

DELEGATED REPORT

Report by Helen Pressley	Date of report: 28/08/2026	Ref: 73117/FUL
Registration: 23/04/2026	LDfC: 05/06/2026	Expiry Date: 18/06/2026
Site Visit: 14/05/2026	Site Notice: 14/05/2026	Press Date: 14/05/2026
Objections: 0	Con Area: N/A	Adv Type: ARW
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: MIDW

Proposal: Erection of 1 no. dwelling

Location: Land at Bradley Fold Farm Cottages (plot 2), Bradley Fold, Bolton, BL2 6RW

Description

The application relates to a vacant plot of land that is accessed via footpath 23 Christchurch. This public right of way runs along the south west boundary of the site. The site is located within an Employment Generating Area with an industrial unit located to the north of the site. Residential properties are located to the south, west and north west of the site.

Planning permission is sought for the construction of 1no. 2 storey detached property. The proposed dwelling would have 3no. bedrooms. Parking is proposed to the front of the site, with an area of private amenity space proposed to the rear.

Application 73116 for plot 1 will be assessed separately.

Relevant Planning History

03110/E - Erection of 1 no. pair of semi-detached dwellings - Enquiry Complete

Adjacent site

73116 - Erection of 1no. dwelling - Pending

Publicity

Neighbour letters 11/05/2026

Site notice posted 14/05/2026

Press notice 14/05/2026

No representations received.

Statutory/Non-Statutory Consultations

Waste Management - No response

Traffic Section and Public Rights of Way Officer - Recommendation for Refusal due to intensification of the access and public right of way with substandard visibility, and no improvements to the public right of way in view of the intensification.

United Utilities - Guidance provided in relation to Sustainable Drainage and location of UU assets.

Drainage Section - SuDs condition requested

The Coal Authority - The Coal Authority concurs with the recommendations of the Desk Based Coal Mining Risk Assessment that coal mining legacy potentially poses a risk to the

proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Conditions to secure these details have been requested.

Greater Manchester Ecology Unit - The main ecological issue is biodiversity net gain.

Environmental Health - Contaminated Land - Conditions requested in relation to the submission of site characterisation and risk assessment, remediation strategy and verification, unexpected contamination and imported soil.

Environmental Health - Pollution Control - The noise assessment has been carried out in accordance to relevant British Standards for noise. The conclusion is that they site is suitable as long as the mitigation methods are implemented.

Pre-start Conditions - Agreed by agent

Development Plan and Policies

RT3/3	Access to the Countryside
EC2/1	Employment Generating Areas
EN1/2	Townscape and Built Design
EN6/3	Features of Ecological Value
EN7/2	Noise Pollution
EN7/5	Waste Water Management
EN8/2	Woodland and Tree Planting
H1/2	Further Housing Development
H2/1	The Form of New Residential Development
H2/2	The Layout of New Residential Development
HT2/4	Car Parking and New Development
JP-H1	Scale of New Housing Development
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G8	A Net Enhancement of Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S1	Sustainable Development
JP-S5	Clean Air
SPD6	Supplementary Planning Document 6: Alterations & Extensions
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

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

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

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

The elimination of discrimination, harassment and victimisation;

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

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

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

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

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

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

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

Principle (Employment)

The site is located within an Employment Generating Area (EGA) under UDP Policy EC2/1 and specifically under EC2/1/11 (Bradley Fold).

UDP Policy EC2/1 states that within the Bradley Fold EGA, the Council will only allow development for B1, B2 and B8 uses. 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.

The proposal, located on the edge of the EGA, is for two new dwellings. This is considered to be limited development in the context of policy EC2/1.

The proposed development is therefore in conformity with Policy EC2/1.

Principle (Residential)

The National Planning Policy Framework (NPPF) (August 2026) is a material planning consideration in planning decisions.

NPPF Policy S3 - Presumption in favour of Sustainable Development sets out the presumption in favour of development and distinguishes between development within settlements and development outside settlements.

This application is within a settlement, therefore NPPF Policy S4 - Principle of Development within Settlements applies. This states that development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in the Framework.

NPPF Policy HO7 gives substantial weight to the benefits of providing homes which will contribute towards meeting the evidenced accommodation needs of the community.

NPPF Annex D paragraph 8 states that local planning authorities should identify and update annually a supply of specific deliverable sites to provide a minimum of five years' worth of housing, with an appropriate buffer. The supply of housing must be assessed against the housing requirement set out in the development plan where this is less than five years old.

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

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

The buffer applicable to the five year supply assessment is based on NPPF Annex D paragraph 9. In Bury's case, a 5% buffer is required in accordance with paragraph 9c.

A 20% buffer is no longer required because:

- the latest Housing Delivery Test result exceeds 85% (NPPF Annex D paragraph 9b: 2025 result = 114%); and
- the collective PfE requirement for all 9 PfE districts exceeds 80% of the LHN for those 9 districts (NPPF Annex D paragraph 9c: 10,305 PfE target against LHN of 12,470 = 83%).

The Council has carried out an assessment of the housing land supply to determine whether sites meet the deliverability tests in the NPPF and can contribute to the five year supply of housing land. Based on the 2025 5-year supply, a supply of 2,231 homes has been identified for the period from 2025-2030. This is set against a requirement for 2,270 homes (including a 5% buffer and having taken account of past over delivery). The Council can therefore demonstrate a 4.9 year supply of housing land including a 5% buffer (or 4.7 years if past over delivery is excluded). There is therefore currently a slight shortfall in the five year supply against the adopted housing requirement. Whilst the proposal is only for 3 dwellings, it would nevertheless make a small positive contribution to the housing land supply, which weighs in favour of the application.

The site is located within a settlement and outside of the Green Belt. As such the proposal is considered to be acceptable in principle unless the benefits of doing so would be substantially outweighed by any adverse effects. Therefore, the proposed development would be acceptable in principle and would be in accordance with Policies S3 and HO7 of the NPPF.

Layout and Design

Policy JP-H4 requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high quality design. Policy JP-H4 sets out minimum densities that should be considered.

The minimum density for the site would be 35 dwellings per hectare. The application form states that the site is 0.02 hectares. 1no. dwelling would therefore lead to a density of 50 dwellings per hectare. As such the proposal would be considered to make efficient use of land.

Policies H2/1 and H2/2 provide the assessment criteria for detailed matters relating to height, appearance, density and character, aspects and finishing materials for new residential developments. Policy JP-H3 - Seeks to provide an appropriate mix of dwelling types and sizes reflecting local plan policies and having regard to relevant local evidence. Development across the plan area should seek to incorporate a range of dwelling types and sizes, including for self-build. Policy EN1/2 seeks to ensure that development proposals would not have a detrimental effect on the visual amenity and character of a particular area. Policy JP-P1 Sustainable Places aims to promote a series of beautiful, healthy and varied places. NPPF Policy DP3 confirms that Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets.

There are various different styles of buildings within the vicinity of the site, however the majority appear to have pitched gable roofs which has been reflected within the design of the dwelling which also has a gable feature to the front elevation. This style of roof would reflect the style of the terraces, and the more modern dwellings on Browns Road and Boundary Drive. The use of materials to match the surrounding properties is considered to be appropriate. The proposed windows and doors are considered to be suitably aligned, with cill and header detailing to reflect the details on the terraces within the vicinity of the site.

The wider street scene submitted confirms that the proposed dwelling would be a suitable height when reviewed in connection with the terraces to the north west, and the proposed detached dwelling at plot 1. Suitable areas to the rear of both plots are shown to provide amenity space, as well as space for bin storage and cycle storage clear of the public right of way that runs along the front of the site.

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

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

The proposal is for a two storey, 3no. bedroom 6no. person dwelling. The overall Gross Internal Area (GIA) would be approximately 114 square metres which would exceed the minimum standard of 102 square metres set by NDSS. All bedrooms comply with the minimum floor areas and widths for double occupancy rooms. Built in storage that measures 2.5 square metres is shown on the ground floor complying with NDSS.

A condition can be used to secure compliance with Part M4(2).

Residential Amenity

UDP Policy H1/2 states that the council will have regard to various factors when assessing a proposal for residential development, including whether the proposal is within the urban area, the availability of infrastructure and the suitability of the site, with regard to amenity, the nature of the local environment and the surrounding land uses. There are no adopted aspect standards for new build residential properties however, Supplementary Planning Document 6 provides guidance on aspect standards between residential properties and as such, would be a reasonable guide in this case.

For clarity the following aspect standards would be applicable:

- 20 metres between directly facing habitable room windows;

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

A distance of approximately 9.5 metres can be maintained between the proposed first floor rear habitable room windows and the rear boundary of the site exceeding the 7 metres required by SPD 6.

The proposed front elevation would be located approximately 22 metres from the original rear elevations of No. 2 and No. 4 Browns Road complying with the guidance set out above. The site would also be separated from these properties by the existing public right of way that runs along their rear boundary.

The only side window proposed would relate to a non-habitable room (stairs) and as such aspects have not been applied.

Neighbouring uses

In addition to UDP Policy EN7/2 referenced above UDP Policy H3 seeks to restrict the development of incompatible uses in areas which are primarily residential in nature and where possible will seek to resolve existing conflicts. This is further supported by UDP Policies H3/1 and H3/2 that consider factors such as noise, vibration, smell, fumes, smoke, soot, ash, grit, dust, visual intrusion, traffic generation and parking arrangements, and hours of operation, and seeks to implement measures to control these where possible to minimise areas of conflict and potential nuisance.

An employment site is located to the rear of the site. A noise assessment has been carried out and reviewed by Environmental Health who confirm that it has been undertaken in accordance to relevant British Standards for noise. The conclusion is that they site is suitable as long as the mitigation methods are implemented:

- Non glazed elements minimum acoustic performance 50(dB Rw)
- Glazing minimum single figure weighted sound reduction 28dB
- Standard trickle vents

These details can be secured by condition.

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. Policy N2 - Improving the Natural Environment from the NPPF states that development proposals should contribute positively to the natural and local environment. UDP Policy EN8/2 supports and encourages new woodland and tree planting within the borough. This is further supported by PfE Policy JP-G7 that aims to significantly increase tree cover and requires 2no. replacement trees for each tree lost or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Protected Species, Nesting Birds and other Wildlife

There are unlikely to be any protected or other species associated with this site, given that the vegetation has already been cleared, the site small and there are no records of species such as great crested newts nearby that could theoretically stray on to the site. GMEU have therefore confirmed that they are satisfied that no further information or measures are required.

Biodiversity Net Gain

The consultant has assumed the habitat degradation to include loss of three large trees in good condition. The number of trees lost, based on aerial photographs appears reasonable and the assumption that they were large trees in good condition likely in excess of what was actually lost as large trees are ones over 60cm dbh. There is now a deficit of 0.95 area based units and 0.01 hedgerow units. Purchase will be required from an external source as there will be no opportunity for significant further measures on-site.

As there are no significant on-site habitat creation proposals no Habitat Management and Monitoring Plan is required. Landscaping can be dealt with via a standard landscape condition.

In order to discharge the statutory condition, if permission is provided, they will need to supply:

- The biodiversity gain plan utilising the defra metric,
- Provide evidence of the purchase of the required number off-site units, registered with defra and
- Provide the final version of the statutory metric to cross-reference with the gain plan.

Access

Policy EN1/2 requires the consideration of the design and appearance of access, parking and service provision. This is further supported by Policy H2/2 that requires proposals to demonstrate adequate car parking provision, access for both vehicles and pedestrians, and provision for public transport and the existence of any public rights of way. Policies JP-C5 and JP-C6 require streets to be well designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. NPPF Policy TR4 confirms that transport considerations should be integral to the design of development.

In addition the site is accessed via footpath 23 Christchurch is located along the western boundary of the site. As such UDP Policy RT3/3 - Access to the Countryside is also applicable as it requires the Council to seek to improve and extend the existing network of Public Rights of Way. This policy also supports the aspirations of the PfE policies listed above.

Access to the site is along an unadopted road that serves as Public Footpath Number 23 Christchurch, Radcliffe.

The applicant have submitted an Indicative TRICS Total Traffic Generation Assessment for Bradley Lane & Minor Access Road junction serving site that states that the that existing residential dwellings currently largely utilise opposing vehicular access onto Browns Road. The Queens Hotel public house car park is served by the proposed access point from Bradley Lane, and there is also an abandoned access that appears to have previously been utilised by the industrial site to the north of the site.

In terms of trips utilising this junction, the TRICs output information submitted by the applicant for a typical public house use could be seen to generate 3 no. arrivals and 6 no. departures, totalling up to 6 no. total vehicle trips (or 3 no. two-way total vehicle trips) during the AM weekday highway peak hour. For the weekday PM highway peak hour, it could be seen that the provision of up to 8 no. arrival trips and 5 no. departure trips, totalling up to 13 no. total vehicle trips (i.e. up to 7 no. two-way total vehicle trips). The data presented by the applicant concludes that 71 no. arrivals and 74 no. departures trips per day, totalling up to 144 no. daily total vehicular trips (i.e. up to 72 no. two-way total daily trips) could be generated by the existing use.

A similar exercise utilising the latest TRICS assessment for 1 no. privately owned dwelling has also been submitted. This concludes that this could be seen to generate generally up to '3 to 4' no. new two-way daily total vehicular trips. Taken cumulatively with the proposed

dwelling at plot 1, this would be an additional 6 - 8 new two-way daily total vehicular trips.

The Traffic Section have recommended refusal of the scheme for the following reasons:

The proposal would result in the intensification of use of an access that is sub-standard in terms of visibility at its junction with Bradley Lane, carriageway width along the majority of the route from the adopted highway and lack of available passing places and segregated pedestrians facilities, exacerbated by the poor condition of the metalled surface between the interface with the adopted highway and the proposed dwelling, which would be detrimental to the safety of users of the public right of way and highway safety.

The proposed access onto Public Footpath No. 23, Christ Church, Radcliffe is sub-standard in terms of visibility both at the junctions and at the back edge of the highway, which would be detrimental to pedestrian and road safety and not in compliance with Manual for Streets and Streets for All Design Guidance

NPPF Policy TR6(3) states "In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Policy TR6(4) continues to state that "Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety, taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

Whilst acknowledged that there would be an increase of total expected vehicular residential trips associated for proposals, this is considered low against assumed consented total trips through this junction associated with the existing public house use, and in itself the proposals would not create a material trip impact at this junction. As such it is considered that the intensification of the use of this junction would not have a severe adverse impact on the transport network in terms of capacity and congestion.

The applicant have submitted a visibility splay at the junction of Bradley Lane and Footpath Number 23. The visibility splay indicates a 2.0m x 12.8m visibility splay and a 2.0m x 33.6m visibility splay given the presence of the public rights of way. These confirms that there is a slight encroachment on the visibility splay by the existing public house building, and fencing associated with No. 2 Boundary Drive. These obstructions lie outside of the applicant's control.

It should be noted that there are existing double yellow markings surrounding the existing junction that preserve the existing visibility splay at the junction, with bollards to protect pedestrians. These bollards would also prevent vehicles from encroaching onto the existing pavements. Given that this is an existing junction that is utilised for a public house car park, with existing physical interventions, and the expected number of movements associated with this proposal it is considered that the utilisation of this junction to access to 2no. dwellings would not have an adverse impact on highways safety to warrant refusal of the scheme.

The Traffic Section have also stated that the proposal should be refused for the following reason:

The proposal does not incorporate improvements to the surface of the metalled route/Public Footpath No. 23, Christ Church, Radcliffe in view of the intensification of daily use proposed or details of how the limits of the public right of way would be demarcated at the interface with the proposed porous tarmac hardstanding/paving/landscaping, contrary to good

highway design, maintaining the integrity of the abutting highway.

It is considered that a condition that requires the submission of a scheme to detail these elements can be utilised.

Parking

In terms of parking standards, in addition to Policy JP-C8 and Policy HT2/4 requires all applications for development to make adequate provision for their car parking and servicing requirements. Supplementary Planning Document 11 (SD11) provides parking standards for developments.

The site is located within Zone 4 as set out within SPD 11. Within Zone 4 SPD 11 requires 2no. spaces per 3no. bed property which has been indicated on the proposed site plan.

1 secured, covered cycle storage space per bedroom (If no garage or secure area is provided within curtilage of dwelling) should also be provided. A secure cycle store is shown to the rear of the site, which can be accessed via a path to the side of the property.

Land Stability and Contamination

NPPF Policy P2 confirms that sites proposed for development should be suitable for their proposed use taking into account ground conditions, including any risks arising from land instability or contaminated. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

A Coal Mining Risk Assessment dated March 2026 prepared for the proposed development by Demeter Environmental Ltd, which accompanies the application and the Coal Authority consider that this has been informed by an appropriate range of sources of information. The Coal Authority concurs with the recommendations of the Desk Based Coal Mining Risk Assessment that coal mining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Conditions have been requested by the Coal Authority.

The preliminary risk assessment that has also been submitted has concluded that there is a moderate to low risk to human health from ground gas at the site due to the potential for unrecorded shallow worked coal seams. As such an investigate to address this potential risk is put forward. It is noted that The Coal Authority are in agreement with this approach. In addition, the Environment Section has recommended that soils in garden areas should also be suitably tested due to an Officers note from 2009 referring to the potential illegal deposition of waste on land on Bradley Lane. In line with the National Planning Policy Framework, there is the potential for contamination on this site, therefore, contaminated land conditions have been requested by the Environment Section.

Carbon and Energy

Policy JP-S2 sets out the steps required to achieve net zero carbon emissions. This is further supported by NPPF Policy CC2 that confirms that where relevant opportunities should be sought to improve infrastructure to support the transition to zero-emission vehicles.

The applicant has confirmed that the proposal would be in compliance with Part L of the building regulations.

Digital Connectivity

Policy JP-C2 requires all new development to have full fibre to premises connections unless technically infeasible and / or unviable.

The applicant has confirmed that This policy will be fully embraced, with all ducting installed, along with pull chords, such that no builders work will be required to enable

connection

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 CJ2-00, CJ2-01, CJ2-03, CJ2-04, CJ2-02A 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 dwelling hereby approved shall be built in accordance with the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations.
Reason. To secure the satisfactory development of the site pursuant to Places for Everyone Joint Development Plan Policy JP-H3: Type, Size and Design of New Housing.
- 4 No development hereby permitted (except demolition and site clearance) within any approved phase shall take place until the works relating to land contamination detailed below are fully completed:
With consideration to human health, controlled waters and the wider environment, the following documents shall be completed to characterise potential risk to sensitive receptors and submitted to the Local Planning Authority for approval:

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

Reason. . To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).
- 5 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 of Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).

- 6 The development hereby permitted within any approved phase shall not be occupied/brought into use until the works relating to land contamination detailed below are fully completed:
Where remediation is required, it shall be carried out in full accordance with the approved Remediation Strategy.
A Verification Report must be submitted to the Local Planning Authority for approval upon completion of remediation works. The Verification Report must include information validating all remediation works carried out; details of imported materials (source/quantity/suitability); details of exported materials; and details of any unexpected contamination.
Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).

- 7 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 of Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).

- 8 Any soil or soil forming materials to be brought to site for use in garden areas, soft landscaping, filling and level raising shall be tested for contamination and suitability for use.
Proposals for contamination testing including testing schedules, sampling frequencies and allowable contaminant concentrations (as determined by appropriate risk assessment) and source material information shall be submitted to the Local Planning Authority for approval prior to any soil or soil forming materials being brought onto site.
The approved contamination testing shall then be carried out and validity evidence (soil descriptions, laboratory certificates, photographs etc.) submitted to

Local Planning Authority for approval prior to the development being brought into use.

Reason. To prevent unacceptable risk to Human Health and Controlled Waters and to prevent pollution of the environment in accordance with the aims of Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).

- 9 Prior to occupation the applicant shall provide 1 no. electric vehicle (EV) charging point (minimum 7kW*) per dwelling.

*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 Policy CC2: Mitigation of climate change of the National Planning Policy Framework (August 2026) and Places for Everyone Policy JP-S5 (Clean Air).

- 10 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

- 11 An ecological enhancement scheme shall be submitted to, and approved in writing by the Local Planning Authority prior to the commencement of construction of the dwellings hereby approved. The contents of the plan should include:

1. 1no. bat brick
2. 1no. bird brick (eg swift brick)
3. 4no. native trees
4. 1no. section of native hedging along the northern boundary.

The approved scheme shall be implemented in full prior to occupation of the dwellings and thereafter maintained.

Reason. To secure the satisfactory development of the site and in order to ensure that no harm is caused to a Protected Species pursuant to policies JP-G8 - A Net Enhancement of Biodiversity and Geodiversity and EN6/3 – Features of Ecological Value of the Development Plan and Policy N2 - Improving the Natural Environment of Section 19 of the National Planning Policy Framework (August 2026).

- 12 Development shall not commence unless and 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. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Development Plan Policies JP-S4 - Flood Risk and the Water Environment, EN7/3 - Water Pollution and EN7/5 - Waste Water Management and Policy F8 - Sustainable Drainage Systems and Watercourses of Section 18 of the National Planning Policy Framework (August 2026).

- 13 No development shall commence until;
- a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
 - b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.
- The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.
- Reason. The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).
- 14 Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.
- Reason. The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with Policy P2 - Ground Conditions of Section 17 of the National Planning Policy Framework (August 2026).
- 15 The car parking and cycle storage indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the use hereby approved commencing and thereafter maintained at all times.
- Reason. To ensure adequate off street car and cycle parking provision in the interests of road safety pursuant to policy HT2/4 - Car Parking and New Development of the Bury Unitary Development Plan and Policy TR2: Local parking standards of the of the National Planning Policy Framework (August 2026).
- 16 No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
- 1. Hours of operation and number of vehicle movements;
 - 2. Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
 - 3. Parking on site of operatives' and demolition/construction vehicles together with

storage on site of demolition/construction materials;

4. 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

The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety Development Plan Policies Development Plan Policies EN1/2 - Townscape and Built Design, JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places and Policy TR4: Street design, access and parking of the of the National Planning Policy Framework (August 2026).

- 17 Notwithstanding the details indicated on the approved plans, no further development shall commence unless and until full details of the following have been submitted to and approved in writing by the Local Planning Authority:

1. Scheme of public right of way demarcation works at the interface with Footpath 23 Christchurch, Radcliffe and the proposed porous tarmac hardstanding/paving/landscaping to the front of the dwelling.
2. A dilapidation survey of Footpath 23 Christchurch, Radcliffe leading to the proposed site access in the event that subsequent remedial works are required following construction of the development.

The highway works subsequently approved shall be implemented to an agreed programme before the development hereby approved is brought into use. Any required remedial works shall be implemented to an agreed programme.

Reason. To ensure good highway design and the intervisibility of the users of the site and the adjacent public right of way in the interests of road safety and to maintain the integrity of the adopted highway and public right of way pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design, RT3/3 - Access to the Countryside, Places for Everyone Joint Development Plan Policies JP-C5 - Streets for All, JP-C6 - Walking and Cycling, JP-C8 - Transport Requirements of New Development and JP-P1 - Sustainable Places and Policy TR4: Street design, access and parking of the of the National Planning Policy Framework (August 2026).

- 18 The dwelling hereby approved shall be built in accordance with the mitigations set out within the approved Environmental Noise Assessment for Planning Application 2627-235687 and shall include:

- Non glazed elements minimum acoustic performance 50(dB Rw)
- Glazing minimum single figure weighted sound reduction 28dB
- Standard trickle vents

The scheme hereby approved shall be implemented in full and available for use before use of the premises first commences.

Reason. To protect the amenity of the occupants of the premises once the development hereby approved is occupied pursuant to Bury Unitary Development

DELEGATED REPORT

Plan Policy EN7/2 - Noise Pollution.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
HP	28/08/2026	DM	28.08.2026