

BURY COUNCIL
DEPARTMENT FOR PLACE

REF NO: 25/004

FROM: Head of Engineering & Streetscene TO: Head of Development Management

Planning Application No: 71426

Location: Land adjacent to Bealey Industrial Estate, Dumers Lane,
Radcliffe, Manchester, M26 2BD

Development: Demolition of buildings and erection of 87 No. affordable
dwellings and associated access off Dumers Lane,
landscaping and parking

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 industrial specification to be agreed on a topographical based survey of the site and adjacent adopted highways to the Local Planning Authority:
 1. Formation of the alterations to Wild Street including part of the proposed estate road (limits to be agreed) to adoption standards, incorporating the reconstruction of Wild Street to provide a 7.3m wide carriageway clear of the proposed replacement 2.0m wide parking bays, southerly footway to a width to be agreed adjacent to No.'s 1 - 5 Wild Street/No. 63 Dumers Lane, tie in arrangements at the interface with the adopted highway at Dumers Lane junction, provision of visibility splays appropriate for a design speed of 30mph with no obstructions within the splays above a height of 0.6m (other than vehicles to be parked in locations clear of the required Traffic Regulation Order review), demarcation of the limits of the adopted highway, tactile paved crossing points, give-way markings and alterations to existing/provision of a new scheme of road markings/hatching on Wild Street/Dumers Lane, all boundary treatment to Plots 1 - 6 with foundations that do not encroach under the widened limits of the adopted highway, extent of the proposed and all associated highway and highway drainage remedial works;
 2. In the event that the Wild Street site access/proposed estate roads are not to be considered for adoption by the Council, measures to prevent the discharge of surface water onto the adopted highway;
 3. Reconstruction of the Dumers Lane footway abutting the site widened to a minimum of 2.0m in width and all associated measures to tie into existing adoption limits at the northerly boundary to Plot 6;
 4. Alterations to the pedestrian refuge/bus layby on Dumers Lane to a scope and specification to be agreed with TfGM and all associated highway and highway drainage remedial works;

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5. 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 structure, incorporating full structural, construction and drainage details, calculations, pedestrian protection measures and a detailed construction method statement;
6. Provision of a street lighting assessment and scheme of improvements to a scope, specification and colour temperature to be agreed for the Wild Street/Dumers Lane junction, Wild Street and the proposed residential estate roads;
7. A scheme of 20mph traffic calming measures to a scope and specification to be agreed on Wild Street between its junctions with Dumers Lane and 'Access A' and on the proposed residential estate roads, incorporating details of proposed materials, formation of speed tables at all appropriate junctions and/or other vertical deflection and speed reducing measures to be agreed, road markings and signage as required;
8. Review of existing Traffic Regulation Orders and need for the introduction of any waiting/loading restrictions to scope to be agreed at the Wild Street/Dumers Lane junction, on Wild Street and at the junction of the site access with Wild Street, including, if required, all necessary road markings and signage.

The details subsequently approved shall be implemented to an agreed programme, completed prior to substantial completion of the proposed residential development and to the satisfaction of the Local Planning Authority.

2. In the event that it is intended for the proposed residential estate roads accessed from Wild Street 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:
 1. Formation of the proposed estate roads (including all necessary land filling operations and method of compaction), incorporating minimum 5.5m carriageway and 2.0m footway widths;
 2. Provision of long sections and cross sections at positions to be agreed through the proposed estate roads and turning heads (including the 'pinch point' adjacent to Plots 6/7) to ensure that adoptable gradients will not exceed 1 in 14 for the purposes of adoption and incorporating a maximum 1 in 20 plateau at each junction within the development and at the interface with the adopted highway;
 3. Revised parking arrangements for Plot 1 to address deficiencies with the driveway arrangements in terms of its the position relative to the junction with Wild Street, visibility at the back edge of the footway and ability to adequately accommodate a parked vehicle and access to it;
 4. Demarcation of the limits of adoption at all relevant locations;
 5. Revised lay-by arrangements opposite Plots 1 – 6 and 7/8, incorporating 6.0m minimum parallel spaces and adoptable entry/exit kerb radii for road sweeping purposes;

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6. Provision of visibility splays and forward visibility envelopes appropriate for a design speed of 20mph at all internal junctions and bends in accordance with the standards in Manual for Streets with no obstructions above the height of 0.6m within them;
7. Provision of adequate levels of visibility at the back edge of the footway at all relevant plots sited close to the back of the footway, in accordance with the standards to be agreed with the Highway Authority, shown indicatively in Manual for Streets, with no obstructions above the height of 0.6m within them;
8. Swept path analysis of the proposed estate roads to ensure that an 11.85m long refuse collection vehicle can pass a private car at all bends and manoeuvre at all turning heads;
9. Facilities for the storage of bins on collection day at the interfaces of all shared accesses with the proposed adopted highway if required by Waste Management;
10. Proposed planting/surfacing details and management/maintenance arrangements for all landscaped areas abutting the proposed adopted highway (including the 'pinch point' adjacent to Plots 6/7);
11. Proposed foul and surface water drainage scheme including details of and any adverse impact on any existing sewers and culverts across the site.

The details subsequently approved shall be implemented to an agreed programme, completed prior to substantial completion of the proposed residential development and to the satisfaction of the Local Planning Authority.

3. In the event that it is not intended for the proposed residential estate roads to be considered for adoption by the Council, no development shall be commenced until details of the proposed arrangements for future management and maintenance of the proposed estate road within the development have been submitted to and approved by the local planning authority. The estate 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.
4. 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:
 1. 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;
 2. Access route for all vehicles to the site from the Key Route Network;
 3. Access point(s) for construction traffic and all temporary works required to facilitate access for ground works/construction vehicles, including the advance widening of Wild Street/works at the junction with Dumers Lane (unless otherwise agreed with the Local Planning Authority);
 4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto Dumers Lane and Wild Street;

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5. The provision, where necessary, of temporary pedestrian facilities/protection measures on Wild Street/Dumers Lane and to maintain access for vehicles and pedestrians accessing Bealey Industrial Estate;
6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es) onto Dumers Lane;
7. Confirmation of hours of operation and number of vehicle movements;
8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
9. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition and construction materials;
10. 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 the both periods. 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 satisfaction of the Local Planning Authority prior to the development hereby approved being substantially completed.

5. The various turning facilities indicated on the approved plans shall be provided before the areas of the development to which they relate are first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times. (HY14 Amended)
6. A minimum hardstanding length of 5.5m measured from the highway boundary shall be provided within the curtilage of each relevant dwelling to the satisfaction of the Local Planning Authority and thereafter maintained. (HY01 Amended)
7. Where dwellings are constructed with tandem spaces, a minimum hardstanding sufficient to accommodate two vehicles shall be provided within the curtilage of each relevant dwelling to the satisfaction of the Local Planning Authority and thereafter maintained. (HY02 Amended)
8. The communal car parking indicated on the approved plans shall incorporate minimum dimensions of 2.5m x 5.0m for parking spaces and minimum aisle widths of 6.0m, be surfaced and made available for use to the written satisfaction of the Local Planning Authority prior to the each dwelling/part of the site to which it relates being occupied and thereafter maintained at all times. (CAR1 Amended).

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9. Bin storage arrangements shall be provided within the curtilage of each dwelling in accordance with Waste Management's 'Guide to Refuse Collection Requirements & Storage Methods for New Developments'.

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 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.
4. To maintain the integrity of the adopted highway, 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 adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety.
5. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety.
- 6 & 7. To allow adequate space to maintain a vehicle(s) clear of the highway in the interests of pedestrian safety.
8. To ensure adequate off-street car parking provision and arrangements, in the interests of road safety.
9. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling.

Comments and Observations

1. This recommendation relates to the revised plans received by this Section on 02 December 2025 and supersedes my previous recommendation of 29 January 2025. (N025 Amended)
2. The applicant's attention is drawn to the need to consult the Department for Place regarding the specification for, and implementation of, the required highway works and TRO review. The cost of the physical and legal works will be the responsibility of the developer. (N004 Amended)

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3. The applicant's attention is drawn to the need to complete Section 278/38 and Section 38 Agreements under the Highways Act 1980, and a Section 104 Agreement under the Water Industry Act 1991, regarding the works affecting existing highways and future adoption of the proposed roads and sewers. (N008 Amended)
4. 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)
5. 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)
6. It is brought to the attention of the applicant that if the proposed estate roads are 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 require details of a private management and maintenance company confirming funding, management and maintenance regimes.
7. 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 any required refuse collection facilities at the interface with the adopted highway. (N024 Amended)
8. 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 Place detailing any proposed demolition works in connection with the proposed development. (N020)

Date: 10 December 2025

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

HIGHWAYS ASPECTS ONLY