

DELEGATED REPORT

Report by Charlotte Orrell	Date of report: 06/03/2026	Ref: 72791/FUL
Registration: 27/01/2026	LDFC: 04/03/2026	Expiry Date: 24/03/2026
Site Visit: 11/02/2026	Site Notice: 11/02/2026	Press Date: 12/02/2026
Objections:	Con Area:	Adv Type: ARW
Reason for Delay:		EIA: NA
N/A		Dec Level: DEL
		Stat Class: MIDW

Proposal: Rebuilding of existing barn and attached storage building, with increase of 460mm to eaves height of barn, to provide 2 no. dwellings

Location: Yew Tree Farm, Ringley Road West, Radcliffe, Manchester, M26 1EB

Description

The proposal relates to the existing barn at Yew Tree Farm, sited of an access road to the north-east of Ringley Road West. The boundaries of the site are formed of hedges and fields to the north and west of the site, with the site being bound by a small wooded area to the south and east.

The proposal is to rebuild the existing barn and storage building at the site to create 2no dwellings. Each dwelling would be approximately 154.82sqm in size and would each have 3 bedrooms. The existing barn would be converted into the two dwellings with each dwelling being approximately 10m in length and 8.7m wide. They would incorporate a gable roof a maximum of 6.4m in height. The dwellings are proposed to be 460mm higher in eaves height than approved under application 57390, with the eaves proposed under this application being 3.9m in height.

The storage building would be converted into two garages, detached from the proposed dwellings. Each garage would be a maximum of 4m in height and approximately 4.7m in length and 6.4m in width.

The materials proposed are natural slate for the roof, natural stone for the walls and black upvc for the windows and doors, to match the existing farmhouse at the site.

Each dwelling is also proposed to have a rear garden, each one being over 120sqm in size. The boundary treatment to the rear garden is proposed to be timber fencing as well as native hedges and other soft landscaping. Provision for bins in the rear garden is also indicated on the proposed site plan. To the front, there are also 2 car parking spaces for each property proposed, with soft landscaping between the spaces.

The site is located within the Green Belt, it is rural in nature with the nearest residential neighbour sited over 120m from the existing farmhouse.

Relevant Planning History

55972 - Workshop and stables with hayloft and store (retrospective)
- 30/09/2013

01188/E - Conversion of part of existing workshop into a dwelling and conversion of existing stores (attached to the farm) into holiday lets - Enquiry completed 09/11/2012

43458 - EXTENSION TO STABLES FOR PLANT GARAGE WITH INCREASED RIDGE HEIGHT AMENDMENT TO CONSENT 40255. - Approve with Conditions 14/12/2004

55320 - Construction of tractor shed (retrospective) - Approve with Conditions 16/08/2012

55954 - Lawful Development Certificate for an existing use or operation of agricultural

DELEGATED REPORT

building for plant maintenance, 2no. loose boxes and bee hive maintenance at ground floor.
Hay loft and storage at first floor. - Withdrawn - Invalid 25/01/2013
55972 - Workshop and stables with hayloft and store (retrospective)
- RefuseRefused 27/03/2013
57389 - Replacement garage - Approve with Conditions 28/05/2014
57390 - Amendments to outbuilding including reconstruction with lower roof/eaves height -
Approve with Conditions 28/05/2014
12/0244 - Construction of a structure - 18/06/2012
13/0039 - Barn extension not built in accordance with approved plan - 26/02/2013
13/0511 - Unauthorised Structure - 19/03/2014
23770/89 - STABLES AND TACK ROOMS - Approved 11/01/1990
40255 - EXTENSION TO EXISTING STABLE BUILDING; CREATION OF A SAND
PADDOCK & TURNING AREA FOR VEHICLES TOGETHER WITH CONSTRUCTION OF
POND & CREATION OF EXTENSION TO EXISTING TRACK - Approved with Conditions
18/03/2003

Publicity

No neighbouring properties were consulted due to the nearest residential neighbour being sited in excess of 120m away and therefore no impact would be caused.

A Press Advert was published on 12/02/2026 and a Site Notice erected on 11/02/2026 due to the development affecting a Public Right of Way.

Statutory/Non-Statutory Consultations

Traffic Section

- Highways were consulted and requested a revised plan showing improvements to the site access including passing places. A revised site plan was also requested indicating the blue edge of the site and amending the red edge of the site to include the access road.
- The requested plan was received and passing place amendments, red edge and blue edge considered acceptable. Conditions were recommended which have been acknowledged within the conditions of the report.

Waste Management

- No objections due to waste already being collected from Yew Tree Farm

Environmental Health - Contaminated Land

- No objections subject to conditions which have been acknowledged within the conditions section of the report.

Borough Engineer - Drainage Section

- No objections subject to conditions which have been acknowledged within the conditions section of the report.

Greater Manchester Ecology Unit

- No objections subject to conditions which have been acknowledged within the conditions section of the report.

Conservation Officer

- No objections

The Coal Authority

- No objections

Public Rights of Way Officer

- Together with the Highways Officer, recommended passing places to be incorporated along the access road and the blue/red edge to be amended on the proposed site plan. No objections subject to conditions acknowledged within the conditions of the report.

United Utilities (Water and waste)

- No objections. Provided comments which have been added as an informative.

Planning Policy Manager

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

- No comments received.

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

Development Plan and Policies

SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
JP-C5	Streets For All
JP-C8	Transport Requirements of New Development
JP-C2	Digital Connectivity
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-H4	Density of New Housing
JP-H3	Type, Size and Design of New Housing
JP-S4	Flood Risk and the Water Environment
JP-S2	Carbon and Energy
OL1	Green Belt
H2/2	The Layout of New Residential Development
H2/1	The Form of New Residential Development
EN1	Built Environment
HT2/4	Car Parking and New Development
NPPF	National Planning Policy Framework

Issues and Analysis

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

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

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

The elimination of discrimination, harassment and victimisation;

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

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

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

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

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

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and

Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

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

Green Belt

Whether the development is deemed appropriate within the Green Belt

National Green Belt policy is contained within section 13 of the National Planning Policy Framework (NPPF). It states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Paragraph 153 of the NPPF confirms that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Paragraph 153 goes on to state that very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.

Paragraph 154 lists a number of buildings/development which may be considered acceptable in the Green Belt. One of the exceptions contained within this paragraph is:

g) limited infilling or the partial or complete redevelopment of previously developed land; whether redundant or in continuing use, which would not cause substantial harm to the openness of the Green Belt.

From the site visit, it was noted by the officer that the external walls of the barn and storage building already exist at the site. Following assessment, it is noted that there is relevant planning history for each of these structures as early as 2004. This shows that the structures have been at the site for an extended period of time, are therefore not considered new buildings and the land can therefore be regarded as previously developed.

The above can be used to determine that the proposed complies with the first part of part(g) of Paragraph 154 however the impact on the openness and purpose of the Green Belt would still need to be assessed.

The Planning Statement also argues that the site could be considered Grey Belt Land. Grey Belt Land by definition is previously developed land within the Grey Belt that does not comply with the below of Paragraph 143:

- a) to check the unrestricted sprawl of large built-up areas
- b) to prevent neighbouring towns merging into one another
- d) to preserve the setting and special character of historic towns

It is not considered that the proposed would impact any of these purposes within the Green Belt and therefore the site could be considered Grey Belt Land.

Paragraph 155 of the NPPF states that the development would also not be regarded as

inappropriate where the following apply:

- a. The development would utilise grey belt land and would not fundamentally undermine the process (taken together) of the remaining Green Belt across the area of the plan.
- b. There is a demonstrable unmet need for the type of development proposed.
- c. The development would be in a sustainable location.

(As the proposal is not a major development, part d of paragraph 155 is not taken into account in this instance.)

The proposed would utilise previously developed land, and as it would occupy the same footprint as the existing buildings on site, with no further extensions proposed, it would not impact on the openness or purpose of the Green Belt. Furthermore, the proposed ridge height is lower than that previously approved and so it could cause less of an impact than that previously approved.

The Five Year Housing Supply Statement for Bury (June 2025) confirms that there is a housing supply of 4.3. It is therefore acknowledged that the Council is not able to demonstrate a 5-year supply of deliverable housing sites which represents a housing shortfall. It is therefore considered that there is a demonstrable unmet need for the proposed and the proposal would make a small contribution to housing supply in the Borough.

The development would be sustainably linked, being within 200m of bus stops, and within 170m of Ringley Road West, linking the site to both Bury and Bolton.

Given the above, it is therefore considered that the proposed complies with Paragraph 154 part (g) and would be considered Grey Belt Land. It also complies with Paragraph 155 of the NPPF and it would not impact the openness or purpose of the Green Belt beyond a reasonable extent and therefore the impact is therefore considered acceptable.

Housing Density

PfE Policy JP-H4 requires new housing developments to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.

Policy JP-H4 sets out minimum densities that should be considered and the site falls in an area where a minimum density of 35 dwellings per hectare should be had regard to.

The development of one new dwelling on this site would lead to a net residential density of 13dph. Although this is lower than that outlined within Policy JP-H4, given that the site is in the Green Belt which provides a constraint, this is considered acceptable.

Layout

The properties and associated garages are to be made from existing structures at the site. Given this is an existing layout, it is not considered that any further impacts on either the area or existing farmhouse would be caused.

The proposed dwelling would be 2 storeys in height, with 3 bedrooms for a maximum of 4 people. The Nationally Described Space Standards (NDSS) and Policy JP-H3 of PfE outline minimum standards for space within new dwellings as well as accessibility. The NDSS minimum standard for a 3 bed property for 4 people over 2 storeys is 84sqm. The proposed would be approximately 154.82sqm, far exceeding this standard. The planning statement also confirms that the dwellings are capable of meeting the requirements of Part M(4)2.

The proposed private outdoor amenity space would be over 120sqm for each property with provision in this space for 4 waste bins for storage on non collection days.

Two car parking spaces are also proposed to the front of the proposed dwellings. The site is located within Zone 4 and, as each property would have 3 bedrooms, SPD 11 states that a minimum of 2 off road car parking spaces should be accounted for. As 2 car parking spaces is proposed for each dwelling, this is therefore considered acceptable.

Given the above, the proposal is therefore compliant with Policies H2/1, H2/2, EN1/2 of the UDP, Policy JP H-3 of PfE and SPD 11 and SPD 6 and therefore would be considered acceptable.

Design and Visual Amenity

The proposed dwellings would be 2 storeys in height and the proposed garage single storey in height, consistent with buildings existing at the site such as the farmhouse. Gable roofing is proposed for both the dwellings and garages which is considered acceptable. The eaves of the proposed are to be 460mm higher than that previously approved however this would not appear significantly out of character with the existing farmhouse at the site.

The materials proposed are natural slate for the roofing and natural stone for the walls of both the garages and dwellings, together with black upvc for the windows and doors to remain consistent with the existing farmhouse.

The boundary treatment proposed is hedging and fencing. A condition requiring details of this has been acknowledged within the conditions of the report.

Given the above, the proposal does not comply with Policies H2/1, H2/2, EN1/2 of the UDP or Policy JP H-3 of PfE and therefore would not be considered acceptable.

Residential Amenity

SPD6 provides guidance on aspect standards between residential properties and would be relevant in this case.

The existing farmhouse would be sited over 16m from the dwellings and approximately 6m from the proposed garages, compliant with the guidance outlined within SPD 6. There would also be approximately 13m from the rear elevations of the proposed to the rear boundary of each dwelling which would be considered acceptable.

There are no other neighbouring properties that could be impacted.

Highways/Public Right of Way

The Council's Highways Officer and Public Right of Way Officer were consulted and requested a revised plan showing improvements to the site access to include passing places along the access road, which is currently single track, so that both vehicles and pedestrians can pass one another safely should they meet on the road. A revised site plan was also requested indicating the blue edge of the site and amending the red edge of the site to include the access road.

The requested plan was received which included the provision of passing places along the road alongside the amendment of the red edge and blue edge of the site which both the Highways Officer and Public Right of Way Officer considered acceptable. Conditions were recommended which have been acknowledged within the conditions of the report.

Given the above, it was considered the proposed was compliant with that outlined within Policies H2/1 and EN1/2 of the UDP and JP-C5 and JP-C8 of PFE.

Carbon and Energy

JP-S2 of PfE aims to deliver a carbon neutral Greater Manchester no later than 2038 and aims, amongst other things, to ensure residential developments achieve energy demand reductions and should be consistent with 2022 Part L Building Regulations.

The planning statement submitted states that the development will include the following measures:

- Through rebuilding of the external walls, ground floors and roofs Insulation levels to the fabric of the building are to be provided that exceed the current building regulations Part L (Conservation of fuel and power – June 2022).
- Use of an air source heat pump to provide high efficiency heating.
- Use of Photovoltaic panels and solar panels for electricity and hot water generation.
- Use of passive solar gain.
- Use of low energy lighting and heating controls to reduce energy consumption.
- Installation of an Electric Vehicle Charging Point (EVCP shown to plans).

Digital Connectivity

Policy JP-C2 requires development to have full fibre to premises connections unless infeasible or unviable, with multiple-ducting. The policy supports the provision of free, secure, high-speed public wi-fi connections.

The planning statement submitted accompanying this application states that, in accordance with policy JP-C2 a full fibre to premises connection is available to this location:

- Standard;- 4 Mbps download speed, 0.5 Mbps upload speed.
- Superfast;- 33 Mbps download speed, 6 Mbps upload speed.
- Ultrafast;- 1800 Mbps download speed, 220 Mbps upload speed.

Example;

- BT Openreach; 1600Mbps download speed, 115Mbps upload speed.

Ecology and Biodiversity Net Gain

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

UDP Policies EN8/1 and EN8/2 seek to support the retention of trees, woods, copses and hedgerows to encourage natural regeneration and new and replacement tree planting. PfE Policy JP-G7 seeks to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.

The submitted information states the proposed would be self-build and therefore exempt from BNG requirements. This has been acknowledged within the conditions of the report.

GMEU were also consulted who recommended conditions on nesting bird checks as well as reasonable avoidance measures for other wildlife and ecological enhancements. These have been acknowledged within the conditions of the report.

Conclusion

To conclude, the proposal would not represent inappropriate development in the Green Belt by virtue of it falling under exception criteria g in Paragraph 154 of the NPPF. Furthermore, it could be argued that it is grey belt land and complies with Paragraph 155. It is not considered to impact the openness or purpose of the Green Belt and is also compliant with all other relevant policies contained within the UDP and PfE as well as all relevant SPDs. The application is therefore recommended for approval, subject to conditions.

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 25/1336/100C, 25/1336/203A, 25/1336/202A, 25/1336/201A and 25/1336/205A 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 The external finishing materials for the proposal hereby approved shall be those as proposed on plan number 25/1336/203A dated 16/01/2026
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
- 4 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 Public Footpath No. 9, St. Saviours, Radcliffe 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 any statutory undertakers connections to the site.
 2. Access point(s) for construction traffic from Public Footpath No. 9, St. Saviours, Radcliffe and all temporary works required to facilitate access for ground works/construction vehicles, including the provision (to basecourse level) of the passing places on Public Footpath No. 9, St. Saviours, Radcliffe indicated on the approved plans (incorporating signage in accordance with Traffic Signs Regulations and General Directions 2016).
 3. If proposed, details of site hoarding/gate positions clear of Public Footpath No. 9, St. Saviours, Radcliffe.
 4. The provision, where necessary, of temporary pedestrian facilities/protection measures.
 5. A scheme of appropriate warning/construction traffic speed signage in the vicinity of the site and its access onto Ringley Road.
 6. Confirmation of hours of operation, delivery & construction vehicle sizes that can be accommodated on the Public Right of Way that serves the site, 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 delivery vehicle manoeuvres.
8. Parking on site or on land within the applicant's control of operatives' and construction vehicles, together with storage on site of construction materials.
9. Measures to ensure that all mud and other loose materials are not spread onto the adjacent Public Right of Way/adopted highways as a result of the development 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 to the written satisfaction of the Local Planning Authority prior to the development hereby approved being brought into use.

Reason - To maintain the integrity of the highway, mitigate the impact of the construction traffic generated by the proposed development on the adjacent Public Right of Way, ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and ensure that the adjacent highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Policy HT2/2 of the UDP, Policies JP-C5 and JP-C8 of PfE and SPD 11.

- 5 The vehicular and pedestrian access improvements in the form of the provision of passing places on Public Footpath No. 9, St. Saviours, Radcliffe indicated on the approved plans shall be provided to basecourse level and incorporate signage in accordance with Traffic Signs Regulations and General Directions 2016, prior to commencement of the development and fully completed to the satisfaction of the Local Planning Authority before the development is first occupied and thereafter maintained at all times.

Reason - In the interests of the safety of users of the Public Right of Way and to minimise the standing and turning movements of vehicles on the highway, in the interests of road safety pursuant to Policies JP-C5 and JP-C8 of PfE.

- 6 The turning facilities and bin storage/collection arrangements for the new dwellings within the curtilage of the site indicated on the approved plans shall be provided before the development is first occupied and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.

Reason - In the interests of the safety of users of the Public Right of Way and to minimise the standing and turning movements of vehicles on it, in the interests of highway safety, and to ensure adequate refuse collection/storage arrangements for the new dwellings are provided clear of the Public Right of Way pursuant to Policies JP-C5 and JP-C8 of PfE.

- 7 The car parking (including garages) for the new dwellings indicated on the approved plans, shall be surfaced/provided and made available for use to the written satisfaction of the Local Planning Authority prior to the development hereby approved being occupied and thereafter maintained at all times.

Reason - To ensure adequate in-curtilage car parking and to allow adequate space

to maintain a vehicle clear of the Public Right of Way, in the interests of highway safety pursuant to SPD 11 and Policy JP-C5 of PfE.

- 8 Development shall not commence until details of surface water drainage proposals have been submitted to and approved by the Local Planning Authority. The scheme must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or subsequent revisions of it. This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Design details should comply with guidance contained in the Greater Manchester's Sustainable Drainage Design Guide, March 25. Details of proposed maintenance arrangements should also be provided

Reason - To promote sustainable development and pursuant to Policy JP-S4 of PfE. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact.

- 9 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. Preliminary Risk Assessment (PRA). Submission of this document is the minimum requirement.
- II. Generic Quantitative Risk Assessment (GQRA). Submission of this document only if PRA requires it.
- III. 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).

- 10 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).

- 11 The development hereby permitted within any approved phase shall not be occupied 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).

- 12 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).

- 13 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 validatory 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).

- 14 Prior to occupation the applicant shall provide:

{Residential less than 10 parking spaces}

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

{Residential more than 10 parking spaces additional point to be added}

- Cable routes to be provided for all parking spaces which do not have access to an electric vehicle charging point.

{New buildings other than residential or mixed use and more than 10 spaces}

- 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).

- 15 No demolition or vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance. Reasonable avoidance measures for other species such as hedgehogs, amphibians and other wildlife should also be adhered to.
Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.
- 16 The residential units ('unit') in the development hereby permitted shall be constructed as a self-build dwelling within the definition of self-build and custom build housing in the 2015 Act:
(i) The first occupation of the unit in the development hereby permitted shall be by a person or persons who had a primary input into the design and layout of the unit and who intends to live in the unit for at least 3 years;
(ii) The Council shall be notified of the persons who intend to take up first occupation of the unit in the development hereby permitted at least two months prior to first occupation.
Reason . The scheme as submitted and subsequently determined, is specifically based upon the scheme being a Small Scale Self-Build and Custom Housebuilding scheme, which benefits from The Biodiversity Gain Requirements (Exemptions) Regulations 2024 to otherwise provide for Biodiversity Net Gain.
- 17 Prior to the commencement of development, details relating to the proposed boundary treatment for the site shall be submitted to and approved in writing by the Local Planning Authority. The approved details only shall be implemented as part of the approved development.
Reason - To secure the satisfactory development of the site and in the interests of the visual amenities of the area pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
- 18 Ecological enhancements such as bird and bat boxes should be incorporated into the development in line with that outlined within the Ecological Statement submitted alongside this application.

DELEGATED REPORT

Reason. In order to ensure that no harm is caused to a Protected Species pursuant to policies EN6 - Conservation of the Natural Environment and EN6/3 - Features of Ecological Value of the Bury Unitary Development Plan and National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

- 19 Notwithstanding the terms of the Town and Country Planning General Permitted Development Order 1995 (or any order revoking or re-enacting that Order) no development shall be carried out on the site within the terms of Classes A, B, C, D, E, F, G and H of Part 1 and Classes A and B of Part B of Schedule 2 of the Order, without the prior consent of the Local Planning Authority.

Reason. To enable the Local Planning Authority to control any future development, having regard to the character and appearance of the Green Belt and the surrounding area, and pursuant to policy OL1 of the UDP.

- 20 No development approved by this permission shall be commenced until details of the existing and proposed levels have been submitted and approved by the Local Planning Authority. The scheme shall be constructed and completed in accordance with the approved details.

Reason: To ensure that the development is subject to minimum risk of flooding, pursuant to Policy JP-S4 of PpE.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
CO 06/03/2026		DM 06.03.2026	