

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 15/10/2025	Ref: 72227/CONDIS
Registration: 23/07/2025	LDFC: 04/09/2025	Expiry Date: 17/09/2025
Site Visit:	Site Notice: N/A	Press Date: N/A
Objections: 1	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: NREQ

Proposal: Application to discharge condition 11 (materials), condition 12 (dilapidation survey), condition 13 (construction traffic management plan) and condition 17 (construction environment management plan) on planning permission 69702

Location: Halter Inn Works, 11 Redisher Croft, Ramsbottom, Bury, BL0 9SA

Description

Application to discharge conditions on planing reference 69702

Condition 11 - Materials

condition 12 - Dilapidation survey

Condition 13 - Construction Traffic Management Plan

Condition 17 - Construction Environment Management plan

Relevant Planning History

00876/E - Residential development - Enquiry completed 21/07/2011

54823 - Demolition of existing buildings and erection of 4 no. semi-detached dwellings (resubmission) - Withdrawn by Applicant 28/02/2012

11/0562 - Change of use to residential - 13/03/2012

Publicity

Not applicable.

One objection received to the discharge of condition 13 for the CTMP condition

- no facility to use the proposed site to turn vehicles around on the site, and no swept path analysis to prove that it is feasible.
- no facility to turn delivery vehicles around, on the bridleway, without entering the privately owned roadway of Redisher Croft, which would not be safe for the residents, their children etc, as there is no footpath, and this will not be allowed.
- Reversing out of the bridleway, directly onto the busy junction on Bolton Rd West is obviously dangerous, and would present a great risk to both pedestrians, and traffic, and is therefore unfeasible.
- high risk of damage to the structure of the culvert that the river runs through beneath.
- It is not reasonably practicable for any delivery vehicle to unload/load within the site lay down area, as the storage area detailed in red on the attached plan, and the parking area detailed in yellow on the plan, only leave room for the telehandler to be positioned in between, to offload from a vehicle parked on the bridleway, which will block access for residents to Redisher Croft. Access to Redisher Croft is required 24/7, for residents and emergency vehicles
- The TMP details "4-5 deliveries/week, on average" clearly this is an underestimate
- Large delivery vehicles accessing the site via the bridleway presents a hazard to both pedestrians, and residents' vehicles, there is no footpath, and there are blind bends/corners, where visibility for oncoming traffic is restricted. During the Winter

months, light will be an issue, as there is no street lighting, and the bridleway is sheltered by trees and overbearing buildings.

- The TMP details a nominated waiting area for delivery vehicles on Lumb Carr Rd, this would be dangerous, as it is directly adjacent to a busy junction, and the waiting location, where it is highlighted in the plan, would have waiting vehicles on opposite carriageway, where they would have to carry out a U-turn manoeuvre to head back to the Construction site.

Further comments received -

- To elevate the ground level, as detailed in the Approved Planning Application for the development, 600mm due to flood prevention Import of large amounts of infill materials will be required. The existing site level has already been reduced as part of the demolition works and quick calculations indicate that approximately 60 x 20T tipper trucks will be required for this activity alone. This would cause unacceptable restrictions to access for the residents, and users of the Bridleway. This would also present an unacceptable Safety risk on the narrow, bridleway, that does not have a footpath.
- There is no mention detailing how the developer plans to manage deliveries where it isn't "practical" (as qualified in the TMP) to unload inside the boundary of the site, and they plan to do from the bridleway, restricting access. I would have thought that a TTRO would be necessary for this. Can you please advise?
- does not address how the developer plans to maintain access when installing services/infrastructure to the proposed dwellings.
- no detail where a crane would be sited, if required to lift high level lintels/materials etc into place.

Revised CTMP has been received which has generated one response -

The Developer now details that delivery vehicles will reverse onto the first plot, whilst the other two are being built -

- The two drawings on the attached contradict each other, the small parking area would not now be achievable. There would be no parking area on site for any Construction vehicles.
- If vehicles were to reverse onto plot 1 as detailed, adjacent to where the site welfare cabin is situated shown on the second drawing, and next to the bridleway's narrowest point, they would re-enter the bridleway exit on a blind bend, again, at it's narrowest point, which would be dangerous with large vehicles.
- Fully loaded 20T Tipper trucks, which will be required to import infill, weigh approx. 30T plus, and measuring nearly 10M long will damage the bridleway surface, manoeuvring/reversing into the narrow off loading area identified.
- When the first two properties are built, there will be no parking, and no facility to deliver materials inside the curtilage of the site.
- Consider that the only way to maintain parking facilities (albeit limited) and unloading of material without restricting/blocking the bridleway, would be to radically change the design of the scheme so that the footprint of the proposed dwellings does not encompass the area of the site.

Statutory/Non-Statutory Consultations

Traffic Section - No objection

Greater Manchester Ecology Unit - No objection

Pre-start Conditions - Not relevant

Development Plan and Policies

Issues and Analysis

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The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Condition 11 - Materials

Stone sample panel - photograph received 9/10/25

Guttering sample photograph received 9/10/25

Slate sample - photograph received 9/10/25

Paving - Hydropave Tegula specification - permeable paving in 'natural'

The proposed materials are considered acceptable and the condition can be discharged.

Condition 12 - Dilapidation survey

The CTMP at Appendix B provides a comprehensive photographic survey of the site and surrounding streets which is sufficient to part discharge the condition. Following one month of the completion of the development a further survey will be required to be carried out and agreed works undertaken.

The condition can be part discharged.

Condition 13 - Construction Traffic Management Plan CTMP

A revised CTMP has been received (Rev 030925)

The Highway Authority have no objection to the discharge of the condition subject to a caveat as follows -

The condition is discharged subject to implementation of the approved scheme and the measures, facilities and phasing/plot construction as stated in the revised CTMP Rev 030925 received 3/9/25 are carried out and maintained throughout the construction of the development, together with the remaining requirements of the condition.

Condition 17 - Construction Environment Management Plan

Date issued 30/5/25 rev 1

GMEU have been consulted and there is no objection to the discharge of the condition.

Recommendation: Approve

Conditions and Reasons:

The conditions listed below are approved and discharged -

Condition 11 - Materials

Stone sample panel - photograph received 9/10/25

Guttering sample photograph received 9/10/25

Slate sample - photograph received 9/10/25

Paving - Hydropave Tegula specification - permeable paving in 'natural'

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Subject to the implementation of the approved details and any remaining requirements of the condition

Condition 13 - Construction Traffic Management Plan CTMP
Revised CTMP has been received (Rev 030925)

The condition is discharged subject to implementation of the approved scheme and the measures, facilities and phasing/plot construction as stated in the revised CTMP Rev 030925 received 3/9/25 are carried out and maintained throughout the construction of the development, together with the remaining requirements of the condition.

Condition 17 - Construction Environment Management Plan
Date issued 30/5/25 rev 1

Subject to the implementation of the approved details and any remaining requirements of the condition

The condition listed below is part discharged -

Condition 12 - Dilapidation survey - Appendix B of the revised Construction Traffic Management Plan CTMP (Rev 030925)

Following one month of the completion of the development a further survey will be required to be carried out and agreed works undertaken.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	15/10/25		