

Fletcher Fold Road, Bury

TRANSPORT STATEMENT

Report prepared for
Bolton at Home

March 2024

Report Reference 1911/1/A



ASHLEY HELME
ASSOCIATES



Transport Statement

Fletcher Fold Road, Bury

Client: Bolton at Home
Report Ref: 1911/1/A
Status: Final
Date: March 2024

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Transport Statement

Fletcher Fold Road, Bury

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1 Introduction

- 1.1 Ashley Helme Associates Limited (AHA) are appointed by Bolton at Home to prepare a Transport Statement (TS) report to support the planning application for a proposed residential development for the elderly on land off Fletcher Fold Road, Bury (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 Site History

- 1.2.1 The Site was formerly occupied by Millwood School and was demolished in 2001.
- 1.2.2 Bury Council have identified the Site is suitable for residential development. In March 2022, the Cabinet Member for Housing Services approved in principle a proposal to develop the Site for general needs affordable housing, a mix of affordable rent and shared ownership.

1.3 Proposed Development

- 1.3.1 The proposed development comprises the construction of 43 dwellings for the elderly. The proposed Site Plan indicates the provision of 4 no two bedroom bungalows and a three-storey apartment building providing a total of 39 apartments (33 no 1 one-bed and 6 no two bed apartments).
- 1.3.2 The applicant has sought pre-application advice from Bury Council (BC). The comments raised by BC in respect of highways matters are considered in this TS report.

1.4 Scope of the Report

- 1.4.1 The issues addressed within this TS fall broadly into the following areas:
- Accessibility by non-car modes, and
 - The vehicular traffic impact on the operational performance of the local highway network.
- 1.4.2 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.
- 1.4.3 The accessibility of the Site by choice of mode is considered in Chapter 4.



- 1.4.4 The traffic impact of the proposed development is assessed in Chapter 5. The summary and conclusions of the TS are presented in Chapter 6.



2 Highway Network

- 2.1 The Site is located at the end of Fletcher Fold Road. The Site is located within a residential area with properties bounding the Site.

2.2 Existing Conditions

2.2.1 Fletcher Fold Road

- 2.2.1.1 Fletcher Fold Road is a single carriageway road and is subject to a 20mph speed limit.
- 2.2.1.2 Fletcher Fold Road is circa 6.6m wide and currently serves 10no residential properties. There is footway on both sides of the road and street lighting is present.
- 2.2.1.3 Goshen Lane is an unadopted road that crosses the northern boundary of the Site at the end of Fletcher Fold Road. Goshen Lane provides access to Manor House Gardens. The private roads provide access to residential properties.
- 2.2.1.4 Public Footpath No 70BUR runs along Goshen Lane before continuing in a north-east direction to Scott Avenue. Public Footpath No 71BUR connects with 70BUR and crosses the Site in a north-south orientation.
- 2.2.1.5 Fletcher Fold Road forms the minor arm of a priority-controlled junction with Tennyson Avenue to the north of the Site.

2.2.2 Tennyson Avenue

- 2.2.2.1 Tennyson Avenue is a single carriageway road measuring circa 6.7m wide. The road is subject to a 20mph speed limit and there is traffic calming present in the form of speed humps. Dragons teeth markings and 20mph speed roundels are also present to the west of the Site in the vicinity of A56 Manchester Road. This is located at the transition point into the 20mph zone.
- 2.2.2.2 There is footway provided on both sides of the road and street lighting is present.
- 2.2.2.3 There are double yellow line 'No Waiting' restrictions present on both sides of the road in the vicinity of the junction with Fletcher Fold Road.
- 2.2.2.4 There are local amenities on Tennyson Avenue, located a short distance to the east of the Fletcher Fold Road junction.



2.3 Collision History

- 2.3.1 Crashmap has been interrogated for the latest available five-year collision records on Fletcher Fold Road and Tennyson Avenue in the vicinity of the Site. The collision data covers the latest available 5-year period (2018-2022). A plan of the reported collisions is included in Appendix B.
- 2.3.2 The Crashmap data shows that there were no recorded collisions on Fletcher Fold Road and Tennyson Avenue in the vicinity of the Site. There was a single recorded collision at the A56 Manchester Road/Tennyson Avenue junction. The collision involved 2 vehicles and was recorded in November 2022. The collision was classified as Slight in severity.
- 2.3.3 Based on the available Crashmap collision data, it is concluded that there is no evidence of a recurring collision problem/pattern in the immediate vicinity of the Site.



3 Proposed Site Access Arrangements

3.1 Access Strategy

- 3.1.1 It is proposed to extend Fletcher Fold Road into the Site to serve the residential development.

3.2 Design Considerations

3.2.1 Design Guidance

- 3.2.1.1 The design guidance considered includes Manual for Streets 1 (MfS1), MfS2 and the Design Manual for Roads and Bridges (DMRB).

- 3.2.1.2 MfS2 states that:

*“...most MfS advice can be applied to a highway regardless of speed limit. **It is therefore recommended that as a starting point for any scheme affecting non-trunk roads, designers should start with MfS.**”* (para 1.3.2)

3.3 Site Access Arrangements

- 3.3.1 The proposed Site Access arrangements are shown on Drg No 1911/01/A. This shows extension of Fletcher Fold Road into the proposed development. The proposed access measures 6.6m wide on entry into the Site. The proposed development will provide connectivity to Fletcher Fold Road and Gorsey Lane.
- 3.3.2 A turning head is indicated on entry into the Site. This will facilitate the turning movements of larger vehicles, such as refuse vehicles, that may serve the Site.
- 3.3.3 A separate car park is proposed for the retirement apartments. The car park will be served from an access formed from the turning head. The car park comprises 20no spaces. The 4no bungalows are proposed to the west of the proposed apartments and will be served by 2no off-road parking spaces.
- 3.3.4 Public Footpath No 71BUR passes through the development Site. It is proposed to retain the alignment of the Public Footpath through the Site.



3.4 Swept Path Analysis

- 3.4.1 The applicant sought pre-application planning advice for the proposed development. BC confirmed that they require swept path analysis of the internal turning head at the Site. BC confirmed that they require the swept path analysis to be undertaken for an 11.85m refuse vehicle. It is understood that this is the vehicle that Bury currently use for refuse collection purposes.
- 3.4.2 Drg No 1911/SP/01/A presents the swept path analysis of a 11.85m refuse vehicle. Review of Drg No 1911/SP/01/A confirms that the refuse vehicle can turn within the Site and return to Fletcher Fold Road in forward gear.

3.5 Parking Provision

3.5.1 Parking Standards

- 3.5.1.1 The BC parking standards are set out in *Supplementary Planning Document (SPD) 11: Parking Standards in Bury*.
- 3.5.1.2 Appendix 1 of the SPD indicates areas considered to be highly accessible locations within Bury. Review of Appendix 1 shows the Site is in a highly accessible location.
- 3.5.1.3 The proposed development comprises 43 residential dwellings as follows:
- (i) 4no two-bed bungalows;
 - (ii) 39no apartments for the elderly (33no 1 one-bed and 6no two bed apartments).
- 3.5.1.4 The BC parking standards suggest the following provision for the development:
- | | |
|--------------------|--|
| Houses (2 bed): | 1.5 spaces per dwelling in a highly accessible area |
| Sheltered Housing: | 1 space per 3 units
10% of sheltered housing allocated for disabled parking |
- 3.5.1.5 It is worth noting that Sheltered Housing is similar to Retirement Living but there are differences in the specific provision and extent of care/support offered to residents. Hence, reference to the BC parking standards is made but the proposed parking provision is reviewed and justified in the context of similar consented sites and parking demand research.



3.5.2 Proposed Parking

- 3.5.2.1 The proposed development will provide 2no off-road parking spaces for each of the four bungalows.
- 3.5.2.2 BC have confirmed in pre-application correspondence that 2no parking spaces for each of the proposed bungalows is acceptable.
- 3.5.2.3 The parking standards for sheltered housing would require 1 space per 3 units. Application of this to the proposed development would result in 13 parking spaces.
- 3.5.2.4 The proposed development indicates the provision of 20no spaces, including 2no disabled spaces. This parking provision is based on established research from other similar providers of accommodation for the elderly. Similarly, consented and built apartments for the elderly sites in Bury are reviewed.

3.5.3 Comparable Development Sites

- 3.5.3.1 The following planning consents for retirement living/accommodation for the elderly are located in Bury:

Planning ref	Site	Dwellings/Parking
58105	McCarthy & Stone, Park View Road, Prestwich	60/38
57085	McCarthy & Stone, Longsight Road, Holcombe Brook	50/33
59005	Adlington Retirement Living, Factory Street, Ramsbottom	57/37

- 3.5.3.2 The resultant parking ratios of the above developments are:

Site	Parking Ratio
McCarthy & Stone, Park View Road, Prestwich	63%
McCarthy & Stone, Longsight Road, Holcombe Brook	66%
Adlington Retirement Living, Factory Street, Ramsbottom	65%

3.5.4 Parking Occupancy

- 3.5.4.1 Parking occupancy is an important consideration when determining the suitability of the proposed parking at the Site. Adlington Retirement Living have undertaken research of parking provision and occupancy at existing sites and reported this within a comprehensive Traffic Study



report. A copy of the Traffic Study report has been obtained from the planning portal for a recent planning consent in Exeter (ref 23/0880).

- 3.5.4.2 The Parking Study has surveyed existing parking demand at 4no built Adlington Retirement Living sites. The parking demand reviews both weekday and weekend parking demand. The weekday survey results are summarised below:

Weekday

Site	Dwellings	Parking Spaces	Parking Ratio (%)	Occupancy (%)	
				Max	Ave
Portishead	50	28	56	104	84
Otley	48	23	48	87	71
Wolstanton	64	26	41	88	79
Heaton Chapel	52	26	50	85	62
Ave	54	26	49	91	74

- 3.5.4.3 Review of the above shows the Adlington sites had an average 49% parking ratio. The proposed development provides 51% and hence is comparable to the Adlington Retirement Living sites. The average peak occupancy of the surveyed car parks was 91% during the week. Application of this figure to the proposed development car park would result in a peak weekday car park occupancy of circa 19 vehicles with 1 space remaining vacant. The average weekday car park occupancy could be circa 74%, meaning 15 spaces could be occupied with 5 spaces vacant.

- 3.5.4.4 The weekend parking survey demand results are summarised below:

Weekend

Site	Dwellings	Parking Spaces	Parking Ratio (%)	Occupancy (%)	
				Max	Ave
Portishead	50	28	56	93	82
Otley	48	23	48	91	76
Wolstanton	64	26	41	88	77
Heaton Chapel	52	26	50	85	68
Ave	54	26	49	89	76

- 3.5.4.5 The average peak occupancy of the car parks on weekends was 89%. Application of this figure to the proposed development car park would result in a peak weekend car occupancy of circa 18 vehicles with 2 spaces remaining vacant. The average weekend car park occupancy could be circa 76%, meaning 16 spaces could be occupied with 4 spaces vacant.



3.5.4.6 The application of average and peak parking demand statistics that have been established from surveyed Adlington Retirement Living sites demonstrates that the proposed car parking provision at the Site would be sufficient to meet the needs of the development.

3.5.4.7 The proposed parking strategy seeks to provide an appropriate balance between providing sufficient parking to meet the daily needs of the development, whilst at the same time not over providing parking to the detriment of promoting more sustainable modes of transport. The Sites proximity to sustainable transport options and accessibility to key services is set out in Chapter 4.

3.6 Electric Vehicle Charging

3.6.1 The proposed development will provide EV charging provision in line with current Building Regulation requirements.

3.7 Cycle Parking

3.7.1 Cycle parking will be available to the residents of the dwellings. A secure cycle store is indicated on the proposed Site Plan. The cycle store can accommodate 10 cycle parking spaces.

3.8 Mobility Scooter Parking

3.8.1 The proposed development indicates the provision of an internal mobility scooter store. The scooter store is located close to the building entrance and will accommodate 10no mobility scooters. Charging points will be provided for each parking space.

3.9 Summary

3.9.1 It is considered that the proposed Site access arrangements provide a suitable means of serving the proposed development.



4 Accessibility By Non-Car Modes

4.1 Walk

4.1.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

4.1.2 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed.

4.1.3 The 'walkable neighbourhood' concept is set out in MfS1 and endorsed in MfS2. MfS1 explains that:

*"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is **not an upper limit** and walking offers the greatest potential to replace short car trips, particularly those under 2 km." (MfS1 para 4.4.1)*

4.1.4 Figure 4.1 presents the 400m, 800m, 1200m, 1600m and 2000m walk isochrones for the Site. There are a range of amenities within a practical walk of the Site and some of these are set out below:

Amenity	Road	Distance
Bus Stop	Manchester Road nbound	125m,
Bus Stop	Manchester Road sbound	210m,
St Peter' Primary School	Whitefield Road	800m,
Goshen Convenience Store	Tennyson Avenue	130m,
Goshen News	Tennyson Avenue	145m,
Asda Express	Manchester Road	555m,
Bury Dental Practice	Manchester Road	240m,
Sandwich Bar & Kitchen	Tennyson Avenue	150m,



Amenity	Road	Distance
Goshen Chippy	Tennyson Avenue	155m,
Swan and Cemetery Public House	St Peter's Road	400m,
Greggs	Manchester Road	555m
Community Centre	Manchester Road	295m,
St Peter's Church	Park Street	340m,
Hair Salon	Tennyson Avenue	125m,
Goshen Sports Centre	Tennyson Avenue	400m.

- 4.1.5 It is clear from the above that there are a range of amenities within a practical walk distance of the Site, providing very good opportunity for journeys to be made to/from the development on foot.

4.1.6 Public Rights of Way

- 4.1.6.1 Figure 4.2 shows the Public Rights of Way in the vicinity of the Site.
- 4.1.6.2 Public Footpath No 71BUR passes through the development Site. It is proposed to retain the alignment of the Public Footpath through the Site.
- 4.1.6.3 Footpath No 71BUR provides links to the south of the development to Meadway and beyond to the Roch Valley Greenway. The northern boundary of the Site is formed by Goshen Lane (Footpath No 70BUR). This provides a route to leisure facilities to the east of the development at Goshen Sports Centre and also to the River Roch.

4.2 Cycle

- 4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

- 4.2.2 *Gear Change, A Bold Vision for Cycling and Walking* (DfT, 2020) states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling and walking." (Page 11)



- 4.2.3 Figure 4.3 presents the 2000m and 5000m cycle isochrones for the Site. Review of Figure 4.3 shows that Bury town centre, Whitefield, Radcliffe, Pilsworth and parts of Prestwich are located within a 5000m cycle ride of the Site. There are a range of amenities located within a practical cycle ride of the Site.
- 4.2.4 There are on-road cycle lanes on Manchester Road. The Transport for Greater Manchester (TfGM) cycle map shows the cycle lanes extend to Bury town centre. Improved cycle infrastructure has recently been installed at the Manchester Road/Jubilee Way junction to the north of the Site.
- 4.2.5 The proposed development shows the provision of secure cycle parking. This will provide positive encouragement for residents, visitors or staff to own a bicycle and undertake trips for a variety of purposes.
- 4.2.6 It is demonstrated that there is good opportunity for residents, visitors and staff to undertake journeys to a range of destinations and amenities by cycle.

4.3 Public Transport

- 4.3.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus.

4.3.2 Bus

- 4.3.2.1 The bus services and frequencies calling in the vicinity of the Site are summarised in Table 4.1.
- 4.3.2.2 There are existing bus stops on Manchester Road as follows:

Direction	Distance	Walk Time
Northbound	125m	1 to 2 minute
Southbound	210m	2 to 3 minute

- 4.3.2.3 The 95, 97 135 and 524 services call on Manchester Road.
- 4.3.2.4 The 135 and 524 provide the most frequent services on Manchester Road. The services operate at a 10 and 12 minute frequency and provide connectivity to Bury, Bolton, Whitefield and Manchester city centre. The 135 & 524 services provide evening trips at a 20 minute and 30



minute frequency respectively. The services provide trips throughout the day on a Sunday at a 20 minute frequency.

4.3.2.5 The 95 & 97 services both operate at a 30 minute frequency and provide connectivity to Bury, Whitefield, Prestwich, Salford and Manchester city centre.

4.3.2.6 The bus services calling on Manchester Road provide approximately 30 buses per hour when accounting for travel in both directions.

4.3.2.7 The bus services calling in the vicinity of the Site provide extensive coverage of the day providing very good opportunity to travel by bus for a variety of journey purposes.

4.3.2.8 There are numerous bus services within a practical walk of the Site, providing very good opportunity for residents, visitors or staff to undertake journeys by bus to a range of destinations.

4.4 Summary

4.4.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by a range of sustainable modes.



5 Traffic Flows

5.1 Peak Periods

- 5.1.1 The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM and PM peak hours. Therefore, TS quantitative analysis is undertaken for the AM and PM peak hours.

5.2 Former Use: Millwood School

- 5.2.1 The Site was formerly occupied by Millwood School. The buildings were demolished in 2021.
- 5.2.2 The Site when operational will have generated vehicular traffic on the local highway in the AM & PM peak hours. For robust assessment, traffic estimates for the school are not considered further within the traffic impact assessment. For the purpose of this assessment, all traffic generated by the Site will be considered as new to the local highway network.

5.3 Generated Traffic: Proposed Development

- 5.3.1 The proposed development comprises the construction of 43 dwellings for the elderly. The proposed Site Plan indicates the provision of 4no two bedroom bungalows and a three-storey apartment building providing a total of 39 apartments (33no 1 one-bed and 6no two bed apartments). It is necessary to estimate the traffic generated by the proposed residential development in the AM and PM peak hours.
- 5.3.2 There is established research at Adlington Retirement Living sites that provide a reliable source for the estimation of traffic for a retirement living development. The Adlington Traffic Study research establishes trip rates from four completed retirement apartment sites. Details of the sites, including the development size and parking provision, are shown below:

Site	Dwellings	Parking Spaces	Parking Ratio (%)
Portishead	50	28	56
Otley	48	23	48
Wolstanton	64	26	41
Heaton Chapel	52	26	50
Ave	54	26	49



- 5.3.3 Traffic surveys were undertaken at the four sites and covered a full week to establish the weekday and weekend trip rates. The weekday trip rates are most relevant in testing the impact of the development on the weekday AM & PM peak hours on the highway network. The Adlington surveys established the following average weekday AM & PM peak hour trips rates for the 4no sites:

Peak	Arrival	Departure	Two-Way
AM	0.034	0.028	0.062
PM	0.065	0.052	0.117

- 5.3.4 The consequent estimate of trip generation at the Site, based on the Adlington trip rates is:

Peak	Arrival	Departure	Two-Way
AM	2	1	3
PM	3	2	5

- 5.3.5 Review of the above shows the proposed development is estimated to generate low levels of traffic in the weekday AM & PM peak hours.

5.4 Summary

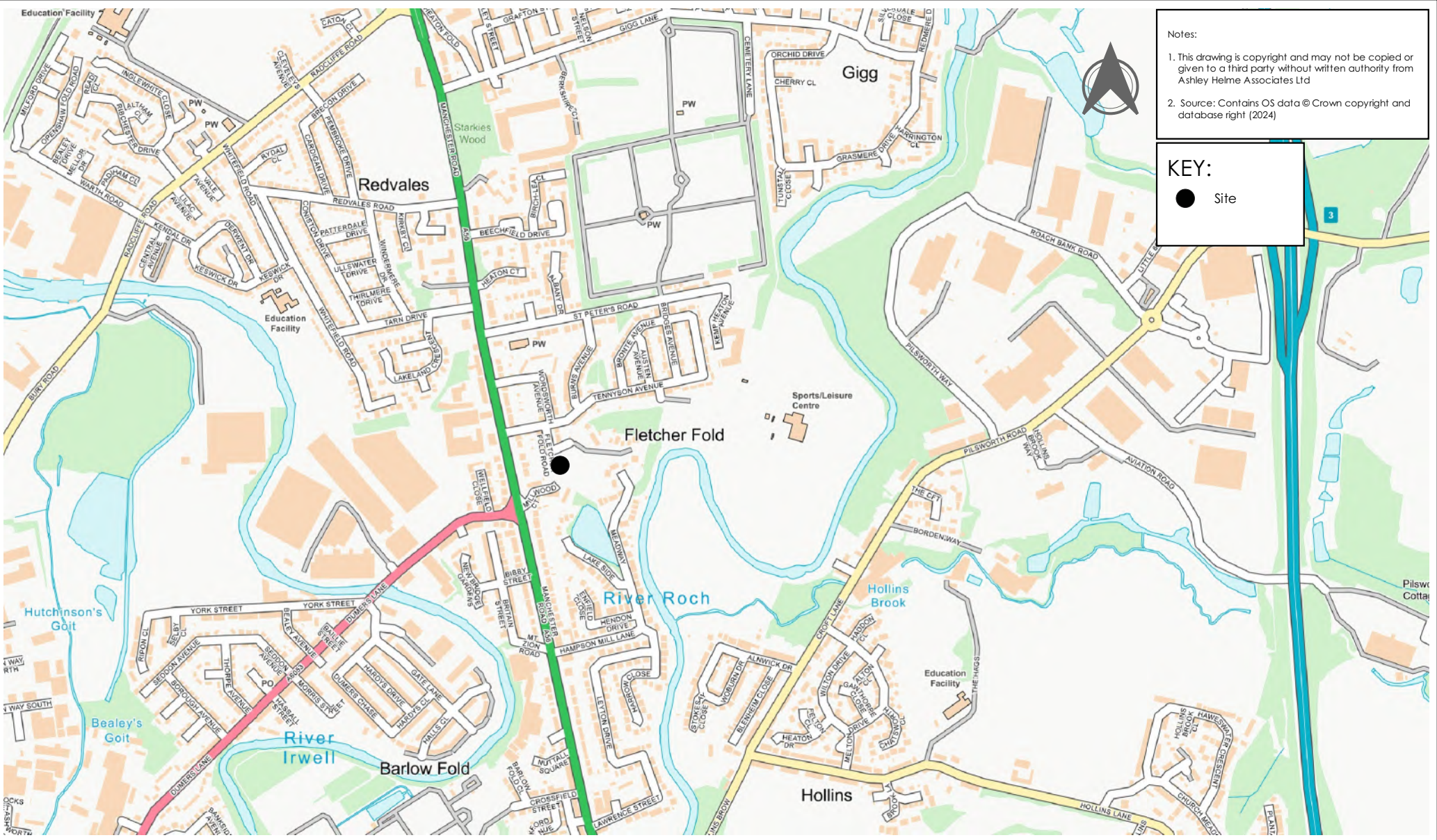
- 5.4.1 It is estimated that the proposed development could generate circa 3 & 5 two-way trips in the AM & PM peak hours respectively. In the worst-case PM peak hour, this would represent, on average, one vehicular trip every 12 minutes. This would not materially impact on the operation of the local highway network.



6 Summary & Conclusions

- 6.1 Ashley Helme Associates Limited (AHA) are appointed by Bolton at Home to prepare a Transport Statement (TS) report to support the planning application.
- 6.2 The proposed development comprises the construction of 43 dwellings for the elderly. The proposed Site Plan indicates the provision of 4no two bedroom bungalows and a three-storey apartment building providing a total of 39 apartments (33no 1 one-bed and 6no two bed apartments).
- 6.3 It is proposed that vehicular access is formed at the end of Fletcher Fold Road. The proposed access arrangements are presented on Drg No 1911/01/A. Swept path analysis has been undertaken for an 11.85m refuse vehicle. The swept path analysis is shown on Drg No 1911/SP/01/A and demonstrates that the vehicle can serve the Site. It is concluded that the proposed access arrangements are suitable for the proposed development.
- 6.4 The proposed Site Plan indicates the provision of 20 parking spaces including 2no disabled spaces for the apartments and 2no off-road parking spaces for each of the 4no bungalows. The proposed apartment parking provision has been reviewed in the context established research on parking demand at comparable retirement living developments. The review of potential parking demand demonstrates that the proposed car park will be suitable to meet the operational needs of the development.
- 6.5 The proposed development will provide 10 cycle space in a secure cycle store. The secure cycle parking is indicated on the proposed Site Plan submitted with the planning application.
- 6.6 The accessibility of the Site by non-car modes is reviewed and it is demonstrated that there is very good opportunity for residents to undertake trips on foot, by cycle and by public transport. This is fully in accordance with national and local policy aims and objectives.
- 6.7 The proposed development is estimated to generate 3 & 5 two-way trips in the AM & PM peak hours respectively. It is concluded that the proposed development will not have a material impact on the local highway network.
- 6.8 A comprehensive appraisal of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures

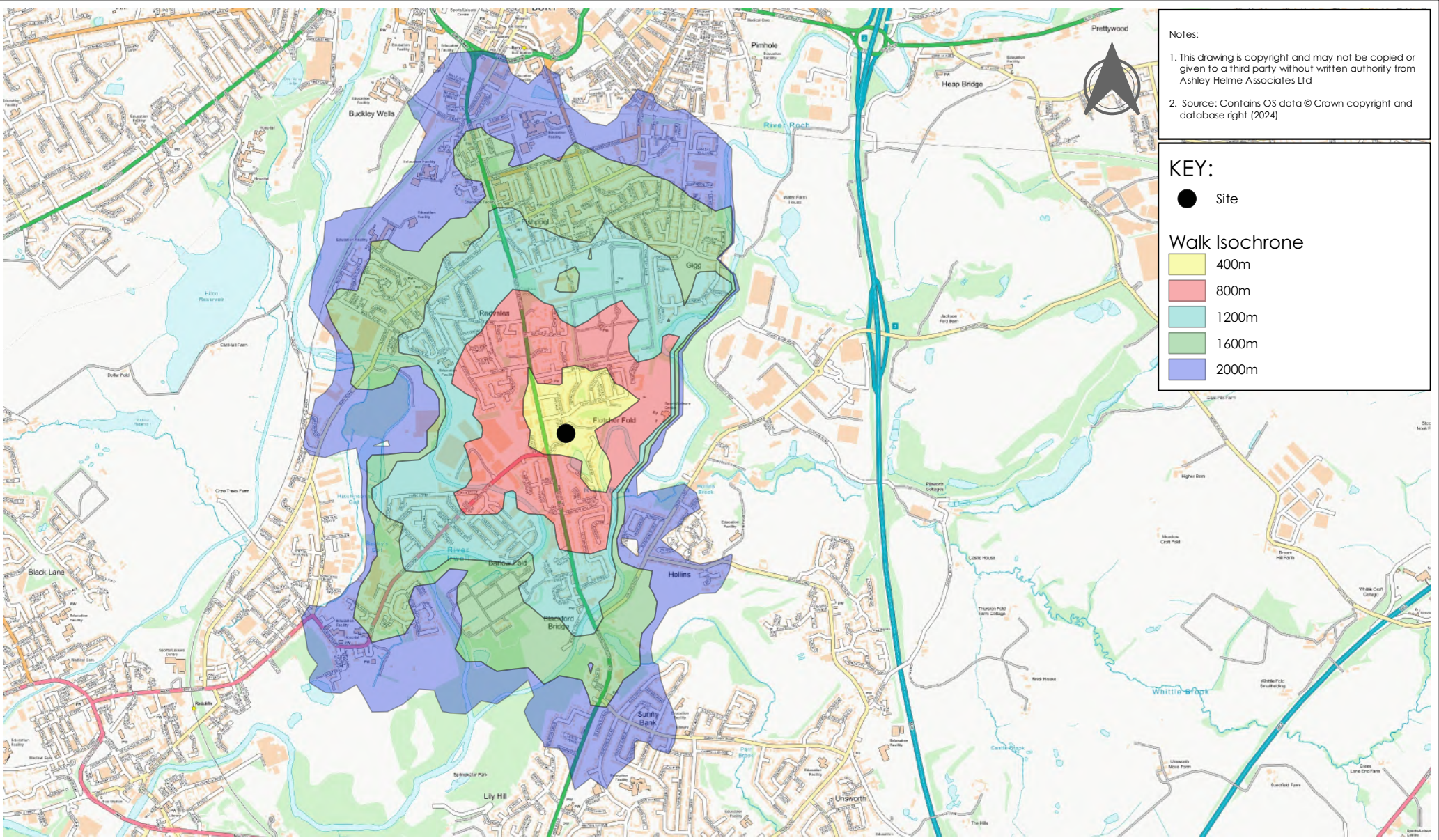


Project:
FLETCHER FOLD ROAD, BURY
Client:
BOLTON AT HOME

Title:
LOCATION PLAN

FIGURE 1.1	
Date:	Scale:
FEBRUARY 2024	NTS

**ASHLEY HELME**
ASSOCIATES



Project:
FLETCHER FOLD ROAD, BURY

Client:
BOLTON AT HOME

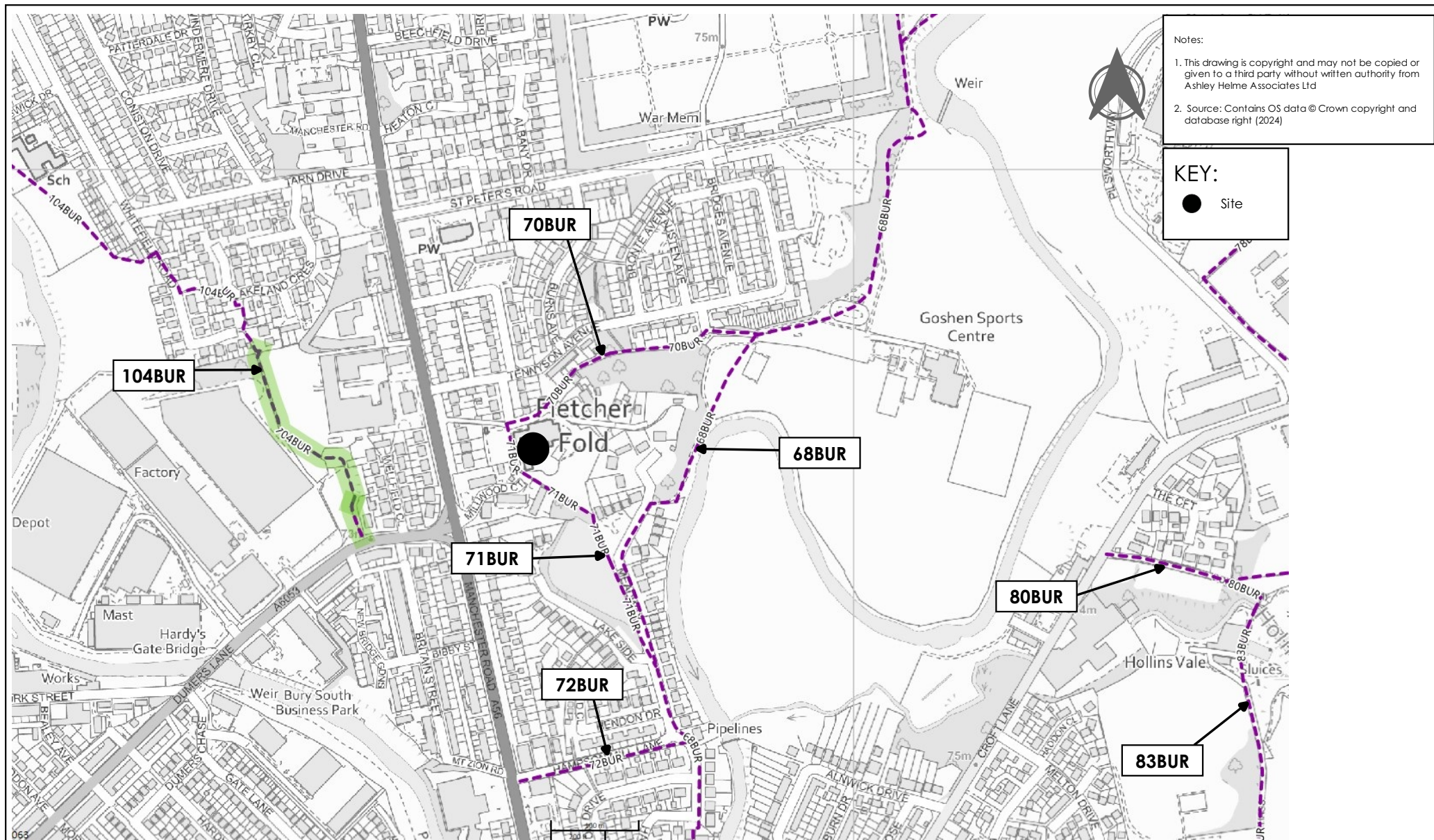
Title:
WALK ISOCHRONES

FIGURE 4.1

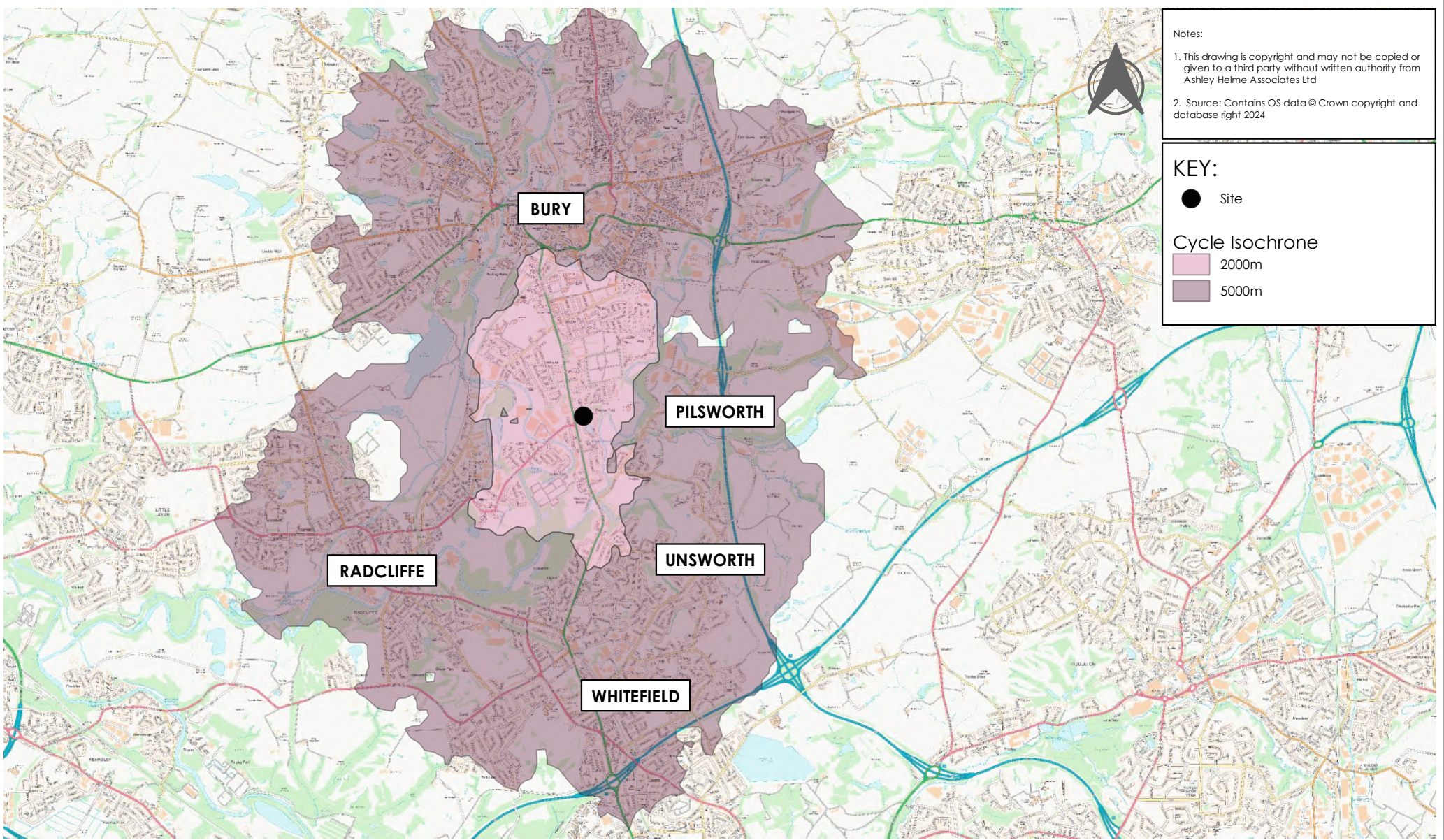
Date:
FEBRUARY 2024

Scale:
NTS





Project: FLETCHER FOLD ROAD, BURY	Title: PUBLIC RIGHTS OF WAY (PROW)	FIGURE 4.2		 ASHLEY HELME ASSOCIATES
Client: BOLTON AT HOMES		Date: FEBRUARY 2024	Scale: NTS	



Project: FLETCHER FOLD ROAD, BURY	Title: CYCLE ISOCHRONES	FIGURE 4.3		 ASHLEY HELME ASSOCIATES
Client: BOLTON AT HOME		Date: FEBRUARY 2024	Scale: NTS	

Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY DAY	EVE	SUN	

Services calling on Manchester Road within 125m of Site (a circa 1 to 2 minute walk)					
95	Bury – Redvales – Whitefield – Prestwich - Pendleton	30 mins	120 mins	60 mins	G
97	Bury – Hollins – Lower Broughton – Salford – Shudehill	30 mins	60 mins	60 mins	G
135	Bury – Whitefield – Cheetham Hill – Piccadilly Gardens	10 mins	20 mins	15 mins	G
524	Bury – Radcliffe – Little Lever – Burnden – Bolton	12 mins	30 mins	20 mins	B

Key:
G Go North West
B Bee Network

Source:
www.tfgm.com

Table 4.1 Bus Services & Frequencies

Our Ref: 02946E
Your Ref:
Date: 19 February 2024
Please ask for: Helen Pressley
Direct Line: 0161 253 5277
Fax: 0161 253 7373
E-Mail: h.pressley@bury.gov.uk

Ms Eleanor McCallum
Pozzoni Architecture
Woodville House
2 Woodville Road
Altirincham
WA14 2FH

Dear Sir/Madam

Proposal: The proposed development is for the erection of 43 dwellings for the people over 55 years of age with associated car parking and landscaping. The dwelling comprise 4 x two bedroom bungalows and a three storey apartment building providing a total of 39 apartments (27 one bedroom apartments and 12 two bedroom apartments) with a communal room at ground floor.

Location: Vacant site off Fletcher Fold Road, Bury, BL9 9RX

I am writing following receipt of your enquiry on 19 January 2024 in connection with the above proposal and to provide the Council's view of the issues discussed in our meeting on the 7th February 2024.

The details within this note are provided as a guidance note in the event of a formal application being submitted.

Should you wish to discuss any of the issues contained within this note, then please contact the above case officer.

Yours faithfully

Helen Pressley
Planning Officer

The pre-application follows approval of demolition and enabling works planning reference 66306.

The proposal involves the re-development of the site for The proposed development is for the erection of 43 dwellings for the people over 55 years of age with associated car parking and landscaping. The dwelling comprise 4 x two bedroom bungalows and a three storey apartment building providing a total of 39 apartments (27 one bedroom apartments and 12 two bedroom apartments) with a communal room at ground floor.

Teams meeting date - 07/02/2024

Places for Everyone

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.

The Places for Everyone Joint Development Plan 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 Inspectors' Report is available to view on the Combined Authority's web site at www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/ and further details and updated FAQs can be found on the Bury Council web site at <https://www.bury.gov.uk/planning-building-control/policy-and-projects/planning-policy/places-for-everyone>.

The next step is for all nine Places for Everyone 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 and will be given full weight in the decision-making process.

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 weight in the decision-making process in line with paragraph 48 of the National Planning Policy Framework.

PfE policies will therefore be relevant in the subsequent consideration of any planning application. The weight attached to these policies will be dependent on the stage reached at that time and full weight will be given to the policies once the Plan is adopted.

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 states that unless they have an adopted plan that is less than five years old that identified a five year supply of specific deliverable sites at the time of conclusion of the examination, then local planning authorities should identify and update annually a supply of specific developable sites to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing in certain circumstances set out in NPPF paragraph 226.

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. The latest monitoring indicates that the Council is unable to demonstrate a four or five year supply of deliverable housing land when assessed against the Local Housing Need calculated using the standard method set out in Government guidance. However, the joint Places for Everyone Plan is at a very advanced stage and is considered to have significant weight in decision making. Using the targets and sites in PfE the Council is able to demonstrate a 5 year supply.

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, 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.

The site is considered to be brownfield, in a sustainable location for housing within the urban area and sitting outside the Green Belt. In terms of housing delivery, the Borough has underdelivered against the local housing need, and as a result the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

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.

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 located within the urban area, within a primarily residential area. As such, the proposed development would not conflict with the surrounding land uses. The proposed site would be in a sustainable location with regard to services and public transport. The site is a brownfield site, formally comprising of a school and associated infrastructure that has been cleared. Therefore, the proposed development would be in accordance with Policy H1/2 of the Bury Unitary Development Plan.

Layout and Design

UDP Policies H2/1 - The Layout of New Residential Development and H2/2 - The Layout of New Residential Development, provides the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finish materials.

The proposal would seek approval for 4no. bungalows and a three storey block of apartments. The buildings within the vicinity of the site are largely depicted by two storey semi-detached, and terraced dwellings however there are some three storey properties on Tennyson Avenue. Drawing No. 6071_1350 P01 shows the proposed elevations in the context of the neighbouring streets.

The west elevation of the apartment block shows a stepped roof/ridgeline adjacent to the two storey dwellings on Fletcher Fold Road. Whilst the overall ridge height would be higher than the neighbouring properties this slight step, and the distance between the existing residential properties and the apartment block helps to prevent the proposed apartments appearing overbearing. Whilst the bungalows would be of a lower height than the neighbouring two storey properties, there are only 4no. bungalows proposed and the former school development on the site was largely single storey in scale. The scale of the proposed dwellings is therefore considered to be acceptable given the context of the surrounding streets.

Whilst varying in design and scale, the bungalows and apartment block can be tied together through the use of materials. Brick slip cladding for the apartment block was discussed during the pre-app meeting on the 7th February. This approach is considered to be acceptable, provided that this brick would tie in with the facing brick work of the proposed bungalows. A materials schedule within the documentation submission would help to establish this.

The bungalows and apartment blocks are also tied together through the use of gable detailing, that would replicate the shape and style of properties within the immediate vicinity of the site. The proportions of the elevations appear to be appropriately aligned. Vertical emphasis is created through the windows and balcony areas of the apartments that would replicate the vertical emphasis of the bay windows of the semi-detached properties on Fletcher Fold Road, without being a pastiche of this existing built form.

The level of private amenity space for the proposed bungalows would appear to be acceptable and there would be space within the side or rear gardens for bin storage. The bungalows would face directly onto the access/shared surfaces to the front. Areas of soft landscaping to the front of these bungalows should be reviewed to break up the level of hard landscaping that appears to be indicated on the site layout. Details of the boundary treatments for the rear gardens would be required. This review of soft landscaping should also be extended to the car parking area, again to break up the level of hard landscaping currently proposed within the central part of the site.

A landscaped garden is shown to the rear of the apartment block that can provide a shared area of amenity space, whilst balconies are also shown for the individual apartments creating private space for the future occupiers. A pitched roof bin store is shown for the use of the future occupiers of the apartment blocks. You should ensure that this space is adequate to store the refuse bins required for the number of potential occupiers to prevent bins being stored on the highway, or in areas of amenity space.

By placing the car parking centrally within the development there is an element of natural surveillance. The location of apartment 11 on the ground floor should be reviewed. This particular unit appears isolated compared to the other apartments and the combination of

the lack of natural surveillance, the location of trees and the retained public footpath could lead to the future occupiers of this unit being at risk of crime.

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 submission of a Crime Impact Statement could also identify other areas of potential conflict within the site that can be reviewed, mitigated or redesigned if required.

PfE Policy JP-H3: Type size and design of new housing expects residential developments to provide an appropriate mix of dwelling types and sizes. This development has been designed with specific needs in mind for the over 55s and is considered an appropriate mix. In accordance with JP-H3, all new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless site specific conditions make this impracticable.

Compliance with the NDSS will need to be demonstrated in the planning application. The requirement to comply with Part M4(2) will need to be incorporated as a planning condition.

PfE Policy JP-H4: Density of New Housing. The NPPG supports the efficient use of land, PfE Policy JP-H4 requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered, with this site falling in an area where a minimum net residential density of 35 dwellings per hectares is appropriate. The approximate site area of the residential site is in the region of 0.9 hectares, so 43 dwellings would equate to 48 dwellings per hectare and be in accordance with this policy.

Heritage

There is a Grade II Listed Building, The Manor House, which also includes The Crest and The Nook situated to the east of the site. The buildings are set back within their own grounds and also separated by the intervening access road.

The Town and Country Planning (Listed Building and Conservation Areas) Act 1990 (as amended), and Chapter 16 - Conserving and enhancing the historic environment of the NPPF, imposes a duty upon the Local Planning Authority to protect the significance of designated heritage assets and to give great weight to the assets' conservation. UDP Policy EN2/3 - Listed Buildings seeks to consider the relationships of proposed development to the architectural and visual qualities of Listed Buildings and their setting and by not permitting works, alterations or changes of use which would have a detrimental effect on their historical or architectural character and features.

A Heritage Statement would therefore be required with any future planning application. As confirmed within paragraph 200 of the NPPF in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. For this proposal the Heritage Statement should include an assessment of the existing Listed Building, the impact of the former school on the setting of this Listed Building, the impact of the existing site on the setting, and the impact of the proposal.

Residential Amenity

UDP 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. There are no adopted aspect standards for new build residential 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.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

Any assessment will take into account significant change in levels or new accommodation to be provided at a higher storey. In this regard, there should be an extra 3 metres of separation for each 2.5m or one storey of height or level difference in each of the above cases. Site sections should therefore be provided at application stage so that a full assessment can be made in relation to the aspect standards between existing and proposed residential properties.

Bungalows would be located to the west of existing dwellings on Manchester Road. The rear ground floor habitable room windows can be screened by boundary treatments. A distance of at least 20 metres can be maintained between the existing and proposed dwellings.

The proposed bungalows would be located to the south of No. 10 Fletcher Fold Road. This property has been extended to the side and the rear. Due to these extensions and the distance between the proposed bungalows and this dwelling no residential issues are foreseen. Only secondary or non-habitable room windows should be located on the side elevations of the bungalows, as indicated on the proposed floor plans.

The proposed bungalows are located to the north of a garage colony on Millwood Court. Due to the use of these buildings aspects have not been applied.

There is a change in levels of approximately 5 metres shown on the south elevation drawing between the apartments and the properties on Meadway. This would need to be confirmed through sections. No. 17 Meadway appears to be the property that would be most impacted by the proposed development due to the orientation of the dwelling's rear elevation. The 5 metre difference in levels would require an additional 6 metres to be added to the aspect standards set out above. For the apartments 13 metres between the first floor habitable room windows/balconies and the directly facing boundary, and 16 metres between the second floor habitable room windows/balconies and the directly facing boundary should therefore be maintained. It appears this can be achieved.

Due to the differences in levels between the proposed apartments and the properties on Meadway it appears that only the ground floor windows within the apartments would have the potential to directly face habitable room windows and the submitted site plan indicates a distance of over 20 metres can be achieved between No. 17 Meadway and the proposed apartments.

The difference in levels also requires an assessment in relation to overbearing relationships. Whilst the apartment elevations are not blank elevations the aspect standards for two storey blank walls set out above can be used as a starting point. Using this starting point, a 3 storey property would require a distance of 16 metres on a level site. An additional 6 metres due to the changes in levels would require 22 metres of separation. As above the submitted site plan indicates a distance of over 20 metres can be achieved between No. 17 Meadway and the proposed apartments.

The proposed apartments appear to be on a similar level as the The Manor House, The Crest and The Nook. A distance of approximately 25 metres can be provided between the balconies and first and second floor windows of the proposed apartments and the front boundary of these properties exceeding the 7 - 10 metres required. Over 20 metres can be provided between directly facing habitable room windows and the aspects in relation to overbearing relationships can also be achieved under the assumption there are no significant changes in levels.

It is also noted that significant tree coverage is proposed to be retained on this rear boundary.

The side elevation of No. 42 and 44 Millwood Court faces towards the site. As this is not a principal elevation it is not protected in the same way. The residential amenity space of this property would also be located to the side of the apartments. As the proposed apartment building would be located to the north of these properties it is considered unlikely that the proposal would be unduly overbearing. Glazing on the side elevation of the apartments facing towards this boundary appears to relate to non-habitable rooms or would be secondary windows as such aspect standards have not been applied.

The proposed apartments would be located to the south of No.9 Fletcher Fold Road. Due to the location of the proposed apartments, in relation to the amenity space of this property it is possible that the apartments could be unduly overbearing in relation to this property. A Sunlighting/Daylighting Assessment to assess the impact of proposal on this property, including associated gardens or amenity space, in respect of day lighting and sun lighting may address this issue. It may be that the 16 metres between the proposed apartments and the side boundary of this property is sufficient but this assessment would help to assess the impact. As above, glazing on the side elevation of the apartments facing towards this boundary appears to relate to non-habitable rooms or would be secondary windows as such aspect standards have not been applied.

Future Occupiers - Space Standards

The units should be assessed to ensure that they would all comply with the minimum gross internal floor area requirements and associated minimum bedroom dimensions of the 'Technical housing standards - nationally described space standard' (NDSS).

As set out above PfE Policy JP-H3 would require compliance with these standards.

Highways, Access and Public Right of Way

UDP Policy EN1/2 - Townscape and Built Design requires the consideration of the design and appearance of access, parking and service provision. This is further supported by UDP Policy H2/2 - The Layout of New Residential Development that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way, and UDP Policy HT6/2 - Pedestrian/Vehicular Conflict that requires developments to reduce pedestrian/vehicular conflict.

Initial highways comments have already been forwarded separately. These confirm that in view of the previous school use on the site and level of activity/traffic generation, the principle of the proposed development seems fine from a highway perspective. Thresholds in the Bury local validation check list provided by TfGM states a Transport Statement rather than assessment is required for applications for 10 - 80 houses.

As previously confirmed the extension of Fletcher Fold Road is not eligible for adoption - it has been designed as more part of a private car park than adopted highway (similar to the previous Millwood School arrangements). However, a scheme of highway works spilling onto the adopted highway would need to be proposed to tie the new turning facility into the adopted highway/Goshen Lane and some form of demarcation proposed. The current condition of Fletcher Fold Road is also highly likely to require remedial works to be undertaken as part of the usual Construction Traffic Management Plan condition.

Tracking of the Council's 11.85m long refuse collection vehicle at the turning facility should be undertaken. Waste Management have been consulted on the pre-application however no comments have been received. As no tracking is provided at this time they have currently be unable to confirm that they are happy with the private turning facilities, need to enter an unadopted access road, the access to the proposed bin store in the easterly part of the site and whether any holding area is needed on the westerly side for the four bungalows, especially on recycling week, clear of the shared surface.

The land ownership issues at the access from the end of the unadopted section of Fletcher Fold Road/across Goshen Lane need to be resolved - this was discussed on the 7th February and it appears ongoing work is being undertaken to resolve this prior to permission being sought. The required notices will need to be served on relevant landowners at the site access/Goshen Lane/Fletcher Fold Road.

Public Right of Way

The pre-application acknowledges the presence of Public Footpath Number 70, Bury (70BUR) from north to south through the site. The site layout accommodates the route.

The Public Right of Way Officer confirmed that the following is a positive statement, that may need to be revisited once the development is complete if the new residents consider that this footpath is required to be closed to improve perceived security. As mentioned above a Crime Impact Statement can be utilised to review, and mitigate this potential future conflict.

The existing public right of way crossing the site provides excellent access to the wider walking network especially the Roach Valley cycle route. The path takes a direct route across the site which should be incorporated into the design rather than diverted as it follows the desire line. The public access through the site is a security risk so boundary treatments and surveillance are important. It does however provide the opportunity to integrate the new dwellings into the existing community so connecting pathways should be provided between the right of way and the dwellings.

The PROW Officer noted that there is a proposal to thin out some of the vegetation along the southern edge of the site, next to the continuation of the footpath. They request that the height and overhang of the vegetation along the full length of the path at the site boundary is carried out to create a path with a more open aspect that will improve security for pedestrians.

Parking

In terms of parking standards UDP Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document 11 provides parking standards for developments.

SPD 11 requires 1.5no. parking spaces in a high access area for a 2 bed dwelling. The maximum requirement for the bungalows would therefore be 6no. spaces. The proposal indicates that 2no. spaces per bungalow would be provided. Whilst this would exceed the requirements of SPD 11 this would help to ease any pressure on the shared car park, and allows for a clear difference between the parking provision for the bungalows and the apartments. As such the parking provision for the bungalows is considered to be acceptable.

SPD 11 requires 1no. space per 3 units for sheltered housing. This would lead to a requirement to provide 13 spaces. 20no. spaces are proposed, allowing for 7no. visitor spaces. However, if the parking standards are reviewed in relation to the number of bedrooms proposed for the apartments then a maximum of 45no. spaces would be required for the apartments.

The parking provision for the apartments therefore needs to be fully justified to ensure that potential parking pressures do not impact on the neighbouring streets. The needs of the future residents may be able to inform this justification. Similar applications in Prestwich & Holcombe Brook can be reviewed if required 58105 and 57085

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 174 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.

The development site was remediated as part of a previous application resulting in the loss of mature trees and modified grassland. The new proposal includes significant amenity space.

Ecological Survey Requirements

Greater Manchester Ecology Unit (GMEU) noted that ecological surveys have already been commissioned. The only likely issues are nesting birds, invasive species and biodiversity net gain.

As part of any application GMEU would therefore recommend:

- A preliminary ecological appraisal (PEA);
- Any additional surveys recommended by the PEA such as bat surveys of any mature trees proposed for removal and;
- A UK HAB plan of the site to inform the biodiversity net gain assessment.

Biodiversity Net Gain (BNG)

10% BNG will be mandatory for major developments submitted after the 12th February. This development will be required to provide a Biodiversity baseline value for the site using the most up to date biodiversity metric as a minimum. GMEU would expect that in addition a biodiversity net gain statement is provided demonstrating how 10% net gain will be achieved.

Whilst biodiversity net gain should resolve direct loss of habitats, it will not resolve species issues such as loss of bird nesting habitat or bat roosting habitat. It also does not address indirect adverse effects on habitats (though none would appear likely for this site). GMEU therefore recommend measures to mitigate and enhance the site for nesting birds and bats as part of any planning application.

Trees

There are a number of trees along the boundary of the site that are shown on the proposed site plan to be retained. There are also some TPO trees protected by TPO 161 to the west of the site.

A tree survey should be submitted with the application. The survey should be undertaken by or under the guidance of a qualified arboriculturalist in accordance with the recommendations set out in BS 5837:2005 and should include the positions of all trees of 75mm stem diameter at a height of 1.5 metres within the site and adjoining or overhanging the site boundaries; the canopy spread of such trees; all shrub masses and hedges, and any other relevant features of the site such as banks, slopes, walls and fences and water features.

Details of the species and location of trees should be recorded and the trees should be categorised

in accordance with the tree categorisation method set out in BS 5837:2005. Works proposed should be set out and justification for the works and details of replacement mitigation. Any tree protection proposed should also be detailed.

United Utilities

United Utilities provides a free water and wastewater pre-development enquiry service. We strongly encourage the applicant to contact us directly to discuss their proposals in detail.

Further information, including the relevant forms are available on our website:

<https://www.unitedutilities.com/builders-developers/pre-development/>

Advise that it is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and a proposed development.

A number of providers offer a paid for mapping service including United Utilities. To find out how to purchase a sewer and water plan from United Utilities, the applicant can visit our Property Searches website; <https://www.unitedutilities.com/property-searches/>.

It is possible to view asset plans for free; either at local authority offices or at United Utilities Lingley Mere offices based in Warrington (please telephone 0370 751 0101 to book an appointment).

For any further information regarding Developer Services and Metering, please visit our website at <http://www.unitedutilities.com/builders-developers.aspx>

Contaminated Land

Paragraph 180f 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. The Council's Environment Section have been consulted as part of the pre-application process and provided the following comments in relation to contaminated land and air quality.

The current site is vacant following the demolition of the former school buildings. Current uses within the residential dwellings and open land. The site was historically known as

Fletcher Fold and it appeared to be a number of domestic dwellings with Manor Houses situated adjacent to the west and also the east of the development area. A number of glasshouses are shown on site in the mid to late nineteenth century. In addition, allotment gardens are also displayed on historical mapping from this date. Aerial photography from the late 1970s appears to show that the site has been redeveloped with Millwood School and associated school grounds. Previous land uses in the surrounding area have included dwellings, a reservoir and allotment gardens. The site is not within 250m of a former landfill site but lies approximately 100m to the west of the River Roch and is also adjacent to a large pond. It is situated above the Trencherbone Rock Secondary A Aquifer, which is overlain by Glacial Till. It is likely that deposits of made ground exist at the site. Part of the site is located within a Class 2 Radon Affected Area.

Based on the environmental setting and the proposed development (43 no. dwellings), it is recommended that a desk study/preliminary risk assessment is carried out as a minimum at application stage. It is also considered likely that an intrusive investigation would be required, however, this can be submitted after a decision has been made on any application for residential development.

Air Quality

The site is not located within an Air Quality Management Area. Due to the scale of the development (43 no. dwellings), it is considered unlikely that the development would create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. Due to this requirement, and the requirements of the new building regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles) the applicant should provide one electric vehicle charging point per unit (dwelling with dedicated parking), or a minimum of 20% EV chargepoints for unallocated parking.

Coal Authority

The site falls within the defined Development High Risk Area and as such the Coal Authority have been consulted as part of the pre-application process. The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground shallow coal mining. Voids and broken ground associated with such workings can pose a risk of ground instability and may give rise to the emission of mine gases. The site also lies within a Surface Coal Resource Zone.

In accordance with the approach agreed with the Local Planning Authority, owing to the site's location within the defined Development High Risk Area, any planning application for development of this site in the manner proposed needs to be accompanied by a Coal Mining Risk Assessment Report.

The Coal Mining Risk Assessment should be informed by up-to-date coal mining information for the proposed application site. Coal Mining Reports are available from: www.groundstability.com or other service providers.

This coal mining information should be used to assess whether or not past mining activity poses any risk to the development proposal and, where necessary, mitigation measures should be set out in the report to address any issues of land instability / public safety. This could include further intrusive investigation on site to ensure that the Local Planning Authority has sufficient information to determine the planning application.

It is a requirement of National Planning Policy Framework (2021), paragraphs 189 and 190,

that the applicant demonstrates to the satisfaction of the LPA that the application site is safe, stable and suitable for development. Further information on how to prepare Coal Mining Risk Assessments can be found at:
<https://www.gov.uk/planning-applications-coal-mining-risk-assessments>

The need for a Coal Mining Risk Assessment is further set out in the National Planning Practice Guide at:
<http://planningguidance.planningportal.gov.uk/blog/guidance/land-stability/land-stability-guidance/>

Under the provisions of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the Local Planning Authority will consult the Coal Authority on any subsequent planning application for this site, and we will review and provide comments on the accompanying Coal Mining Risk Assessment Report.

It is noted within the submitted Pre-Application Design Statement (dated January 2024, prepared by Ponzzi Architecture) that a risk of coal mining was identified on the site and a further report has been commissioned. The document indicates that the risk of coal mining was found to be low to moderate and further investigation recommended as a precaution. This investigation is underway. It is recommended that the formal submission includes both the initial coal mining risk assessment and the follow on site investigation report.

Ground Investigations:

Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission to enter or disturb our property will result in the potential for court action. In the event that you are proposing to undertake such work in the Forest of Dean local authority area our permission may not be required; it is recommended that you check with us prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website
at:www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property

Shallow coal seams:

In areas where shallow coal seams are present caution should be taken when carrying out any on site burning or heat focused activities. To check your site for coal mining features on or near to the surface the Coal Authority interactive map viewer allows you to view selected coal mining information in your browser graphically. To check a particular location either enter a post code or use your mouse to zoom in to view the surrounding area.

Planning Obligations

Affordable Housing

The proposal will deliver 100% affordable housing for older people with Bury Council to have 100% nomination rights in perpetuity. Our usual preference is for this to be secured through a S106 Agreement.

Recreation provision

UDP Policy RT2/2 requires developers of new housing on sites of 10 or more dwellings to provide for the recreational needs of the prospective residents. SPD 1 Open Space, Sport and Recreation provision in New Housing Developments advises on specialised accommodation at paragraphs 4.11-4.12.

The proposal appears to comprise a sheltered housing scheme for older people, where

there are shared facilities and potentially staff on-site. Applicants can calculate the required recreation contribution using the spreadsheet calculator online. The play element of the off-site contribution would be waived if sheltered housing was applied for.

Based upon 44 sheltered accommodation units, the off-site contribution required would be £72,788.40. Should viability be raised as an issue to the satisfaction of the Council, the provision of onsite amenity space for residents similar to that required for category C2 schemes may be acceptable. In this scenario, on-site recreation provision should be in the form of amenity land or communal space which forms part of the development, such as through landscaping or the provision of benches.

Other PfE policies

Although PfE needs to be read as a whole, the following PfE policies are also considered to be of particular relevance to this application:

- Policy JP-S2: Energy and Carbon - sets out the steps required to achieve net zero carbon emissions. The applicant will be required to submit an energy statement.
- Policy JP-G7: Trees and Woodland - it appears that the existing trees will be retained, but if development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, or other measures that will also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.
- Policy JP-C2: Digital Connectivity - requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable.

Submission documents

Forms and fee

Red edge plan - relevant notices served on land owners

Existing site plan

Proposed site plan

Topographical plan

Proposed site plan based on a topographical plan showing proposed access and highways details

Elevation drawings

Floor plans

Site section plans and site levels

Floor levels

Landscaping scheme and boundary treatment details

Bin wagon tracking and refuse storage details

Transport Statement

Design and Access Statement

Planning Statement directly addressing affordable housing and recreation provision - and any other contributions that may be required by PfE

Heritage Statement

A preliminary ecological appraisal (PEA)

Any additional surveys recommended by the PEA such as bat surveys of any mature trees proposed for removal

A UK HAB plan of the site to inform the biodiversity net gain assessment

Biodiversity Net Gain assessment

Arboricultural/tree report

Drainage strategy

Contaminated Land Desk Study/Preliminary Risk Assessment

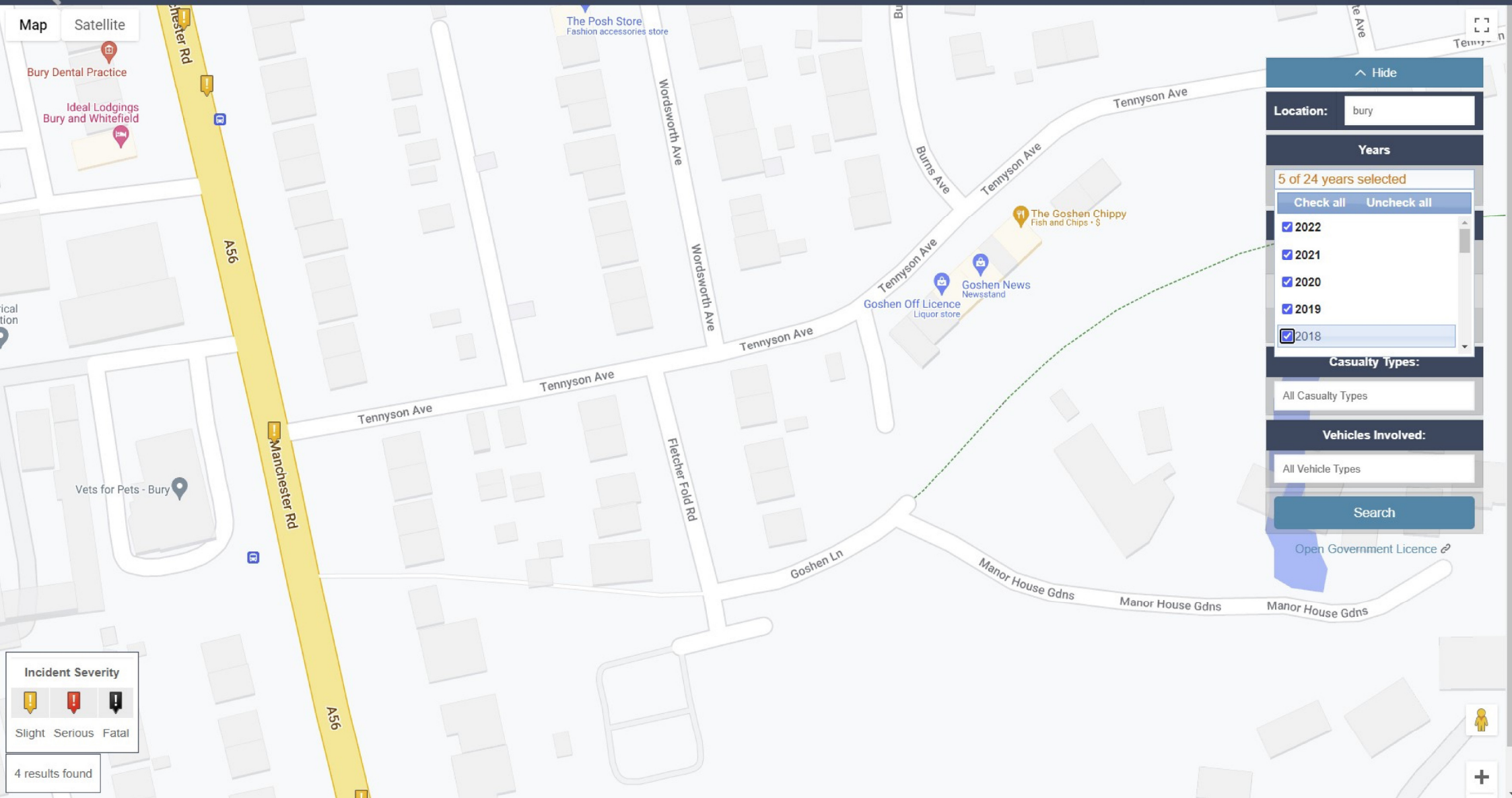
Coal Mining Risk Assessment

Crime Impact Statement

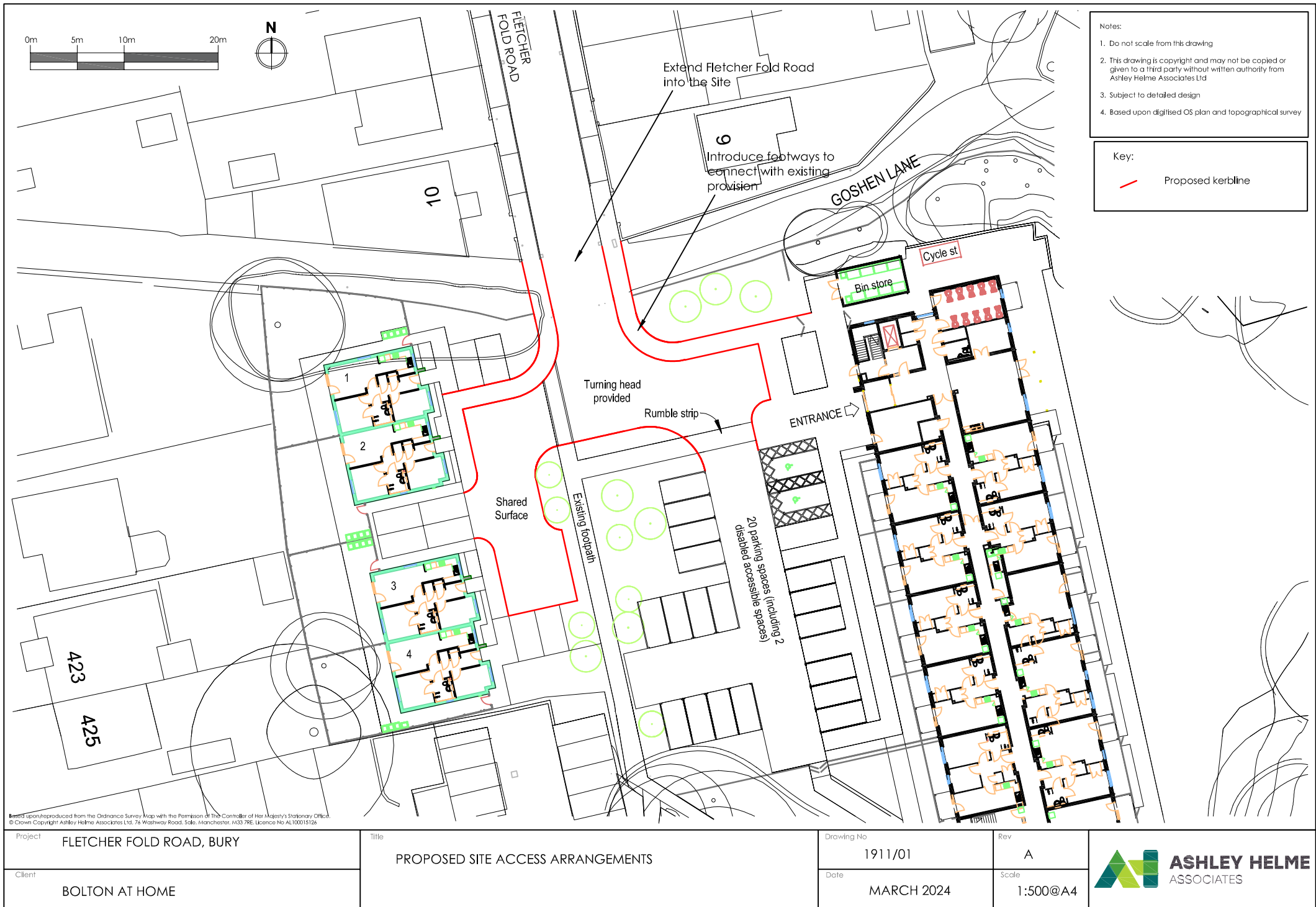
Energy Statement

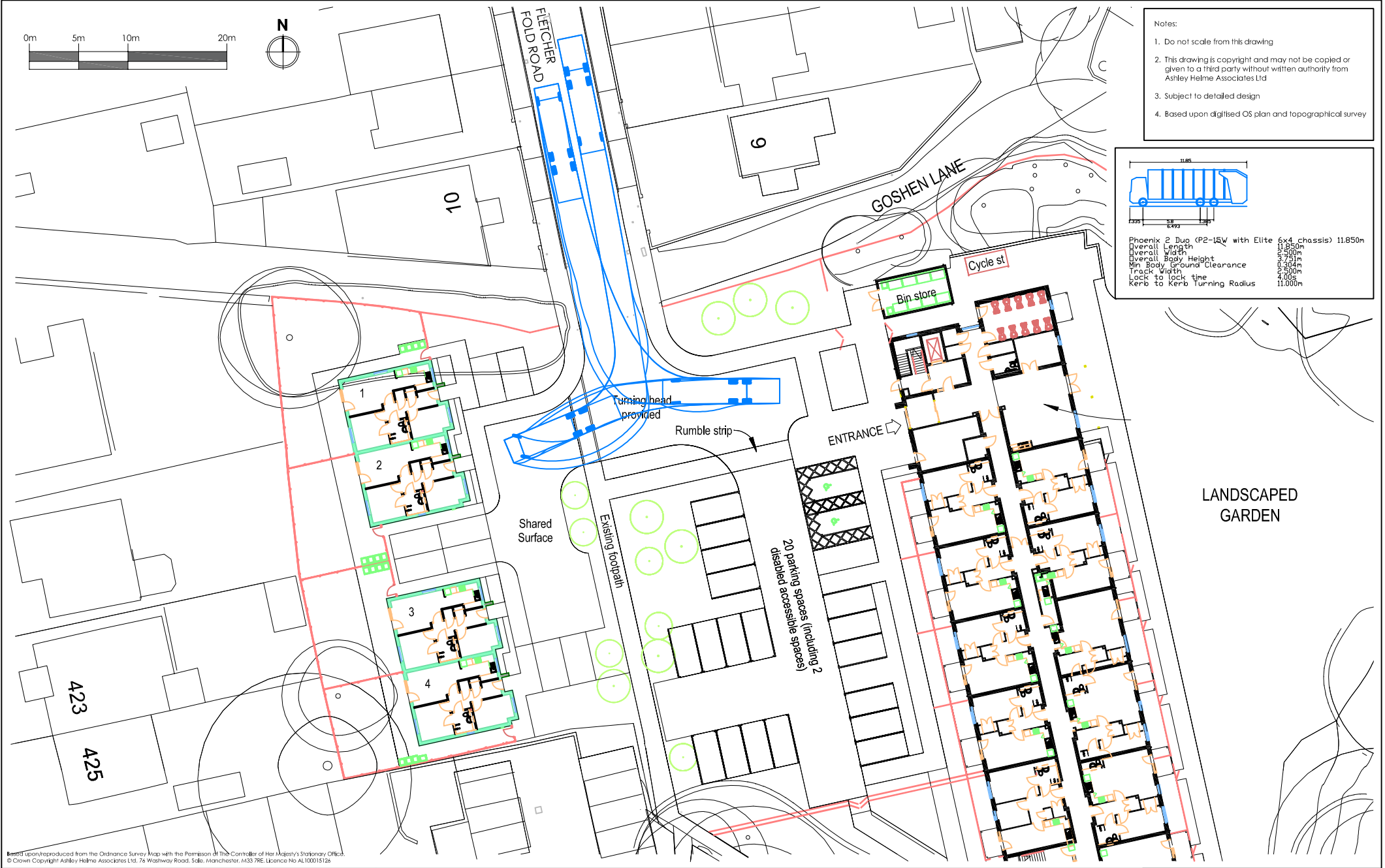
Sunlighting/Daylighting Assessment for No.9 Fletcher Fold Road
S106 proforma

B CrashMap Collision Records



Drawings





Based upon/reproduced from the Ordnance Survey Map with the Permission of The Controller of Her Majesty's Stationary Office.
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Project	FLETCHER FOLD ROAD, BURY	Title	SWEPT PATH ANALYSIS: REFUSE VEHICLE	Drawing No	1911/SP/01	Rev	A
Client	BOLTON AT HOME			Date	MARCH 2024	Scale	1:500@A4