

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 21/12/2023	Ref: 70193/FUL
Registration: 09/11/2023	LDfC: 30/11/2023	Expiry Date: 04/01/2024
Site Visit: 15/11/2023	Site Notice: 15/11/2023	Press Date: N/A
Objections: 0	Con Area: N/A	Adv Type: PI
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIDW

Proposal: Demolition of existing bungalow and erection of 1 no. two storey dwelling

Location: Woodhey Bungalow, Woodhey Road, Ramsbottom, Bury, BL0 9RD

Description

The application relates to a 1920's detached residential bungalow which is currently vacant. The site is located in a semi rural area in the Green Belt, Special Landscape Area and River Valley.

The site is accessed via a single width lane, Woodhey Road and there is a ribbon development of residential properties along this lane approx 250m away to the west. The access splits with the south eastern route leading to a small agricultural development and few houses and the north eastern route which leads to the site and its neighbour, Rylston which is also a bungalow. The access lane terminates at the front of Rylston with a gated access to a field beyond. The part of Woodhey Road leading to and in front of the site is not a Public Right of Way.

To the east and south of the site are open fields.

The site itself comprises the detached bungalow which is set in the northern half of the site with the remainder the residential garden which has become overgrown and heavily vegetated. The existing dwelling has been in the same family but has been vacant for some time and the applicant states that the current bungalow has fallen into a state of disrepair. It is their intention to redevelop the site to create a home suitable for the family which can also more easily accommodate a disabled family member.

The application seeks the demolition of the bungalow and a replacement dwelling. The new dwelling would be broadly located on the existing footprint in the northern part of the site with the southern half retained as the garden area.

The development proposes a contemporary and modern approach to the design of the house, 'cube-like' in form with emphasis on horizontal elevations. The dwelling would be 2 storey with the 1st floor comprising a smaller footprint, set back from the south and east elevations with part of the roof of the ground floor a decked area and the remainder a sedum roof.

The majority of the accommodation would be at the ground floor and comprise the living space and two bedrooms with a third en suite bedroom at first floor. There would also be a double garage incorporated to the northern side of the building with a driveway in front.

Materials would comprise a mix of natural stone walling and render with an expanse of glazed openings and patio doors to the south overlooking the garden.

The site would be bounded by a fence along the frontage to the road and the garden planted and landscaped.

Existing footprint area - 181 sqm
proposed footprint area - 152 sqm

Existing volume - 700 cubic m
Proposed volume - 900 cubic m
= 28% increase

Relevant Planning History

02836/E - Demolition of existing bungalow and Erection of 1no. two storey dwelling -
Enquiry completed 25/08/2023
56098 - Outline - 1 No. dwelling - Refused 03/06/2013
69181 - Demolition of existing bungalow and Erection of 1no. two storey dwelling -
Withdrawn by Applicant 17/03/2023

Publicity

Letters sent to 4 properties on 9/11/23.
Site notice posted 15/11/23

No responses received.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions

Environmental Health - Contaminated Land - No objection subject to conditions.

Waste Management - No response received.

Borough Engineer - Drainage Section - No response received.

United Utilities (Water and waste) - No objection.

Greater Manchester Ecology Unit - No objection subject to conditions.

Planning & Building Regs consultation Fire Protection Dept Bury Fire Station (Part B)

- Advise the development complies with GMF requirements and advises sprinklers.

Public Rights of Way Officer - No comments

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Unitary Development Plan and Policies

NPPF	National Planning Policy Framework
H2	Housing Environment and Design
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
EN1/1	Visual Amenity
EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN9/1	Special Landscape Areas
EN6/3	Features of Ecological Value
OL1/2	New Buildings in the Green Belt
OL5/2	Development in River Valleys
HT2/4	Car Parking and New Development
HT6/2	Pedestrian/Vehicular Conflict
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD8	DC Policy Guidance Note 8 - New Buildings in the Green Belt

Issues and Analysis

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

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 Policy 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.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Policies

UDP Policy H1/2 states that the Council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses.

UDP Policies H2/1 - The Form of New Residential Development and H2/2 - The Layout of New Residential Development takes into consideration factors relating to the height and roof type of adjacent buildings, the impact of developments on residential amenity, the density and character of the surrounding area and the position and proximity of neighbouring properties. Regard is also given to parking provision and access, landscaping and protection of trees/hedgerows and external areas.

Chapter 13 - Protecting Green Belt Land, Paragraphs 152 and 153 state that inappropriate

development in the Green Belt is by definition, harmful and should not be approved except in Very Special Circumstances (VSC). Planning Authorities should ensure that substantial weight is given to any harm in the Green Belt. VSC will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.

Para 154 of the NPPF regards new buildings in the Green Belt as inappropriate development.

One of the exceptions to this is d) for the replacement of a building provided the new building is in the same use and not materially larger than the one it replaces.

UDP Policy OL1/2 New Buildings in the Green belt allows for replacement dwellings provided this would not result in a materially larger build. SPD8 provides further guidance and advises that an increase of up to 30% may be acceptable, but each site would be considered on its own merits.

Principle

The proposed development would involve a replacement dwelling and would result in a volume increase of built development of approx 28% above the existing volume and 0.4m higher than existing. The proposed footprint however would be 29 sqm less.

Whilst the new build would be greater in volume than the existing, and therefore materially larger, the proposed dwelling would be located in the same area of the site as the current house and on a smaller footprint. It would be set within well screened grounds and similar to the existing would not be highly visible from wider views and as such the increase in height of 0.4m would not be demonstrably perceptible. Flat roofs would be incorporated into the design to keep the profile of the build at a low level within its setting and in terms of accommodation the proposed dwelling would provide the same number of bedrooms, 3, and similar living space.

According to case law in the Court of Appeal judgement *Turner v Secretary of State* 2016 at para 14, "The concept of openness of the green belt is not narrowly limited to volumetric approach..... (in the context of which, volumetric matters may be a material concern, but are by no means the only one) and factors relevant to the visual impact on the aspects which the Green Belt presents."

Given the setting of the site and containment of the dwelling within the existing built footprint, and that visually the proposed dwelling would not be significantly more exposed or conspicuous from public views, it is considered the proposed development would not have a harmful impact on the openness of the Green Belt or be seriously harmful to the Special Landscape Area. .

The proposed development would therefore comply with para 154 d) of the NPPF, OL1/2 and SPD8.

Layout

The proposed dwelling would be located in the northern part of the site utilising the existing footprint of the area. Accessed from Woodhey Road, would be a double driveway and garage with the dwelling extending eastwards towards the boundary. The southern half of the site would provide the garden area, and proportionately, the layout of the development would largely remain unchanged from the current situation on site.

A boundary fence would provide some screening from the lane with landscaping to soften the frontage and tree planting around the remainder of the boundaries.

Internally, the accommodation has been carefully considered to facilitate a disabled member of the family with wide room openings and a open plan approach with 2 of the 3 bedrooms located at the ground floor level, thereby maintaining the style and character of a

bungalow development.

It is therefore considered that the layout of the replacement dwelling would be acceptable and comply with policies H2/1 and H2/2.

Design and appearance

The development would adopt a modern and contemporary design approach but with references to the existing bungalow in terms of its scale and proportions, whilst also bearing in mind the needs of the family and future living conditions.

A 'cube' type approach has been taken to the build which would incorporate flat roofs to maintain a low level type build and solar panels into the 1st floor roof which would be discreetly positioned and not highly visible. The flat roof design would also allow for a sedum roof to be integrated into the development which would enhance the ecological and environmental value of the house.

Elevations would be simple and 'unfussy' by using a select palette of materials comprising natural stone walling and render, but there would be some detailing and definition to the build by the use of a contrasting aluminium copings and windows. The front entrance would be defined by full height glazing with a stone surround and there would be an expanse of glazing to the south elevation which would integrate with the outside space to the south.

The surrounding area and Woodhey Road in particular is characterised by a mix of house types and designs, from traditional builds to more contemporary style dwellings where modern renovations have been carried out and extensions added.

Paragraph 41 of the National Design Guide states that development should understand and relate well to the site, its local and wider context. Well-designed new development should respond positively to the features of the site itself and the surrounding context beyond the site boundary, enhancing positive qualities and improving negative ones.

Whilst a departure from the style of the existing bungalow and a contemporary approach, the modern design of the proposed dwelling would acknowledge certain elements of the existing dwelling on site, by retaining a low level profile and broadly the same footprint and layout. Materials would be kept to a minimum and with the first floor recessed behind the ground floor elevations, the build would not appear overly dominant or out of scale within the context of the area.

It is therefore considered the design and appearance of the proposed dwelling would be acceptable and comply with EN1/1, EN9/1, H2/1, OL1/2 and the principles of the NPPF.

Impact on residential amenity

The adjacent neighbour, Rylston to the north would be the only dwelling in the vicinity which would be affected by the proposed development. This property is also a bungalow.

The proposed streetscene plan shows that the proposed dwelling would be approximately 2m lower in height than the neighbour and the nearest part of the main elevation of the proposed dwelling approx 17.5m away and as such the degree of separation would not result in a dominating or overbearing impact on the neighbour.

There would be no habitable room windows at first floor on the elevation facing Rylston and whilst there would be directly facing bedroom windows, these would be on the ground floor with ample separation and screening from boundary treatment.

The proposed 1st floor roof terrace would be located on the south and eastern side of the proposed dwelling and as such there would be no overlooking to this property from this outside space.

As such it is considered there would not be a detrimental impact on the amenity of the adjacent property and the proposed development would comply with H2/2 and SPD6.

Highways

The existing lane would continue to serve the site. A double driveway would be provided to the front of the dwelling and in the northern corner of the site would be a stone built double garage which would be connected to the house.

There would be adequate turning and manoeuvring areas within the site and given this part of the lane only serves the site and the neighbour and given the dwelling would be a replacement, there are no highway safety concerns.

The Highway Section have raised no objection and recommend a condition that a dilapidation survey of the lane and a construction traffic management plan be submitted for approval.

As such, the proposed development would comply with H2/2, HT2/4 and HT6/2.

Summary

The developer's ecological consultant identified no significant ecological issues. Issues relating to bats, nesting birds, invasive species and biodiversity enhancement measures can be resolved via condition and or informative.

Bats

A valid bat report has been provided. This assessed the building as low risk and in-line with best practice one emergence survey carried out. No evidence of bats roosting was recorded. GMEU have no reason to doubt the findings of the report. Given the high-risk location, GMEU recommend an informative along the following lines is applied to any permission.

Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).

Nesting Birds

No evidence of nesting birds was found in the building proposed for demolition, but the proposals indicate removal of existing garden trees and shrubs, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. GMEU recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Invasive Species

Site photographs indicate the presence of *Rhododendron ponticum*. GMEU recommend an informative along the following lines is applied to any permission.

It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as *Rhododendron* are included within this schedule. If any such species will be disturbed and removed off site as a result of this development a suitably experienced consultant should be employed to advise on how to avoid an offence.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should

contribute to and enhance the natural and local environment. The development will result in the loss of the existing building and garden to be replaced with a building and garden. Species impacts appear likely to be restricted to nesting birds, but may include bats. Given the similar existing and proposed usage of the site, on-site mitigation and enhancement should be feasible, if higher ecological value planting provided ie native and or wildlife attracting species and mitigation for loss of bird nesting habitat. The details can be conditioned.

Greater Manchester Fire and Rescue Service

The Fire Service have responded and advise that the proposed development should meet the requirements for fire service access -

- Vehicular access for a fire appliance to within 45m of all points within the dwellings.
- The access road should be a minimum width of 4.5m and capable of carrying 12.5 tonnes. Additionally if the access road is more than 20m long a turning circle, hammerhead, or other turning point for fire appliances will be required.
- The maximum length of any cul-de-sac network should be 250 m.
- There should be a suitable fire hydrant within 165m of the furthest dwelling.

This proposal does not appear to meet these requirements for the following reasons:

- The single access cul de sac measured from the junction of Woodhey Road and Bolton Road West to the proposed development is approximately 580 meters.
- The nearest fire hydrant to the proposed development is approximately 260 meters.
- Sections of Woodhey Road appear to narrow to approximately 2.5 meters.

The Fire Service strongly supports the installation of domestic sprinkler systems as a positive measure to protect persons. The access requirements for a dwelling fitted with an approved sprinkler system can deviate from the required standard detailed above, further consultation will be required.

Whilst deficient in meeting the fire service requirements, the site already serves a dwelling and this is considered to be a material consideration. It is considered that the proposed development would be acceptable with the inclusion of a condition for the installation of sprinklers which would better the existing situation on site in fire safety terms.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during pre-application discussions to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 This decision relates to drawings -
Site location plan SC2022-299-L-(-0)001 rev C
Existing site plan SC2022-299-L-(-0)002 rev A

Existing south and north elevations SC2022-299-L- (-0) 003 rev A
Existing east and west elevations SC2022-299-L-(-0)004 rev A
Proposed ground floor plan SC2022-299-L-(-0)005 rev B
Proposed first floor plan SC2022-299-L-(-0)006 rev A
Proposed roof plan SC2022-299-L-(-0)007 rev A
Proposed south and west elevations SC2022-299-L-(-0)008 rev D
Proposed north and east elevations SC2022-299-L-(-0)009 rev D
Proposed section A-A & B-B SC2022-299-L-(-0)010 rev B
Proposed site plan SC2022-299-L-(-0)012 rev B
Existing and proposed streetscene SC2022-299-L-(-0)013 rev B
and the development shall not be carried out except in accordance with the drawings hereby approved.

Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.

- 3 No development shall commence unless and until:-
- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy including an asbestos survey shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 4 Following the provisions of Condition 3 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 5 Prior to occupation the applicant shall provide one electric vehicle (EV) charging point (minimum 7kW*) per unit (dwelling with dedicated parking). Photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted.

*Mode 3, 7kW (32A) single phase, or 22kW (32A) three phase, and for 50kW Mode 4 rapid charging may be required. British Standard BS EN 61851-1:2019 to be used. Further information regarding minimum standards can be found at <https://www.gov.uk/transport/low-emission-and-electric-vehicles>.

Reason. In accordance with the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

- 6 The development hereby approved shall not be commenced unless and until a photographic dilapidation survey of the access to the site (Woodhey Road/Public Rights of Way No.'s 86 & 87, Ramsbottom) from the adopted highway has been undertaken and submitted to/agreed with the Local Planning Authority. Within one month of completion of the development, a further survey shall be undertaken to assess the condition of the route. Any remedial works required as a result of damage caused by demolition/construction traffic shall be undertaken at the expense of the applicant to a specification and programme to be agreed with the Local Planning Authority.

Reason. To maintain the integrity of the adjacent Public Right of Way and in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT4 - New Development.

- 7 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:

- Access route for all demolition/construction vehicles to the site from the Key Route Network;
- Access point/arrangements for demolition/construction traffic from Woodhey Road, taking into consideration the need to maintain safe pedestrian/vehicular access on the shared access and to the adjacent residential property, and any temporary works that may be required to facilitate access for demolition/construction vehicles;
- If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain vehicular access to the adjacent residential property;
- The provision, where necessary, of temporary pedestrian facilities/protection measures on the shared access;
- A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access;
- Confirmation of hours of operation, demolition, delivery & construction vehicle sizes that can be accommodated on the Public Rights of Way that serves the site 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;
- Measures to ensure that all mud and other loose materials are not spread onto the adjacent 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.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and 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, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

- 8 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.

Reason. 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.

- 9 The car parking including the spaces within the proposed garage indicated on the approved plans shall be made available for use prior to the dwelling hereby approved being occupied and thereafter maintained at all times.
Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.
- 10 The turning facilities indicated on the approved plans shall be provided before the dwelling is first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to Bury Unitary development Plan Policies HT2/4 - Car Parking and New Development and HT6/2 - Pedestrian/Vehicular Conflict.
- 11 No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 12 Following the demolition of the existing dwelling and prior to any above ground construction works, a landscaping plan shall be submitted to and approved by the Local Planning Authority. The contents of the plan should include native tree and shrub planting and mitigation for the loss of bat and bird nesting habitat, (ie bird/bat boxes). The approved scheme shall thereafter be implemented not later than 12 months from the date the building(s) is first occupied or within the first available tree planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within five years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted and the approved mitigation for the loss of bat and bird nesting habitat shall thereafter be maintained.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies H2/2 - The Layout of New Residential Development, EN1/2 - Townscape and Built Design and EN8/2 - Woodland and Tree Planting of the Bury Unitary Development Plan and chapter 15 - Conserving and enhancing the natural environment of the NPPF.
- 13 Details/Samples of the materials to be used in the external elevations, together with details of their manufacturer, type/colour and size, shall be submitted to and approved in writing by the Local Planning Authority before the development is commenced. Only the approved materials shall be used for the construction of the development.
Reason. No material samples have been submitted and are required in the interests of visual amenity and to ensure a satisfactory development pursuant to UDP Policy

EN1/1 Visual Amenity, EN9/1 - Special Landscape Areas and OI1/2 - New Buildings in the Green Belt. .

- 14 Notwithstanding the terms of the Town and Country Planning (General Permitted Development) (England) Order 2015, as subsequently amended, no development shall be carried out within the terms of Classes A to G of Part 1 of Schedule 2 of the Order, without the submission and approval of a relevant planning application.
Reason. To ensure that future inappropriate alterations or extensions do not occur pursuant to policies of the Unitary Development Plan listed.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	21/12/23		