

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 30/06/2026	Ref: 73054/FUL
Registration: 28/04/2026	LDFC: 29/05/2026	Expiry Date: 23/06/2026
Site Visit:	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIMW

Proposal: Erection of 2 no. industrial units (Use Class E(g)(iii) - Industrial processes) and associated fencing

Location: Land to west of Huntley Mount Road, Bury

Description

The application relates to a vacant site located on Huntley Mount Road which has previously been used for storage purposes. The site is located in the urban area with the surrounding development comprising a supermarket directly to the west, a commercial unit (Premier Gas/Plumbing & Heating trade counter) to the north and a funeral directors to the south fronting Bell Lane. Opposite the site to the east is Hoyles Park.

The site is formed of a hardcore and concrete surfacing bounded by palisade fencing.

The access to the site is centrally located off Huntley Mount Road and there is a shared access to the north which also serves the adjacent plumbing and heating company. This business uses the northern area of the application site for parking and turning.

The application seeks the erection of 2 no industrial units (Use class E(g)(iii) - Industrial processes).

A unit would be sited either side of the central access off Huntley Mount Road. This access would be re modified to facilitate delivery vehicles and provide improved visibility.

The units would be set back from the front boundary by 3.5m. Each unit would be rectangular in form with a floor area of 115 sqm and first floor mezzanine of 39 sqm (total floor area 154sqm) and height of 8m.

The units would be constructed of brickwork and cladding panels.

The units would be orientated with the frontages facing the central area of the site. To the front of each unit would be 4 parking spaces - one accessible space, 2 standard parking spaces (one fitted with an EV charge point) and an extended space for an HGV to park and load/unload in front of the units. The central area of the site would provide a vehicle turning area and facilitate a refuse collection vehicle. Bins would be located at the rear of the site with 2 cycle spaces next to each unit.

It is also proposed to provide a grassed amenity area which would be located in the south western area of the site and landscaping along the site frontage. A 2m high mesh fence would be set behind the landscaped margin at the front and continue round the side and rear of the site

As the footprint of Unit 2 would be located on land which is currently used by the adjacent plumbing company, the application proposes to regularise the dropped kerb access to this

site and provide parking and servicing facilities to serve the business.

Relevant Planning History

69825 - Erection of 2 no. commercial units (Use Class B8) and associated parking - Refused for 5 reasons relating to size and design, inadequate access and parking, highway safety issues and lack of information.

Publicity

Letters sent to 27 properties on 8/5/26.
No responses received.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Environmental Health - Contaminated Land - No objection subject to conditions

Environmental Health - Pollution Control - No comments to make

Borough Engineer - Drainage Section - Recommend a condition for a drainage scheme.

Waste Management - No response received

United Utilities (Water and waste) - Require evidence of SuDS and connections to the public sewer. Cover levels to be reviewed. Recommend a condition for a drainage scheme.

Environmental Health - Commercial Section - No response received

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

Development Plan and Policies

NPPF	National Planning Policy Framework
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
JP-S2	Carbon and Energy
JP-S3	Heat and Energy Networks
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
SPD11	Parking Standards in Bury
EN6/3	Features of Ecological Value
EN8/2	Woodland and Tree Planting

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.

Policies

Policy EC6/1 expects new industrial, commercial and business development to be of a high standard of design and appearance and take into account the surrounding environment, amenity and safety of employees, visitors and adjacent occupiers. Factors which are considered include -

- scale, size, density, layout, height, materials
- access and parking
- landscaping and boundary treatment
- effect on neighbouring properties
- safety

Scale, siting and layout

The existing site comprises hardstanding which is broadly rectangular in shape apart from where it extends and wraps around the rear of the adjacent funeral directors business.

The proposed development would comprise two commercial buildings for a Class E(g)(iii) - industrial processes use with associated parking and servicing.

The units, units 1 and 2, would have the same footprint area of 115 sqm with a mezzanine level comprising 39 sqm. Unit 1 would be located in the southern area of the site and unit 2 to the north with the central area used for servicing and deliveries. The units would be set back from the frontage by 3.5m within which would be a landscape buffer and as such would provide a relief within the street scene such that the units would not be over

dominant or intrusive within the streetscape. A 2m high mesh fence would be formed along the frontage and this would be set back behind the landscape buffer.

There would also be landscaping along the western boundary and a landscaped amenity area within the southern part of the site which would not only provide a recreation facility for employees but would soften the appearance of the site.

The existing access from Huntley Mount Road would be modified to provide acceptable levels of visibility for delivery and servicing vehicles. The applicant has confirmed that refuse collection vehicles would be limited to 7.5t vehicles and given the use of the units for a class E (g)(iii) use, for industrial processes which could be carried out in a residential area, the site could accommodate the size of vehicle and frequency of deliveries which would visit the site.

Parking would be located to the front of each unit, comprising 2 standard parking spaces (inc 1 EV charge space), 1 accessible space and a loading bay space.

In terms of the adjacent site and the plumbing business, the access at this part of Huntley Mount Road is shared with the application site and part of the hardstanding within the site used for parking and servicing. As such, the application needs to demonstrate that the plumbing business can operate independently in term of access, parking and servicing requirements.

It is therefore proposed to remodel the entrance and locate parking at the side of the inward opening entrance gates. The commercial building is set back from the site frontage by over 20m and as such the service yard area is sufficient for servicing and deliveries for this business.

It is therefore considered the scale of development for the two units and the associated parking and servicing areas would be appropriate for the size of the site and would not have an adverse or significant impact on visual amenity or the operations of the adjacent businesses.

The proposed development would therefore comply with policies EN1/2, EC6/1 and JP-C8.

Impact on the surrounding area -

The development proposes 2 units in a Class E (g)(iii) use, being a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

The site is located at the southern end of Huntley Mount Road which is close to other commercial businesses in the area. The site is bounded by other commercial development on three sides and Huntley Mount Road runs along the eastern boundary beyond which is the park.

The nearest residential properties would be to the north west on Pearson Street over 35m away and further north on Huntley Mount Road over 60m away.

Given the distances away and the proposed use for industrial processes accepted in residential areas, it is considered there would not be significantly adverse impacts on residential amenity in the area.

In terms of visual impacts, the two units would have a height of 8m and would be set back into the site by 3.5m. The buildings would be brick built at the lower half with cladding panels above and would be of a modest design typical of a commercial unit.

Given the size and scale of the units and setting in the surrounding area it is considered the proposed development would not significantly harm the visual amenity of the area.

The proposed development would therefore be acceptable and comply with policies EC6/1, EN1/2 and the principles of the NPPF.

Highways

Parking

The site is located in zone 3 and as such 1 parking space and 1 cycle space per 100sqm of light industrial development is required under SPD11.

It is proposed to provide 2 parking (including an EV charge point), one accessible space and 2 cycle spaces for each of the 154 sqm units which would be compliant with SPD11. The development also proposes a loading space for deliveries.

A light industrial use, the site would be serviced by a 7.5t vehicle which the applicant has tracked on a plan and which could be accommodated within the site and exit in a forward gear. The bin store would be located at the rear of the site which would be accessible for waste collection purposes.

The site access which is located centrally to serve the two units would be modified to ensure adequate visibility could be achieved.

The northerly access which currently serves the site and the adjacent plumbing merchants would form part of this application with proposals to also modify the entrance and ensure that parking and servicing is provided for this site.

Subject to conditions, the Local Highway Authority have no objections to the proposed development.

The proposed development would therefore be acceptable and comply with EC6/1, JP-C5, JP-C6 and JP-C8.

Drainage

The Drainage Engineer has been consulted and there is no objection in principle subject to a condition for the submission of a surface water drainage scheme.

However, as indicated in Note 8 of the submitted Drainage Strategy Plan (Appendix 8), the drainage system is proposed to be designed for the 1 in 100 year + 45% climate change event, whereas the accompanying drainage report refers to a 30% climate change allowance. Clarification should therefore be provided regarding the intended climate change allowance to be adopted for the proposed drainage design.

The applicant has responded that the causeway drainage network analysis (Appendix 7) and the specific drawing box note adjacent to the drainage plan (Appendix 8) states that a 30% climate change allowance applies - note 8 on the drainage plan was not amended to also reflect the 30% climate change allowance.

Given the commercial nature of this development, the applicant states it will have a lifetime of between 2061 to 2100 and hence the central allowance for the 2070 epoch applies i.e. 30%.

The Drainage Engineer is satisfied with the clarification and there are no objections.

United Utilities

Following review of the submitted drainage document, UU have confirmed the drainage proposals would not be acceptable as robust evidence has not been provided to demonstrate that the drainage hierarchy has been thoroughly investigated and the proposals would not be in line with the National Standards for Sustainable Drainage Systems (2025).

The ultimate connection point to the public sewer should be shown on the drainage layout plan and cover levels should be reviewed as UU would expect the cover levels to be

150mm lower than finished floor levels. Multiple cover levels are less than 150mm lower than the finished floor levels on the submitted plan.

Should permission be granted, UU would recommend the submission of a sustainable surface water drainage scheme be submitted for approval prior to commencement of development.

A condition would therefore be included in the recommendation.

Air quality

The site is located in close proximity to an Air Quality Management Area. Due to the scale of the development, it is considered very unlikely that the development would create an increase of more than 500 AADT (annual average daily traffic). Therefore, in line with the EPUK Guidance, an air quality assessment will not be required.

The proposed development would have off-street parking. Bury Council has been identified by DEFRA as an area requiring to significantly improve air quality. To support the principles of the Greater Manchester Clean Air Plan in reducing levels of nitrogen dioxide and in order to manage current and future levels of air pollution Bury Council is encouraging the use of cleaner vehicles. It is noted from the proposed site plan that 2 EV charging spaces are proposed and this is welcomed. As such the following condition is recommended to be placed on any grant of permission:

Certification and photographic evidence of the installation of the agreed electric vehicle charge points shall be submitted to Local Planning Authority for approval prior to the development being brought into use. The infrastructure shall be maintained and operational in perpetuity.

*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>.

Biodiversity Net Gain

The site is entirely covered by existing hardstanding and as such no potential habitat areas are affected by the development.

The development would therefore be exempt from BNG.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)
Section 187 of the NPPF 2024 states that the planning policies and decisions should contribute to and enhance the natural and local environment.

The development would provide landscaping to the front and rear of the site, including native hedge planting, native standard and extra heavy standard trees which would bring an ecological enhancement to the site. As a new development it would not be unreasonable to include a condition for the provision of a bat/bird box, bird terrace or swift brick.

Policy JP-S2 - Carbon and energy

Policy JP-S2 requires development to minimise energy demand, utilise efficient energy systems, and incorporate renewable energy generation.

The applicant has submitted a statement to address the policy and their strategy focuses on a fabric - first approach, efficient building systems and on-site renewable energy generation.

The building fabric would exceed minimum standards, rooflights would provide natural daylight and LED lighting would have energy efficient controls. The development would adopt an all electricity strategy avoiding reliance on fossil fuels.

Electric vehicle charge point for each unit would be provided.

The proposed development would therefore be compliant with Policy JP-S2.

Policy JP-C2 - Digital connectivity

This policy requires new development to be designed to enable the delivery of full fibre digital infrastructure and to be future-proofed for technological advances.

The applicant has provided a statement which has reviewed the available broadband and has confirmed the site is located within an area with established full fibre (FTTP) connectivity and ultrafast full fibre broadband is currently available to order within the immediate vicinity of the site.

New ducting infrastructure will be installed from the site boundary at Huntley Mount Road into each unit, enabling connection to the existing fibre network.

The proposed development would therefore be compliant with Policy JP-C2.

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 -

Project 2108 -
Location plan A1-01 rev B
Proposed site plan A1-02 rev H
Proposed elevations A4-01 rev A
Proposed streetscene elevations A4-02 rev A
Proposed GA plans (Unit 1 shown unit 2 handed) A2-01 rev B

Visibility splays 2310803 P01
Vehicle tracking 2310804 P02
Fence details J6/01058
Soft landscape specification and maintenance plan MR26-022/101 rev B
Hard landscaping specification and boundary treatments MR26-022/102 rev B

Topo survey 104914

Supporting documents

Fence specification
Carbon and energy statement
Digital connectivity statement

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 No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the Local Planning Authority for approval:

I. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.

II. Detailed Quantitative Risk Assessment (DQRA). Submission of this document if GQRA requires it.

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).

- 4 No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:

In accordance with the findings of site characterisation and risk assessment as previously approved, documents from the following shall be submitted to the Local Planning Authority for approval:

I. Remedial Options Appraisal.

II. Remediation Strategy.

III. Verification Plan.

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).

- 5 The development hereby permitted within any approved phase shall not be occupied/brought into use until the works relating to land contamination detailed below are fully completed:

Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.

A Verification Report must be submitted to the Local Planning Authority for approval upon completion of remediation works. 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).

- 6 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).

- 7 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).

- 8 Prior to occupation the applicant shall provide to the LPA for approval:

Certification and photographic evidence of the installation of the approved electric vehicle charge points prior to the development being brought into use. The infrastructure shall be maintained and operational for the lifetime of the development hereby approved.

*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).

- 9 Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by

the Local Planning Authority. The drainage schemes must include:

(i) An investigation of the hierarchy of drainage options in the National Standards for Sustainable Drainage Systems (or any subsequent amendment thereof). This investigation

shall include evidence of an assessment of ground conditions and the potential for infiltration

of surface water;

(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if

it is agreed that infiltration is discounted by the investigations);

(iii) Levels of the proposed drainage systems including proposed ground and finished floor

levels in AOD;

(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;

(v) Details of points of discharge for foul and surface water;

and

(vi) Foul and surface water shall drain on separate systems.

The approved schemes shall be in accordance with the National Standards for Sustainable

Drainage Systems (2025) or any subsequent replacement national standards. Prior to

occupation of the proposed development, the drainage schemes shall be completed in

accordance with the approved details and retained thereafter for the lifetime of the development.

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 Policies EN7/3 - Water Pollution and EN7/5 - Waste Water Management, JP-S4 and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

- 10 Notwithstanding the details shown indicatively on approved plan reference 2108 A1-02 Revision H, no development shall commence unless and until full details of the following have been submitted, to a scope and specification to be agreed, to the Local Planning Authority on a topographical survey of the site and adjacent adopted highways:

- Formation of the two site accesses onto Huntley Mount Road serving Units 1 & 2 and the Plumbing & Heating Trade Counter, incorporating adequate kerb radii that can accommodate the 7.5T/8m long 'box van' servicing design vehicle, reconstruction/refurbishment of the westerly footway on Huntley Mount Road, demarcation of the limits of the adopted highway and tactile paved crossing points.
- Provision of 2.4m x 33m visibility splays at the junctions of the two site accesses with no obstructions above the height of 0.6m within them, incorporating full details of, and any alterations required, to existing and proposed boundary treatments/fence lines and details of any foundations required confirming no projections under the adjacent adopted highway.
- All associated highway remedial/accommodation works required as a result of the proposed development and any statutory undertakers connections to the site.
- Measures and scheme of works to ensure that surface water is not discharged from the private accesses and car park/servicing hardstandings onto the adjacent adopted highways.

The details subsequently approved shall be implemented to an agreed programme with all highway works completed prior to the development hereby approved being brought into use.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure the intervisibility of the users of the site and the adjacent adopted highways, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies EC6/1, JP-C5, JP-C6, JP-C8 and JP-S4.

- 11 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 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 vehicles to the site from the Key Route Network.
 3. Access point(s) for construction traffic from Huntley Mount Road and all temporary works required to facilitate access for ground works/construction vehicles.
 4. If proposed, details of site hoarding/gate positions clear of required visibility splays onto the adjacent adopted highway.
 5. The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway.
 6. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access(es) onto Huntley Mount Road.
 7. Confirmation of hours of operation and number of vehicle movements.
 8. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage delivery vehicle manoeuvres.
 9. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
 10. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted 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. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of construction materials. All highway remedial works identified as a result of the dilapidation survey shall be implemented prior to the development hereby approved being brought into use.

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 Policies EN1/2 and JP-C8.

- 12 Prior to commencement of the proposed development, a 'Delivery Management Plan' for the development shall be submitted to and approved by the Local Planning Authority confirming that delivery vehicles shall not exceed the size of a 7.5T/8m long 'box van'. The approved plan shall only be implemented and maintained thereafter.

Reason. In the interests of highway safety and to ensure that no delivery vehicles larger than the proposed servicing design vehicle will serve the site pursuant to policies EC6/1 and JP-C8.

- 13 The vehicular and pedestrian access arrangements, turning facilities and bin storage/collection arrangements within the curtilage of the site indicated on the

approved plans shall be provided before the development is brought into use 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 policies EC6/1, JP-C5, JP-C6 and JP-C8.

- 14 The car parking and cycle storage arrangements indicated on the approved plans shall be surfaced, demarcated (as appropriate) and made available for use prior to the development hereby approved being brought into use and thereafter maintained at all times.
Reason. To ensure adequate off street car and cycle parking provision and to allow adequate space to maintain a vehicles clear of the highway in the interests of road safety pursuant to policy HT2/4 and JP-C5.
- 15 The development hereby approved shall be carried out in accordance with the materials detailed on the approved elevation plan A4-01.
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
- 16 The development hereby approved shall incorporate a bat/bird box, bird terrace or swift brick and thereafter maintained.
Reason. To provide satisfactory ecological enhance of the site pursuant to policies EN6/3, JP-G8 and Section 15 of the National Planning Policy Framework.
- 17 The development thereby approved shall be carried out in accordance with the approved soft landscape specification and maintenance plan and thereafter maintained for the lifetime of the development. 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.
Reason. To secure the satisfactory development of the site and in the interests of visual amenity pursuant to Policies EN1/2, EN8/2, JP-G8 and chapter 15 - Conserving and enhancing the natural environment of the NPPF.

<u>Case Officer</u> JT 30/6/26	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
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