

DELEGATED REPORT

Report by Tom Beirne	Date of report: 27/02/2026	Ref: 72680/FUL
Registration: 22/12/2025	LDfC: 29/01/2026	Expiry Date: 23/03/2026
Site Visit: 20/01/2026	Site Notice: 13/01/2026	Press Date: N/A
Objections: 1	Con Area: N/A	Adv Type: PI
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIOT

Proposal: Erection of single storey day centre (Use Class F1) cycle and car parking, landscaping and associated works

Location: Land at St Josephs Church & Presbytery car park, Peter Street, Bury, BL9 6AB

Description

The site forms part of the current car park adjacent to St Joseph's R C Church and Presbytery, situated on the northern edge of Bury Town Centre. The former presbytery was converted to the existing homeless day centre which is classed as a on-residential institution (Use Class F1) in 2011. The site measures approximately 0.1ha and comprises part of a surface car park which includes 30no. spaces, 1no. of which is accessible. To the north west, the remaining section of the car park extends to provide a further 10no. spaces, 1no. of which is accessible. The Site's remaining northern, eastern, southern and southwestern boundary currently comprises a low brick wall.

The Presbytery is currently used by Caritas Red Door but is not fit for purpose. The building has limited accessibility for those with mobility access needs due to no lift provision. The layout of the building consists of several small rooms which provide challenges concerning adequate supervision and therefore poses a safety concern.

The Site is accessible via the current Bold Street access at the north east of the Site, and the current Back Moorgate W. access at the south of the Site. Access is provided via small ramps, increasing the level from both Bold Street and Back Moorgate West to the Site's level. Pedestrian access is currently provided through the same access points as for vehicles with a separate pedestrian access from Peter Street.

The Site is bound by Badger Street to the north, beyond which are several 2-storey terraced properties. To the east of the Site, beyond Bold Street, is an industrial estate comprising commercial and industrial units. Back Moorgate W. borders the Site to the south, beyond which lies a small car park and the Moorgate Retail Park across the B6222, a local commuter route between Bury & Rochdale. Back Peter Street adjoins the western boundary of the Site, beyond which several small local shops & cafes exist on Peter Street.

The site is located in Flood Zone 1. This means there is a low likelihood of flooding from rivers and sea.

The Site is not located in a conservation area. The the church and Presbytery are not listed buildings although both are identified as a non-designated heritage assets ('NDHA'), being on the Council's local list.

There are no Public Rights of Way ('ProW') crossing the Site.

Relevant Planning History

02979/E - Erection of single storey day centre with a kitchen/café for up to 30 visitors,

activity space, meeting rooms, office and welfare facilities - Enquiry completed 03/07/2024
53673 - Change of use of presbytery to non-residential institution (Class D1) - Approve with
Conditions 29/03/2011

Publicity

Immediate neighbours notified by letter dated 08/01/2026. Site notices posted 13/01/2026.
One objection received and summarised below:

- May attract night time thefts/increase crime.
- Increase pressure on parking when there's a funeral, wedding, mass or a night time event.

Statutory/Non-Statutory Consultations

Traffic Section - recommended conditions.

Drainage Section - No objection received.

Environmental Health - No objection received.

Adult Care Services - No objection.

Heritage - No objection.

Planning Policy - No objection received.

United Utilities - No objection.

Environment Agency - No objection received.

Greater Manchester Ecology Unit - No objection.

Transport for Greater Manchester - No objection.

Fire Protection Dept - No objection received.

Greater Manchester Police, designforsecurity - No objection received.

Pre-start Conditions - Agreed.

Development Plan and Policies

NPPF	National Planning Policy Framework
PfE	Places for Everyone
CF1	Proposals for New and Improved Community Facilities
CF1/1	Location of New Community Facilities
CF4	Healthcare Facilities
EC2/1	Employment Generating Areas
EN1/2	Townscape and Built Design
EN10/1	Derelict Land
HT2/4	Car Parking and New Development
HT2/6	Replacement Car Parking
HT4	New Development
HT5/1	Access For Those with Special Needs
HT6/1	Pedestrian and Cyclist Movement
JP-C6	Walking and Cycling
JP-P1	Sustainable Places
JP-P6	Health

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.

Pre-application advice - The applicant has undertaken pre-application consultation with the Council and the local community and businesses prior to the submission of this planning application.

Policy Background - The National Planning Policy Framework (NPPF) and the Joint Development Plan - Places for Everyone, together with the local Unitary Development Plan have policies that support the improvement of existing social/community facilities.

UDP Policy CF1 – Proposals for new and improved community facilities states that proposals for new and improved community facilities will generally be looked on favourably by the Council.

CF1/1 - Location of New Community Facilities sets out factors to be considered:

- a) impact on residential amenity and the local environment;
- b) traffic generation and car parking provision;
- c) the scale and size of the development;
- d) where applicable, access to shops and other services;
- e) if the use is intended to serve a local community, or catchment area, the suitability of the chosen location in relation to that community or catchment area;

- f) accessibility by public and private transport;
- g) the needs and requirements of the disabled;

Although situated within Freetown Employment Generating Area (UDP Policies EC1/2 and EC2/1/5), the site is a well-established community facility, serving the local population in a religious sense or the wider homeless population.

Policy EC2/1 states that in the defined Employment Generating Areas, the Council will only allow development for the uses specified. Other uses will only be permitted where they constitute limited development or do not substantially detract from an area's value as an Employment Generating Area. In the context of Policy EC2/1, the proposal is on land currently used as a surface car park which adjoins St Joseph's R C Church and St Joseph's Presbytery. Policy EC2/1 does not aim to remove or prevent the improvement of uses such as existing community facilities in EGAs. Furthermore, it is considered that the proposal constitutes limited development which would not impact on the EGA. As such the proposal would not conflict with UDP Employment Policies.

UDP Policy EN1/2 - Townscape and Built Design states that the Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:

- a) the external appearance and design of the proposal in relation to its height, scale, density and layout;
- b) the relationship of the proposal to the surrounding area;
- c) the choice and use of materials;
- d) access and other design features for the mobility impaired;
- e) the design and appearance of access, parking and service provision;
- f) landscaping, including the use of natural landscape features, and open space provision;
- g) the use of lighting.

Supplementary Planning Document SPD16 Design and Layout of New Development in Bury sets out various criteria for assessing new development.

Places for People Policy JP-C8 – Transport Requirement of New Developments – this policy requires planning applications to be accompanied by a Transport Statement and a Travel Plan where appropriate.

Policy JP-C1 – An Integrated Network requires developments to be located and designed to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport. Developments should prioritize pedestrians, cyclists and public transport users. Consideration should be given to providing pedestrian and cycling infrastructure to ensure that there is safe and attractive pedestrian and cycle access to the proposed development sites.

UDP Policy HT2/4 Car Parking and New development states that the Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.

Policy HT2/6 - Replacement Car Parking indicates that all new development should make provision for the replacement of any car parking spaces lost as a result of the development in a location and manner to be agreed with the Local Planning Authority.

Principle -The principle of re siting the homeless facility on the site is welcomed and social benefits are obvious. The NPPF and the recently adopted document Places for Everyone clearly together with the existing Unitary Development Plan support the improvement of existing social/community facilities

Use - The Day Centre, housed within a detached single storey building, would provide a safe space for those who are homeless or at risk of homelessness in Bury and will provide services relating to housing, finance/benefits and health issues with a focus on wellbeing. The centre will also provide meals and a warm hub where people can socialise and receive support. There is no overnight accommodation proposed. Capable of accommodating up to 30 visitors, the centre provides a central cafe area, meeting rooms, activity room, a staff office, kitchen and toilet and wash facilities. The main pedestrian entrance would be from the Bold Street elevation.

On completion of development, the existing homeless facility, currently run from the Presbytery would be relocated to the new build. The vacated presbytery would revert back to a church use.

Layout, Design and appearance/ streetscape - The proposed detached single storey building would be located in the southern section of the site, bounded by Bold Street, Back Moorgate and Back Peter Street. It would have a rectangular footprint measuring 207sqm and comprise a relatively traditional pitched, tiled roof form with a feature dormer and a red brick finish. The windows/doors would be aluminium with stone features. The red brick finish is in keeping with the surrounding buildings and sits well within the streetscape.

The proposed layout and design is considered appropriate to, and in-keeping with, the immediate locality. Indeed, the existing streetscape is not of particularly great amenity value and it is considered that a well-designed building would significantly improve the character of the streetscape. The 'open aspect to the frontage is good and the incidental landscaping would improve the building's setting and would constitute a significant improvement over the existing, rather run-down streetscape.

The single storey form appears to be appropriate, and with the associated drop in level, improves accessibility and allows the church and presbytery to remain the focal point from surrounding views.

Heritage - The site is not within a conservation area and there are no listed buildings on or immediately around the site. St Joseph's Roman Catholic Church and its adjoining presbytery have been identified as non-designated heritage assets ('NDHA') on the Council's 'local list'.

There are no objections from the conservation officer and, in terms of heritage, the proposal complies with policies listed.

Residential amenity - The site lies in an area of mixed uses. To the north of a row of terraced residential houses on Badger Street to the east is the Freetown Industrial area while to the west are commercial properties along Walmersley Road. Any new development should take into account the amenity of those residents on Badger Street.

Given the homeless facility is established on the site since 2011, within the Presbytery, albeit in a more restricted space and operations and opening times etc are not likely to change significantly, it is not considered that there would be serious amenity issues arising.

Daytime operations/opening Monday to Friday appear to be reasonable. Obviously with a much improved facility, it may be that it will become more popular and the use is intensified. This may have the potential to create some issues with nearby residents but with good management issues can be minimised or mitigated altogether.

In terms of residential amenity, the proposal is considered to be acceptable and complies with the NPPF, Places for Everyone and UDP Policies listed above, particularly CF1/1 Location of Community Facilities and CF4 Healthcare Facilities. .

Accessibility - Situated just to the north of Bury Town Centre, the site is highly sustainable,

being easily accessible via walking, cycling and public transport. The site has been assessed as having a 'Greater Manchester Accessibility Level' ('GMAL') of 6, providing very good accessibility in terms of both the conventional public transport network (i.e. Bus, Metrolink and Rail) and Greater Manchester's Local Link (flexible transport service).

The nearest bus stop is located to the west (within 100m) on the A56 (Fox Street) and to the south (within 70m) on the B6222 (Brook Street).

Bury bus and tram interchange, with regular services to Manchester and the surrounding region, are approximately 1.2km to the southwest of the site, a 15-minute walk or 5-minute cycle. Given the proximity to public transport, site provides a viable means of access for both staff and visitors in a sustainable manner. The applicant has indicated that, due to the proposed nature of the use, many of the users are more likely to travel by public transport than by private car.

Parking - St Joseph's RC Church car park contains 40no. spaces with the application site occupying 30no. of these. The proposed development would retain 19no. spaces and provide 6no. additional spaces which will be located on the eastern edge of the Church. This would result in a total of 25no. spaces (including 1no. designated accessible bay) for use by those attending the Church.

3no. cycle stands providing 6no. spaces are proposed directly in front of the main entrance with visibility from the main office.

The total site parking (including the existing Church Car Park) is therefore 27no. resulting in a reduction of 13no. spaces relative to the existing.

The Council's traffic team and Transport for Greater Manchester TfGM have no objection to the proposal. Conditions attached to any approval would require proposed parking to be completed and a traffic management plan to be submitted and approved. A further condition would ensure all remediation measures to be undertaken to maintain the adjacent footways, should they be required.

Servicing - The new centre would operate similarly to the current service at the presbytery, and consequently, it is not expected that the development would substantially affect existing refuse collection arrangements.

The external bin store would be brick and located between the west elevation and Back Peter Street. On refuse collection days, the bins would be moved to Back Moorgate West, where the proposal has widened the pavement, and then returned to the bin store afterwards. This is considered acceptable.

Ecology and Biodiversity – Currently, the site has no ecological/landscape designations. The car park, on the edge of the town centre, has no planting on site or any Tree Preservation Orders ('TPOs') and as such it does not have any landscape value. Indeed the site presents a rather poor image within the immediate locality.

The proposal includes shrub and tree planting which would improve the site's value in terms of ecology. The Greater Manchester Ecology Unit has no objections to the proposal but suggest conditions relating to bird protection.

Flood Risk - According to the Environment Agency's Flood Map, the site is located in Flood Zone 1 which indicates a low likelihood of flooding from rivers and sea. There is no likelihood of surface water flooding at 1 in 30, 1 in 100 or 1 in 1,000 probabilities. The proposal is therefore acceptable in relation to flood risk.

Energy Efficiency - Places for Everyone Policy JP-S2: Carbon and Energy requires new development to be net zero carbon in relation to the development's operational carbon

emissions. Development proposals should set out how this has been achieved in a Carbon and Energy statement in accordance with the energy hierarchy. The policy also requires new development to incorporate adequate Electric Vehicle Charging (EVC) points.

Digital Connectivity - JP-C2 – Digital Connectivity – this policy requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. Information is required to be submitted with any planning application to demonstrate how the proposal will be equipped with high quality electronic communication services, such as access to high-speed broadband, to support the enhancement of electronic communications infrastructure within the Borough in line with Policy JP-C2.

Public Comment - The concerns about pressure on parking have been addressed in the above report. The issue regarding crime/theft would be managed by proposed security measures on the site, measures that are likely to be better than those on the existing building. Therefore the potential for crime is likely to be less.

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 L0001P04, L0002P04, L0003P04, L004P04, L0005P04 and L0010P02, L1000/P03, L1001/P03, L1005/P04, L1006/P04, L6000P04, L6002/P04, L6003P04, L6010P03, L6011P03 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 work or other activity shall take place on the site on Sundays or Bank Holidays and all work and other activity on other days shall be confined to the following hours:-
0800 hrs to 1800 hrs, Monday to Saturdays.
Reason. To safeguard the amenities of the occupiers of nearby residential

accommodation pursuant to Unitary Development Plan Policies CF1, CF4 and Places for Everyone Policies JP-P1 and JP-P6.

- 5 Prior to the commencement of development, full details, on a topographical based survey of the site and all adjacent highways, of the following shall be submitted to and agreed in writing with the Local Planning Authority:
1. Photographic dilapidation survey of the footways and carriageways leading to and abutting the site to a scope to be agreed in the event that subsequent remedial works are required following wall demolition operations, construction of the development and as a result of any statutory undertakers connections to the development. The survey shall confirm the condition of the highways/footways abutting the site prior to commencement of the development and removal of all existing boundary features and walls. Following substantial completion of the development, a further survey to the same scope agreed shall be undertaken of the highways/footways abutting the site following removal of all existing boundary features and walls in order to identify any further highway remedial works not specifically covered by this condition.
 2. A scheme of highway works around the perimeter of the site to a scope and specification to be agreed, incorporating the regularisation of the Bold Street westerly footway abutting the site, reinstatement of the redundant footway crossing on Back Moorgate and demarcation of the limits of the adopted highway.
 3. Proposed boundary sections to reflect the perimeter highway works and to ensure appropriate levels between the back of the footway and the site.
 4. All boundary treatment abutting the adjacent adopted highways incorporating foundations that do not encroach under the adopted highway.
 5. In the event that further remediation works to the footway/highways abutting the site, are deemed required, details of such works shall be submitted to, and agreed by the Local Planning Authority.

The details subsequently approved shall be implemented to the satisfaction of the Local Planning Authority prior to the use of the site commencing.

Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to UDP Policy HT4 New Development.

- 6 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.
- 7 No development shall commence unless and until a 'Construction Traffic Management Plan', has been submitted to and agreed in writing with the Local Planning Authority and shall confirm/provide the following:
1. Access route for all construction vehicles to the site from the Key Route Network.
 2. Access point(s)/arrangements for construction traffic, taking into consideration the need to maintain safe pedestrian and/or vehicular access to adjacent residential properties and the church, and all temporary works required to facilitate access for construction vehicles.
 3. If proposed, details of site hoarding/gate positions, taking into consideration the need to maintain safe pedestrian and/or vehicular access to adjacent residential properties and the church, and retention of adequate levels of visibility at any

- adjacent junctions with/on the adopted highway.
4. The provision, where necessary, of temporary pedestrian facilities/protection measures on the adopted highway.
 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto the adopted highway.
 6. Confirmation of hours of operation and number of vehicle movements.
 7. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site and/or measures to control/manage demolition/delivery vehicle manoeuvres.
 8. Parking on site or on land within the applicant's control of operatives' and demolition/construction vehicles, together with storage on site of demolition/construction materials.
 9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent adopted highways as a result of the demolition/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. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent highways, ensure the intervisibility of the users of the site and the adjacent highways, 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.

- 8 Full detailed planting schedule based on the approved landscaping scheme (dwg L1005P04) shall be submitted to, and approved by the Local Planning Authority prior to the commencement of the development. The approved landscaping schedule shall thereafter be implemented not later than 12 months from the date the building is first occupied or within the first available planting season, and any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within three 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 Townscape and Built Design.

- 9 Bin storage arrangements within the curtilage of the site indicated on the approved plans shall be made available for use to the satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use and thereafter maintained at all times.

Reason. To ensure that adequate bin storage arrangements are provided within the curtilage of the site.

- 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 RDB-REN-XX-FN-DR-C-0100, Rev P02 - Dated 16/12/2025 which was prepared by Renaissance Associates Ltd. For the avoidance of doubt surface water must drain at the restricted rate of 5 l/s. 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 the NPPF.

- 11 No development shall commence unless and until:-
- A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;
 - Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
 - Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.
- Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 12 Following the provisions of Condition 11 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
- Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 13 Any soil or soil forming materials brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use on site. 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 and approved in writing by the Local Planning Authority prior to any soil or soil forming materials being brought onto site, and;
- The approved contamination testing shall then be carried out and validatory evidence (soil descriptions, laboratory certificates, photographs etc) submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.
- Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 14 All instances of contamination encountered during the development works which do not form part of an approved Remediation Strategy shall be reported to the Local Planning Authority (LPA) immediately and the following shall be carried out where appropriate:
- Any further investigation, risk assessment, remedial and / or protective works shall be carried out to agreed timescales and be approved by the LPA in writing;
 - A Site Verification Report detailing the conclusions and actions taken at each stage of the works including validation works shall be submitted to, and approved in writing by, the LPA prior to the development being brought into use.
- Reason. To secure the satisfactory development of the site in terms of human health and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

DELEGATED REPORT

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
Tom Beirne	27/02/2026	DM	05.03.2026