

DELEGATED REPORT

Report by Helen Pressley	Date of report: 06/03/2024	Ref: 69940/FUL
Registration: 01/09/2023	LDfC: 04/10/2023	Expiry Date: 01/12/2023
Site Visit: 13/09/2023	Site Notice: 13/09/2023	Press Date: 07/09/2023
Objections: 0	Con Area: N/A	Adv Type: MD
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MAOT

Proposal: Demolition of existing fire station and erection of new fire station including new training tower, parking/manoeuvring areas, fencing and landscaping; Provision of temporary fire station on site for the duration of the redevelopment

Location: Whitefield Fire Station, Bury New Road, Whitefield, Manchester, M45 7SY

Description

The application relates to the Whitefield Fire Station site. The site fronts Bury New Road, and is located on a corner plot on the junction of Bury New Road and George Street. The site is currently occupied by a three bay, double height garage with attached single storey, flat roof ancillary accommodation. A six storey training tower is located to the rear of the site. The existing building is set back from Bury New Road with landscaping to the front and corner of the site, with hardstanding areas for vehicles located to the front and rear of the site.

The site is currently accessed from Bury New Road with car parking associated with the fire station currently located to the rear of the main building.

The site is bound by a mixture of uses, with residential properties located to the north, south east, and west of the site and commercial uses located to the south and north west. The dwellings within the vicinity of the site are generally depicted by two storey terraces, or two storey detached dwellings however there are some blocks of three storey flats that directly face the site. The commercial units to the south of the site are larger in scale and massing.

Planning permission is sought for the demolition of existing fire station and erection of a new fire station including associated external works on the same site, and the provision of a new fire station.

The proposal comprises of two phases, the first being the demolition of the existing fire station and the construction of a temporary fire station to maintain a functional interim station. The proposed temporary station would be a flat roof, modular building and would be two storeys in height. This building would be located within the north east corner of the site and accessed from George Street, with proposals to widen a redundant access to accommodate fire service vehicles. It is proposed that the interim building would be operational from May 2024 to July 2025.

The proposed new permanent building would be two storeys in height and would have a flat roof. The proposed new building would be constructed from grey brickwork and grey colour coated standing seam cladding with curtain walling, red aluminium feature fins, glass look-a-like panels and aluminium framed doors and windows. A new appliance bay will be located to the north side of the building, and will include a canopied wash area. To the rear of the proposed appliance bay it is proposed to site a new fire tower that would be four storeys in height.

The proposed new permanent building would be accessed from Bury New Road. The access from George Street will become redundant once the temporary facility is discontinued and the public footway reinstated across this crossing point.

Relevant Planning History

02800/E - Demolition of existing fire station and erection of a new fire station including associated external works on the same site - Enquiry completed 03/05/2023

Publicity

Neighbour letters 04/09/2023

Press Date 07/09/2023

Site Notice 13/09/2023

1 representation received in relation to:

- Second floor windows will cause overlooking and loss of privacy.
- This problem could be solved by putting frosted glass in the windows in question and we would ask that you consider this request.

Statutory/Non-Statutory Consultations

Traffic Section - no objections subject to conditions in relation to access, submission of a construction traffic management plan and the implementation of the proposed parking.

Greater Manchester Ecology Unit (GMEU) - The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds and biodiversity enhancement measures can be resolved via condition and or informative.

Environmental Health - Contaminated Land -A preliminary risk assessment report has been submitted, which has recommended that an intrusive investigation be undertaken. In line with the National Planning Policy Framework, there is the potential for contamination on this site therefore conditions recommended in relation to the submission of a Contaminated Land Preliminary Risk Assessment, Site Investigation, Detailed Risk Assessment, Remediation Strategy and a Site Verification Report.

Transport for Greater Manchester - It is acknowledged that the development will not result in any additional trips and as such is unlikely to result in a material impact on the highway network any greater than existing operations at the site. TfGM would recommend that the access is upgraded to incorporate tactile paving with dropped kerbs. Internal layout should allow for a fire tender to carry out turning manoeuvres on site, as shown in the vehicle swept path drawings.

Planning Policy Manager - no response

Borough Engineer - Drainage Section - no response

United Utilities (Water and waste) - Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities

Environment Agency - No objection in principle to the proposed development. Condition requested in relation to the submission of a remediation strategy and verification report and prevention of piling/penetrative methods for foundations. Informatives also requested in relation to waste management.

Pre-start Conditions - Agent has agreed with pre-start conditions

Unitary Development Plan and Policies

CF1 Proposals for New and Improved Community Facilities

CF1/1	Location of New Community Facilities
EN1/2	Townscape and Built Design
EN1/1	Visual Amenity
EN6	Conservation of the Natural Environment
EN5/1	New Development and Flood Risk
EN6/3	Features of Ecological Value
EN7/3	Water Pollution
EN7/5	Waste Water Management
HT6/2	Pedestrian/Vehicular Conflict
HT2/4	Car Parking and New Development
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework
EN8/2	Woodland and Tree Planting
PFE	Places for Everyone

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.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

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

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

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

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

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation

imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

The Places for Everyone Joint Development Plan Document The Places for Everyone Joint Development Plan Document (PfE) is a joint plan covering nine of the ten Greater Manchester districts, including Bury, and is intended to provide the overarching framework to strategically manage growth across the boroughs.

PfE was submitted to the Government for examination in February 2022 and this marked the start of the independent examination into the plan, the final stage in the plan making process.

The Inspectors have now concluded their examination of the plan and have issued their findings and recommendations in their Inspectors' Report which was received on 14 February 2024. In that report the Inspectors conclude that all legal requirements have been met and that with the recommended main modifications set out in the Appendix of their report, the Places for Everyone Joint Development Plan Document satisfies the requirements referred to in Section 20(5)(a) of the 2004 Act and is sound.

The next step is for all nine PfE Councils to consider the Inspectors' recommendations and adoption of the Plan. Currently it is anticipated that these Council meetings will be held between 28 February and 20 March 2024, with Bury Council due to consider this on 20 March.

If it is agreed by all nine Council's, Places for Everyone will become a key part of Bury's statutory development plan.

Given the advanced stage in the preparation of PfE, it is already considered reasonable that the Plan (as proposed to be modified) should be given significant weight in the decision-making process in line with paragraph 48 of the National Planning Policy Framework and full weight will be given to the policies once the Plan is adopted.

Principle

UDP Policies CF1 and CF1/1 confirm that proposals for new and improved community facilities will generally be looked upon favourably. Consideration needs to be given to residential amenity and local environment, traffic generation and car parking, the scale and size, access to shops and other services, the suitability of the chosen location, accessibility and the needs and requirements of the disabled.

The site is already in use as a fire station, as such the proposal would not change the use of the location. The proposal is therefore considered to be acceptable in principle provided it meets the other policy considerations of UDP Policies CF1 and CF1/1 considered below.

Design and Layout

Policy EN1/2 - Townscape and Built Design seeks to ensure that any proposals would not have an adverse impact on the particular character and townscape of an area.

Permanent Fire Station

The proposal would comprise of redevelopment of an existing site, and would maintain the existing use.

The proposed new building would be of a suitable scale and massing when viewed in relation to the street scene along Bury New Road. The proposal would maintain an element of soft landscaping to the front and side of the site with car parking, and a training yard

located to the north and rear of the proposed building maintaining the existing gap between the firestation and the residential dwellings to the north. The proposed training tower would be lower than the existing training tower and would be viewed in connection with the main building.

The general approach of the scheme has been to adopt a contemporary approach with curtain walling, grey colour coated standing seam cladding and glass look-alike panels. Red colour coated aluminium feature fins will be located on the north west elevation, wrapping around the north west and south east elevations and signifying the entrance to the building. Photovoltaic panels are also proposed on top of the proposed on top of the proposed appliance bay. The proposed design of the fire station follows a format that has been adopted throughout Greater Manchester.

Areas of soft landscaping would be located to the south and front of the building with trees along the Bury New Road elevation screening the proposed 2 metre weldmesh fencing the surrounds the surface water attenuation basin.

It is considered that the proposal would not have an adverse impact on the character of the of the townscape and as such would comply with UDP Policy EN1/2, CF1 and CF1/1.

Temporary Fire Station

The proposed temporary structure is of a simple and unobtrusive design and would be set back within the site to the rear of the construction zone for the permanent building. The nature and location of the building, and the limited operational time frame means that the proposal would have a limited impact on the character of the area and is therefore considered to be acceptable.

Amenity

There are no adopted aspect standards for new build properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

Any layouts should comply with the following aspect standards:

- 20 metres between directly facing habitable room windows;
- 13 metres between a habitable room window and a two storey blank wall
- 6.5 metres between a habitable room window and a single storey blank wall
- 7 metres between a habitable room window in the rear elevation and a directly facing boundary with a neighbouring property.

There are no significant changes in level within, or outside of the site that would require additional distances to be added in this instance.

Permanent Fire Station

The proposed appliance bay would be nearest part of the main building to 364 Bury New Road. This property appears to have habitable room windows within the side elevation facing towards the site, as well as an area of private residential amenity space adjacent to the shared boundary. The proposed appliance bay would be located approximately 24 metres from the nearest side elevation of this property exceeding the 13 metres required by SPD 6.

The proposed ground floor side door within the appliance bay, and the proposed ground floor training and community room window within the main building facing towards the shared boundary with No. 364 Bury New Road would be screened by existing boundary treatments. The proposed first floor side windows within the main building that face towards the boundary with No. 364 would be screened by the proposed appliance bay. The site manager's office would have a glass look-a-like panel, rather than a window, facing towards the side boundary with fins across it. The principal window, and outlook for this room would

be located on the front elevation.

As above, the proposed appliance bay would be the nearest part of the building to the properties at 18 - 12 George Street. This would be sited approximately 34 metres from the rear elevations of these property with the distance increasing to approximately 46 metres for the main building far exceeding the 13 metres required by SPD 6. The proposed first floor windows facing towards the shared boundary with these properties would be located approximately 28.7 metres from the boundary exceeding the 7 metres required by SPD 6. As above the ground floor doors would be screened by the existing boundary treatments.

The front door to the appliance bay would be separated from the flats at Savoy Court by Bury New Road. Any windows and doors within the front elevation of the main building would have an onward view of the junction of Bury New Road/Cross Street.

Temporary Fire Station

The proposed temporary fire station would be located adjacent to the south of the dwellings at No.8 - 18 George Street. A minimum distance of approximately 20 metres can be provided between the proposed side elevation of the temporary station and the rear elevation of these dwellings complying with the aspect standards set out above. The ground floor door facing towards this shared boundary would relate to a non-habitable space.

The temporary fire station would be located to the west of the dwellings at No. 2 - 6 George Street and would be located a minimum distance of approximately 15 metres from the front elevations of these dwellings complying with the aspect standards set out above. The rear ground floor windows would relate to a watch room but would be separated from these dwellings by a highway. The proposed first floor windows would relate to restrooms/bedrooms and a WC and are indicated on the proposed plans as being obscured glazed which would prevent direct loss of privacy.

The proposed temporary fire station would be located to the north of the dwellings at No 21 - 37 George Street. A minimum distance of approximately 14.5 metres can be provided between the front elevations of these properties and the proposed first station. The proposed doors, appliance bay and staircase facing towards these properties would relate to non-habitable areas.

The proposed windows and doors within the west facing elevation would face towards the construction site for the permanent fire station.

Highways

UDP Policy EN1/2 - Townscape and Built Design requires the consideration of the design and appearance of access, parking and service provision. UDP Policy HT6/2 - Pedestrian/Vehicular Conflict that requires developments to reduce pedestrian/vehicular conflict.

Main Access

It is acknowledged that the development will not result in any additional trips and as such is unlikely to result in a material impact on the highway network any greater than existing operations at the site.

The proposal seeks to widen the existing access to the front of the site which would include works to the adopted highway to the front of the site (Bury New Road). No objections to the proposal have been raised by the Traffic Section subject to conditions. A condition has been requested for the submission of the scope and specification of the works to the access by the highways section, which would incorporate whether a central section of footway/pedestrian refuge can be provided to prevent potential pedestrian/vehicular conflict, as well as details of other works.

Conditions have also been requested in relation to the submission of a construction traffic

management plan, a review of the wig-wag signals and road markings and the provision of a street lighting column.

The internal layout should allow for a fire tender to carry out turning manoeuvres on site, as shown in the vehicle swept path drawings.

Temporary Access

Temporary access would be provided from George Street, through a previously abandoned access. The applicant has submitted swept path analysis to indicate that the fire tender can enter and exit this access without interrupting the on street parking utilised for the dwellings opposite the site. As above the internal layout should allow for a fire tender to carry out turning manoeuvres on site.

Visibility splays have been provided for this proposed access in relation to the location of the hoarding that will be in place during construction of the permanent building to illustrate adequate visibility for the fire tender whilst this access is in use.

A condition has been requested by the Highways section to reinstate this access once it become redundant.

Parking

There are no required maximums for parking for the nature of development under consideration. The proposals make provision for both staff (13 spaces) and visitors (2 spaces) within the site. 4no. staff parking spaces are for electric vehicles. 1no. visitor bay is an accessible bay. An emergency ambulance parking space is also provided. This would equate to approximately 3 less spaces than existing.

The proposed staff parking would be located behind a secure gate, where as the visitor parking would be to the front of the site.

5no. vehicles are shown to be accommodated within the site for the temporary building.

The site is located within a high access area with bus stops located on Bury New Road, and the tram stop within walking distance of the site. The application form confirms 7 full time members of staff at the site, and the design and access statement confirms that Greater Manchester Fire & Rescue Service are actively collaborating with the North West Ambulance Service to provide shared operational provision across a network of sites. Shared welfare provision for both services will be provided within the building. The level of parking proposed is therefore considered to be acceptable.

Ecology

UDP Policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological value seek to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. UDP Policy EN8/2 - Woodland and Tree Planting supports and encourages new woodland and tree planting within the borough.

Buildings and trees on the site have been subject to a day time bat assessment for roost potential. No evidence of bats was recorded and all buildings and trees assessed as having negligible bat roosting potential. As individual bats can on occasion turn up in unexpected locations an informative is recommended in relation to what to do if a bat is found during demolition works.

The development will result in the loss of trees, shrubs and a hedge line potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition is therefore proposed to prevent works to trees of shrubs in nesting season.

The development will result in the loss of amenity grassland and existing trees (2no. tree and 1no. hedge), to be replaced with a slightly increased area of amenity grassland and an increase in the number of trees on the site. As long as the trees are native, with at least 4 out of the 9 trees likely to reach 30cm dbh after 30 years net gain will be achieved.

Tree T1 will require removal due to the location of the proposed training tower, this tree is considered to be of moderate quality. T3 and the hedge would require removal due to their close proximity to construction activity, and are considered to be of poor quality.

Tree protection measures are proposed within the arboricultural statement for T2, T5 and G5 which will be conditioned accordingly.

With regards wildlife, GMEU accept the recommendations of the ecological report that two bird and two bat boxes should be provided. The details of the landscape and biodiversity enhancement measures can be conditioned.

Contaminated Land

Paragraph 180 of the NPPF requires decisions to contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.

A desk study has been provided and has been assessed by the Environment Section as being sufficient to assess the potential risks at the site. The report concluded that there was a potential risk to future site users and the environment from potential contamination at the site. The Environment Agency also consider that the application submissions demonstrate that it will be possible to manage the risks posed to controlled waters by this development.

A Remediation Statement (produced by the engineers for the site) has been provided. The statement conforms that the above actions will be undertaken as part of the development and that Verification Report will be submitted upon completion of the development and this has been secured via condition.

Response to representations

It is considered that the points raised within the received representations have been addressed within the main body of the report.

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

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 The permission hereby granted for the temporary fire station as shown on drawings

WFS-BGH-02-XX-DR-A-02 Rev P5, WFS-BGH-02-XX-DR-A-04 Rev P5, WFS-BGH-02-XX-DR-C-0172 Rev P6 WFS-BGH-02-ZZ-DR-A-03 Rev P5 is for a limited period only, namely for the duration of the redevelopment, and the use comprising the development for which permission is hereby granted is required to be respectively removed and discontinued at the end of the said period within 3 months of the occupation of the main fire station.

Reason. The development is of a temporary nature only.

- 3 This decision relates to drawings numbered 1978.35.4251 Rev P1, 1978.35.4252 Rev P1, 1978.35.4352 Rev P3, 1978.35.4351 Rev P1, 1978.35.4354 Rev P2, 1978.35.4452 Rev P2, 1978.35.4454 Rev P2, 1978.35.4455 Rev P2, 1978.35.4551 Rev P1, 1978.35.4552 Rev P2, 1978.35.4553 Rev P2, WFS-APP-XX-XX-DR-L-0001 Rev P04, WFS-BGH-02-XX-DR-A-0201 Rev P5, WFS-BGH-02-ZZ-DR-A-0301 Rev P5, WFS-BGH-02-XX-DR-A-0401 Rev P5, WFS-BGH-02-XX-DR-C-0172 Rev P6, WFS-BGH-XX-XX-DR-C-0151 Rev P8, WFS-BGH-XX-XX-DR-A-0203 Rev P7, Q11202 - 01, Q11202 - 02, H4214-H-01 Rev P1, H4182-H-02 Rev P1, H4182-DD-01 Rev P2, H4182-DD-02 Rev P1, H4182-DD-03 Rev P1 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.
- 4 Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority prior to any above ground superstructure works being commenced (excluding temporary fire station). Only the approved materials/bricks shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy EN1/1 Visual Amenity.
- 5 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.
- 6 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected, and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.
Reason To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 180 of the National Planning Policy Framework and Position Statement J of 'The Environment Agency's approach to groundwater protection'.
- 7 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided

that no active bird nests are present which has been agreed in writing by the Local Planning Authority

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 8 The Biodiversity Enhancement and Management Plan dated December 2023 hereby approved shall be implemented not later than 12 months from the date the building (excluding the temporary fire station) is first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming seriously diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size and species to those originally required to be planted.

Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

- 9 The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing WFS-BGH-XX-XX-DR-C-015 Rev P8. For the avoidance of doubt surface water must drain at the restricted rate of 5 l/s. No surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding 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.

- 10 All trees to be retained on and adjacent to the site shall be protected in accordance with BS 5837:2012 "Trees in relation to design, demolition and construction" and the approved Arboricultural Impact Assessment with Arboricultural Method Statement received 27th July 2023. No development shall commence unless and until the measures required by the British Standard are implemented and all measures required shall remain in situ until the development has been completed.

Reason. To avoid the loss of trees which are of amenity value to the area pursuant to Policy EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan.

- 11 Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways to, and agreed with, the Local Planning Authority:

1. Formation of the proposed temporary access alterations on George Street to a scope and specification to be agreed, incorporating the reinstatement of the redundant access and all associated highway remedial upon completion of the development.

The details subsequently approved shall be implemented to an agreed programme with all highway works completed prior to occupation of the temporary fire station hereby approved.

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, in the interests of highway safety pursuant to Bury Unitary Development

- 12 Notwithstanding the details indicated on the approved plans, no development other than demolition and siting of the temporary fire station shall commence unless and until full details of the following have been submitted on a topographical survey of the site and adjacent adopted highways to, and agreed with, the Local Planning Authority:
1. Formation of the proposed access alterations on Bury New Road to a scope and specification to be agreed, incorporating a review of the vehicle tracking undertaken to confirm whether a central section of footway/refuge on the Bury New Road footway can be provided as part of the adjacent works within the site to segregate the proposed access/egress arrangements, provision of tactile paving at the amended crossing point(s), accommodation works to tie into existing arrangements at the interface with the adjacent adopted footways, relocation/replacement of the affected road gully to ensure that it is not located within the proposed vehicular access, porous/permeable hardstanding/turn out apron/car park materials and/or measures to prevent the discharge of surface water onto the adopted highway, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works and alterations to affected road markings required as a result of the development;
 2. Review of the existing wig-wag signals and associated road marking positions on Bury New Road in accordance with the Guidance in Chapter 6 of the Traffic Signs Manual 2019 affected by the proposed access alterations and subsequent scheme of improvements/remedial works on the adopted highway, to a scope and specification to be agreed;
 3. Provision of a street lighting assessment on Bury New Road as a result of the proposed access alterations and impact on the existing street lighting column and subsequent scheme of street lighting replacement on the adopted highway, to a scope and specification to be agreed.

The details subsequently approved shall be implemented to an agreed programme with all highway works completed prior to occupation of the development hereby approved. This condition can be satisfied in phases.

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, 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.

- 13 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
1. Photographic dilapidation survey, to a scope to be agreed, of the footways and carriageways abutting the site in the event that subsequent remedial works are required following demolition works, construction of the development, works to the site boundary and as a result of any statutory undertakers connections to the site;
 2. Access point/arrangements from the adopted highway and all temporary works required to facilitate access for demolition, ground works and construction vehicles;
 3. Site hoarding/gate positions clear of appropriate visibility splays onto Bury New Road and/or George Street, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;

4. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es);
5. Confirmation of hours of operation, vehicle sizes and number of vehicle movements;
6. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
7. Parking on site of operatives' and construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
8. 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/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

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

- 14 The turning facilities indicated on the approved plans shall be provided prior to the development hereby approved being brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety and ensure that the turning facilities are not obstructed by parked vehicles pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.
- 15 The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development hereby approved being brought into use 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.
- 16 Prior to occupation the applicant shall provide electric vehicle (EV) charging points for 20% of the proposed parking spaces. EV chargepoints shall be 7kW* as a minimum.

*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 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. In accordance with 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.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
HP 6/3/2024		DM	06/03/2024