

Walmersley Old Road, Bury
Application Number 63533
5th June 2024

	Condition 24 Notwithstanding the details indicated on approved plan reference 456/P/PL02 Revision E, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to, and approved in writing by the Local Planning Authority:	
Number	Comment	Response
24.1	A review of existing pedestrian facilities at the Walmersley Road/ Walmersley Old Road/Springside Road signalised junction to explore the potential for providing a subsequent scheme of improvements to improve facilities for users across all arms of the junction, to a scope and specification to be agreed;	It was agreed that Junction improvement works would be carried out to the Walmersley Road/Springside Road Signal Junction. The scheme was designed by SCP and technically approved by Bury MBC. A traffic signal improvement scheme has been designed by TFGM. We are currently in the process of completing the S278 legal agreements with Bury MBC and TFGM. Drafts S278 Agreements have been provided and are currently with respective legal teams for completion of the agreements. The following drawings are attached: Walmersley Road & Springside Road Improvement Drawings SCP-220349-0000-001- Rev -A - General Arrangement SCP-220349-0200-001- Rev - - - Site Clearance SCP-220349-07-00-001- Rev - - - Surface Finishes Layout SCP-220349- 11 00-001- Rev - - - Kerbing Layout SCP-220349-1200-001- Rev - - - Signing and Lining Layout SCP-220349-4000-001- Rev - - - Standard Details (Sheet 1 of 2) SCP-220349-4000-002- Rev - - - Standard Details (Sheet 2 of 2) Dev Sig 2-23 GH-1-200 Dev Sig 2-23 GH-1-500 Dev Sig 2-23 GH-1-1000 Pole Setting Out Schedule GH TFGM Traffic Signal Installation Guide V2.0
24.2	In connection with the above, a review of existing signal timings to explore the potential for providing a full pedestrian stage to improve crossing conditions for pedestrians;	See above response to 24.1
24.3	Alteration of the existing site access onto, and works abutting Walmersley Old Road, incorporating the widening and reconstruction/provision of footways minimum of 2.0m in width including all accommodation works required at tying in points, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of, and statutory undertakers connections to, the proposed development;	A scheme of highway improvement works has been designed by SCP and approved by Bury MBC. Attached are the following approved drawings: SCP-200226-0000-001 - B - General Arrangement 1 of 2 SCP-200226-0000-002 - B- General Arrangement 2 of 2 SCP-200226-0000-003 - A- Contour Plan 1 of 2 SCP-200226-0000-004 - - - Contour Plan 2 of 2 SCP-200226-1200-001 - A- Signing and Lining layout 1 of 2 SCP-200226-1200-002 - - - Signing and Lining Layout 2 of 2 SCP-200226-1200-003 - - - Existing TRO 1 of 2 SCP-2002.26-1200-004 - - - Proposed TRO 1 of 2 SCP-200226-1200-005 - - - Existing TRO 2 of 2 SCP-200226-1200-006 - - - Proposed TRO 2 of 2 PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement.
24.4	Formation of the secondary emergency access onto Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, to serve the residential development, to a specification and length to be agreed, incorporating removable and fixed bollards (number and positions to be agreed) at all interfaces with the proposed estate road and the Public Right of Way and all associated highway and highway drainage remedial works;	Bollard Locations at Mill road emergency access are shown on drg 456-ED-02 Rev T. Engineering Layout BOAT construction details are shown on drawing 456-ED-44 - Byway Improvement Works. Bollard details are shown on drawing 456/ED/09 Rev B - Road Construction Details. The number and positions of the Bollards can be agreed on site with the highway inspector. PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement. Bollard positions/spacing to be agreed ON SITE in due course when access to the site is available.
24.5	Reconstruction of and modifications to the existing alignment of the unadopted section of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury to scope, specification and in materials to be agreed, in order to upgrade the route as indicated, incorporating the widening and reconstruction/provision of 2.0m minimum wide footways where indicated, level/1 in 40 plateau at the junction onto the adopted highway, reinstatement of all redundant accesses, works to form a junction with Lunn Street, demarcation of the limits of the adopted highway and all associated highway and highway drainage remedial works required as a result of the construction of, and statutory undertakers connections to, the proposed development;	For the improvements to the existing area of Mill Road, Refer to SCP drawings SCP-200226-0000-001 - B - General Arrangement 1 of 2 SCP-200226-0000-002 - B - General Arrangement 2 of 2 SCP-200226-0000-003 - A - Contour Plan 1 of 2 SCP-200226-0000-004 - - - Contour Plan 2 of 2 SCP-200226-1200-001 - A - Signing and Lining layout 1 of 2 SCP-200226-1200-003 - - - Existing TRO 1 of 2 SCP-2002.26-1200-004 - - - Proposed TRO 1 of 2 SCP-200226-1200-005 - - - Existing TRO 2 of 2 SCP-200226-1200-006 - - - Proposed TRO 2 of 2 For details of the new extension to Mill Lane (BOAT), refer to the following drawings. 456-ED-02 Rev T. Engineering Layout 456-ED-44 Rev B. Byway Improvement Works 456-ED-38 Rev H. Section 38 Plan 456-ED-09 Rev B. Road Construction Details NOT PART-DISCHARGED - Full details need to be submitted and technical approval sought for the whole length of the public right of way included within the planning red-edge site (not just the section from Lunn Street to the east). The works will then be implemented under a Section 50 Licence (as these works do not form part of the Section 38 Adoption Agreement). These works and at the Lunn Street junction will need to be agreed ON SITE in due course and in liaison with Dave Chadwick. Barratt Comment 05.06.24 - The proposals do indeed include the whole extent of the BOAT within the red edge. Drawings 456/ED/44 Rev C has been revised to show the planning approved red edge. Furthermore, it was requested by Bury MBC during a meeting with Barratt, that the stretch of BOAT between the development site, and Mather Road be intentionally left unsurfaced and unremediated with all potholes left instu, to actively discourage the use of Mill Lane as a cut through to Mather Road and the wider estate to the south. A note is shown on the drawing to A note has been added to 456/ED/44 Rev C to state that tie in details to existing private streets to be agreed on site with the LA highways inspector. It is noted that a Section 50 License will be required prior to the commencement of works to Mill Lane and the BOAT.
24.6	Proposed scheme of works of a scope and specification to be agreed at the interface with the retained section of Byway Open to All Traffic (BOAT) No. 20, Bury leading to Mather Road, to the east of the driveway serving Plot 267;	It was agreed that the area of existing BOAT that is to be upgraded, to be done so to adoptable highway standard. and part of the BOAT remain will be left in its current condition, with no improvement to the existing surface. Refer to the following drawings. 456/ED/02P Engineering Layout. 456/ED/08C Highway Surfacing Plan. 456/ED/09A Road Construction Details. 456/ED/14C Longsections Sheet 4. 456/ED/38C S38 Layout. 456/ED/44 Byway Improvement Works. PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement.
24.7	Proposed scheme of works to improve the surface and line of Public Footpath No. 13, Bury, that crosses the site and provide a route not less than 4.0m in width in accordance with the previously approved diversion order;	Refer to drawing 456/ED/44 - Footpath 13 Improvement improvement Works. Footpath is a 4.0m wide footpath. Surfaced in self binding aggregate, with treated timber edges. PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement.
24.8	Formation of all pedestrian connections indicated onto the existing adopted highway and Public Rights of Way abutting the site;	No response required. PART-DISCHARGE - connections shown.
24.9	Proposals for the introduction of waiting restrictions to scope to be agreed at the junctions of the proposed site access and Mill Road with Walmersley Old Road, including all necessary road markings and signage;	Refer to SCP drawings SCP-200226-1200-003 - - - Existing TRO 1 of 2 SCP-2002.26-1200-004 - - - Proposed TRO 1 of 2 SCP-200226-1200-005 - - - Existing TRO 2 of 2 SCP-200226-1200-006 - - - Proposed TRO 2 of 2 PART-DISCHARGE - to be referred to Traffic, Transportation, Parking Services & Road Safety with full details to be agreed and then submitted/implemented as part of the Section 38 Adoption Agreement.
24.10	Provision of a street lighting assessment for (and, where necessary, a scheme of improvements) the proposed residential development and sections of Walmersley Old Road and of Mill Road/Byway Open to All Traffic (BOAT) No. 20, Bury, abutting the site;	Street lighting design has been completed. On Site street lighting design has been completed by Aptus utilities. Refer to drawing AP0524-571 Street Lighting Design Sheet 1 and Sheet 2 Walmersley Road and Mill Lane Street lighting has been designed by Harton on behalf of SCP. Refer to: 21500-A-01 Walmersley Old Rd, Mill Lane Street Lighting Calcs 21500-D-01 Walmersley Old Rd, Mill Lane Street Lighting Design PART-DISCHARGE - to be referred to our Street Lighting Section with full details to be agreed and then submitted/implemented as part of the Section 38 Adoption Agreement.
24.11	Foundation details for all boundary walls/fences abutting the existing/future adopted highway;	No walls or fences will be constructed in adjacent adopted Highway. All walls and fences will be positioned so that their foundations are outside the extent of the adopted Highway. Refer to drawings 456-P-BTL02 Boundary Treatment plan and 456-P-BTD02 Boundary Treatment Details. NOTED - to be monitored as part of the Section 38 Adoption Agreement when access to the site is possible.
24.12	White lining scheme for the proposed junctions onto the existing adopted highway;	Refer to drg SCP-200226-1200-001A & SCP-200226-1200-002 for Signing and Lining Layout. TRO drawings also included, see drawing numbers SCP-200226-1200-003/4/5/6 for possible parking restrictions. PART-DISCHARGE - to be referred to Traffic, Transportation, Parking Services & Road Safety with full details to be agreed and then submitted/implemented as part of the Section 38 Adoption Agreement.

24.13	An Approval In Principle for the any retaining structures located adjacent to the adopted highway, incorporating full structural, construction and drainage details, calculations and a detailed construction method statement	The site levels have been designed such that there are no HIGHWAY retaining walls required. The only retaining walls near the highway are those supporting gardens and driveways ONLY, and are minimised as much as possible. Retaining wall locations can be seen on drawings 456/ED/23 to 25 External Levels. Retaining wall construction details can be seen on drawings P545-BHM-DWCP-D1 Std Retaining Walls for Driveways and P545-BHM-PGSP-D1 Std Retaining Walls For Gardens. Calculations for these walls are also provided for information only. Paragraph 2.2 of "GC300 Technical approval of highway structures " states that the proposal should be placed into 4 categories, 0,1,2,or 3. Since category 0 only covers earth retaining walls greater than 1.5m high, and all the retaining walls adjacent the highway are less than 1.5m high, and are outside the highway boundary, we would suggest that any walls adjacent the highway are outside the scope of GC300 and therefore doesn't apply. As such, an AIP should not be required. NOTED - to be montored as part of the Section 38 Adoption Agreement when access to the site is possible.
The details subsequently approved shall be implemented to an agreed programme.		
Reason: To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan: Policy EN1/2 - Townscape and Built Design Policy H2/1 - The Form of New Residential Development Policy H2/2 - The Layout of New Residential Development		

	Condition 25 Notwithstanding the details indicated on approved plan reference 456/P/PL/02 Revision E, in the event that it is intended for the proposed estate roads and/or improved section of Mill Road to be put forward for adoption, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways (where appropriate) to, and approved in writing by the Local Planning Authority:	
Number	Comment	Response
25.1	Proposed internal road layout to a specification and materials to be agreed and to current adoption standards, incorporating 2.0m minimum width footways throughout the development and a 6.5m minimum carriageway width on the section of estate road between Walmersley Old Road and Plot 90 and at the bends adjacent to Plots 90/91 and 95;	Revised. Layout changed to include a 6.5m minimum road width to the point upto and including the second junction wherein it traffic flows will have dispersed. Refe to drawing 456-ED-02 Rev P Engineering Layout. PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement.
25.2	Revised turning head position relative to the easterly limits of adoption on Mill Road;	Revised. Refer to drawing 456-ED-02 Rev P Engineering Layout. PART-DISCHARGE - full details to be submitted, technical approval sought and then implemented as part of the Section 38 Adoption Agreement.
25.3	In the event that retaining structures are required adjacent to the future adopted highway, an 'Approval In Principle' for the proposed structure(s), incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;	The site levels have been designed such that there are no HIGHWAY retaining walls required. The only retaining walls near the highway are those supporting gardens and driveways ONLY, and are minimised as much as possible. Retaining wall locations can be seen on drawings 456/ED/23 to 25 External Levels. Retaining wall construction details can be seen on drawings P545-BHM-DWCP-D1 Std Retaining Walls For Driveways and P545-BHM-PGSP-D1 Std Retaining Walls For Gardens. Calculations for these walls are also provided for information only. Paragraph 2.2 of "GC300 Technical approval of highway structures" states that the proposal should be placed into 4 categories, 0,1,2,or 3. Since category 0 only covers earth retaining walls greater than 1.5m high, and all the retaining walls adjacent the highway are less than 1.5m high, and are outside the highway boundary, we would suggest that any walls adjacent the highway are outside the scope of GC300 and therefore doesn't apply. As such, an AIP should not be required. NOTED - to be montored as part of the Section 38 Adoption Agreement when access to the site is possible.
25.4	A scheme of 20mph traffic calming measures on the proposed internal roads and white lining scheme to a scope and specification to be agreed including details of proposed materials, road markings and signage as required;	Road markings and Signage have been added to drawing 456/ED/45 - Signing and Lining. A series of traffic calming junction plateaus/ramps have been included throughout the site as traffic calming measures. Refer to drawing 456/ED/08 Highway Surfacing. We assume the TRO will be arranged by Bury Council with fees covered by Barratt. Please provide a fee quote for the TRO as soon as practicable. PART-DISCHARGE - to be referred to Traffic, Transportation, Parking Services & Road Safety with full details to be agreed and then submitted/implemented as part of the Section 38 Adoption Agreement. Barratt Comment 05.06.24 - Noted Please provide contact details for the Traffic and Transportation section to arrange the TRO.
25.5	Undertaking of a review of/safety audit for the need to provide vehicle containment measures to the east of the estate road abutting the proposed open watercourse.	A Road Restraint Assessment has been completed. It deemed that road restraints were not required. We are however proposing to include a Knee Rail Fence to the full length of the POS and open watercourse. Refer to drawings 456-P-BTLO2 Boundary Treatment plan and 456-P-BTD02 Boundary Treatment Details. Should vertical walls be required, as in the case of the culvert entrance headwalls, safety guard rails will be provided. NOT PART-DISCHARGED - Until access to the site is possible, the need for vehicle containment measures cannot be ruled out at this stage. The assessment undertaken also does not look at the risks created on the easterly site boundary where the mill buildings have been removed and a significant level difference has been created between the proposed open watercourse and the adjacent PRoW (Bridleway No. 15, Bury) with only a 1.2m high fence proposed, which will not protect users of the bridleway - especially horse riders. Barratt Comments 05.06.24 - Noted. A site inspection can be undertakenbetween Barratt Engineers and the LA Highways team, once the watercourse works are completed and the site has been remediated at or close to final levels.
The details subsequently approved shall be implemented to an agreed programme.		
Reason To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to the following Policies of the Bury Unitary Development Plan: Policy EN1/2 - Townscape and Built Design Policy HZ/1 - The Form of New Residential Development Policy HZ/2 - The Layout of New Residential Development		