

DELEGATED REPORT

Report by Helen Pressley	Date of report: 06/05/2025	Ref: 71264/FUL
Registration: 05/03/2025	LDfC: 03/04/2025	Expiry Date: 30/04/2025
Site Visit: 30/04/2025	Site Notice: N/A	Press Date: N/A
Objections: 2	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIDW

Proposal: Erection of detached dwelling

Location: 131 Radcliffe New Road, Radcliffe, Manchester, M45 7RP

Description

The application relates to an area of side garden adjacent to No. 131 Radcliffe New Road. The site is located within a row of residential dwellings, with residential properties bounding the site. The front boundary of the site is currently depicted by a wall with infill railings and a hedge with hedges also making up the side and rear boundaries. The site is currently laid to grass.

Planning permission is sought for the construction of a single storey dwelling, with accommodation within the roof space that would be provided through the provision of 2no. rear pitched roof dormers. The proposed dwelling would be accessed from Radcliffe New Road utilising an existing access/egress point that is utilised by the retained property at No. 131 Radcliffe New Road.

Relevant Planning History

63379 - 2 no. rooflights within existing roof at front; 2 no. dormers to the rear; 4 no. rooflights within existing roof at rear; new front wall and gated accesses; extension of existing side garage. - Approve with Conditions 20/12/2018

02925/E - Erection of pair of 3 storey semi-detached dwellings - Enquiry Complete 31/01/2024

Publicity

Letters sent to neighbouring properties 13/03/2025.

2 objections received in relation to:

- Loss of privacy
- Loss of property value
- Reduces distance between dwellings
- Noise disturbance - proximity to neighbouring properties and during construction.
- Loss of light/overshadowing
- Cars parking on Radcliffe New Road
- What is the proximity of the proposed dwelling to boundaries?
- What is the proposed boundary treatment?
- Would welcome a visit from a Planning Officer to discuss the proposal.
- It would be useful to have details regarding the proposed timing of this build and the disruption it will cause in terms of access, noise and inconvenience to the area. Reassurances that these have been considered by the planning team and steps will be taken to minimise the disruption.
- It would also be helpful if the proposal is passed that the householders of the properties which will be affected are informed with as much detail as is practicable.
- The committee need to bear in mind that this development is on a very busy main road

which already has issues which the Council should already be aware of.

- We were not aware the site had been sold or that a planning application had been made. Understandably, this has come as a considerable shock to us.

1 comment received in relation to locating the details of the application which was later updated when plans found on the website to raise no objection to the proposal.

Statutory/Non-Statutory Consultations

Traffic Section - Conditions requested in relation to the submission of a Construction Traffic Management Plan (CTMP), implementation of turning, car parking and refuse storage.

Drainage Section - No response

Environmental Health - Contaminated Land - Conditions requested in relation to EV charge points, unforeseen contamination and imported soil.

Waste Management - No response

United Utilities (Water and waste) -United Utilities has no further comment on this application. Information provided in relation to UU property, assets and infrastructure to add as an informative.

Greater Manchester Ecology Unit - Informative requested in relation to bats. Conditions requested in relation to limiting vegetation removal to outside of nesting season and the integration of bat/bird boxes. Standard BNG condition can be applied.

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

Development Plan and Policies

EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
H2/3	Extensions and Alterations
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S1	Sustainable Development
JP-S5	Clean Air
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

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), 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.

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.

Principle (Residential)

The National Planning Policy Framework (NPPF) is a material planning consideration in planning decisions, and emphasises the Government's objective of significantly boosting the supply of homes. The Framework states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with either a 5% buffer to ensure choice and competition in the market for land, or a 20% buffer where there has been significant under delivery of housing over the previous three years. As set out in NPPF paragraph 78, the supply of housing

must be assessed against the housing requirement set out in adopted strategic policies where these are less than five years old.

The joint Places for Everyone Plan was adopted with effect from 21 March 2024 and sets the up-to-date housing requirement for Bury against which the deliverable supply of housing land must be assessed. PfE Policy JP-H1 sets the following stepped targets for Bury:

- 246 homes per year from 2022-2025;
- 452 homes per year from 2025-2030; then
- 520 homes per year from 2030-2039.

Bury's Strategic Housing Land Availability Assessment sets out the latest housing supply position, which is made up of sites that have an extant planning permission and sites that have potential to obtain planning permission in the future. This shows that there are a number of sites within the Borough with the potential to deliver a significant amount of housing. However, not all of these sites will contribute to the deliverable land supply calculations as many sites will take longer than five years to come forward and be fully developed. The joint Places for Everyone Plan allocates significant strategic sites for housing within Bury and will accelerate housing delivery within the Borough to meet housing needs.

Following the adoption of Places for Everyone, the Council is able to demonstrate a deliverable 5 year supply of housing land with a 20% buffer (as currently required in Bury due to past under delivery) when assessed against the adopted PfE housing requirement.

The National Planning Policy Framework also sets out the Housing Delivery Test (HDT), which is an assessment of net additional dwellings provided over the previous three years against the homes required. Where the test indicates that the delivery of housing was substantially below (less than 75%) the housing requirement over the previous years, this needs to be taken into account in the decision-taking process. The latest results published by the Government (the 2023 measurement published on 12 December 2024) show that Bury has a HDT result of less than 75%, and therefore, this needs to be treated as a material factor when determining applications for residential development.

Therefore, paragraph 11(d) of the National Planning Policy Framework states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, planning permission should be granted unless:

- i. The application of policies in the Framework that protect areas, or assets of particular importance, provide a strong reason for refusing the development proposed; or
- ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

As a result of the latest published HDT result the 'tilted balance' applies and planning permission should be granted unless the above points Para 11(d) i or ii apply.

NPPF paragraph 80 requires the latest published HDT results to be used. However, the Government is currently operating to a delayed publication timetable for the HDT, and although the latest published results for 2023 are below 75%, based on the current HDT rulebook Bury's result for 2024 will be above 75% and the tilted balance will no longer be triggered by the housing delivery test result.

The site is located within an established urban area outside of the Green Belt, within a row of existing residential dwellings. As such the proposal is considered to be acceptable in principle.

Layout and Design

PfE Policy JP-H4 - Requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered. Therefore in accordance with Policy JP-H4 regard should be had to a minimum net residential density of 35 dwellings per hectare at this site. The applicant had confirmed that the site is 0.0428 hectares, which based on a total of 1 dwellings would result in a density of 23 dwellings per hectare.

The site area at a density of 35:1 results in a requirement of 1.5 dwellings per hectare. The proposed dwelling would reflect the footprint, and garden areas associated with dwellings abutting the site maintaining the character of the area. The site is also located on a busy road and the Highways team have confirmed that they would resist additional accesses onto this road so close to the junction with Leicester Road without demonstration that there would also be adequate on site parking and turning facilities within the curtilage of the site. This would therefore restrict the developable area of the site. Given the size of the site, and the prevailing density character within the street scene it is considered a lesser density of .5 dwellings is acceptable in this instance.

UDP Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments. Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. PfE Policy JP-P1 seeks to create a city region that consists of a series of beautiful, healthy and varied places. High quality design is fundamental to achieving this. PfE Policy JP-H3 seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build.

The proposed dwelling would tie in with the ridge and eaves height of the adjacent property at No. 131. No. 133 is located on a slightly higher plot than the proposed dwelling however the proposed dwelling would also replicate the proportions of this property when viewed from the front. The pitched roof porch would replicate the pitch roofs currently above the bay windows at No. 131. The use of matching materials to match no. 131 is also considered to be acceptable.

The proposed dormers would be located to the rear of the site, and have a pitched roof which is considered to be more appropriate than a flat roof dormer which could be constructed to the rear of any of the existing properties within this row under permitted development rights. It is considered that the proposal would not lead to over development of the site and would retain sufficient residential amenity space for both the existing and proposed dwelling. The site plan confirms that the applicant seeks to retain the existing boundary hedges.

PfE Policy JP-H3 also states that all new dwelling must:

1. Comply with the nationally described space standards (NDSS); and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.

The floor plans confirm that 3no bedrooms have a sufficient floor area for double occupancy, with the smaller front bedroom meeting the required floor area for a single occupancy bedroom. The submitted NDSS table also confirms widths are sufficient to meet standards. The proposal would therefore be for a 4 bed, 7 person dwelling which would require minimum floor space of 115 square metres. The submitted NDSS table states that the overall floor space is 181 square metres and therefore this would exceed NDSS. Built in storage is also indicated on the floor plans within the pantry, cloak area and possibly boiler cupboard and would appear to meet the requirement for 3square metres to be provided.

M4(2) compliance can be secured by condition.

Amenity

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. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;
- 13 metres between an existing habitable room window and a proposed two storey blank wall
- 6.5 metres between an existing habitable room window and a proposed single storey blank wall
- 7 metres between a proposed first floor habitable room window and a directly facing boundary with a neighbouring property.

A distance of 9.4 metres can be provided between the first floor dormers and the directly facing rear boundary exceeding aspect standards. The proposed ground floor windows would be screened by the existing rear boundary treatment.

The proposed front bedrooms would be lit by roof lights and would be separated from the directly facing properties by the proposed parking, and highway as would the proposed ground floor windows. As such no undue overlooking is foreseen.

The side ground floor door facing towards no. 131 would relate to a non-habitable room (utility) and as such aspects have not been applied.

The side first floor ensuite window facing towards No. 133 relates to a non-habitable room and as such aspect standards have not been applied.

At ground floor, and the first floor dormers of the proposed dwelling would project approximately 2 metres beyond the rear of No. 133, which is sited a higher level. No. 133 has a ground floor patio door located adjacent to the shared boundary with the site and the proposed dwelling would not impact on a 45 degree line as taken from the mid-point of this window. The proposed dwelling would not project beyond the front elevation of No. 133. The proposed dwelling would therefore comply with guidance set out within SPD 6 in relation to overbearing relationships.

The proposed dwelling would not project beyond the existing front and rear elevations of No. 131.

Highways and Access

Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

No. 131 currently has two access/egress points. The proposal would utilise one of these existing accesses, retaining the second access for the existing dwelling. Pace is retained to the front of each dwelling for parking, and tracking has been shown on the proposed site

plan to show that vehicles can park and turn within both sites. No objections have therefore been raised by highways in relation to access to the site.

In terms of parking standards UDP Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements . Supplementary Planning Document 11 provides parking standards for developments.

SPD 11 requires a maximum of 3no. spaces per 4no. bed dwelling. 2no. spaces are proposed within the curtilage of the site. The site is located on a main road (A665) with associated cycle route, and walking distance to a bus stop. As such it is considered that 2no. parking spaces is acceptable.

Ecology and Biodiversity Net Gain

Policy JP-G8 states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. This is supported by Policy EN6/3 that seeks to retain, protect and enhance the natural environment and seeks to retain features of ecological or wildlife value. Paragraph 180 of the NPPF states that the planning policies and decisions should contribute to and enhance the natural and local environment. Policy EN8/2 supports and encourages new woodland and tree planting within the borough

The application is accompanied by a Preliminary Roost Assessment and Biodiversity Net Gain Assessment.

The shed to be demolished was found to have negligible bat roosting potential, and no further surveys are required. The existing dwelling was found to have low bat roosting potential due to the presence of potential crevice roost sites under hanging slates. However, the proposals will not directly impact the structure and for this reason, no further survey work was considered necessary. As per Section 9 of the PRA, any new external lighting should be designed in line with best practice guidelines (e.g. <https://www.bats.org.uk/our-work/buildings-planning-and-development/lighting>) to ensure that the potential roost features on this building remain unlit and an informative has been added in relation to this.

In terms of Biodiversity Net Gain the metric shows that a loss of 0.05 habitat units will be incurred on site, and as such at least 0.06 units will need to be compensated for off-site. While the UKHab survey found habitats on site to comprise modified grassland, ornamental planting, and non-native hedgerow, these have all been combined in the metric to 'vegetated garden'. GMEU accept this approach, considering the low value of the habitats on site. Given the small number of units required, it is likely that these will be readily available from a nearby habitat bank. The standard BNG condition can therefore be applied, and an informative directing the applicant to information in relation to the statutory condition would be included on any decision notice.

Carbon And Energy

JP-S2 - Carbon & Energy sets out the steps required to achieve net zero carbon emissions.

The applicant has confirmed that the proposed new build dwelling will be constructed and insulated in line with current building regulations and encourage sustainable design features such as solar panels and heat recovery systems.

The building will be subject to SAP calculations which will confirm that the extent of the sustainable features being used is fully compliant with current building regulations. As such the proposal would be in compliance with the above policy.

Digital Connectivity

JP-C2 - Digital Connectivity - this policy requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting.

The applicant has confirmed that the proposal would be served by full fibre.

Response to representations

The impact of the proposal in terms of residential amenity has been assessed within the main body of the report and the proposal complies with guidance in relation to aspect standards and overbearing relationships/loss of light.

The site is located within a residential area and therefore it is not considered that any noise generated by the occupation of an additional dwelling would be over and above that which would be expected. Problems arising from the construction period of any works, e.g. noise, dust, construction vehicles, hours of working are covered by Control of Pollution Acts.

The proposed dwelling would be located approximately 1.7 metres from the shared boundary with No. 133 and 700mm from the shared boundary with No. 131. Distances from the rear boundary have been set out in the report.

The proposal complies with car parking standards. A construction traffic management plan has been secured by condition.

The LPA contacted neighbours to notify them of the proposal when a valid planning application was submitted and invited comments which have been duly considered. The applicant should seek to notify neighbours prior to commencement of any works however the LPA would not be able to secure this.

Impact on property values is a non-material planning consideration not relevant to the proposal.

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 the application process 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 numbered Location Plan, GSS24100.1 502 Rev 3, GSS24100.1 503 Rev 2, GSS24100.1 504, GSS24100 003 Rev 2, GSS24100 004, GSS24100 005 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 and Places for Everyone Joint Development Plan listed.
- 3 Details/Samples of the (materials/bricks) 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/bricks 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 EN1/2 - Townscape and Built Design

- 4 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by 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 construction vehicles to the site from the Key Route Network;
 3. Access point/arrangements for construction traffic from Radcliffe New Road and all temporary works required to facilitate access for construction vehicles;
 4. If proposed, details of site hoarding/gate positions, incorporating the provision, where necessary, of temporary pedestrian facilities/protection measures;
 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Radcliffe New Road;
 6. Confirmation of hours of operation and delivery & construction vehicle sizes;
 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres;
 8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials;
 9. 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 highways, 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, all in the interests of highway safety pursuant to Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 Streets for All, JP -C6 Walking and Cycling and JP-C8 - Transport Requirements for New Development.

- 5 The turning facilities indicated on the approved plans shall be provided before the dwelling hereby approved 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 Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 Streets for All, JP -C6 Walking and Cycling and JP-C8 - Transport Requirements for New Development.
- 6 The car parking facilities indicated on the approved plans shall be surfaced in a porous material and made available for use/implemented prior to first occupation of the dwelling hereby approved and thereafter maintained at all times.
- Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Development Plan Policies HT2/4 - Car Parking and JP-C8 - Transport Requirements for New Development.

- 7 The refuse storage facilities to be provided within the curtilage of the site for the new dwelling shall be made available for use prior to first occupation of the dwelling hereby approved and thereafter maintained at all times.
Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of each dwelling pursuant to Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 Streets for All, JP -C6 Walking and Cycling and JP-C8 - Transport Requirements for New Development.
- 8 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 Local Planning Authority.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies JP-G8: A Net Enhancement of Biodiversity and Geodiversity and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 9 Prior to occupation of the dwelling hereby approved the applicant shall install bat bricks or boxes and swift bricks.
Reason. To secure the satisfactory development of the site and ensure enhancements and net gains for biodiversity pursuant to policies JP-G8: A Net Enhancement of Biodiversity and Geodiversity and EN6/3 - Features of Ecological Value of the Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 10 No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.
Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Development Plan Policies JP-S4 - Flood Risk and the Water Environment, EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.
- 11 The development hereby approved within any approved phase shall not be brought into use until written confirmation is provided to the Local Planning Authority that unexpected or previously unidentified contamination was not encountered during the course of development works.

If, during development, unexpected contamination is found to be present on the site, no further works shall be carried out at the affected location until the following are submitted to the Local Planning Authority for approval:

- I. Risk Assessment (GQRA or DQRA);
- II. Remediation Strategy & Verification Plan;

If remediation is required, it shall be carried out in accordance with the approved Remediation Strategy. Upon completion of remediation works, a Verification Report shall be submitted for approval. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any

unexpected contamination.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

- 12 Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.

Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.

The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to Local Planning Authority for approval prior to the development being brought into use.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims and Paragraphs 187(f), 196 and 197 of the National Planning Policy Framework (December 2024).

- 13 Prior to occupation the applicant shall provide:

- 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling/parking space.

*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. To encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable and to safeguard residential amenity, public health and quality of life with respect to Local Air Quality, in accordance with paragraphs 112e, 117e, 187e and 199 of the National Planning Policy Framework (December 2024) and Places for Everyone Policy JP-S5 (Clean Air).

- 14 The dwelling hereby approved shall be built in accordance with the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.

Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
HP 06/05/2025		DM	08/05/2025