

BURY COUNCIL
DEPARTMENT FOR OPERATIONS

REF NO: 21/258

FROM: Head of Engineering

TO: Head of Development Management

Planning Application No: 67159

Location: Former Texaco Garage, Bury Old Road, Prestwich,
Manchester, M25 0EY

Development: Variation of Condition 2 following approval of planning permission 63054 - Changes to approved plans including omission of basement; Ground Floor Layout Revision, the addition of rooms to the rear of the shop, relocation of the lifts to the left side at the rear; Front shop entrance location changed to the sides of the curtain walling abutment; Additional entrance shown on left side to the rear; First Floor layout revision to accommodate the revised lift locations; Ground Floor Blockwork walls and Level 1 Rendered Walls revised to be full height horizontal louvre design insulated metal cladding only. Previous curtain walling at front to remain; Rear windows removed; Rear abutment roof level raised to Level 1 floor level; Left side windows reduced and relocated; Introduced additional curtain walling at left side entrance; Right hand side windows omitted

RECOMMENDATION

I recommend that any planning permission given shall include the following conditions:

1. Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the formation of the vehicular access to the site from Bury Old Road, incorporating the reinstatement of the redundant southerly access, demarcation of the limits of the adopted highway to be agreed on site, replacement of affected/provision of new tactile paved crossing points, relocation/replacement of affected bollards and all associated highway and highway drainage remedial works have been submitted on a topographical based survey of the site and adjacent adopted 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.

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2. 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 and as a result of any statutory undertakers connections to the site;
 - Site access arrangements for demolition/construction traffic from Bury Old Road;
 - Hours of operation and number of vehicle movements;
 - A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
 - 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 demolition/construction vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this;
 - If proposed, site hoarding/gate positions clear of adequate visibility splays at the site access and adjacent junction with Bury Old Road, including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
 - Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the groundworks operations or carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

The approved plan shall be adhered to throughout the demolition and construction periods and the measures shall be retained and facilities used for the intended purpose for the duration of both periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials. 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.

3. The turning facilities indicated on the approved plans shall be provided before the development is brought into use and the area used for the manoeuvring of delivery vehicles shall subsequently be maintained free of obstruction at all times. (HY14 Amended)
4. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained at all times. (CAR1 Amended)

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Reasons

1. To ensure good highway design in the interests of road safety and to maintain the integrity of the adopted highway.
2. To 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 that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety.
3. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety.
4. To ensure adequate off-street car parking provision in the interests of road safety.

Comments and Observations

1. 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. The cost of the works will be the responsibility of the developer. (N004 Amended)
2. The applicant's attention is drawn to Section 80 of the Building Act 1984 and the need to give six weeks prior written notice to the Department for Business Growth and Infrastructure detailing any proposed demolition works in connection with the proposed development. (N020)

Date: 27 September 2021

Signed:

A handwritten signature in black ink, consisting of a stylized 'X' followed by a large, sweeping loop that ends in a small dash.

Head of Engineering

HIGHWAYS ASPECTS ONLY