

BURY COUNCIL
DEPARTMENT OF OPERATIONS

REF NO: 24/002

FROM: Head of Engineering

TO: Head of Development Management

Planning Application No: 70381

Location: Site of Radcliffe Leisure Centre, Spring Lane, Radcliffe,
Manchester, M26 2SZ

Development: Variation of condition 2 (approved drawings) following
planning permission 70071 (Erection of new secondary
school alongside supporting sports facilities, car parking,
landscaping, site infrastructure, new access road and
associated access infrastructure) - Amend the
developments highway infrastructure design to
incorporate a signalised Cyclops junction and minor
associated revisions to the landscaping proposal and
amend conditions 12, 23, 24 and 33 to update wording
and approved drawings referenced within each condition

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 following have been submitted to a scope and specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:
 - Formation of the proposed site access/signalised Cyclops junction onto Spring Lane, incorporating the provision of the signalised junction and tactile paved crossing points within an extension of the current limits of adoption, demarcation of the revised limits of the adopted highway, provision of new and alterations to existing road markings and all associated highway and highway drainage remedial works;
 - Detailed design of the new access road and its alignment relative to the existing adopted footpath route (Banana Path)/Public Footpath No. 3, St. Andrew's, Radcliffe, that crosses the westerly boundary of the site and proposals for (if any) pedestrian connections to this route;
 - Reinstatement of the redundant easterly site access onto Spring Lane to adjacent footway levels and all associated highway and highway drainage remedial works;
 - In the event that the new access road is not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;

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- In the event that any retaining structures are required that abut/are sited in close proximity to the adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- Provision of a street lighting assessment to a scope and specification to be agreed for the junction of the proposed site access/priority junction onto Spring Lane and, where necessary, a scheme of improvements;
- Review of existing waiting restrictions in the vicinity of the proposed site access/priority junction onto Spring Lane and, if required, the introduction of new/extension of existing waiting and loading restrictions, including all necessary road markings and signage.

The details subsequently approved shall be implemented to an agreed programme and to the satisfaction of the Local Planning Authority.

2. In the event that it is intended for the new access road to be considered for adoption by the Council, notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:

- Detailed design of the new access road and its alignment incorporating running lane/carriageway and footway widths to be agreed and any proposed gates to be inward opening and set back a minimum of 5.0m from the back of the adopted highway;
- Proposed pedestrian and cycling facilities with appropriate tactile paved crossing points at all junctions/pedestrian crossing points, signage and road markings;
- Provision of long sections and cross sections at positions to be agreed through the proposed new access road and mini-roundabout to ensure that gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at any junction within the development and at the interface with the adopted highway;
- In the event that any retaining structures are required that abut/are sited in close proximity to the future adopted highway, an 'Approval In Principle' for the proposed structures, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
- Demarcation of the limits of adoption at all relevant locations;
- Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all proposed junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
- Swept path analysis of the new access road to ensure that all vehicles anticipated to use the new road, including an 11.85m long refuse collection vehicle can pass a private car at all points, the bend and manoeuvre at the proposed mini-roundabout;

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- Proposed porous/permeable hardstanding materials and/or measures to prevent the discharge of surface water onto the adopted highway;
- Provision of a street lighting assessment to a scope to be agreed for the new access road and street lighting scheme to a specification to be agreed;
- Review of need for the introduction of waiting/loading restrictions on the new access road and at the proposed junctions/mini-roundabout to a scope to be agreed, including all necessary road markings and signage;
- Proposed planting/surfacing details and management/maintenance arrangements for all landscaped/car parking areas abutting the proposed adopted highway.

The details subsequently approved shall be implemented to an agreed programme and to the satisfaction of the Local Planning Authority.

3. Notwithstanding the submitted 'Demolition and Construction Management Plan FS1013 Star Radcliffe Academy' reference FS1013-MSC-XX-XX-T-MC-1100 Rev 01 and dated 11 August 2023, 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 statutory undertakers connections to the site;
- Access route for all demolition/construction vehicles to the site from the Key Route Network;
- Access point/arrangements for demolition/construction traffic from Spring Lane, taking into consideration the need to maintain safe pedestrian/vehicular access to the adjacent temporary school site, and all temporary works required to facilitate access for demolition/construction vehicles;
- If proposed, details of site hoarding/gate positions;
- The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Spring Lane;
- Confirmation of hours of operation and number of vehicle movements;
- Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
- Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials;

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- 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 construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the construction period.

4. In the event that it is not intended for the new access road to be considered for adoption by the Council, no development shall commence unless and until details of the proposed arrangements for future management and maintenance of the proposed road within the development have been submitted to and approved by the local planning authority. The new access road shall thereafter be maintained in accordance with the approved management and maintenance details until such time as a private management and maintenance company has been established.
5. The various turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times. (HY14 Amended)
6. The car parking and drop off facilities indicated on the approved plans shall be surfaced, demarcated and made available for use to the satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained at all times. (CAR1 Amended).
7. The bin storage arrangements to be provided within the curtilage of the school site shall be made available for use to the satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained at all times.

Reasons

- 1 & 2. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure the intervisibility of the users of the site and the adjacent highways and maintain the integrity of the adopted highway, all in the interests of highway safety.
3. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, 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.

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4. To ensure that the unadopted estate road serving the development is maintained to an acceptable standard in the interest of residential/highway safety; to ensure a satisfactory appearance to the highways infrastructure serving the development; and to safeguard the visual amenities of the locality and users of the highway.
5. To minimise the standing and turning movements of vehicles on the highway/new access road, in the interests of road safety
6. To ensure adequate off-street car parking provision in the interests of road safety.
7. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling.

Comments and Observations

1. The applicant's attention is drawn to the need to consult the Department of Operations regarding the specification for and implementation of the required highway works and implementation of any required traffic regulation orders. The cost of the works will be the responsibility of the developer.
(N004 Amended)
2. The applicant's attention is drawn to the potential need to complete a Section 38 Agreement under the Highways Act 1980 (or other agreement/method of securing the adoption of the proposed new access road, to be confirmed in due course), and a Section 104 Agreement under the Water Industry Act 1991, regarding the future adoption of the proposed roads and sewers.
(N008 Amended)
3. The applicant's attention is drawn to Section 167 of the Highways Act 1980 which requires Highway Authority approval of all structural details and calculations of retaining structures adjacent to the highway, prior to works commencing. (N019)
4. It would be advantageous for the land affected by the highway proposals to be in the control of the Highway Authority. An appropriate course of action would be the free dedication of the land to the Highway Authority by the freeholder.
(N021)
5. It is brought to the attention of the applicant that if the new access road is not eligible for adoption by the Council, the applicant is advised that to discharge the relevant condition regarding future maintenance of the estate roads, the Local Planning Authority will details of a private management and maintenance company confirming funding, management and maintenance regimes.

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6. The Council currently operates a curtilage system of refuse collection. The applicant is advised to liaise with Environment & Development Services, Waste Management & Transport - Bradley Fold, on 0161 253 7010/6635, regarding the operation of this system and the specification for the proposed refuse collection facility at the interface with the adopted highway.
(N024 Amended)

Date: 12 February 2024

Signed: **A Southgate**
(pp) Head of Engineering

HIGHWAYS ASPECTS ONLY