

Our Ref: 72654
Your Ref:
Date: 21 January 2026
Please ask for: Jennie Townsend
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Mr. Nick Brookman
ROCHDALE M.B.C.
Planning and Development
Number One Riverside
Smith Street
Rochdale
OL16 1XU

Dear Sir/Madam

Proposal: Article 18 consultation from Rochdale BC (ref. 25/01118):
Change of use from public house and restaurant to offices
(Use class E(g)(i), comprising the demolition of an existing
extension, the erection of a single storey extension,
alterations to the existing roof and fenestration, erection of a
detached storage building and detached amenity building
with associated vehicle parking, boundary treatments,
concrete hardstanding and soft landscaping
Location: Church Inn, Castle Hill Road, Bury, BL9 6UH

No publicity was carried out as is not a requirement under an Article 18.

However, three objections have been received from local residents with the following comments -

- Concerned that the scale and nature of this development will result in a significant increase in heavy vehicle movements along surrounding roads, many of which fall within Bury Council's jurisdiction. These vehicle movements would, in our view, materially affect highway safety, congestion, noise levels, and residential amenity.
- Understand that this application has already attracted approximately 170 formal objections. However, there is a strong concern locally that the impacts on Bury residents and Bury-controlled roads may not receive sufficient weight because the application site sits within a different local authority area.
- In addition to this proposal, United Utilities are due to commence a major construction project at the Woodgate Hill Reservoir on Castle Hill Road later this year. This is expected to last for approximately six years and will itself generate a substantial increase in heavy construction traffic. The cumulative impact of both developments occurring concurrently has not, to our knowledge, been adequately assessed.
- Respectfully ask that Bury Council ensures its highways, planning, and environmental concerns are formally raised and fully considered as part of the decision-making process, particularly in relation to traffic impact, road safety, and cumulative construction activity.
- Heavy plant/HGV routing on narrow rural lanes without pavements: The proposal involves regular movements of heavy plant vehicles along narrow lanes with no footways, used by pedestrians, cyclists, equestrians and church visitors. This elevates collision and

intimidation risk (including equestrian startle risk). Under NPPF Chapter 9, development should be refused where there is an unacceptable impact on highway safety or severe

- Cross-boundary highway impact (Bury MBC): The consultation itself acknowledges that access routes lie within Bury MBC's jurisdiction and that Bury's approval is required. A "no new road safety concerns" position cannot be sustained until Bury MBC has assessed heavy vehicle impacts and confirmed mitigation.
- Cumulative effects were not assessed: With existing recreational and church traffic, the additional HGV/plant movements create cumulative risk that must be assessed holistically across transport, noise, air quality and community safety.
- Request to the decision-maker:

- Require a cross-boundary Transport Assessment and Construction/Operational Vehicle Routing Plan jointly agreed with Bury MBC, with an independent Stage 1/2 Road Safety Audit covering equestrian, pedestrian and cyclist interactions on unpaved narrow lanes and church access times.

- If robust evidence cannot demonstrate no unacceptable safety impact (and no severe residual cumulative impacts after mitigation), refuse the application under the NPPF transport tests.

LPA comments

- The description of development is misleading and should include the HGV storage/plant hire type business in the change of use, not just offices.
- The application makes no reference to the works proposed for the Haweswater Aqueduct and replacement underground tunnels which would include the creation of a temporary compound at Woodgate Hill accessed from Castle Hill Road. Works ongoing at the compound are estimated to take approximately 5 years. Rochdale MBC should therefore request the applicant provides a full assessment of the cumulative impacts of the development with regards to traffic generation and vehicular movements.
- The LPA would request that Rochdale take into account any representations received from Bury residents.

Public Right of Way

Rochdale MBC should make the applicant aware of the existence of Public Rights of Way No.'s 54 and 55, Bury that abut/lead to the site. No development should take place which affects the Rights of Way in the absence of an appropriate closure or diversion order.

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 (without permission), gates erected across their width (unless authorised by Bury Council the 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.

Local Highway Authority comments

Objection - The proposed development would result in an intensification of the use of the surrounding roads which are inadequate in terms of width and alignment.

The LPA would therefore raise an objection to the application.

Yours faithfully

Jennie Townsend
(Case Officer)

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