings could be accommodated on the site which would provide acceptable levels of amenity space, bin storage facilities and driveway parking without either being too cramped or overly spacious.

Access to the site would continue from Springside Road. It is proposed to widen the internal route through the site as the road is used by agricultural traffic which access the farm/properties beyond the site to the north and the turning head at the end of the site would also enable cars or traffic to pull in should this be needed.

The existing PRoW (160 BUR) would continue to follow the same route through the site and would be unaffected by the arrangement of the proposed development. The applicant also intends to deliver a secondary additional pedestrian route through the site which would follow the south/western site boundary and meet the top of the access road.

It is therefore considered that the illustrative layout and number of houses proposed would make optimal use of the land available and would reflect the established urban grain of the surrounding residential development. Indicating detached 2 storey properties arranged along the road frontage would emulate the character and form of the wider surrounds and as such acceptable.

It is therefore considered that the proposed residential development would be appropriate

development and comply with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Impact upon residential amenity - SPD6 provides guidance on aspect standards between residential properties and as such, would be relevant in this case.

There would be in excess of 7 metres from the rear elevation of the proposed dwellings to rear garden boundaries, which would comply with the aspect standards advised in SPD6 to directly facing boundaries of neighbouring properties.

Given the orientation and position of the proposed dwellings on the site there would be more than sufficient separation distances not to affect the houses closest to the site entrance.

Internally, aspect standards can be achieved between the new dwellings.

Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties and would be in accordance with Policies EN1/2, H2/1 and H2/2 of the Bury Unitary Development Plan.

Highways issues

Access

This has been applied for as a detail of the outline application and plans have been submitted to show the access arrangements which are proposed to the entrance of the site. It is proposed to utilise the existing access to the site which would require works to the top off Springside Road, the widening of the existing PRoW access route through the site and the provision of pedestrian footways. The proposed site plan indicates that a small piece of land in the ownership of No. 62 Springside Road would be required. This property is included within the red edge site plan and there would be a requirement to impose conditions which would be considered necessary to make the development acceptable.

Springside Road is an adopted highway up to the point that it reaches the end house No 91, whereby it then changes to an unadopted single lane access to serve Bank Top Farm. The access through the site and beyond is also unadopted and carries the PRoW (160BUR)

Currently, the adopted highway provides turning facilities at the end of Springside Road for vehicles to turn around. This turning area would be needed to form the new access, and as such the ability for vehicles to turn round within the limits of the adopted highway would be affected.

Therefore the proposed scheme intends to provide a turning head within the development site. To ensure this would be deliverable, available and maintained for public access at all times, the internal road and turning head would need to be adopted and therefore designed to an adoptable standard.

The indicative site layout which has been provided demonstrates that in principle this could be achieved. The mechanism to ensure that the internal road would be delivered to an adoptable standard would need to be secured through a S106 legal agreement to which the applicant has agreed. This will require drawings identifying the highway works to be submitted and approved by the LPA prior to a Reserved Matters application in addition to securing the certainty of the applicant to enter into the Highways Agreement.

Given the proposed development would re-provide an adopted highway for vehicles to turn round and with the improvement works to the site entrance, the Highway Section have raised no objection in principle, subject to conditions and the completion of the S106 Agreement.

Public Rights of Way issues

Paragraph 100 of the NPPF states that 'planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better

facilities for users, for example by adding links to existing rights of way networks including National Trails’.

Policy RT3/4 states that in promoting access to the countryside, the Council will seek to establish a network of designated recreational routes to provide access, where appropriate, for pedestrians, cyclists and horse riders. These routes will be safeguarded and any development which would prejudice their establishment or use will not be permitted.

The proposed dwellings would be positioned either side of the access lane and PRoW through the site. The existing PRoW through the site would be widened to 6.75m as this access route would need to serve both the new residential development and Springside Farm and associated agricultural vehicles. The status of the PRoW would not be affected and would remain open and accessible.

The existing PROW across the site is currently part of a well-used recreational route with uninterrupted country views across to Holcombe Hill and Peel Tower. Objectors have raised the issue that the proposed development would blight open views of the countryside for ramblers, walkers and users of the PRoW route.

The development proposes to provide an additional pedestrian route which would run along the south western boundary and users would still be able to enjoy views across the open land whilst also giving users the option of avoiding any traffic along the road. The new route would link back into the existing PRoW at the top of the site.

The access lane and bridleway (155BUR) which continues from Springside Road to Bank Top Farm would not be affected by the development proposals.

The PROW Officer has raised no objections to the proposals for the existing PRoW through the site or the provision of a new route along the perimeter.

Therefore, the proposed development would be in accordance with Policies H2/2 - The Layout of New Residential Development, HT6/2 - Pedestrian/Vehicular Conflict and RT3/4 - Recreational Routes and the principles of the NPPF.

Traffic

Access considerations of previous planning permissions predate the current NPPF considerably and reflect the early days of the currently adopted development plan. Today's planning position is a very different landscape, the focus being on sustainable development and making best use of available, developable and deliverable sites (in policy terms) as possible in terms of optimal land use and density of development. Planning proposals must therefore now be considered against the requirements of the current NPPF especially where Local Planning Policies are out of date or not consistent with the NPPF .

Springside Road is served by a signalised junction to Walmersley Road and is one of the few residential streets in the Borough to be controlled in such a way. Traffic flows into and out the road are therefore already regulated and do not affect the Strategic Route Network.

There are times at school drop off and pick up when the traffic is at its heaviest and cars queue to exit from Springside Road but this is only for a short period during the day at term time. Residents who already live on the street would already leave and arrive at different times throughout the day and likely time that their trips are outside the school run times.

It is considered that the proposal for 12 dwellings, whilst adding to the numbers of vehicular demands using the street and junction would not be of such a sizeable degree to cause significant concerns. The vehicle movements associated with the development would operate similarly to existing residents, insofar as people work/live to very different routines, coming and going at various intervals and stages of the day and night.

The existing junction also has the capability of regulating future traffic movement such that

impacts on the current traffic flows would not be affected to a considerable or harmful extent on a daily basis.

Paragraph 111 of the NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

In this instance, it is considered a development for 12 dwellings on a traffic regulated street would not noticeably add to the volume of traffic in the area and could not be sustainably argued that the development would severely impact on the current local highway network. Traffic is regulated at the controlled junction and traffic build up at this junction would not be of such significance to be detrimental to residents or visitors to the school.

The Highway section have raised no objection to the proposed development and as such the proposed development would comply with H2/2 and HT6/2 and the principles of the NPPF.

Parking

For matters of car parking provision for the development, the illustrative layout shows 2-3 parking spaces could be provided for each new dwelling which would be in line with SPD11.

Fire service - Greater Manchester Fire and Rescue Service (GMF&RS) have been consulted. The proposal should meet the requirements for Fire Service access -

- The Fire Service requires vehicular access for a fire appliance to within 45m of all points within the dwelling.
- The access road should be a minimum width of 4.5m and capable of carrying 12.5 tonnes. Additionally if the access road is more than 20m long a turning circle, hammerhead, or other turning point for fire appliances will be required.
- There should be a suitable fire hydrant within 165m of the furthest dwelling.
- The Fire Service strongly supports the installation of domestic sprinkler systems as a positive measure to protect persons. At a small cost occupants' can be given the reassurance of a high level of protection. All developers should positively consider the viability of installing domestic sprinkler systems. The access requirements for a dwelling fitted with an approved sprinkler system can deviate from the required standard detailed above, further consultation will be required.

As there would be no secondary access to the site and given the length of Springside Road it would be prudent and reasonable to require each dwelling be fitted with a sprinkler system which would be a condition of an approval.

As such the proposed development is considered to be acceptable.

Ecology

An ecological assessment has been submitted with the application. The main issues to consider are Great Crested Newts, other protected species, nesting birds, hedgehogs and biodiversity enhancement measures can be resolved via condition and or informative.

Great Crested Newts (GCN) - The report concluded that it is very unlikely that GCN are present on site. Whilst 1 pond is located within 250 metres, it is isolated and a previous survey also found no evidence of GCN present. The combination of distance, lack of habitat connectivity and generally poor terrestrial habitat on the site also indicate that it is unlikely that GCN are present. GM Ecology Unit agrees with the findings of the report and has no objections, subject to the inclusion of a condition relating to reasonable avoidance measures method statement for amphibians.

Other Protected Species - Whilst badgers and bats could forage across and over the site, it is extremely unlikely to be of significance for maintaining the favourable conservation status of either species. The report reasonably discounted all other species. GM Ecology Unit agrees with the findings of the report and has no objections to the proposed development. No further information or measures are required.

Nesting Birds - The site has limited bird nesting potential, the hedge along the southern boundary likely to be retained and the presence of a public footpath through the site likely to prevent ground nesting birds. It is not however completely clear if all the hedge is to be retained and the situation may change at reserved matters. Therefore as a precaution GMEU recommend a condition to restrict the removal of vegetation/trees/hedges.

Hedgehog and other small Mammal - The report notes that some low value habitat is present for species, such as hedgehog. In addition, the site may continue to regenerate by the time a reserved matters application is made. GM Ecology Unit has no objections, subject to the inclusion of a condition relating to reasonable avoidance measures method statement for hedgehog and other small mammals.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment.

GMEU are of the opinion that there would be a net loss of the natural environment on site and recommend a commitment at outline that full mitigation and compensation for loss of habitats. GMEU also recommended that a DEFRA metric be provided.

The applicant has supplied a Biodiversity Net Gain (BNG) design stage assessment and GMEU have been reconsulted on the findings. The proposals put forward in the report for ecological enhancement represent an 11% net gain, but this would likely be an 'at best' and questionably achievable. GMEU accept the baseline used in the report as a target for the reserved matters to achieve (plus 10% if necessary) rather than accept the current post development estimate and therefore recommend a condition that as part of the reserved matters application, a net gain plan be provided detailing in full, measures to protect and enhance retained habitat during construction works and the formation of new habitat to secure appropriate habitat compensation value.

The NPPG sets out that planning conditions should be used where development can be made to be acceptable which would otherwise be refused. Given the technical advice from GMEU it is lawful and reasonable to attach a condition.

GMEU are therefore satisfied that with conditions, the development would be acceptable and comply with EN6/3 and the principles of the NPPF.

Drainage - A Drainage Strategy and drainage plan were submitted at the time the application was made and was based on the original scheme for 13 dwellings. The indicative plan for the 13 dwellings showed a drainage compound located in the northern corner of the site to the north of the access road.

UU raised no objection to the proposed development and recommended a condition the development be carried out in accordance with the submitted drainage scheme and details.

The proposals have been subsequently revised for a development of 12 dwellings and the indicative plan now shows the drainage compound located on the opposite side of the access road between plot 4 and the western boundary. A revised drainage strategy and drainage plan have been provided to reflect the amended scheme.

Fundamentally, the drainage proposals have not changed, in that a drainage compound is to be provided for the development. That said, the application is outline only and the layout may change at reserved matters stage.

It is therefore considered reasonable to include a condition for the submission of a drainage strategy and scheme as part of a reserved matters application.

On a related matter, it is understood that a culvert runs across the site in a west/easterly direction. This is not a UU asset. The applicant would therefore be directed to discuss

building over the existing private surface water sewer with the Riparian owner who is responsible for the asset.

It is therefore considered that the proposed development would be acceptable and comply with Policy EN5/1 and the principles of the NPPF.

Planning obligations - As the application is in outline with the means of access to be determined at this stage, the exact housing type and mix of housing would be determined at the reserved matters application and it is not possible to ascertain the recreation contribution or which specific units would be affordable at this stage. A condition would be included on the decision notice to ensure that schemes to secure the recreation provision and affordable housing in accordance with relevant policy is submitted at reserved matters stage.

It may also be necessary to secure BNG off site but this need would be established in the submission of a reserved matters application.

Response to objectors

The applicant has provided a response to objections which have been raised as follows:

- Principal of development and Green Belt impact - The proposal would not result in the loss of Green Belt land. The site is identified as 'Other Protected Open Land' and in the context of a shortfall in the five year housing land supply for housing, and fact that the Policy is intrinsically linked to the supply of housing; the Policy is not NPPF compliant and holds no material weight in the consideration of this application. As such, the principal of 'sustainable development takes precedence as set out in the NPPF. The site forms a natural extension to the settlement of Walmersley, with strong linkages to existing services and infrastructure. As recognised by the planning history of the site - the site represents a sustainable location for much needed residential development across the Borough. The principal of development is therefore acceptable, subject to other detailed considerations.
- Number of proposed dwelling - Para 125 of the NPPF states decisions should ensure that developments make 'optimal use' of the potential of each site. Application 67116, which residents refer to was refused solely on the ground that the site failed to meet this requirement. The policy therefore provides strong support for maximising the development potential of the site, especially when located within a highly accessible and sustainable location. The delivery of 12 homes on this site is therefore considered policy compliant.
- Affordable Housing - The proposal seeks to deliver 1 dwelling, in accordance with the adopted planning policy framework. This would be conditioned given the outline nature of the application.
- Design and technical issues - The application indicatively shows 12 dwellings could be built on site served from a single new road. Each site will benefit from private gardens, bin store and parking in line with design requirements. Turning is provided for vehicles and new pumping station for drainage. External appearance and scale would be a reserved matter and would be considered at the appropriate time.
- Impact on highway network - The existing access through the site would serve the development, turning head provided and acceptable visibility standards. The Traffic section have raised no objection subject to securing access by a S106 agreement. Note that traffic is a major concern for residents. The submitted Transport Statement confirms the location and adjacent junction has no capacity issues for the development proposed. The traffic count data has applied growth rates which accounts for cumulated development in the locality. Not all trips would coincide with the school opening time Springside Road benefits from footways either side and there would be no evidence to suggest there would be a worsening of safety for pedestrians. The site is accessible to a range of services and facilities. It is concluded the development would not be of a scale to cause a severe adverse impact on traffic or highway safety.
- Flood risk and drainage - The site is located in flood zone 1 which is at low risk from flooding. New separate foul and surface water drainage systems would be installed. A

new pumping station would be deal with foul water and surface water drainage discharged to the existing system at a controlled rate. A condition for the submission of a SuDS has been included and United Utilities approval would be required.

- Impact on PRow and amenity of existing applicants - Impact on visual amenity and amenity of resident and ramblers has been raised as a key concern. Only a short section of the PRow would be affected. The development would not extinguish any rights of way. It would be largely retained along its existing route. An alternative additional footpath would be provided along the south/westerly boundary which would retain views of the open countryside and Peel Tower. This would provide additional routes for walkers.
- Loss of Ecological Value - A preliminary ecological appraisal has been undertaken which concludes the site has a 'very low' habitat value. A Biodiversity net Gain (BNG) confirms the development would lead to a net gain in area habitats and net loss in linear units and therefore off site mitigation would therefore be necessary for linear river units. A long term of management plan can be secured by a section 106 Agreement which would be part of a reserved matters application.
- Japanese knotweed - The ecological Survey did not identify any invasive species on site. At this time no further surveys would be required.
- Capacity of existing infrastructure - Concerns have been raised regarding availability of existing infrastructure (GP's local schools, public transport) especially in context of wider development proposals. The LPA have not identified any issue in this respect. A recreation contribution for a development of 12 dwellings would be required to which the applicant has agreed. This would come forward in a reserved matters application.
- Pollution - The site is not in an identified Air Quality Management Area. A condition has been accepted that the development would provided for an EV chargepoint for each residential unit.

Summary by applicant

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. In this case, policies contained in the UDP are time expired, and do not seek to meet current development need, especially for housing. Furthermore, in the absence of a 5- year housing land supply, Policy OL2/1 is 'out of date' and should be afforded no material weight in the decision-making process.

The density of development seeks to 'optimise' the use of the site for housing, as requested by Bury Council as part of the planning history of the site and recent pre-application discussions. The provision of 12 homes, including 1 affordable should hold significant weight in the determination of this application. Importantly, the layout has been influenced by the constraints of the site, with technical documents confirming that the site is deliverable.

Overall, it is considered the proposed development would represent a sustainable form of development and would be policy compliant.

Response to other objections

- The Fire Service have been consulted and state that the development should meet the requirements of the fire service for emergency access purposes. This would be included as an informative to the applicant
- United Utilities would need to agree and approve final drainage arrangements
- The development for 12 dwellings would be relatively small scale and would not put any significant pressure on local amenities.
- The previously refused planning application in 1998 for 13 dwellings is now considered irrelevant as it related to the application of outdated planning policies. In respect of this application, current planning policies in the NPPF apply, together with the consideration of the lack of housing supply in the Borough.
- All other issues have been covered in the above report or response by applicant above.

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: Minded to Approve

Conditions/ Reasons

1. Applications for approval of reserved matters must be made not later than:
 - the expiration of three years beginning with the date of the grant of outline planning permission; and
 - that the development to which the permission relates must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason. Required to be imposed pursuant to Section 51 of the Planning and Compulsory Purchase Act 2004

2. Before the development is commenced, the applicant shall submit detailed plans and particulars to the Local Planning Authority, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters; the layout, scale, appearance, and the landscaping of the site.

Reason. To ensure the satisfactory development of the site and because this application is in outline only.

3. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

4. Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural

environment.

5. The development hereby approved shall provide 1 no EV chargepoint* per dwelling which shall thereafter be maintained.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2011 to be used (note this version is due to be replaced).

Reason. 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.

6. Notwithstanding the submitted Drainage Strategy, as part of a reserved matters application, surface water drainage proposals shall be submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the a Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. 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.

7. As part of a reserved matters application details relating to the existing boundary hedge and the proposed boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details only shall be implemented as part of the approved development and thereafter maintained.

Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.

8. Prior to the commencement of the development, a biodiversity enhancement and management plan (BEMP) for the application site shall be submitted to and approved in writing by the Local Planning Authority. This shall include all of the landscaping and biodiversity net gain measures to achieve at least 1.25 BU within the development site as detailed within the approved application documents, including monitoring and long term management objectives. Once approved, the development shall be undertaken in accordance with the BEMP.

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.

9. As part of reserved matters a reasonable avoidance measures method statement for amphibians shall be submitted to and approved in writing by the Local Planning Authority. The measures subsequently approved shall be implemented in accordance with an approved timetable.

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.

10. No works to trees or shrubs or hedge 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.
11. As part of reserved matters for layout and landscaping, a reasonable avoidance measure method statement for hedgehog and other mammals shall be submitted to and approved in writing by the Local Planning Authority. The measures subsequently approved shall be implemented in accordance with an approved timetable.
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.
12. This decision relates to drawings - Location plan EAD_126_P_101 rev S3; Proposed access Road EAD_126_P_104.
Indicative plan only - Illustrative layout EAD_126_P_103 rev S5
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.
13. The development hereby approved shall include provision for affordable housing that would be sufficient to be in accordance with the chapter 5 - Delivering a sufficient supply of homes of the NPPF. The approved details shall be submitted as part of the first reserved matters application relating to the housing proposals within the site.
Reason. To ensure that the development would contribute to satisfying the need for affordable housing provision pursuant to the principles of the NPPF.
14. The development hereby approved shall include provision for recreation provision that would be sufficient to be in accordance with Bury Unitary Development Plan Policy RT2/2 - Recreation Provision In New Residential Development and the associated Development Control Policy Guidance Note 1 Recreational Provision in New Housing Development. The approved details shall be submitted as part of the first reserved matters application relating to the housing proposals within the site.
Reason - To ensure that the development would contribute to satisfying the need for recreation provision pursuant to Bury Unitary Development Plan Policy RT2/2 - Recreation Provision In New Residential Development and the associated Supplementary Planning Document 1 - Open Space, Sport and Recreation in New Housing Development.
15. Notwithstanding the details shown indicatively on approved plan references EAD_126_P_103 Revision S5 & EAD_126_P_104, no development shall commence on the adopted highway that affects the existing arrangements/turning facilities at the cul-de-sac end of Springside Road unless and until the replacement, adoptable turning facilities within the curtilage of the site have been implemented to the satisfaction of the Local Planning Authority and made available for public use.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted

highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, H2/2 - The Layout of New Residential Development and HT6/2 - Pedestrian/Vehicular Conflict.

16. Notwithstanding the details shown indicatively on approved plan references EAD_126_P_103 Revision S5 & EAD_126_P_104 and in the supporting technical information, full details of the following highway aspects shall be submitted on a topographical based survey of the site and adopted highways at first reserved matters application stage:
- Formation of the site access onto/continuation of Springside Road and proposed new estate road, incorporating the provision of the minimum carriageway and footway widths shown, all off site alterations to form the new bend in Springside Road with associated adequate levels of forward visibility appropriate for a design speed of 20mph with no obstructions above the height of 0.6m within the envelope, all alterations to existing/provision of new road markings, adequate arrangements at the interface with all adjacent accesses including Bridleway No. 155, Bury, tactile paved crossing point in a position to be agreed, adoptable turning head at the westerly end of the continuation of Springside Road/new estate road that can accommodate the manoeuvres of the Council's refuse collection vehicles, demarcation of the limits of the future adopted highway, adoptable surface water drainage scheme and all associated highway and highway drainage remedial works, road markings and signage, to a scope and specification to be agreed with the Highway Authority;
 - New footpath to run behind the proposed development, incorporating proposed future status and/or maintenance and surfacing materials;
 - Provision of off-highway replacement parking facilities for No. 62 Springside Road with a 5.0m (minimum) long hardstanding measured from the back of the new estate road footway;
 - Provision of minimum hardstandings of 5.5m at each dwelling measured from the highway/estate road boundary, incorporating porous/permeable driveway materials and/or measures to prevent the discharge of surface water onto the future adopted highway;
 - A scheme of 20mph traffic calming measures on the extended section of Springside Road to a scope and specification to be agreed, including details of proposed materials, road markings and signage and all associated off-site accommodation/enabling works as required;
 - Provision of a street lighting assessment to a scope and specification to be agreed (and, where necessary, a scheme of improvements) for the extended section of Springside Road and the junction with Bridleway No. 155, Bury;
 - Proposed phasing of construction of the development.

The highway works subsequently approved shall be implemented to an agreed programme.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, H2/2 - The Layout of New Residential Development, HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.

17. Prior to first occupation of the development hereby approved, a sprinkler/misting system to meet the requirements of BS 9251:2014 or other subsequent standard that meets the requirements of Greater Manchester Fire and Rescue Service and deemed suitable to overcome the site's emergency access deficiencies, shall be installed in the dwellings hereby approved and shall thereafter be maintained at all

times.

Reason. In the interests of fire safety and to ensure the safe and satisfactory development of the site and for its future occupiers pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, H2/2 - The Layout of New Residential Development and EN1/2 - Townscape and Built Design.

18. Within the submission for layout as part of any reserved matters application, a residential travel plan strategy shall be submitted to and approved in writing by the Local Planning Authority. Before the development is commenced, a scheme for the provision of occupier travel plan measures shall be submitted to and approved by the Local Planning Authority. The scheme shall include details of measures relating to walking, cycling, public transport and car parking. The scheme shall establish the developer and occupier travel plan objectives and targets and include an implementation programme. The approved scheme shall be implemented before the development is first occupied and retained thereafter.

Reason. In order to deliver sustainable transport objectives in accordance with chapter 9 - Promoting sustainable transport of the NPPF.

19. 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:

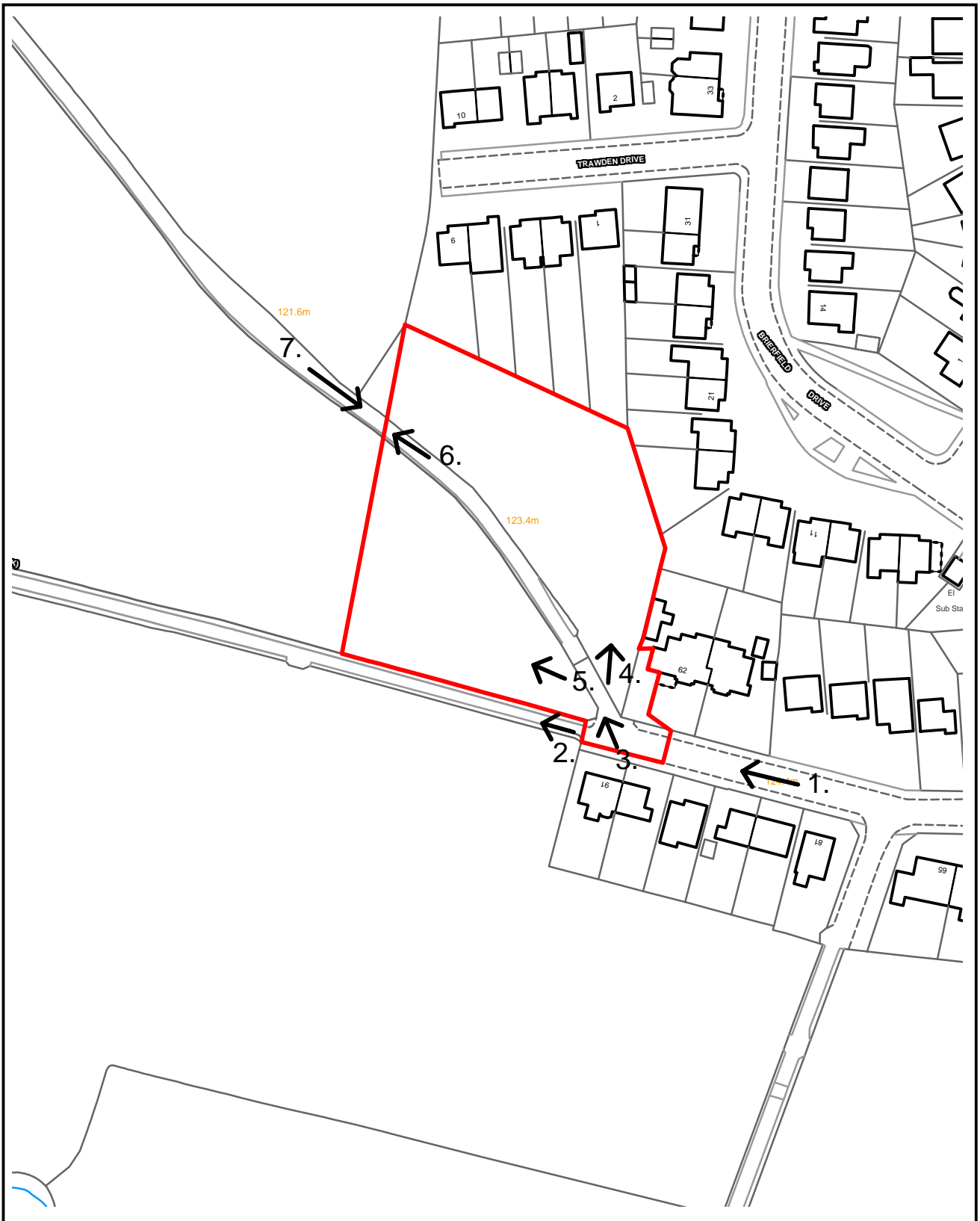
- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development and as a result of statutory undertakers connections to the site;
- Access route for all vehicles to the site from the Key Route Network and all temporary works required to facilitate access for ground works/construction vehicles;
- If proposed, details of site hoarding/gate positions clear of required visibility splays onto Springside Road/Bridleway No. 155, Bury;
- The provision, where necessary, of all required temporary pedestrian facilities/protection measures, incorporating the potential temporary diversion of Public Footpath No. 160, Bury required to facilitate the construction of the proposed development;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Springside Road;
- Confirmation of hours of operation and number of vehicle movements taking into consideration school start finish times due to the proximity of the site to Springside County Primary School;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- Parking on site or on land within the applicant's control 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 spread onto the adjacent adopted highways as a result of the groundworks operations or 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. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.

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

residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

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



PLANNING APPLICATION LOCATION PLAN

APP. NO 68815

**ADDRESS: Land adjacent to 62 Springside Road,
Bury, BL9 5JQ**

Planning, Environmental and Regulatory Services

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68815

Photo 1



Photo 2



68815

Photo 3



Photo 4



68815

Photo 5



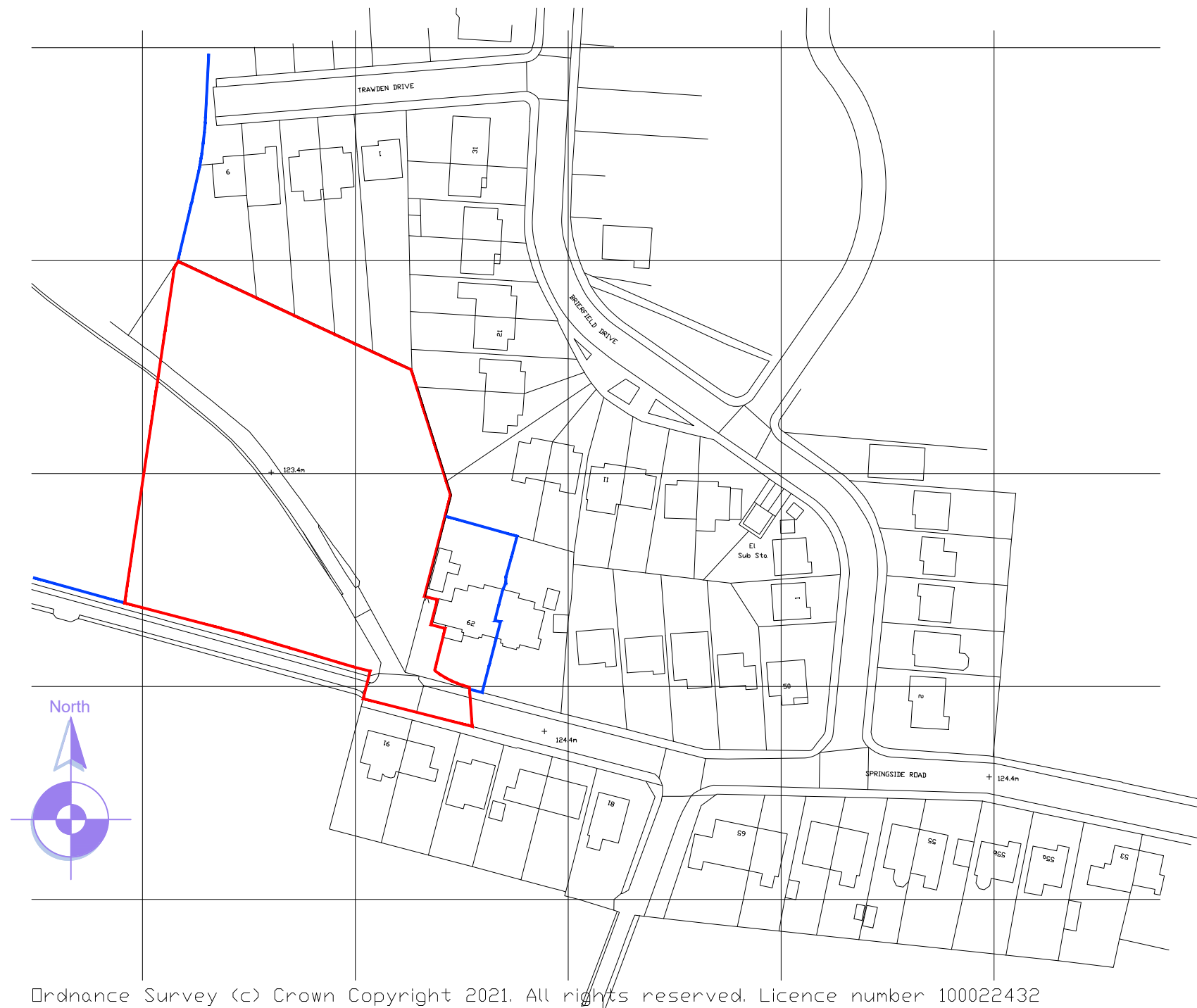
Photo 6



68815

Photo 7





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- Positions of existing services to be confirmed prior to proceeding

REVISION STATUS

S Information issued for feasibility or scheme design.
 T Information issued for tender purposes only.
 C Information issued for Construction.
 NB: Only those drawings containing a C revision to be used for construction.

NOTES

REVISION	DATE	DESCRIPTION
S3	01.03.23	Red edge amended to suit altered road width
S2	13.02.23	Blue edge added
S1	28.10.22	Updated in line with Highways Engineer

CLIENT
Cornell Group

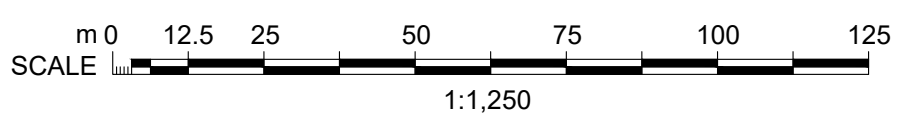
PROJECT
Proposed Residential Development
Land off Springside Road

DRAWING TITLE
Location Plan

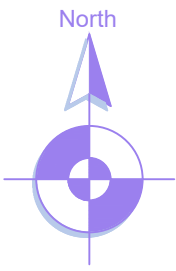
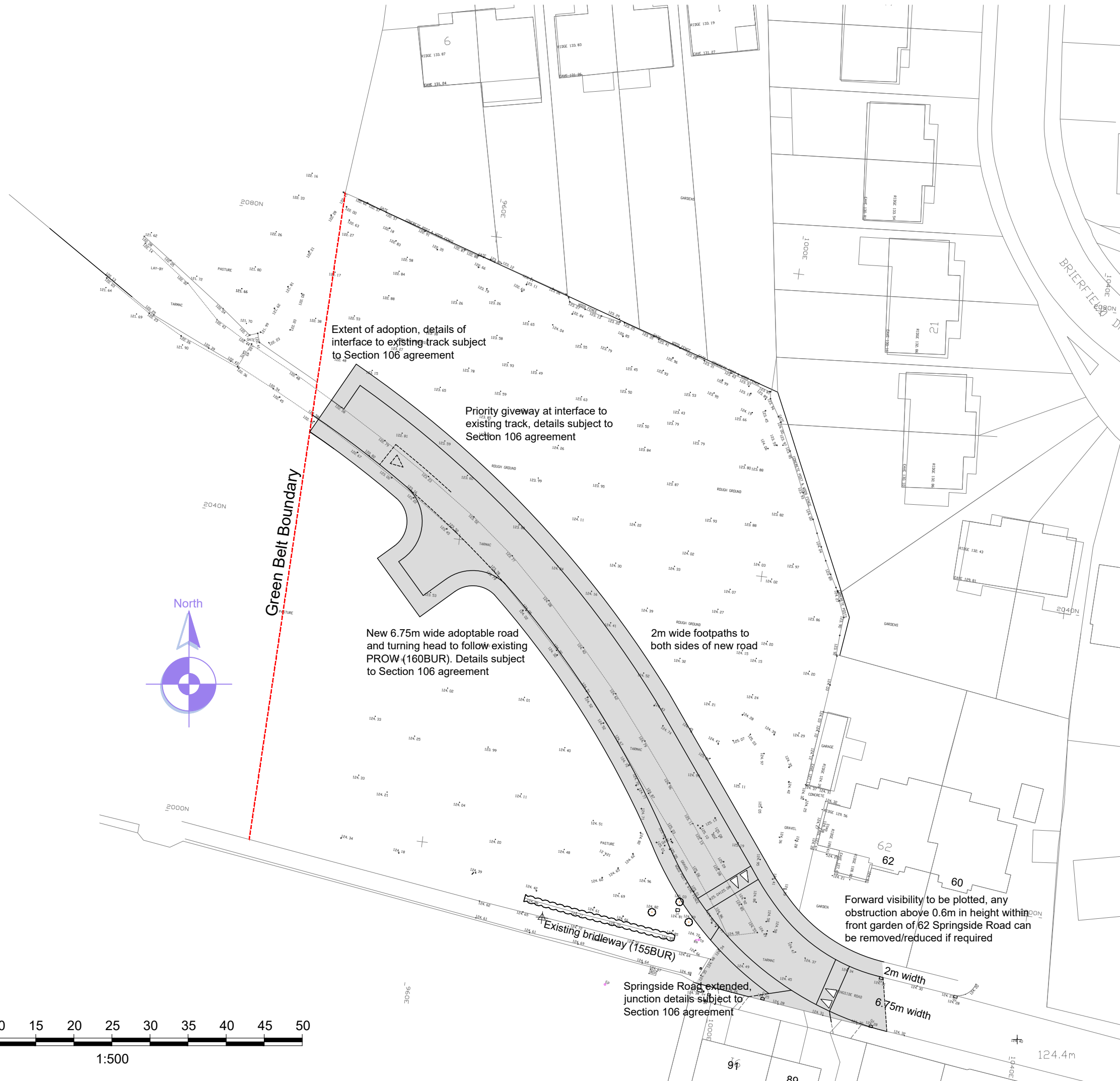
SCALE	DATE	DRAWN	CHECKED
1:1250@A3	Feb '21	PRH	PRH

DRG NO.	REVISION
EAD_126_P_101	S3

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- NOTES**



Extent of adoption, details of interface to existing track subject to Section 106 agreement

Priority giveway at interface to existing track, details subject to Section 106 agreement

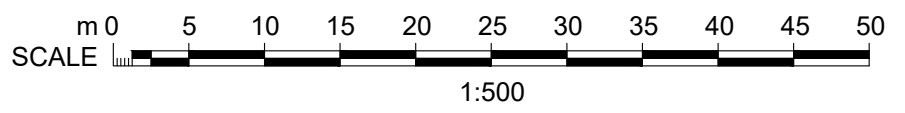
New 6.75m wide adoptable road and turning head to follow existing PROW (160BUR). Details subject to Section 106 agreement

2m wide footpaths to both sides of new road

Existing bridleway (155BUR)

Springside Road extended, junction details subject to Section 106 agreement

Forward visibility to be plotted, any obstruction above 0.6m in height within front garden of 62 Springside Road can be removed/reduced if required



REVISION	DATE	DESCRIPTION
CLIENT Cornell Group		
PROJECT Proposed Residential Development Land off Springside Road		
DRAWING TITLE Proposed Access Road		
SCALE 1:500@A3	DATE Feb '21	DRAWN PRH
		CHECKED PRH
DRG NO. EAD_126_P_104		REVISION

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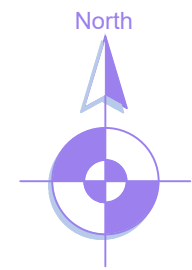
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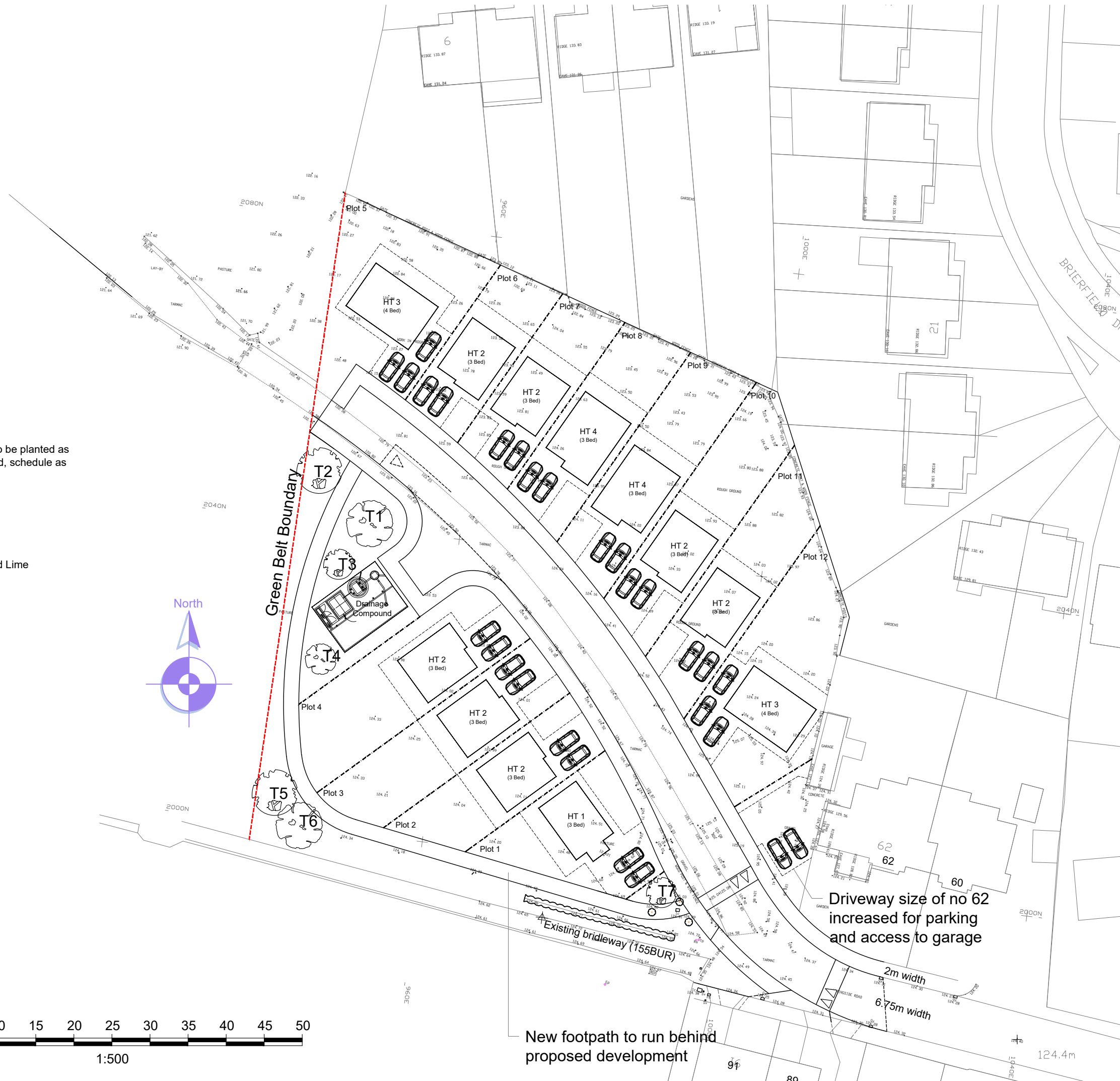
NOTES

All proposed trees to be planted as extra heavy standard, schedule as follows:

- T1 - Wild Cherry
- T2 - Wild Cherry
- T3 - Downy Birch
- T4 - Downy Birch
- T5 - Common Line
- T6 - Small Leaved Lime
- T7 - Silver Birch



Green Belt Boundary



REVISION	DATE	DESCRIPTION
S5	01.03.23	Road and indicative layout amended following comments from Highways/planning
S4	09.02.23	Trees added
S3	28.10.22	Road junction updated in line with Highways Engineer
S2	18.07.22	Road updated and parking amended
S1	30.06.22	Drainage compound added

CLIENT
Cornell Group


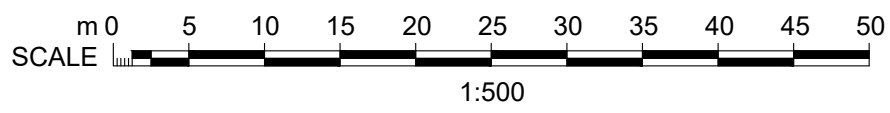
PROJECT
Proposed Residential Development
Land off Springside Road

DRAWING TITLE
Illustrative Layout

SCALE	DATE	DRAWN	CHECKED
1:500@A3	Feb '21	PRH	PRH

DRG NO.	REVISION
EAD_126_P_103	S5

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New footpath to run behind proposed development

Driveway size of no 62 increased for parking and access to garage

2m width
6.75m width

124.4m