

NOTICE OF PLANNING PERMISSION

Town and Country Planning Act 1990 Town and Country Planning (Development Management Procedure) (England) Order 2015

To:

Mr Shuttleworth
Equilibrium Architects Ltd
Bank Chambers
Bank Street
Bury
BL9 0DL

On Behalf Of:

Mr Kelly
East Lancashire Light Railway Co. Ltd
Bolton St Station
Bury
BL9 0EY

PART 1 - Particulars of Application

Application Number: 66745

Date of Registration: 22/03/2021

Proposal:

Development of the ELR's historic locomotive and carriage works site including repair and restoration of the 1857 locomotive work building, the construction of new locomotive running shed, incorporation of associated new workshops and training facilities and construction of a standalone carriage shed.

Location:

Buckley Wells Locomotive Depot, Baron Street, Bury, BL9 0TY

PART 2 - Particulars of Decision

Bury Metropolitan Borough Council hereby give notice in pursuance of the provisions of the Town and Country Planning Act 1990 that permission has been **GRANTED** for the carrying out of the development referred to in Part 1 hereof in accordance with the application and plans submitted subject to the following conditions:-

- 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 This decision relates to drawings -
Plans:

C-0340

01 Rev B (Existing Site Layout),
02 (Existing Running Shed Plans),
03 (Existing Running Shed SW, NE Elevations & Sections)
03-1 (Existing Running Shed SE & NW Elevations)
08 Rev H (Proposed Site Layout)
09 Rev C (Proposed Baron Street Improvement Works)
10 Rev B (Proposed Phasing Plan)
12 (Existing Ground Floor & Roof Plan)
100 Rev E (Proposed Carriage Shed Plan)

101 Rev D (Proposed Carriage Shed SW, NE Elevations & Section A-A)
101-1 Rev A (Proposed Carriage Shed SE & NW Elevations)
200 Rev D (Proposed Running Shed Ground Floor Plan)
200-1 Rev A (Proposed Running Shed First Floor Plan)
201 Rev B (Proposed Running Shed SW, NE Elevations & Section B-B)
201-1 Rev B (Proposed Running Shed SE & NW Elevations)
202 (Proposed Running Shed Elevation Details)
SLP Rev B (Site Location Plan)

TRI-2480-03-A1 (Existing Internal Elevations)
04 (Existing Sections)

TRI-2313 TRI-2313-01-A1 Existing Site Layout

02 A1 Existing Site Layout
03 A1 Existing Site Layout
04 A1 Existing Site Layout
05 A1 Existing Site Layout
06 A1 Existing Site Layout
07 A1 Existing Site Layout
08 A1 Existing Site Layout
09 A1 Existing Site Layout
10 A1 Existing Site Layout
11 A1 Existing Site Layout

Supporting Documents:

Additional Biodiversity Report by Blackfryers 20 Dec 2021 Final
Bat Scoping Report by UES 1 Dec 2021 ref UES 503532/01
Summary of proposed works Rev A
190626 ELR habitat report dated 25 June 2019 by Blackfryers
Structural Report
Interim Ground Investigation & Risk Assessment Report
PAS00020 ADVICE- Coal Authority
NX397 Coal Mining Risk Assessment Final
SCP_18638_Transport Statement_16.12.20_v3issue-by SCP
Appendix 6.3 Timberwise Survey Report
Survey of the Fabric- Buckley Wells- 1-302
Combined Heritage and Design & Access Statement

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.

3 No development shall commence unless and until:-

- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of

the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 4 Following the provisions of Condition 3 of this planning permission, 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.

- 5 Prior to occupation the EV chargepoints shown on approved plan C-0340-08 rev H shall be provided and shall thereafter be retained.

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.

- 6 No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The drainage scheme must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- (iii) A timetable for its implementation.

Details of proposed maintenance arrangements should also be provided. The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

The development hereby permitted shall be carried out only in accordance with the approved drainage scheme.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk 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.

- 7 Foul and surface water shall be drained on separate systems.

Reason. To promote sustainable development and reduce flood risk 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.

- 8 In the peak activity season prior to refurbishment works commencing bat emergence surveys shall be carried out and supplied to the Local Planning Authority and a reasonable avoidance measures method statement for bats produced and 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 Section 11 of the National Planning Policy Framework.

- 9 No refurbishment works shall occur unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to works and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA unless the species present is feral pigeon, in which case a general license issued by Natural England authorising destruction of feral nests should be provided to the LPA.
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.
- 10 If the development hereby approved does not commence before 1st October 2022, a re-survey of the site and within 30m of the earthworks for badger setts will occur and the findings supplied to and agreed in writing by the LPA.
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.
- 11 Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Himalayan Balsam and Japanese Knotweed should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full. The approved management plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority.
Reason. The scheme does not provide full details of the actual extent of Japanese Knotweed and Himalayan Balsam in the interest of UDP Policy EN9 - Landscape and pursuant to National Planning Policy Framework Section 11 - Conserving and enhancing the natural environment.
- 12 Prior to development an ecological mitigation and enhancement plan including but not restricted to:
- Mitigation for loss of trees;
 - Mitigation for loss of bird nesting and bat roosting habitat and;
 - Demonstrating enhancement of the Wildlife corridor
- The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season,; and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or 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 EN6/4 - Wildlife Links and Corridor, 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.
- 13 Prior to the removal of the boundary wall and/or palisade fence to Baron Street, details of the proposed boundary treatment to Baron Street shall be submitted to and approved by the Local Planning Authority. The approved details only shall be

implemented and thereafter retained.

Reason. In the interests of visual amenity and highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 14 The existing access arrangements to Metrolink infrastructure for maintenance purposes should be remain available at all times during construction and post construction unless specific prior agreement has been obtained from Metrolink.
Reason. To ensure that the development does not adversely impact Metrolink operations pursuant to Bury Unitary Development Plan Policies RT4/6 - East Lancashire Railway, EN1/2 - Townscape and Built Design and HT4 - New Development.
- 15 Details/Samples of the (materials/bricks) 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 before the development is commenced. 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.
- 16 No development shall commence unless and until a scheme of highway improvement works on Baron Street/Byway Open to All Traffic No. 104, Bury, to a scope and specification to be agreed, have been submitted on a topographical survey of the site and adjacent highways to the Local Planning Authority. The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority with all highway works completed prior to the development hereby approved being brought into use.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adjacent public right of way, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT4/6 - East Lancashire Railway, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict.
- 17 No development shall commence unless and until a full details of the proposed site access alterations onto the adjacent Byway Open to All Traffic No. 104, Bury at the proposed main entrance reception, amended access to the west of the proposed running shed and new access on the northerly side of Baron Street to a scope and an industrial specification to be agreed, have been submitted on a topographical survey of the site and adjacent highways to the Local Planning Authority. The details subsequently approved shall be implemented to an agreed programme and to the written satisfaction of the Local Planning Authority with all highway works completed prior to the development hereby approved being brought into use.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adjacent public right of way, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT4/6 - East Lancashire Railway, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict
- 18 No development shall commence unless and until a review of the existing and need for the provision of new waiting/loading restrictions on Baron Street/ Byway Open to All Traffic No. 104, Bury, in the vicinity of the proposed site accesses to ensure that the proposed access arrangements can be safely implemented on the highway,

including details of the measures proposed, all necessary modifications to carriageway surfacing, road markings and signage and a timetable for implementation.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adjacent public right of way, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT4/6 - East Lancashire Railway, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict

- 19 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:

- Photographic dilapidation survey of the footways and carriageways leading to and abutting the site in the event that subsequent remedial works are required following construction of the development, works to the site boundary required to rectify previous infilling works and as a result of statutory undertakers connections to the site;
- Access point(s) for construction traffic from Baron Street/Byway Open to All Traffic No. 104, Bury, and all temporary works required to facilitate access for construction vehicles;
- Hours of operation and number of vehicle movements in relation to the highway network;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es);
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site, including any requisite phasing of the development to accommodate this;
- Parking on site of operatives' and construction vehicles together with storage on site of construction materials, including any requisite phasing of the development to accommodate this;
- If proposed, site hoarding/gate positions clear of adequate visibility splays onto Baron Street/Byway Open to All Traffic No. 104, Bury, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the highway;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent 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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use.

Reason. To maintain the integrity of the adjacent Public Right of Way, mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adjacent 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, RT4/6 - East Lancashire Railway, HT2/4 - Car Parking and New Development, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict

- 20 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 policies pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT4/6 - East Lancashire Railway, HT2/4 - Car Parking and New Development, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict.
- 21 The turning facilities indicated on the approved plans shall be provided before the development is 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 pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT4/6 - East Lancashire Railway, HT2/4 - Car Parking and New Development, HT4 - New Development, HT6/2 - Pedestrian/Vehicular Conflict

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 the application process 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.

The following policies of the Bury Unitary Development Plan, National and Regional Government were considered relevant:

NPPF	National Planning Policy Framework
EC1/2	Land Suitable for Business (B1) and Office Use
EN1/2	EN1/2 - Townscape and Built Design
EN2/3	EN2/3 - Listed Buildings
EN6/4	EN6/4 - Wildlife Links and Corridors
EN7	EN7 - Pollution Control
EN7/1	EN7/1 - Atmospheric Pollution
OL5/2	OL5/2 - Development in River Valleys
HT2/4	HT2/4 - Car Parking and New Development
HT3/4	HT3/4 - Schemes to Assist Metrolink
HT4	HT4 - New Development
HT6/2	HT6/2 - Pedestrian/Vehicular Conflict
RT4/6	RT4/6 - East Lancashire Railway
SPD11	Development Control Policy Guidance Note 11 - Parking Standards in Bury
Area	Area BY2 - Bridge Road/Buckley Wells
BY2	

This decision relates only to the Town and Country Planning Acts and does not include any consent or approval under any other enactment or under the Building Regulations. Any other consent or approval which is necessary must be obtained from the appropriate authority.

Applicant Plan Numbers:

Plans:

C-0340

01 Rev B (Existing Site Layout),
02 (Existing Running Shed Plans),
03 (Existing Running Shed SW, NE Elevations & Sections)
03-1 (Existing Running Shed SE & NW Elevations)
08 Rev H (Proposed Site Layout)
09 Rev C (Proposed Baron Street Improvement Works)
10 Rev B (Proposed Phasing Plan)
12 (Existing Ground Floor & Roof Plan)
100 Rev E (Proposed Carriage Shed Plan)
101 Rev D (Proposed Carriage Shed SW, NE Elevations & Section A-A)
101-1 Rev A (Proposed Carriage Shed SE & NW Elevations)
200 Rev D (Proposed Running Shed Ground Floor Plan)
200-1 Rev A (Proposed Running Shed First Floor Plan)
201 Rev B (Proposed Running Shed SW, NE Elevations & Section B-B)
201-1 Rev B (Proposed Running Shed SE & NW Elevations)
202 (Proposed Running Shed Elevation Details)
SLP Rev B (Site Location Plan)

TRI-2480-03-A1 (Existing Internal Elevations)

04 (Existing Sections)

TRI-2313 TRI-2313-01-A1 Existing Site Layout

02 A1 Existing Site Layout
03 A1 Existing Site Layout
04 A1 Existing Site Layout
05 A1 Existing Site Layout
06 A1 Existing Site Layout
07 A1 Existing Site Layout
08 A1 Existing Site Layout
09 A1 Existing Site Layout
10 A1 Existing Site Layout
11 A1 Existing Site Layout

Supporting Documents:

Additional Biodiversity Report by Blackfryers 20 Dec 2021 Final
Bat Scoping Report by UES 1 Dec 2021 ref UES 503532/01
Summary of proposed works Rev A
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NOTES TO APPLICANT

- . Prior to demolition of the structures on site an asbestos survey is to be carried out by an appropriately qualified contractor. Any asbestos identified shall be disposed of in

an appropriate manner.

INFORMATIVE - The Control of Noise Regulations 1975, Section 60. Control of Noise on Construction Sites

Works carried out in connection with the planning permission shall comply with the above regulations which require the following:

1. All works and ancillary operations which are audible at the boundary of the nearest house or noise receptor, or at such other place as may be agreed with the Council, shall be carried out only between the hours of 0800 and 1800 on Mondays to Fridays and between the hours of 0900 and 1400 on Saturdays and at no time on Sundays and Bank Holidays.
2. The best practicable means, as defined in section 72 of the Control of Pollution Act 1974, to reduce noise to a minimum shall be employed at all times.
3. All plant and machinery in use shall be properly silenced and maintained in accordance with the manufacturer's instructions.
4. Any emergency deviation from the above (1 - 3) shall be notified to Bury Council without delay.

Any contravention of these requirements will trigger the serving of a Notice under Section 60 of The Control of Noise Regulations 1975.

Please note that any construction takes place before 13 May 2021, would be subject to COVID-19 Extended Hours:

<https://www.gov.uk/government/publications/construction-working-hours-draft-guidance/draft-guidance-construction-site-hours-deemed-consent>

United Utilities

The applicant can discuss any of the above with Developer Engineer, Robert Brenton, by email at wastewaterdeveloperservices@uuplc.co.uk.

Please note, United Utilities are not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, the proposed detailed design will be subject to a technical appraisal by an Adoptions Engineer as we need to be sure that the proposal meets the requirements of Sewers for Adoption and United Utilities' Asset Standards. The detailed layout should be prepared with consideration of what is necessary to secure a development to an adoptable standard. This is important as drainage design can be a key determining factor of site levels and layout. The proposed design should give consideration to long term operability and give United Utilities a cost effective proposal for the life of the assets. Therefore, should this application be approved and the applicant wishes to progress a Section 104 agreement, we strongly recommend that no construction commences until the detailed drainage design, submitted as part of the Section 104 agreement, has been assessed and accepted in writing by United Utilities. Any works carried out prior to the technical assessment being approved is done entirely at the developers own risk and could be subject to change.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. As a provider of wastewater services, we believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in their Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company. We would not be involved in the discharge of the management and maintenance condition in these circumstances.

Water Supply

We can readily supply water for domestic purposes, but for larger quantities for example, commercial/industrial we will need further information.

The applicant has not stated whether provision of a new water supply is required. Use of the existing metered supply may be considered if it meets United Utilities standards. If not, a separate metered supply will be required at the applicant's expense.

If the applicant intends to obtain a water supply from United Utilities for the proposed development, we strongly recommend they engage with us at the earliest opportunity. If reinforcement of the water network is required to meet the demand, this could be a significant project and the design and construction period should be accounted for.

To discuss a potential water supply or any of the water comments detailed above, the applicant can contact the team at DeveloperServicesWater@uuplc.co.uk.

Please note, all internal pipework must comply with current Water Supply (water fittings) Regulations 1999.

United Utilities' Property, Assets and Infrastructure

Where United Utilities' assets exist, the level of cover to the water mains and public sewers must not be compromised either during or after construction.

For advice regarding protection of United Utilities assets, the applicant should contact the teams as follows:

Water assets – DeveloperServicesWater@uuplc.co.uk

Wastewater assets – WastewaterDeveloperServices@uuplc.co.uk

It is the applicant's responsibility to investigate the possibility of any United Utilities' assets potentially impacted by their proposals and to demonstrate the exact relationship between any United Utilities' assets and the 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, please visit the Property Searches website; <https://www.unitedutilities.com/property-searches/>

You can also view the plans for free. To make an appointment to view our sewer records at your local authority please contact them direct, alternatively if you wish to view the water and the sewer records at our Lingley Mere offices based in Warrington please ring 0370 751 0101 to book an appointment.

Due to the public sewer transfer in 2011, not all sewers are currently shown on the statutory sewer records and we do not always show private pipes on our plans. If a sewer is discovered during construction; please contact a Building Control Body to discuss the matter further.

Should this planning application be approved the applicant should contact United

Utilities regarding a potential water supply or connection to public sewers. Additional information is available on our website
<http://www.unitedutilities.com/builders-developers.aspx>

. The proposal should meet Requirement B5 of Approved Document B, Volume 2: Access and facilities for the fire service.

The access road should comply with Table 15.2 of Approved Document B, Volume 2 - be a minimum width of 3.7m and capable of carrying 12.5 tonnes.

Where a building, which has a compartment of 280m² or more in area, is being erected more than 100m from an existing fire-hydrant additional hydrants should be provided as follows;

- Buildings provided with fire mains - hydrants should be provided within 90m of dry fire main inlets
- Buildings not provided with fire mains - hydrants should be provided within 90m of an entry point to the building and not more than 90m apart

The Fire Service strongly supports the installation of sprinkler systems as a positive measure to protect persons.

. Metrolink advisory

No development shall take place on TfGM/Metrolink land until the legal agreement regarding the use of Metrolink land has been completed.

. This recommendation relates to the revised plan received by this section on 8 February 2022

. The applicant's attention is drawn to the need to consult the Department for Operations regarding the specification for and implementation of the required highway works and implementation of any required traffic regulation order. The cost of the works will be the responsibility of the developer

. The applicant's attention is drawn to the existence of Public Right of Way No. 104, Bury, which abuts the site. No development should take place which affects the Right of Way in the absence of an appropriate closure or diversion order.

Signed:



11 of 11

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On behalf of the Council

Date of Decision: 23/02/2022