

BURY COUNCIL
DEPARTMENT FOR BUSINESS, GROWTH AND INFRASTRUCTURE
PLANNING SERVICES

PLANNING CONTROL COMMITTEE

24 February 2026

SUPPLEMENTARY INFORMATION

**Item:01 Radcliffe Metrolink, Festival Gardens, Church Street West, Radcliffe, M26
2BY Application No. 71284**

Construct a 4m wide ramp providing a direct access, for pedestrians and cyclists, to the eastern platform of Radcliffe Metrolink station from the A6053, Spring Lane, and Church Street West via Festival Gardens

Extension of Time - Yes - 27/2/26

Publicity

One objection received with the following issues -

- Unnecessary and represents an inappropriate encroachment into a valued green space. This area requires protection, not further development particularly through increased traffic movements and associated parking pressures.
- Likely that drivers will utilise Church Street West, Rectory Lane and Spring Lane as informal "drop-off" points, resulting in additional congestion in close proximity to the school and surrounding residential streets. Such pressures already exist, and this proposal will exacerbate them.
- There is a genuine concern that this development may set a precedent, leading to further incremental loss of green space
- Concerns regarding ground stability. The consultee response from Metrolink states that the embankment would require significant re-profiling to accommodate the proposed ramp and retaining walls. The document clearly acknowledges that such works have the potential to affect the stability of the embankment and emphasises the necessity of agreeing a monitoring regime for the Metrolink track and slope, together with trigger levels, prior to any excavation.
- Local residents are already affected by anti-social behaviour in and around the gardens. The creation of an access ramp and enhanced thoroughfare is likely to increase congregation in the area, particularly as a "meeting point."
- Activities such as skateboarding and cycle stunts may increase.
- The supporting Crime Impact Statement (Paragraph 5.3) acknowledges that violent and sexual crime are the most prevalent offences in the area and notes an increase in robbery over the reporting period.
- While the ramp will improve accessibility, it will create an east-west thoroughfare through the station that may be used as a shortcut. This could increase the number of lone pedestrians passing through the underpass, down the ramp or steps and into Festival Gardens - an area that is relatively secluded at night - potentially creating opportunities for violent crime.
- Festival Gardens holds historic and community significance. The gardens were officially opened in 1951 as a local contribution to the Festival of Britain, with the site transformed into a permanent public garden to boost morale and provide a lasting community space. As such, it forms part of the town's heritage.
- The gardens function as an important green space rather than a formal destination park. Its principal features include open grassy areas for informal recreation, tree planting and landscaping that soften the built environment, and convenient pedestrian links to local amenities.
- For the reasons set out above - including increased congestion, potential safety implications, risks to embankment stability, the likelihood of exacerbating anti-social behaviour, and the loss of valued green space - respectfully request that this application be refused.

Response

- Parking along side of Festival Gardens on both Spring Lane and Church Street

West is restricted by double yellow lines and as such parking on this side would be a traffic violation. It cannot be assumed that drivers would park unlawfully.

- The applicant has responded to objections in the main officer report with regards to the potential for increased anti-social behaviour and criminal activities. Security measures including CCTV and lighting are proposed which are to be finalised with agreement by Metrolink).
- The ramp would be located within the embankment next to the Metrolink track with little loss to the usable space within Festival gardens.
- Any excavation works or reprofiling would be undertaken with the approval by Metrolink.

Conditions

Condition 13 amended to read:

No development including any excavation works shall take place until:-

- the design proposals for all interfaces with Metrolink or for any infrastructure, including lighting and CCTV that is to be maintained or monitored by Metrolink have been subject to TfGM's Metrolink's Engineering Assurance Process and agreed by Metrolink;
- an agreement regarding the ongoing maintenance, has been reached; and
- a monitoring regime of Metrolink infrastructure and track have been submitted for approval in writing by Bury Council, as Local Planning Authority (approval to be in consultation with Transport for Greater Manchester)

Reason. To safeguard Metrolink infrastructure, operations and customers pursuant to policies EN1/5, JP-P1 and the principles of the NPPF.

Item:02 Smithie Garage, Spring Street, Ramsbottom, Bury, BL0 9JQ Application No. 72383

Conversion and extension of former garage into 1 No. two storey dwelling

Extension of Time -Yes 27/02/2026

Statutory/Non-Statutory Consultations

Traffic Section - Conditions requested in relation to the submission of a dilapidation survey, submission of a Construction Traffic Management Plan, implementation of pedestrian access and bin storage.

Pre-Start Conditions

Traffic Conditions agreed by agent.

Conditions

Conditions 14 - 17 added as follows:

14. The development hereby approved shall not be commenced unless and until a photographic dilapidation survey of the access to the site (Caltha Street) has been undertaken, submitted to, and agreed in writing by the Local Planning Authority. Within one month of the completion of the development a further survey shall be undertaken to assess the condition of the route in relation to this dilapidation survey and the dilapidation survey submitted as part of condition 14 of application 68578 to identify any remedial works required. Any remedial works as a result of damage caused by the demolition/construction traffic shall be undertaken at the expense of the applicant, to a specification commensurate to the status of the access and to a programme to be agreed with the Local Planning Authority.

Reason. To maintain the integrity of the unadopted highway in the interests of highway safety pursuant to Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, and JP-C6 - Walking and Cycling.

15. 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:

1. Access point for construction traffic from the adopted highway/unadopted Caltha Street;
2. Site hoardings (if proposed) clear of the approved turning facility and any access to the adjacent residential properties;
3. Hours of operation and number of vehicle movements;
4. A scheme of appropriate warning/construction traffic signage in the vicinity of the site and its access from Spring Street;
5. Parking on site (or on land under the applicant's control) of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
6. Delivery management arrangements to ensure that such vehicles do not obstruct the adopted highway or access to the adjacent residential properties;
7. 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 demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of both periods. The areas identified shall not be used for any other purposes other than the parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design and Places for Everyone Joint Development Plan Policies JP-C5 - Streets for All, and JP-C6 - Walking and Cycling.

16. The development hereby approved shall not be first occupied unless and until the pedestrian access alterations indicated on the approved plans have been implemented.

Reason. To ensure good highway design and secure satisfactory pedestrian and vehicular access to the development, in the interests of highway safety pursuant to Bury Unitary Development Plan Policy EN1/2 - Townscape and Built Design and Places for Everyone Joint Development Plan Policies JP-C5 - Streets for All, and JP-C6 - Walking and Cycling.

17. Bin storage arrangements shall be provided within the curtilage of the dwelling in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of the dwelling.

Item:03 13 Morley Street, Whitefield, Manchester, M45 6GF Application No.
72454

Change of use from dwellinghouse (Class C3(a)) to children's residential care home
(Class C2)

Extension of Time - No
Nothing further to report

Agenda Item 8

Tree Preservation Order Confirmation (No. 367)

Former Ambulance Station,

Cemetery Road, Ramsbottom – Item deferred for further consideration