

BURY COUNCIL
DEPARTMENT FOR PLACE

REF NO: 26/010

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

Planning Application No: 72703

Location: Higher House Farm, 14 Hawkshaw Lane, Tottington, Bury,
BL8 4LB

Development: Demolition of steel framed stables building and the
rebuilding of a stone barn and single storey rear
extension to form 1 No. dwelling

RECOMMENDATION

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

1. Prior to any works to the parking area hereby approved, a permanent diversion under section 257 Town and Country Planning Act 1990 shall be completed. The diversion order shall thereafter be implemented in accordance with a timetable to be agreed with the Local Planning Authority. The existing and official line of the path (Public Footpath No. 11, Ramsbottom) shall not be obstructed by the construction of the development or the development itself until a permanent diversion under section 257 Town and Country Planning Act 1990 has been secured.
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:
 1. Photographic dilapidation survey of Hawkshaw Lane and Public Footpath No. 11, Ramsbottom, that serves/abuts the site in the event that subsequent remedial works are required following demolition works/construction of the development.
 2. Proposed site hoardings and gates positions (if proposed).
 3. Hours of operation, confirmation of delivery & demolition/construction vehicle sizes that can be accommodated on Hawkshaw Lane and the Public Right of Way that abuts the site and number of vehicle movements.
 4. Parking on site of operatives' vehicles together with storage on site of demolition/construction materials, including any requisite phasing of the development to accommodate this.
 5. Measures to ensure that all mud and other loose materials are not spread onto the adjacent Public Right of Way and adopted highway 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.

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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 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 occupied.

3. Prior to first occupation of the development hereby approved, a sprinkler/misting system to meet the requirements of BS 9251:2014 or other subsequent standard that meets the requirements of Greater Manchester Fire and Rescue Service and deemed suitable to overcome the site's emergency access deficiencies, shall be installed in the dwelling hereby approved and shall thereafter be maintained at all times.
4. The car parking and turning facilities indicated on the approved plans shall be surfaced and made available for use prior to first occupation of the dwelling hereby approved and thereafter maintained available for use at all times.
(CAR1 Amended)

Reasons

- 1 & 2. To maintain the integrity of the adopted highway, mitigate the impact of the demolition and 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 demolition and construction periods and ensure that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety.
3. In the interests of fire safety and to ensure the safe and satisfactory development of the site and for its future occupiers pursuant to Bury Unitary Development Plan Policies H1/2 - Further Housing Development, H2/2 - The Layout of New Residential Development and EN1/2 - Townscape and Built Design.
4. To ensure adequate off street car parking provision and turning facilities in the interests of road safety pursuant to policies H2/2 - The Layout of New Residential Development and HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

Comments and Observations

1. This recommendation relates to the revised plan received by this Section on 10 April 2026. (N025 Amended)

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2. The applicant's attention is drawn to the existence of Public Right of Way No. 11, Ramsbottom, which forms the access to and abuts the site. No development should take place which affects the Right of Way in the absence of an appropriate closure or diversion order. (N010 Amended)
3. This development affects a public right of way. This planning decision does not authorise the diversion of the public right of way affected by the development. The applicant's attention is therefore drawn to the statutory procedures for obtaining a diversion order of the affected public right of way. Development affecting the public right of way should not be commenced until the statutory requirements have been complied with and the diversion order made. Enquiries regarding the necessary procedures should be made to the Department for Place, Engineering Services, Bradley Fold Depot, Bradley Fold Road, Bolton, BL2 6RS. Telephone 0161 253 5788. (N002)
4. The applicant must be made aware of the need to safeguard people using public rights of way and that no public rights of way are damaged, widths altered, gates erected across their width (unless authorised by Bury Council as Highway Authority) or obstructed by any other means either during or as a result of development. The applicant must ensure that no changes to land levels/surface water runoff affects a public right of way. If a temporary obstruction of public rights of way is unavoidable, no development must take place until a temporary closure order has been made by Bury Council and a suitable temporary alternative route(s) made available.
5. This recommendation relates to the requirements of Greater Manchester Fire and Rescue Service detailed in previous responses to similar developments where access deficiencies exist. (N025 Amended)
6. The full details of a scheme of mitigation measures required by Greater Manchester Fire and Rescue Service to overcome the site's emergency access deficiencies should be discussed with the fire service. The details/measures should incorporate the installation of a residential sprinkler/misting system in the dwelling to current appropriate standards as conditioned, as well as ensure that the recognised Approved Document requirements for Fire Service access will be met:
 - Vehicular access for a fire appliance to within 45m of all points within the dwelling;
 - The access road should be a minimum width of 4.5m and capable of carrying 12.5 tonnes;
 - As the access road is more than 20m long, a turning circle, hammerhead, or other turning point for fire appliances will be required;
 - There should be a suitable fire hydrant within 165m of the dwelling.

The details/measures subsequently agreed should be implemented to the satisfaction of GMFRS before the dwelling is first occupied and thereafter maintained at all times.

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7. The Council currently operates a curtilage system of refuse collection. The applicant is advised to liaise with Waste Management, Bradley Fold Depot on 0161 253 6189/6650, regarding the operation of this system. (N024)

Date: 17 April 2026

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

HIGHWAYS ASPECTS ONLY