

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 19/03/2025	Ref: 71345/FUL
Registration: 20/12/2024	LDfC: 10/02/2025	Expiry Date: 14/02/2025
Site Visit: 20/01/2025	Site Notice: 20/01/2025	Press Date: N/A
Objections: 1	Con Area:	Adv Type: PI
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIOT

Proposal: Erection of 2 no. industrial units with first floor offices

Location: 10 Spring Vale Street, Tottington, BL8 3LR

Description

The application relates to a commercial operation which currently serves as the headquarters for the business's off-site groundwork operations. It is located on an unmade and unadopted side street in Tottington Village which comprises a mix of residential and industrial/commercial units.

To the entrance of Spring Vale Street is a row of terrace houses, nos 1-7, with the remainder of the street in industrial and commercial uses. At the top end of Spring Vale Street is an allotment plot and No 12, which was formally a contract flooring company but now appears to be a residential dwelling.

To the north of the site, directly behind a 4.5m high retaining boundary wall are houses on Spring Vale Drive which are elevated above the site by over 3m.

The site itself comprised single storey portable cabin type buildings used as offices and a storage unit located to the rear of the site. There were also storage units and a brick built office to the front of the site. The remaining area comprises a yard where vehicles can park.

The company who occupy the site carry out groundworks operations at different locations and the workforce use the site as the headquarters and a base for meetings, work instructions and for storage of equipment.

Planning permission was granted in June 2020, subject to conditions, for the replacement of the modular buildings with 2 new industrial units and reconfiguration of the yard area to provide 12 parking spaces and a servicing area.

The units would be located at the rear of the site in front of the retaining boundary wall which separates the site from the houses on Spring Vale Drive. In front of the units would be the yard and parking which would be formed in two rows of 6 spaces down both sides. The access to the site would be modified to provide a footway along the frontage and a pedestrian footpath along the western boundary behind the parking spaces. A sliding gate and fence would form the boundary and secure the site at the front, and the 2m high fences to the east and western boundaries would be retained.

The units themselves would be a typical industrial type design, with facing brickwork at the lower part and the upper part of the build comprising dark metal cladding with a roller shutter fitted to the front of each unit.

The units would be 5.9m high and together would be 19.5m wide spanning the majority of the width of the site. Unit 1 would have the larger footprint, extending in length 14m with Unit 2 projecting 11m. The ground floor would be used as the storage area and as a lock

up for equipment and a part of the upper floor would have a mezzanine level for office accommodation.

The site and units would continue to be used as the company's headquarters and for the storage of equipment.

Hours of use of the site are proposed as Monday to Friday 8am to 5.30pm and Saturdays 8am to 1pm.

Works started on site but pre-commencement conditions had not been applied to be discharged or had been discharged within the 3 year consent period and as such the planning permission lapsed.

This application has therefore been submitted in full and replicates the development proposals above, which have previously been approved.

Relevant Planning History

64980 - Removal of existing buildings and erection of 2 no. units for a mixed use comprising B1 office and B8 storage - Approved

Publicity

Letters sent on 17/1/25 to 25 properties.

Site notice posted 20/1/25.

One objection received with the following issues -

- Major concerns regarding the drainage of this site. Black Brook culvert runs through the middle of the site and we have been flooded 3 times from the culvert. The last time was 4th December 2021. This happened because the culvert was reduced in size from a meter wide with a 6in pipe. The fire brigade attended to help us with the flooding.
- The planning application states that the site is not within a flood risk area, this is inaccurate, this is a high flood risk area and the council are aware of this.
- It also states, is your proposal within 20 metres of a water course they say no, the culvert runs through the middle of the site.
- It also states, will the proposal increase flood risk elsewhere they said no, with the rain water run off the roof, this could increase flood risk.
- How will surface water be disposed of? It states main sewer, on the plans it shows surface water being piped in to the culvert.
- The line of the culvert on the map is inaccurate.
- I believe an inspection, of the full length of the culvert needs to be undertaken.
- There are 10 properties at risk of being flooded from Black Brook culvert on Spring Vale Street and Sunny Bower Street.
- Can I please ask that the council investigate this planning application thoroughly, as there is inaccurate information on the application and we will hold the council responsible for any flooding that occurs.

Statutory/Non-Statutory Consultations

Traffic Section - No objection subject to conditions.

Borough Engineer - Drainage Section - No objection

Environmental Health - Contaminated Land - No objection subject to a condition for EV chargepoints.

Environmental Health - Pollution Control - Recommend the mitigation measures in the Noise report to be conditioned

Environmental Health - Commercial Section - No response received.

Waste Management - No response received.

United Utilities (Water and waste) - No objection subject to condition.

The Coal Authority - No objection

Greater Manchester Ecology Unit - No objection

Pre-start Conditions - Not relevant

Development Plan and Policies

NPPF	National Planning Policy Framework
EC4/1	Small Businesses
EC6/1	New Business, Industrial and Commercial
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
SPD11	Parking Standards in Bury
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-J1	Supporting Long-Term Economic Growth
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment

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

UDP Policy EC4/1 - Small Businesses states that proposals will be acceptable where the scale of the development is appropriate to, and the use environmentally compatible with the surrounding area in which it is to be located and where they do not conflict with other policies and proposals of the Plan.

EC6/1 - Assessing New Business, Industrial and Commercial development states that new development is expected to be of a high standard of design and appearance and to take account of the surrounding environment, amenity and the safety of employees, visitors and occupiers. Factors considered include -

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

UDP Policy EN7/2 - Noise Pollution - In seeking to limit noise pollution, development will not be permitted which could lead to unacceptable noise nuisance to nearby occupiers and/or amenity users or development close to a permanent source of noise.

The site operates as the headquarters for a ground works company where the administration of the business takes place and is also used for the storage of machinery and equipment which are used out on the sites and these uses tend not to be 'noise generators' and uses which can be carried out in a residential area without detriment to the amenity of that area.

Whilst it is proposed to erect larger and more permanent industrial sized units on the site than previously, there would be no change to the existing work practices or operations as exists and the larger units are required to enable the safe and secure storage of the equipment used in association with their groundworks business.

Apart from the short row of terraced houses to the entrance of the street, the majority of Spring Vale Street comprises industrial and commercial units and the proposed development, as an existing business would retain the 'status quo' of development which already operates in the vicinity.

It is therefore considered that with appropriate conditions, the proposed development would be acceptable and comply with EC4/1, EC6/1, EN1/2 and EN7/2.

Layout

The 2 units would be located towards the rear of the site and would cover a floor area of approximately 253 sqm, one third of the total site area.

There is an existing culvert which runs through the site. The applicant has carried out works to provide a new surface water drain which would run from the back of the site and connect into the culvert

The Drainage Engineer has carried out a site visit and inspection of the culvert and drainage connections and the works which had been carried out. A detailed plan has been submitted to show a new 225mm surface water drain would connect into the box culvert with new access chambers provided should access be needed to the culvert or pipe. The Drainage Engineer is satisfied with the works and solution to ensure there would not be any damage to the culvert or issues arising from connecting a new drain via an existing box connection.

The boundary wall and fencing behind the units would be retained, providing some screening of the buildings and the 2m high fence to the sides would also be maintained in situ.

The remainder of the site would comprise the yard and parking where it is proposed to form 12 parking spaces in total located down two sides. This would leave the central area of the site for servicing and delivery purposes enabling equipment to be loaded and unloaded from the front of the units and via the roller shutter doors which would be located on the front elevation.

There would be a central access off Spring Vale street with a 2.4m high sliding gate to secure the site after hours.

Bins would be located at the back of the units and accessed via a single door opening on the rear elevations of the buildings.

It is therefore considered that the proposed development could be reasonably accommodated within the site and by formally organising the parking provision and providing a dedicated pedestrian access, the space within the site would be better and more safely utilised than the existing arrangements.

As such, the proposed layout of the site is considered acceptable and would comply with UDP Policies EC4/1, EC6/1, HT2/4, JP-S4 and the principles of the NPPF.

Scale, design and appearance

The proposed units would be 5.9m high and rectangular in form, covering a total floor area of approximately 253 sqm. Unit 1 would be the larger unit, 136 sqm and unit 2 smaller at 117 sqm. On the front elevation, both would have identical pedestrian entrance doors and a large roller shutter door, with windows at the first floor level to the offices. The only other opening would be a single access door on the rear elevation.

Externally, the units would appear typically commercial in design, with the lower part of the building comprising of brickwork and the upper facade a dark grey metal cladding and matching dark grey roof. This form of build is commonly found within commercial and industrial type settings and which would typify this part of Spring Vale Street, the adjacent site to the east being a prime example. This site has a very similar building, both in height, scale, massing and appearance to that proposed and this too is set at the rear of the site in front of the northern boundary.

A 2.4m sliding gate is proposed to the site frontage together with a boundary fence, and details of this would be sought by a condition. The other boundary treatment to the side would be retained as existing.

Given the location of the site within an industrial and commercial setting and the existing similar buildings in the vicinity, it is considered that the scale, design and appearance of the proposed units would be acceptable and would comply with UDP Policies EC4/1, EC6/1 and EN1/2.

Residential amenity

The houses closest to the site are those located to the north on Spring Vale Drive Nos 2,4 and 6, who's rear gardens back on to the boundary of the site. These houses are elevated above the site by over 3m and are bounded at the rear by 2m high fences.

Visual impact

The proposed units would be 5.9m high and positioned towards the back of the site and the northern boundary. The boundary at the rear is slightly angled in this part of the site, and at the furthest point, Unit 1 would be 5m away and at the closest, the corner of Unit 2 would be 1.5m away from the boundary.

The rear of the site is formed by a 4.5m high retaining wall. Beyond the retaining wall is a narrow piece of waste land or 'no man's land' and beyond this are the boundary fences to the gardens of No 2, 4 and 6. The houses are elevated above the site by over 3m.

The proposed building would be 1m higher than the retaining wall but would not project any higher than the rear garden fences. Given the heights of the intervening fences and the difference in levels between the two sites, the proposed buildings would not be visible from the gardens or the ground floor of the houses and the outlook from the first floor would be over the roof of the building. The proposed buildings would also be approximately 11m to 14m away from the rear elevations of the residential properties and as such it is considered views of the development would not be significantly harmful.

There would be no windows on the rear elevation of the units which would cause any issues of overlooking or impacts on privacy to these properties. The only opening on the rear elevation would be a doorway which would be used to access to access the rear of the building and the bin store area.

It is therefore considered there would not have a detrimental impact on the amenity of the adjacent dwelling and as such the development would comply with EC4/1, EC6/1 and EN1/2.

Noise

A Noise Survey has been carried out to assess the potential increase in noise levels and the findings have been submitted as part of the application.

The Environmental Health Pollution Control section have been consulted on the proposal and the noise assessment.

The Report concludes that the predicted noise emissions due to noise breakout of the units is predicated to cause a significant adverse impact on the nearest sensitive receptors and concludes that mitigation is required, and this must be a condition as part of the build and the working hours once in operation. The report states that mitigation should be:

- The operational hours should not exceed 08:00 - 17:00 Monday to Friday
- All doors and or shutters should remain closed during operational hours.
- Upgrade the shed panelling to provide a sound insulation.

The site is the headquarters and offices for a company which carry's out groundwork operations on building sites and the site would continue to function as the headquarters and would not be used for any industrial processes apart from deliveries for the storage of equipment's used in the business operations. Whilst the loading or unloading of equipment may involve using forklift trucks and trips by large vehicles and vans to the site, these would be carried out during 'normal working ' hours only and would be typical and characteristic of sites located within industrial and commercial settings such as this site.

In terms of hours of operation, it is considered reasonable to control the hours of operations on the site, to times where it would be expected that businesses would be carrying out daily practices and where occupiers of nearby residencies would be performing daily duties and

normal day to day tasks. In this case, it is considered reasonable that the site be operational Monday to Friday 8.00am to 5.30pm and Saturdays 9am to 2pm (no Sunday or Bank Holiday working) to enable the operator to open up the site ready for the day's business and lock up and secure the site in an evening.

These hours are considered reasonable for this site and use in this location, particularly as there is an historic and existing operation already functioning on the site. A condition to limit deliveries between 9am to 5pm would ensure activity within the site would be restricted, to which the applicant has agreed.

The applicant has also agreed to a condition which would restrict the use of the site for office and storage purposes only, and no other uses within Class B1.

In terms of keeping the roller shutter doors closed, not only would this be difficult to control and enforce in practice, but it would not be reasonable to expect the site to function in this manner, as deliveries and storing of equipment would necessitate the roller shutters to be open to carry out such functions, and door openings needed to facilitate access for staff.

As the site would be used for office and storage only, and given the conditions to control hours of operation, deliveries and soundproofing of the units, it is considered that adequate and sufficient noise mitigation measures would be in place to not significantly or adversely cause noise nuisance to the residents on Spring Vale Drive.

As such, it is considered the proposed development would comply with UDP Policies EC4/1, EC6/1, EN1/2 and EN7/2.

Access and parking

The site would provide a total of 12 spaces, including 2 disabled spaces, which in comparison to SPD11 standards would satisfy the parking requirements for this use in this location and provide parking for both employees and visitors within the site boundary.

The access into the site would be improved by the formation of a pedestrian footway along the frontage and segregating the vehicle and pedestrian access into the site would improve highway safety on this part of the road.

There would also be an adequate turning area within the site which would enable larger vehicles to enter and exit safely onto Spring Vale Street.

The Highways Section have raised no objection to the proposed parking and access arrangements subject to conditions and as such it is considered the proposed development would comply with UDP Policies EC4/1, EC6/1, HT2/4 and JP-C8.

Drainage

The applicant has submitted a drainage scheme and plan.

United Utilities have no objections subject to a condition for the implementation of the submitted scheme.

Ecology

The buildings have been removed and therefore no other ecological surveys are required.

Bats and bird nesting

The applicant states that the development was carried out in accordance with the recommendations of the bat report submitted for the previous application (condition 6) and that the removal of the ivy from the building was done outside the bird nesting season. The ivy covering the retaining wall was not disturbed (condition 7).

Biodiversity Net Gain

The application is retrospective and as such would fall under one of the exemptions and not

require BNG on the site.

Coal

The site falls within the coal authority's defined Development Low Risk area. It is requested that the Coal Authority standing advice note is drawn to the applicant attention.

Air Quality

The proposed development will have off-street parking (12no). 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. As such and in line the requirements of the Building Regulations (The Building Regulations 2010, Approved Document S, Infrastructure for the charging of electric vehicles), this Section recommends the following condition to be placed on any grant of permission:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

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>.

Policy JP-C2: Digital Connectivity - requires all new development to have full fibre connectivity.

The applicant has confirmed that this will be achieved and that an appropriate condition is acceptable.

Policy JP-S2: Carbon and Energy - requires development to be net zero carbon with regard to operational carbon emissions and achieve energy demand reductions. As in this instance, the development would comply with or exceed current Building Regulations standards for thermal insulation. The nature of the use has little or no need for fixed heating. Low energy lighting will be installed.

Response to objector

The Drainage Engineer has visited the site and carried out an inspection to establish the location of the culvert and examine the new drainage connections. The works which have been carried out are acceptable and are detailed on a plan. the Drainage Engineer has no objections.

United Utilities have confirmed they are satisfied the development be carried out in accordance with the submitted drainage scheme.

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. 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 This decision relates to drawings numbered -

Location and site plan (Existing) dwg 1
Proposed plans and elevations - site layout detail dwg 2B
Proposed section through the site dwg 3
Proposed front elevations and site dwg 4 & dwg 5.
Revised culvert connections - proposed details SVS-DR-XX-rev C

Phase 1 Geo Investigation
Phase 2 Geo Investigation
Construction Traffic Management Plan dated 22nd August 2024
Construction Traffic management Plan labelled on dwg 2A
Noise Report by Nova Acoustics 1/4/2020
Foul & Surface Water Drainage Design Drawing 20-4106 DR01, Rev P1 - Dated Jan 2021

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.

- 2 The development and buildings hereby approved shall be used solely as a storage facility for groundwork equipment and ancillary office purposes only and shall be occupied and the use carried out by the applicant only.

Reason. To limit the impact arising from comings and goings and activities that may occur from a B8 uses and to protect the residential amenity of residents living on Spring Vale Street pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design, EN7/2 - Noise Pollution and PfE Policy JP-C8.

- 3 The development hereby approved shall provide insulation/upgrade of the shed panelling of the approved buildings to provide a minimum sound reduction of 40 dB Rw.

Reason. To protect the residential amenities of the adjacent dwellings pursuant to UDP Policy EN7/2 Noise Pollution.

- 4 There shall be no deliveries to or from the site and no loading or unloading of vehicles on site before 9am and after 5pm Monday to Friday and before 9am and after 1pm Saturdays.

Reason. In the interests of residential amenity pursuant to Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and EN7/2 - Noise Pollution.

- 5 The development and uses hereby approved shall be only be in use and accommodated between the following hours:

Monday to Friday - 8.00am to 5.30pm

Saturdays - 9am to 2pm.

There shall be no Sunday or Bank Holiday working.

Reason. To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies Bury Unitary Development Plan Policies EC6/1 - Assessing New Business, Industrial and Commercial Development, EN1/2 - Townscape and Built Design and EN7/2 - Noise Pollution of the Bury Unitary

Development Plan.

- 6 The measures and facilities detailed in the 'Construction Traffic Management Plan' (CTMP), incorporating:
- Agreed hours of operation and number of vehicle movements;
 - Parking on site of operatives' and construction vehicles together with storage on site of construction materials;
 - Site hoarding including the provision, where necessary, of temporary pedestrian facilities/protection measures on the adjacent highway;
 - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations.

shall implemented. 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.

Reason. 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, pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and JP-C8 of the PfE Plan

- 7 The pedestrian and vehicular access improvements indicated on the approved plans shall be implemented before the development is brought into use.

Reason. To ensure good highway design in the interests of road safety pursuant to Policies JP-C5, JP-C6 and JP-C8.

- 8 The car parking indicated on the approved plans shall be surfaced, demarcated 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 parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan.

- 9 The bin storage arrangements indicated on the approved plans shall be 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-highway bin storage facilities are provided within the curtilage of the site in the interests of road safety pursuant to Policy JP-C8 and EC6/1.

- 10 The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 20-4106 DR01, Rev P1 - Dated Jan 2021 which was prepared by STL Consulting Structural Engineers. No surface water will be permitted to drain directly or indirectly into the public sewer. 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. To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding pursuant to PfE Policy JP-S4 - Flood Risk and the Water Environment and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

- 11 Prior to occupation/use of the units hereby approved, the applicant shall provide:

- A minimum of 1 no. electric vehicle (EV) charging point (minimum 7kW*) and at least one in every five remaining parking spaces must be provided with cable routes.

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>.

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).

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT - 19/03/2025		HL - 19/03/2025	