

**BURY COUNCIL**  
**DEPARTMENT FOR RESOURCES AND REGULATION**  
**PLANNING SERVICES**

**PLANNING CONTROL COMMITTEE**

**29 September 2015**

**SUPPLEMENTARY INFORMATION**

**Item:01 Land adjacent to Eton Business Park, Bury Road, Radcliffe, Manchester, M26 2XF Application No. 58324**  
Residential development of 18 no. dwellings

**Consultations**

**Drainage Section** - No objections, subject to the inclusion of conditions relating to foul and surface water drainage.

**Conditions**

Condition 7 in the main report deals with foul and surface water drainage.

**Item:02 Land at Valley Park Road/Clifton Road Prestwich, Manchester, M25 3TG Application No. 58655**

Erection of 97 no. residential units (Class C3) comprising 67 no. dwellings and 30 no. apartments with associated landscaping, access arrangements and car parking and substation and creation of pond and woodland walk and seating area

**Publicity**

7 letters have been received from the occupiers of 137 Clifton Road, 27 Dashwood Road, Cheddleton House, 16 West Road, Cheddleton Cottage, which have raised the following issues:

- This area is overpopulated and is a natural habitat for many species and wildlife.
- The small estate on Gardner Road has generated more traffic with cars parked on both sides of the road and this development will add more traffic.
- Dashwood Road is already used as a rat run and there is often gridlock. This development will make matters worse.
- I assume that two traffic counting devices were set up on Dashwood Road. It will be interesting to see what data was collected and whether the data collected when Kingswood Road was closed was included.
- We do not believe that these points were considered by the Planning Committee at their meeting on 1 September and were simply ignored.
  - Object to the proposal to locate two, three storey apartment blocks on the only part of the site near existing dwellings and this contravenes Policy H2/1 of the Bury UDP.
  - The 11.5 metre high buildings would be disproportionate in scale and height. The reason for this is in Redrow's design and access statement is that it is the lowest part of the site and the impact of tall apartments would be minimised on the area.
- The proposed apartments would have an adverse impact upon residential amenity.
- We strongly refute that the issue which lead to the deferment has been properly addressed in the revised plans. Only 7 of the 23 affordable properties have been relocated away from the south east corner of the site, which we believe would create a 'ghetto' for residents of the affordable properties.
- If the Council allow this sham to continue, we are sure that the press will be interested to hear that the concerns over 'pepper-potting' of affordable homes has not been adequately addressed.
- We understood that the only grounds this application was deferred was to address the affordable housing issue, but the plans have changed other details.
- The size of the hole in the wall has increased to 3.7 metres. Given that our objections to the hole in the wall were dismissed without consideration, this adds insult to injury.

- We ask that the Planning Committee defer the application once again and visit, not only the site in general, but Cheddleton House to understand the unique and devastating these flats and the proposed access point will have.
- The proposed pedestrian access onto Kingswood Road would increase crime rates in the area.
- The proposed pedestrian access and its construction will impact upon the lime tree (T28), which is likely to result in trauma to the tree roots and loss of the tree would be likely.
- The removal of trees would result in the air quality of the local area becoming poorer.
- The proposed pedestrian access would lead to a substantial increase in footfall as the existing dwellings, which would have a significant detrimental impact on the peaceful enjoyment of the area.

The objectors have been notified of the Planning Control Committee meeting.

### **Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to highway layout, traffic regulation measures, construction management plan, visibility splays, turning facilities, parking for operatives and measures to prevent mud from passing onto the highway.

### **Response to objectors**

The issues relating to ecology, design and layout, pedestrian access onto Kingswood Road/West Road, impact upon residential amenity, traffic and highway safety have been addressed in the main report.

All representations on the application have been considered and assessed within the report and have not been ignored or dismissed without consideration.

The Planning Control Committee visited the site and the surrounding area on 1 September, including Valley Park Road, Clifton Road, West Road and Kingswood Road.

The application was deferred so that the mix and location of the affordable dwellings could be re-negotiated. The mix of affordable dwellings has been revised and the locations of the proposed affordable dwellings are considered to be acceptable and are compliant with policy.

The nearest residential properties to the proposed apartments are Cheddleton House and Cheddleton Cottage. There would be 34 and 42 metres between the proposed apartment block and Cheddleton Cottage and Cheddleton House respectively and 23 metres and 30 metres between the gable of the proposed apartments and the two existing dwellings. SPD6 states that for each additional storey in height, 3 metres should be added to the separation distance. As such, the minimum aspect standard would be 26 metres and the proposed development would be in excess of this distance. Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties.

It is acknowledged that 9 groups and 17 individual trees are to be removed as part of the development. However, 77 trees would be planted and 20 groups of trees and 54 individual trees would be retained. As such, there would be a net gain in trees on site and the proposed development would not result in the air quality of the area becoming poorer.

### Conditions

The wording of conditions 3, 6, 8, 14 and 15 have been amended. Condition 18 has been deleted as this requirement is included in condition 15. Condition 20 has been deleted as this requirement is included in condition 17. As such, conditions 19 and 21 have been re-numbered to 18 and 19 respectively.

3. The materials for the proposed development shall be:

Facing brick

- Ibstock Western red multi stock
- Ibstock dorket head balmoral
- Ibstock - marlborough stock
- Ibstock - Sandringham
- Ibstock New Cavendish Stock
- Ibstock - dorket head windsor

Detail brick

- Ibstock leicester red stock

Render

- Monocouche-Weber with rough cast finish
- Ashlar render (apartment blocks only)

Roof tiles

- Forticrete Gemini - slate grey
- Forticrete Gemini - mixed russet
- Russell Highland tile - Slate Grey

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.

6. Prior to any construction works relating to an individual dwelling, including excavations for foundations commencing, calculations to support the Drainage and SuDS Strategy shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved calculations and the submitted Flood Risk Assessment, Drainage and SuDS Strategy and Drainage Layout drawing.

Reason. The scheme does not provide calculations to support the chosen design and to ensure a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

8. Prior to any construction works relating to an individual dwelling, including excavations for foundations commencing, a five year habitat management plan shall be submitted to and approved in writing by the Local Planning Authority. The habitat management plan will include:

- Mitigation for loss of trees including tree replacement, shrubs and the enhancement of the ground layer;
- Details of any tree thinning works;
- Provision of bird boxes;
- Control of invasive species;
- Enhance the ecological linkage with Mere Clough
- A timetable for the proposed works

The approved plan shall be implemented in accordance with the approved timetable.

Reason. The scheme does not provide full details of the measures to preserve and

enhance the habitat and features of ecological importance pursuant to Policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.

14. Minimum hardstandings lengths of 5.5 metres measured between the highway boundary and any proposed garage doors or 5.0m at dwellings without garages shall be provided and thereafter maintained.

Reason. To enable a vehicle to stand clear of the highway whilst the garage doors are opened and to allow adequate space to maintain a vehicle clear of the highway in the interests of road safety pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

15. Notwithstanding the details indicated on the approved plans, no development other than remediation works, shall commence unless and until full details of the following have been submitted to and agreed in writing with the Local Planning Authority:

- The configuration of the proposed turning head in the vicinity of Plots 77/80;
- Visibility splays and forward visibility envelopes plotted at all junctions and bends within the development in accordance with the standards in Manual for Streets for a design speed of 20mph, with no obstructions above the height of 0.6m within them;
- Revised driveway/access arrangements for Plots 96 and 97 to ensure that adequate forward visibility of vehicles entering and leaving the proposed driveways is provided;
- The layout and construction details of the proposed emergency access connection to Kingswood Road/West Road
- The 20mph traffic calming scheme for the new residential development including details of proposed materials, road markings and signage.

The details subsequently approved shall be implemented to an agreed programme.

Reason. The scheme does not provide details and to ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

17. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout the construction period and shall provide for:

- Access route for construction traffic from the adopted highway;
- Hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
- Provision for parking on site of operatives and construction vehicles;
- Areas for storage of construction materials.

Reason. The scheme does not provide details of the route for construction and to mitigate the impact of the construction traffic generated by the proposed development on the adjacent streets, in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

18. The turning facilities on the proposed adopted highways and private driveways indicated on the approved plans shall be provided before the areas of the development to which they relate are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy EN1/2 - Townscape and Built Design

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development.

19. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover 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 details shall be implemented and maintained thereafter during the period of construction.

Reason. To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

**Item:03 Land between 99 and 133 Crostons Road and Tottington Road, Bury, BL8 1AL Application No. 58805**

Erection of 9 no. dwellings

The agent has provided a plan of the streetscene from Tottington Road.

**Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to redundant accesses, turning facilities and car parking.

**Drainage Section** - No objections, subject to the inclusion of a condition relating to foul and surface water drainage.

**Issues and Analysis**

The distance between the window in the gable of No. 99 Crostons Road and plot 9 is 3.7 metres. There would be no openings within the gable elevation of plot 9 and the roof has been hipped. Given the above, it is considered that the proposed development would not have a significant adverse impact upon the amenity of the occupiers of the adjacent property.

**Conditions**

Therefore, conditions 11 - 14 should be added in relation to redundant accesses, turning facilities, car parking and drainage.

11. The development hereby approved shall not be first occupied unless and until all redundant vehicular accesses onto the adjacent adopted highways have been reinstated to adjacent footway levels and any required footway remedial works on Tottington Road adjacent to Plots 1 - 5 have been implemented.

Reason. To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development  
Policy H2/2 - The Layout of New Residential Development  
Policy EN1/2 - Townscape and Built Design.

12. The turning facilities indicated on the approved plans shall be provided before the development is first occupied and subsequently maintained free of obstruction at all times.

Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development  
Policy H2/2 - The Layout of New Residential Development  
Policy EN1/2 - Townscape and Built Design.

13. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

14. No development shall commence unless or until details of a scheme for the disposal of foul and surface water has been submitted to and approved in writing by the Local Planning Authority. Only the approved scheme shall be implemented prior to occupation of the dwellings hereby approved.

Reason. No details of the drainage have been submitted and to ensure a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

**Item:04 Whitefield Golf Club, Higher Lane, Whitefield, Manchester, M45 7EZ**  
**Application No. 58874**

Erection of 1 no. 30M (hub) high, 45m (tip) high wind turbine plus ancillary development

Text not printed in the main agenda

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

In dealing with this application, the Council has worked with the applicant in a positive and pro-active manner based on seeking solutions to problems arising in relation to dealing with the application. The Council has sought the applicant's views on the Written Ministerial Statement and relevant parts of the PPG as referred to in the report and given the applicant the opportunity to address the issues raised. There were no amendments to the scheme or conditions which could reasonably have been imposed, which could have made the development acceptable and it was therefore not possible to approve the application.

**Consultations**

**Environmental Health Pollution Control** – The applicant has submitted additional information in response to the request made by the Pollution Control Section. However, it has not been clarified or endorsed by the Pollution Control Section that the noise calculations and conclusions reached with the supporting application

submissions, would be considered acceptable to dispel any apprehension as to whether the turbine would be audible from the nearest residential receptors.

UDP Policy EN7/1 – Noise Pollution and paragraph 123 of the NPPF consider issues centring upon planning and noise impacts arising from developments. With regard to the latter, the NPPF directs that to determine significant adverse impacts should refer to the Noise Policy Statement for England 2010, which the proposal would be considered in the context of environmental noise.

Paragraph 123 states that 'Planning policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.'

The wind turbine would be sited approximately 72m from the M60 motorway, a 6 lane busy stretch, which is a clear noise generator to the area and is a predominant factor in the consideration of any noise and in particular background noise, within the area. Traffic is moving 24 hours a day on this motorway and noise levels are elevated particularly outside of the night time periods.

In contrast, the nearest residential properties would be 284m away to the east and west of the application site. The likely noise generation of this development has to be considered against the tapestry of the environment within which it is located and also the aims and intentions of local and national policy.

The current position of discussions between the Pollution Control Officer and the applicant's agent is that the measurements taken to determine the noise impacts need to be taken over a longer period of time than has actually been submitted and clarifications are being sought between them with regard to the methodology.

It is highly likely that the turbine, whilst having some noise output has to be set against the background ambient noise levels and the respective distances from the proposal to noise sensitive receptors. In exercising a planning judgement on the basis of not being able to absolutely conclude whether there would be an impact from the development is where the Local Planning Authority (LPA) must now consider the proposals.

It is considered that the local environment and ambient noise levels are so prominent that the development is not likely to be detrimental upon noise sensitive receptors and through the use of a planning condition to ensure that the structure not to exceed a given noise rating output could be achieved. Furthermore, the times at which the surrounding environment is potentially quieter, such as after midnight and in the early hours of the morning, the turbine could be conditioned to not operate during these times should the maximum noise output be audibly perceptible.



In this respect, whilst the evidence is not conclusive, it is considered there would not be sufficient weight to warrant refusing the application on noise grounds.

**Item:05 116 Bury New Road, Whitefield, Manchester, M45 6AD Application No. 59051**

Retrospective application for change of use of part of ground floor from offices (A2) to taxi booking office (Sui Generis)

**Consultations**

**Traffic Section** - No objection.

**Item:06 Land adjacent to 5 West Avenue, Whitefield, Manchester, M45 7SA Application No. 59058**

Outline - Demolition of existing building and erection of 4 no. dwellings

**Consultations**

**Traffic Section** - No objections, subject to the inclusion of conditions relating to access improvements, construction management plan, car parking and measures to prevent mud from passing onto the highway.

**Drainage Section** - No objections, subject to the inclusion of a condition relating to surface water drainage.

**Conditions**

Therefore, conditions 6 - 10 should be added in relation to access improvements, construction management plan, car parking, measures to prevent mud from passing onto the highway and surface water drainage.

6. Notwithstanding the details indicated on approved plan reference A2429/05, full details of the following highway aspects shall be submitted at first reserved matters application stage:

- proposed widening and resurfacing of the access to the site from West Avenue /unadopted back street, incorporating a minimum carriageway width of 4.5m, 1.0m rubbing strips/footways and all necessary highway and remedial works at the interface with the adopted highway;
- reconstruction of the southerly West Avenue footway abutting the site and provision of pedestrian accesses to the proposed dwellings;
- provision of an access to the proposed car parking area from the unadopted back street, a minimum of 4.5m in width;
- gates to the proposed car parking area sited clear of the proposed access and unadopted back street;
- provision of an adequate bin collection hardstanding area within the curtilage of the site.

The details subsequently approved shall be implemented before the development is first occupied.

Reason. To ensure good highway design and maintain the integrity of the adopted highway in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2/2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

7. 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. The approved plan shall be adhered to throughout the construction period and shall ensure that there is provision to be made for the turning and manoeuvring of vehicles within the curtilage of the site, parking on-site of operatives' vehicles together with storage on-site of construction materials. The provision shall be retained and used for the intended purpose for the duration of the construction period and the areas identified shall not be used for any other purposes other than the turning and parking of vehicles and storage of construction materials respectively.

Reason. To ensure that adequate turning facilities, car parking provision and materials storage arrangements are provided for the duration of the construction period, in the interest of highway safety pursuant to the following Policies of the Bury Unitary Development Plan:

Policy H2/1 - The Form of New Residential Development

Policy H2//2 - The Layout of New Residential Development

Policy EN1/2 - Townscape and Built Design.

8. The car parking indicated on approved plan reference A2429/05 shall be surfaced, demarcated and made available for use prior to the development hereby approved being occupied and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

9. Before the development is commenced, details shall be submitted to and approved by the Local Planning Authority to cover 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 details shall be implemented and maintained thereafter during the period of construction.

Reason. - To ensure that the adopted highways are kept free of deposited material from the ground works operations pursuant to Policy H2/2 - The Layout of New Residential Development of the Bury Unitary Development Plan.

10. Full details of the surface water drainage aspects shall be submitted at first reserved matters application stage. This must include assessment of the potential SuDS options for surface water drainage with appropriate calculations to support the chosen solution.

Reason. To ensure a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

# Street scene elevation of Tottington Road 1:100

All levels and dimensions must be checked on site by contractor prior to commencement of works. Any variations must be reported to Milson Associates Ltd.

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DASHED LINE INDICATES LINE OF ADJACENT WALL TO FRONT OF PROPERTIES



## 22-Oct-13 REMARKS

Date	SEPT 2015	Status	Planning	Client
Drawn	AR	Checked	RB	
Scale	1:100	Size	A3	
Rev.		Drawing Nr.	1945-PLSS02	

Proposed Street Scene to Tottington Road

Project Title  
Proposed Redevelopment of Grosvenor Rd / Tottington Rd, Bury.

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