



Statement of Case

On behalf of Russell Homes

Department of Work and Pensions DCS Distribution Centre,
Manchester Road, Heywood, OL10 2PZ

PINS Reference: APP/P4225/W/24/3346477

August 2024

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Prepared By: Jon Suckley, Managing Partner

Asteer Planning LLP, Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

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1 INTRODUCTION

- 1.1 This Statement of Case has been prepared by Asteer Planning LLP ("Asteer Planning") on behalf of Russell Homes in respect of an Appeal (PIN's Ref: APP/P4225/W/24/3346477) lodged by Trammell Crow Company Logistics (Heywood) Limited ("The Appellant") against Rochdale Borough Council's ("The Council") decision to refuse Full Planning Application (LPA Ref. 22/01410/FUL) for employment development ("The Appeal Scheme") at the Department of Work and Pensions DCS Distribution Centre, Manchester Road, Heywood, OL10 2PZ ("The Appeal Site").
- 1.2 Full Planning Application 22/01410/FUL was determined by The Council's Planning and Licensing Committee at its meeting on 21st December 2023. It was refused by Members against Officer recommendation. The Council published the Decision Notice refusing full planning permission on 22nd December 2023. The Decision Notice included one reason for refusal ("RfR") as set out below:

"By virtue of its size, scale and form, the proposed development is not well designed and would represent an overdevelopment of the site which is not compatible with surrounding land uses due to the detrimental and unacceptable impacts on the noise environment and the visual amenity of surrounding residents, with particular regard to future residents adjacent the site. Due to this overbearing and unacceptable relationship with surrounding land uses the application fails to accord with Policy DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework."

- 1.3 Russell Homes has significant land interests at South Heywood which include:
- 1.2.1 **The South Heywood Masterplan** – a major, mixed use-urban extension, a new link road (Queen Elizabeth II Way) between Junction 19 of the M62 and Pilsworth Road, up to 1,000 new homes, a new primary school, shops, recreation space including sports pitches, and a large area of employment uses in the northern part of the site. The South Heywood Masterplan extends to circa 124 hectares and benefits from a part full / part outline planning permission ("Hybrid Planning Permission") granted in March 2020 (LPA Ref 16/01399/HYBR).
- 1.2.1.1 In April 2024, a discharge of condition application LPA Ref 22/00967/DOC, approved a Design Code Framework to discharge the requirements of condition 12 on the Hybrid Planning Permission. The Design Code Framework provides 4 Phases of development:

- Hareshill Road / Pilsworth Road
- North of Harehills Road
- South of Harehills Road
- Collop Gate Farm.

1.2.1.2 The North of Hareshill Road Phase adjoins the Appeal Site to the Northwest, West and South. This Phase (also known as Hareshill Road North, as referenced at the latest approved Phasing Plan reference SP(90)119G) of the South Heywood Masterplan is proposed for residential established through the Hybrid Planning Permission.

1.2.1.3 A Reserved Matters application proposing a Distribution Centre in the Hareshill Road / Pilsworth Road Phase was submitted in June 2022 and subsequently approved in September 2022. As part of this reserved matters permission, an updated Illustrative Phasing Plan was approved which increases the number of homes proposed on Hareshill Road North to 330 dwellings.

1.2.2 **Northern Gateway** – a significant area of land allocated for employment led mixed use development in the Places for Everyone DPD ('Pfe') adopted in March 2024. The land is allocated by Policy JPA 1.1: Heywood / Pilsworth (Northern Gateway) and includes the South Heywood Masterplan Area in the east.

1.2.3 The Policy JPA1.1 Allocation is deliverable. The Rule 6 Party Planning Evidence will address the timescales and phasing of the JPA1.1 allocation. A plan showing the South Heywood Masterplan Area within Site Allocation JPA1.1 and the Appeal Site is provided at **Appendix 1**.

1.4 Russell Homes does not object to the principle of employment development at The Appeal Site. The redevelopment of existing buildings is supported (in general) by the NPPF, subject to compliance with other policies. However, Russell Homes objects in the strongest possible terms to the overdevelopment of the Appeal Scheme and the consequential detrimental impact that it will have on the South Heywood Masterplan, the JPA1.1 allocation and, specifically, the detrimental impact on the amenity of existing and proposed residents in terms of noise and landscape and visual impacts. Russell Homes has consistently raised its objections to the Council during the determination of Full Planning Application 22/01410/FUL in correspondence dated: 13 January 2023, 26 April

2023, 4 May 2023, 5 May 2023, 7 June 2023, 29 June 2023, 21 July 2023, and 21 September 2023. The timing of the objections reflected the late submission of evidence and changes to the application scheme, to which Russell Homes had to make representations.

- 1.5 Rule 6(6) Party Status was granted to Russell Homes by the Planning Inspectorate (“PINS”) on 15th July 2024.
- 1.6 This Statement of Case has been prepared in accordance with the *“Guide to Rule 6 for interested parties involved in an inquiry – planning appeals and called-in applications”* prepared by PINS and dated 6 August 2024. The procedure for the Appeal will be a Public Inquiry. At present, it is anticipated that the Rule 6 Party’s evidence will comprise the following:
 1. Planning Proof of Evidence prepared by Mr Jonathan Suckley MTCP FRTPI of Asteer Planning;
 2. Landscape and Visual Impact Proof of Evidence prepared by Mr Nic Folland of Barnes Walker, including Arboricultural Technical Statement prepared by Mr Carl Salisbury of Mulberry Tree Management Consultancy; and
 3. Noise Proof of Evidence prepared by Toby Lewis of WSP.
- 1.7 At this stage, it is intended that the following Technical Statements will be appended to the Planning Proof of Evidence:
 - 1.7.1 Design Proof of Evidence prepared by Mr Alex Southall-Ghosh of AEW Architects;
 - 1.7.2 Feasibility Statement prepared by Mr Chris Harrison of Knight Frank; and
 - 1.7.3 Highways Technical Statement prepared by Mr Andrew Bell of Focus Transport Planning.
- 1.8 The evidence will address the latest information submitted recently by the Appellant.
- 1.9 To assist the smooth and timely running of the Inquiry, the Rule 6 Party does not (at this stage) intend to call the authors of the Technical Statements to give formal evidence. However, the Rule 6 Party can make arrangements for the authors of any of the Technical Statements to attend the inquiry to answer any questions, should that assist the Inspector or other parties.
- 1.10 The right to provide rebuttal evidence from any of the above experts is reserved.

- 1.11 Further written information pertaining to the above is provided within Chapter 5 (“The Rule 6 Case”) of this Statement of Case.

2 THE APPEAL SITE AND SURROUNDINGS

- 2.1 This Section provides an overview of the Appeal Site, edged red, and surrounding area, including Russell Homes Hareshill Road North Phase of the South Heywood Masterplan.

The Appeal Site

- 2.2 The Appeal site comprises the Heywood Stores, located to the North West of the intersection of Manchester Road and Queen Elizabeth II Way, Heywood. The Appeal Site is broadly 'L' shaped, constitutes previously developed land with existing buildings and extends to 11.1 ha in area.
- 2.3 The Appeal Site was originally built as an RAF maintenance facility which was in operation until its closure in 1967. The Appeal Site has then been used for archive storage by the Department of Work and Pension ("DWP"). It is understood that whilst the existing buildings on site are still functional and capable of use, they are beginning to fall into a poor state of repair and that in order to continue its use for a 'typical' B8 storage use would require structural changes to the existing buildings.
- 2.4 Within the Statement of Common Ground ("SOCG") agreed between the Appellant and the Council, it is stated that the Appeal Site comprises 9no. warehouses and 4no. associated buildings with a total collective floor area of 42,304 sqm (GEA), based on a measured survey undertaken by Hollis, broken down into:
- 2.4.1 Total floorspace – 27,559 sqm
- 2.4.2 Total Mezzanine floorspace – 14,550sqm
- 2.4.3 Total plant floorspace – 195sqm
- 2.5 These figures are not consistent with the floorspace reported by the Council in the Committee Report for the Appeal Scheme (**Appendix 2**) which includes a floorspace of 31,900sqm set across 6no main buildings together with several smaller associated buildings dispersed across the site. The figure presented in The Council's Committee Report relate to the figures confirmed through the Lawful Development Certificate ("LDC") for the Appeal Site (LPA Ref 21/01298/CPE). A review of the existing floorspace figures agreed in the Statement of Common Ground between The Council and The Appellant will be undertaken in the Rule 6 Party Evidence. As these relate to matters of fact, agreement will be sought through a Statement of Common Ground between The Rule 6 Party, The Appellant and Council.

- 2.6 According to the Committee Report, the six main buildings have eaves heights that vary from 5.7m to 10m, whilst maximum (ridge) heights vary from 7.8m to 10.1m.
- 2.7 The Appeal site is accessed off Manchester Road to the South and is accessible to J19 of the M62 to the East.
- 2.8 The Appeal site is not subject to any statutory or non-statutory nature conservation, landscape or heritage designation and it is located within Flood Zone 1. It is not covered by any specific designations within the adopted Development Plan other than falling within the defined urban area in the 'Saved' Unitary Development Plan ("UDP").

Site Surroundings

- 2.9 The Appeal site is bound by:
 - 2.9.1 Existing residential properties to the East on Bader Drive, White House Close, Oldbury Close; and Mercers Road.
 - 2.9.2 Queen Elizabeth II Way and associated embankment to the South;
 - 2.9.3 Newhouse Academy, a secondary school, and associated playing fields to the North; and
 - 2.9.4 Russell Homes Hareshill Road North Phase of the South Heywood Masterplan and the land allocated as part of the JPA1.1 allocation.
- 2.10 The Hareshill Road North Phase is an important component of the South Heywood Masterplan which itself forms a crucial component of the JPA1.1 Heywood/ Pilsworth (Northern Gateway) allocation in the recently adopted PfE Plan.

3 PLANNING BACKGROUND

Appeal Site

Lawful Development Certificate

- 3.1 The planning history available on The Council's portal dates back to June 1992 and principally relates to small scale planning applications relating to the historic use of The Appeal Site. These are not considered to be relevant to the Appeal.
- 3.2 On 6 September 2021, a LDC application (LPA Ref: 21/01298/CPE) was made on behalf of Telereal Trillium. This LDC application sought confirmation that the lawful use of the 9no buildings (some of which are sub-divided) together with ancillary facilities on site was for storage of archives (Use Class B8 storage and distribution).
- 3.3 The Site Note prepared by Turley and submitted in support of the LDC application (**Appendix 3**) confirmed that the total GIA contained within the buildings, including mezzanine floor installed in a number of warehouses, equated to 343,783 sq ft (31,939sqm).
- 3.4 On 14 December 2021, a LDC was issued by The Council confirming The Appeal Site's existing lawful use as Use Class B8 (storage and distribution). Given the historic use of The Appeal Site, it is understood that there are no restrictions in terms of vehicle movements and hours of operation within the confines of the current built form.
- 3.5 Whilst a LDC exists and put forward by The Appellant as a 'fallback position', the existing buildings are nearing the end of their life a in a poor state. Therefore, the prospects of the continued use of the building for Use Class B8 use is limited to being hypothetical at this stage.

Full Planning Application 22/01410/FUL

- 3.6 On 1 November 2022, The Appellant submitted a Full Planning Application to The Council (LPA ref: 22/01410/FUL) in respect of The Appeal Site for the:

"Redevelopment of site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards, parking, landscaping and associated works"

- 3.7 The Full Planning Application was validated on 9 November 2022. The key elements of the Proposed Development are summarised below:
- 3.7.1 Demolition of the existing warehouse buildings and associated works;
 - 3.7.2 Erection of 3no. modern storage and distribution units which are proposed to be contained within 2no. separate buildings. Associated works include infrastructure improvements, car parking, landscaping and SUDs.
 - 3.7.3 A summary of the key features of the Appeal Scheme is provided in Chapter 4 of the Statement of Common Ground agreed between The Council and The Appellant. Units 1 and 2 would have an eaves height of 13.6m and ridge height of 15.5m and Unit 3 would have an eaves height of 16.3m and ridge height of 17.6m.
 - 3.7.4 The proposed buildings would result in a total GIA of 44,637 sq m and GEA of 45,393sqm of storage and distribution floorspace (Use Class B8).
- 3.8 An Environmental Impact Assessment (EIA) Screening Opinion Request was submitted by The Appellant on 8 June 2022. The Council provided a Screening Opinion (LPA ref. 22/01341/SO) on 14 October 2022 confirming that the Appeal Scheme was not EIA development and an Environmental Statement would not be required.

Full Planning Application Determination Process

- 3.9 During the determination of Full Planning Application 22/01410/FUL, Russell Homes sought to actively engage with the Council and the Appellant. There has been a series of correspondence raising concern over the adverse impact that The Appeal Scheme would have on the amenity of future residents within the Hareshill Road North Phase of the South Heywood Masterplan and also in relation to procedural matters relating to determination of the Full Planning Application.
- 3.10 Between pre-application discussions and the eventual determination of the Full Planning Application, there was a change of case officers at The Council. Initial pre-application discussions and advice was provided by Daniella Ripa, Interim Head of Planning, and Ryan Grant, Principal Planning Officer. These Officers remained involved in Development Management matters until late August/ early September 2023 when they were replaced by James Hughes and Mandy Lewis of Eden Planning & Development Ltd. Following this change, limited correspondence was provided to Russell Homes by The Council and the approach changed markedly (without explanation). As a result, a Freedom of Information

Request ('FOI') request was made seeking the release of information considered to be relevant to decision takers in respect of the Full Planning Application.

- 3.11 On 22 September 2023, a FOI request was made to The Council relating to 15 no. clauses (**Appendix 4**). The reason for this request was due to the fact that the Council had failed (without explanation) to release an independent Landscape Visual Impact Assessment Review ('LVIA Review') prepared by Ryder Landscape on behalf of The Council. The LVIA Review was not uploaded to The Council's Planning Portal and had not been issued in full to Members prior to the Planning and Licensing Committee. It was commissioned to (and did) address the evidence submitted by both TPM (for the Appellant) and Nic Foland (for Russell Homes).
- 3.12 Within a short period of 2 to 3 weeks from the introduction of the new case officers the application was presented to the 27 September 2023 Planning Committee with a recommendation for approval.
- 3.13 A chronology outlining Russell Homes key objections in the lead up to the first Planning Committee in September 2023 is included at **Appendix 5**.

Planning Committees

Planning Committee – 27 September 2023

- 3.14 The Committee Report was published on 19th September 2023 with an officer recommendation for approval. Russell Homes was not notified about the publication of the Committee Report by the Council but became aware of it through a third party. Consequently, Russell Homes provided a 'late' response to the Committee Report as there were still a number of outstanding matters to address, namely the impact on the delivery of Phase 4 (330 homes), the impact on the viability of the wider South Heywood Masterplan and the impact on the S106 contributions. The Council had also not responded to requests for meeting or engagement with Russell Homes in advance of the Committee.
- 3.15 Within the printed minutes for the Planning Committee, it states that:

"The Assistant Development Manager introduced the report and referred Members to the Update Report circulated prior to the meeting.

Members were advised that following the publication of the agenda, additional letters of objection had been received. It was reported that although officers were confident that appropriate consideration and weight had been given to the content

and context of the objections and consultee responses received, it was considered appropriate and necessary to review the issues raised by the additional objections received.

The Committee was therefore recommended to defer consideration of the application.

It was MOVED and SECONDED that the application be DEFERRED.

RESOLVED

That the application be DEFERRED to allow further consideration of the issues raised by the additional objections received."

Planning Committee – 23 November 2023

- 3.16 On 22 November, a day before Planning Committee, a partial response was received from the Council's Information Governance Unit covering:

3.16.1 Any Report prepared by Ryder Landscape consultants on behalf of Rochdale Borough Council, pursuant to Planning Application 22/01410/FUL.

3.16.2 The Council's brief and instruction to Ryder Landscape consultants pursuant to Ryder Landscape consultant's review/assessment of Full Planning Application 22/01410/FUL.

- 3.17 The Planning Committee deferred the planning application for the following reason:

"The application was once again deferred due to the submission of substantial late representations (objections) on the evening of Wednesday 22 November. As such, the late objections were not examined until the morning of the day of committee. The objections received include letters from legal representatives of the objector and a letter enclosing a 266-page viability assessment. Due to the extent and contents of the late objections received, the Local Planning Authority (LPA) was once again left with no option but to defer the presentation of the planning application to Members in November's Planning & Licensing Committee."

- 3.18 Following a review of the Ryder Landscape Report (submitted late and without explanation) a series of concerns were raised by Russell Homes with The Council including those relating to procedural grounds. The reason for the late response was therefore not to 'stall' the determination of the planning application but due to the delay in The Council responding to a FOI in accordance with its legal requirements.

Planning Committee – 21 December 2023

- 3.19 The Full Planning Application was refused at the 21 December 2023 Planning Committee with one reason for refusal. Russell Homes spoke in objection to the planning application at this Planning Committee.
- 3.20 During the Planning Committee, the Interim Director of Planning was asked why the Ryder Landscape Report was not shared with the Members of the Planning Committee. The advice provided was that it is *“not the purpose of planning committee to have every document/file in front of you, instead pulled together in a report for you with recommendations of statutory consultees and officer recommendations.”*
- 3.21 The Ryder Landscape Report was not made public on the Council’s Planning Portal despite it being mentioned within the Committee Report and dealing expressly with matters which were in issue. It has still not been uploaded to The Council’s Planning Portal. This Report was obtained by Russell Homes via the September 2023 FOI request.
- 3.22 This issue is important because Russell Homes consider that it is an independent technical landscape report which supports the objection and refusal of the scheme.

Planning Committee - 24 May 2024

- 3.23 The noise element of the reason for refusal was withdrawn by the Council at its 24 May 2024 due to its perceived inability to successfully defend the noise element of the reason for refusal should a Planning Appeal progress. Russell Homes were not allowed to speak in objection at the Planning Committee. The Report does not deal, comprehensively or at all, with the basis of the noise objection which Russell Homes will present to this Inquiry.
- 3.24 A full chronology of events during the Planning Committee period extending from September 2023 to May 2024 is provided at **Appendix 6**.

Surrounding Area

Hybrid Planning Permission (LPA Reference: 16/01399/HYBR)

- 3.25 The South Heywood Hybrid Planning Application was submitted to The Council on 16 November 2016 by Russell Homes (UK) Limited (ref. 16/01399/HYBR). Being hybrid, the application consisted of two parts:
- 3.25.1 Full consent for the construction of a new link road (QEII Way) between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road,

together with associated junction improvements, lighting, landscaping, and other associated works.

3.25.2 Outline consent for major mixed-use development comprising up to 1,000 dwellings, up to 135,460sqm employment uses, a new primary school, local centre, and sport pitches.

3.26 The description of development was as follows:

“Part full / part outline planning application for the redevelopment of land at South Heywood, including the demolition of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, together with associated junction improvements, landscaping and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1,000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460sqm Gross Internal Area (GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2,500sqm GIA which includes no more than 499sqm of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto”

3.27 The Hybrid Planning Application was approved subject to a S106 on 31 March 2020. The link road, known now as Queen Elizabeth II Way ('QEII Way'), associated with the full permission has now been constructed and is operational. Russell Homes and The Council have paid for the construction of this link road, together with grant funding. The majority of this has been paid for by The Council on the release of each residential development parcel. The South Heywood Masterplan will make financial contributions towards the delivery of this link road.

3.28 The Hareshill Road North Phase of the South Heywood Masterplan is adjacent to the Appeal site, and is covered by the outline component of the Hybrid Planning Permission which designates it for residential development (Use Class C3). It forms an integral part of the South Heywood Masterplan and will help facilitate the delivery of wider local benefits (i.e. neighbourhood centre) through Section 106 contributions.

- 3.29 It is the South Heywood Masterplan scheme which formed the basis of the JPA1.1 allocation. It follows that the South Heywood Masterplan now has the full statutory support of the recently adopted Places For Everyone Development Plan Document.
- 3.30 Subsequent Reserved Matters Applications (“RMAs”), Discharge of Conditions (“DoCs”) and Non-Material Amendments (“NMAs”) have been submitted and approved by The Council. The relevant planning history is set out below.

Relevant Non-Material Amendments

- 3.31 Following the approval of the Hybrid Planning Application, there have been a series of NMAs agreed with The Council. The following are considered to be of specific relevance to the Appeal:

3.31.1 **20/00933/ANM** - Amendments to Schedule 2 conditions 11, 12, 13, 14, 18 and 37.

This included removing Illustrative Masterplan Drawing ref. 4846_SP(9)30/13 from the approved plans scheduled in Condition 11 as well as clarifying that the Design Code requirement related to the residential elements of the masterplan only.

3.31.2 **23/00981/ANM** - Requires the development to be carried out in accordance with Revision Z of the Land Use and Heights Parameter Plan.

Relevant Reserved Matters Applications

- 3.32 A reserved matters application (LPA Ref 22/00787/REM) was submitted in June 2022 and subsequently approved in September 2022. This application is relevant as far as it secures consent for an updated Illustrative Phasing Plan which increases the number of homes proposed on the Hareshill Road North Phase to 330 dwellings.

Relevant Discharge of Condition Applications

- 3.33 On 10 April 2024, a Discharge of Condition application (LPA Ref: 22/00967/DOC) was approved. The submission included details to comply with conditions:

“12 (design code framework), 13 (phasing plan), 14 (FFL), 15 (contamination), 16 (site investigation), 18 (drainage strategy), 19 (foul water drainage), 20 (surface water drainage), 21 (CMS), 22 (CTM), 23 (CEMP), 24 (noise), 25 (LHCM), 26, (invasive species), 27 (Arboricultural), 28 (water mains protection), 33 (travel plan), 34 (street lighting), 35 (crime impact statement), 36 (infiltration of surface water) pursuant to permission 16/01399/HYBR”

- 3.34 Details relating to condition 12 'Design Code Framework' are of specific relevance as this document establishes design principles in respect of the residential parcels of the South Heywood Masterplan. The Design Code Framework is enclosed at **Appendix 7**.
- 3.35 The following design principles were established in the Design Code which was approved by The Council:
- 3.35.1 Up to 256 dwellings (Use Class C3) (since superseded by Illustrative phasing plan Rev G ref. 4846_SP_ (90) 119 Rev G which identifies 330 new homes);
- 3.35.2 Green corridor to the north (adjacent to employment development to the north) between the site and Gloucester Road with a strong relationship with the existing public right of way. Buffer planting proposed to the north; and
- 3.35.3 10m gardens of new housing development backing on to the Appeal site with no green corridor proposed.
- 3.36 A full schedule of the Planning History for the South Heywood Masterplan is enclosed within **Appendix 8**.

Site Allocation Policy JPA1.1 Heywood / Pilsworth (Northern Gateway)

- 3.37 The PfE Plan covers nine of the ten Greater Manchester local authority areas; Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan and seeks to deliver sustainable, inclusive growth throughout the Greater Manchester area. The Plan was formally adopted in March 2024.
- 3.38 The South Heywood Masterplan Site is included within Site Allocation JPA1.1 which at Paragraph 11.22 outlines that (with our emphasis in **bold**):

*"Planning permission has been granted for a scheme to deliver around 135,00 sqm of employment floorspace, 1,000 homes and new primary school on the eastern part of the allocation at South Heywood and this land is included within the allocation. As well as delivering an early phase of the employment development this proposal will help to create a more mixed-use urban extension. The new school will not only provide space to accommodate children from the new development but will also help to tackle a shortage of local school places. **The residential development along with the secured public funding is a key element to delivering improved linkages from Junction 19 of the M62.** The employment floorspaces and homes covered by this planning application are included in the current baseline supply."*

4 RELEVANT PLANNING POLICY FRAMEWORK

Adopted Development Plan

- 4.1 The adopted Development Plan for the Appeal Site comprises the:
- 4.1.1 Places for Everyone ('PfE') Joint Development Plan (March 2024);
 - 4.1.2 Rochdale Core Strategy (October 2016);
 - 4.1.3 'Saved' Policies of the Rochdale UDP (June 2006);
 - 4.1.4 Greater Manchester Joint Waste Development Plan Document (April 2012); and
 - 4.1.5 Greater Manchester Joint Minerals Development Plan Document (April 2013)
- 4.2 The following policies contained within the adopted Development Plan are of most relevance to the Appeal. Some Core Strategy policies have been superseded following the adoption of PfE:

PfE Policies (March 2024)

- 4.2.1 Policy JP-Strat6 - Northern Areas
- 4.2.2 Policy JP-Strat 7 – North-East Growth Corridor
- 4.2.3 Policy JP-S 1 - Sustainable Development
- 4.2.4 Policy JP-S-2 – Carbon and Energy
- 4.2.5 Policy JP-S-3 – Heat and Energy Networks
- 4.2.6 Policy JP-S-4 – Flood Risk and the Water Environment
- 4.2.7 Policy JP-S-5 – Clean Air
- 4.2.8 Policy JP-J 1 – Supporting Long-Term Economic Growth
- 4.2.9 Policy JP-J 2 – Employment Sites and Premises
- 4.2.10 Policy JP-J 4 – Industry and Warehousing Development
- 4.2.11 Policy JP-G1 – Landscape Character
- 4.2.12 Policy JP-G2 – Green Infrastructure Network
- 4.2.13 Policy JP-G7 – Trees and Woodland

4.2.14 Policy JP-G8 – A Net Enhancement of Biodiversity and Geodiversity

4.2.15 Policy JP-P1 – Sustainable Places

4.2.16 Policy JP-P2 – Heritage

4.2.17 Policy JP-P6 – Health

4.2.18 Policy JP-C1 – An Integrated Network

4.2.19 Policy JP-C4 – The Strategic Road Network

4.2.20 Policy JP Allocation 1.1: Heywood / Pilsworth (Northern Gateway)

Rochdale Core Strategy Policies (October 2024)

4.2.21 SD1 – Delivering sustainable development.

4.2.22 SP1 – Rochdale borough's role in the city region

4.2.23 SP2 – The Spatial Strategy for the borough

4.2.24 SP3/H – The Strategy for Heywood

4.2.25 E3 – Focusing on economic growth corridors and areas.

4.2.26 C6 – Improving health and wellbeing.

4.2.27 P1 – Improving image.

4.2.28 P2 – Protecting and enhancing character, landscape, and heritage

4.2.29 P3 – Improving design of new development.

4.2.30 G6 – Enhancing green infrastructure.

4.2.31 G7 – Increasing the value of biodiversity and geodiversity.

4.2.32 G8 - Managing water resources and flood risk

4.2.33 G9 – Reducing the impact of pollution, contamination, and land instability

4.2.34 T1 – Delivering sustainable transport.

4.2.35 T2 – Improving accessibility.

4.2.36 DM1 – General Development Requirements

4.2.37 DM2 – Delivering planning contributions and infrastructure.

‘Saved’ Policies of the Rochdale Unitary Development Plan (‘UDP’)

4.2.38 G/D/1 - Defined Urban Area

4.2.39 EM/7 - Development and Flood Risk

Other Material Considerations

4.3 There are a number of other planning policy guidance documents at local and national level that are relevant to the determination of this Appeal which include:

4.3.1 National Planning Policy Framework (2023);

4.3.2 National Planning Practice Guidance (2014);

4.3.3 National Design Guide (2021);

4.3.4 The Council’s Local Plan Evidence Base and Supporting Information; and

4.3.5 Supplementary Planning Documents and Planning Guidance.

National Planning Policy Framework (“NPPF”) (2023)

4.4 The NPPF was updated on 23 December 2023 and sets out the Government’s planning policies and guidance and how these are to be applied. The NPPF is a material consideration in the determination of the Appeal.

4.5 The paragraphs of the NPPF of relevance to this Appeal include 1, 2, 7, 8, 11, 12, 85, 87, 123, 124, 131, 134, 135, 136, 137, 139, 159, 162, 167, 180, 185, 186 and 191.

NPPF Consultation

4.6 A draft ‘tracked-change’ version of the NPPF was published for consultation on 30 July 2024. This proposes amendments to the current NPPF relating to, but not limited to, updating the presumption in favour of sustainable development, changes to housing need and housing land supply, economic growth and matters relating to Green Belt. This draft version of the NPPF carries no material weight at the time of writing.

National Planning Practice Guidance (“NPPG”) (2014)

4.7 The NPPG is a material consideration in the determination of this Appeal.

Design: process and tools

- 4.8 Regarding Design Codes, the NPPG (Paragraph: 008 Reference ID: 26-008-20191001) states that, *“Design codes are a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.”*

National Design Guide (“NDG”) (2021)

- 4.9 The National Design Guide forms part of the Government’s planning practice guidance and illustrate how well-designed places can be achieved in practice. Part 2 is relevant which sets out the ten characteristics, namely:

- 4.9.1 Context – enhances the Site’s surroundings.
- 4.9.2 Identity – attractive and distinctive.
- 4.9.3 Built form – a coherent pattern of development.
- 4.9.4 Movement – accessible and easy to move around.
- 4.9.5 Nature – enhanced and optimised.
- 4.9.6 Public spaces – safe, social and inclusive.
- 4.9.7 Uses – mixed and integrated.
- 4.9.8 Homes and buildings – functional, healthy and sustainable.
- 4.9.9 Resources – efficient and resilient.
- 4.9.10 Lifespan – made to last.

The Council’s Local Plan Evidence Base and Supporting Information

Report on the Examination of Places for Everyone (February 2024)

- 4.10 The Examination report concludes that the PfE Joint Development Plan Document (the Plan) (alongside relevant local plans) provides an appropriate basis for the planning of the districts of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford

and Wigan, provided that a number of main modifications are made to it. It provides specific commentary of draft PfE policies and allocations including:

JP-Strat 6 – Northern Areas

“Policy JP-Strat6 aims for a significant increase in the competitiveness of the northern areas through urban regeneration, enhancing town centres, diversifying the residential offer and improving transport connectivity. To help achieve this, a significant amount of land is allocated in the Plan for housing and employment development in the relevant districts.”

JP-Strat7 North East Growth Corridor

- 4.11 Policy JP-Strat7 aims to deliver a nationally significant area of economic activity, supported by a significant increase in the residential offer; and there is specific reference to Allocation JPA1.1 Heywood / Pilsworth (Northern Gateway).

JPA1.1 Heywood / Pilsworth (Northern Gateway).

- 4.12 The PFE Inspector notes the significance of the JPA1.1 allocation labelling it as being of ‘regional and national significance’.
- 4.13 The Inspector also provides commentary on the mitigation of such large scale development being brought forward *“through the masterplanning”* and the requirement for a *“comprehensive masterplan, design code and infrastructure phasing and delivery strategy...”*.
- 4.14 The Inspector also addresses the viability of the allocation at paragraph 248 stating that (with our emphasis in **bold**):

*“The strategic viability assessment indicates that the development expected to take place during the plan period would not be viable, mainly due to significant costs associated with transport infrastructure improvements (including to motorway junctions) that may be required. However, sensitivity tests show **that if all of the proposed development is taken into account, it would be viable**. A considerable amount of work has been undertaken to bring the site forward, there is evidence of strong market demand, and **part of the site has planning permission**. As the identified transport mitigations reflect a worst-case scenario, actual transport infrastructure costs may be lower than assumed.”*

Supplementary Planning Documents and Planning Guidance

- 4.15 The Council’s Supplementary Planning Documents (“SPD”) are also considered to be relevant material considerations to the determination of this appeal.

5 THE RULE 6 PARTY'S CASE

5.1 The Rule 6 Party's case in support of The Council's refusal of the application will demonstrate that the Appeal Scheme:

5.1.1 will result in a detrimental impact on the amenity of existing (specifically the residential properties south of Bader Close and White House Close which back onto Units 1 and 2 of the Appeal Site and also the residential properties on Oldbury Close) and proposed residential properties in terms of noise and landscape and visual impact; and

5.1.2 will not accord with the adopted Development Plan, when taken as a whole; and

5.1.3 will not deliver material considerations which are sufficient to override the conflict with the Development Plan.

Detrimental Impact on Amenity

5.2 The Rule 6 Party Evidence will demonstrate that the Appeal Scheme will have a detrimental impact on the existing and proposed residential properties in terms of noise and landscape and visual impact. The Rule 6 Party Evidence will also present a design review of the Appeal Scheme. Each of these considerations are addressed in turn below:

Noise

5.3 The Council will not be providing evidence to support the reason for refusal following the decision of its Planning Committee on 24 May 2024. Notwithstanding this, The Rule 6 Party will demonstrate through noise evidence that The Appeal Scheme will lead to unacceptable noise impacts which will adversely affect the amenity of existing and future residents.

5.4 Condition 24 of the South Heywood Masterplan Hybrid Planning Permission states that:

"No development shall take place on any phase of development until a scheme of noise mitigation measures has been submitted to and approved in writing by the Local Planning Authority, demonstrating that all residential units within that particular phase of development shall achieve the following internal and external noise levels:

- *35 dB(A) Leq (16 hour) in the bedrooms between the daytime hours 7 am and 11pm to protect daytime resting;*

- 30 dB(A) Leq (8 hour) in the bedrooms between the night-time hours of 11pm and 7am;
- 35 dB(A) Leq (16 hour) in the living room/s between the daytime hours of 7 am and 11pm;
- 40 dB(A) Leq (16 hour) in any dining rooms during daytime hours;
- Noise in external amenity areas shall aim to achieve the guideline values given in BS8233:2014 and ProPG or the lowest practicable levels in accordance with BS8233:2014 and ProPG; to a maximum of 58 dB(A);
- Maximum instantaneous sound levels should not exceed 45 dB(A) L_{max,fast} measured in bedrooms more than 10 times per night; and
- Any sound associated with existing and/or proposed industrial/commercial premises shall not result in the predicted Rating Level exceeding the existing typical Background Sound Level at the closest existing or proposed receptors (LA,r = LA90).

All works which form part of the approved scheme shall be completed before the residential units within that phase are occupied and retained thereafter.

Reason: To safeguard the living conditions of future residents in accordance with Core Strategy Policy G9 and the National Planning Policy Framework.

Reason for pre-commencement condition: Design and provision of adequate protection for future residential occupiers is fundamental to good design practice and it is necessary to understand the performance of a future phase or plot prior to its construction”

- 5.5 The imposition of this condition was considered to be *necessary* (applying the relevant statutory, policy and guidance background). The rationale for the imposition of this condition at the time of granting consent was to safeguard the living conditions of future residents. If this was necessary at the point of granting the Hybrid Planning Permission, then the same must be necessary now. The LPA has no resolution and/or analysis to the contrary.
- 5.6 The noise assessments submitted in support of the original application and the Appeal, prepared by BWB, have been reviewed initially by E3P in November 2023 (**Appendix 9**) and by Mr Toby Lewis of WSP who has identified a series of technical deficiencies with the assessments undertaken. These deficiencies, which will be identified in Mr Lewis’s

evidence, fundamentally undermine the conclusions reached by BWB in relation to the potential impacts on existing and future residents.

5.7 In order to understand the noise impacts on existing and future residents, Mr Lewis has reviewed the submitted evidence and undertaken a Noise Impact Assessment ("NIA") in accordance with appropriate standards and best practice guidance.

5.8 Mr Lewis will demonstrate that the adverse noise impacts predicted to result from the Appeal Scheme would be significant and unacceptable at existing and proposed receptors, and is contrary to:

5.8.1 Rochdale Core Strategy Policy DM1, Criteria a, b, d, f and Policy G9, Criteria b, c;

5.8.2 PfE Policy JP-P1, Criteria 15, a; and

5.8.3 NPPF Paragraphs 180, Criteria d) and 191, Criteria a).

5.9 It is not considered that such impacts could be addressed by a condition, with which the Appellant could reasonably be expected to comply. However, as yet, there is no such agreed condition.

5.10 Considering the findings of the NIA, coupled with the requirements of Condition 24 of the South Heywood Masterplan Hybrid Planning Permission, Mr Lewis' evidence will demonstrate that The Appeal Scheme could potentially sterilise a significant majority of the North of Harehills Road Phase for residential development, contrary to the proposed allocation of the site.

Landscape and Visual Impact

5.11 During the determination of the Full Planning Application, Barnes Walker, on behalf of Russell Homes, submitted objections to The Appeal Scheme both in terms of inadequacies of the LVIA prepared by TPM Landscapes but also the unacceptable impact, in visual amenity terms, on future residents.

5.12 In December 2022, Barnes Walker prepared a Landscape and Visual Representations report on behalf of Russell Homes which considered the landscape and visual impacts of the original planning application made by The Appellant. A summary of key issues found as a result of this report are set out below:

5.12.1 The submitted LVIA's omission of landscape effects associated with the loss of existing landscape features being primarily a significant number of existing trees within The Appeal Site;

- 5.12.2 The failure of the LVIA to take account of the views of future residents and concerns about the amenity of these views;
 - 5.12.3 The inadequacy of the proposed landscape buffers at mitigating the visual effects; and
 - 5.12.4 Concerns about the establishment and maintenance of proposed green walls.
- 5.13 Whilst the landscape scheme was amended in both January and March 2023 following engagement with The Council, Barnes Walker undertook a further review (provided within a subsequent report ref: M3627-LVR-23.04-V4 (**Appendix 10**) and concluded that there were still unacceptable impacts relating to landscape and visual issues. The report identified shortfalls in the amended LVIA including:
- 5.13.1 Trees – no adequate consideration of the loss of the number of existing mature trees and a limited assessment of the value of the trees as a landscape receptor;
 - 5.13.2 The Sensitivity of Visual Receptors – no explanation for the difference between Medium-High or High Sensitivity in regard to existing and future residents;
 - 5.13.3 North-West Boundary – concerns raised regarding the removal of existing trees and the scale, proximity and overbearing nature of the proposed built form remain, along with inadequate tree planting provision. Later iterations of the submitted LVIA incorporated new Viewpoint 11 in order to assess the impact upon future residents – the short and long term visual effects determined by the LVIA for the future residents located adjacent to the North-Western boundary (VP11) are considered to be understated;
 - 5.13.4 Southern Boundary – concerns raised regarding the removal of existing trees and scale, proximity and overbearing nature of the proposed built form remain, along with inadequate tree planting provision. Later iterations of the submitted LVIA incorporated new Viewpoint 12 in order to assess the impact upon future residents – the longer-term visual effects determined by the LVIA for the future residents located adjacent to the Southern boundary (VP12) are considered to be understated;
 - 5.13.5 Visualisations – the ‘visual montages’ submitted are not accurate enough to convey the nature of the effects;
 - 5.13.6 Green Walls – concerns raised regarding the application’s reliance on screening provided by Green Walls.

- 5.14 In addition, the submitted LVIA assesses the visual effects of The Appeal Scheme upon the residents of properties located adjacent to and in the vicinity of The Appeal Site. These residents and their properties include the following:
- The residents of properties on the Southern side of Salisbury Drive;
 - The residents of properties on White House Close;
 - The residents of properties on Bader Drive.
- 5.15 The submitted LVIA does not include the residents of properties on Oldbury Close, which is located adjacent to the north-eastern corner of The Appeal Site and with regards to the visual effects determined by the LVIA for the residents of White House Close and Bader Drive, the longer-term visual effects determined by the LVIA for existing residents located adjacent to the eastern boundary (VPs 9 & 10), are considered to be understated.
- 5.16 Mr Folland has also reviewed The Ryder Landscape Report was commissioned independently by the Council to review the Appellant's submitted LVIA and Mr Folland's evidence. Mr Folland notes that:
- 5.16.1 Ryder Landscape reviewed the additional information submitted by Russell Homes during the determination period of the planning application. They agreed with the majority of the points raised within the objection letter relating to the LVIA.
- 5.16.2 Ryder Landscape appeared to believe that adverse effects will result from The Appeal Scheme (not neutral as assessed within the Appellant's LVIA), primarily due to the scale of the buildings and their concerns regarding the lack of understanding and assessment of the removal of existing trees and concerns regarding the interface/relationship between the development and the amenity of adjacent future residents remain.
- 5.16.3 Ryder Landscape state that: *"Ultimately the reduction in size of the buildings' footprints and finished heights would make it easier to set them within the surrounding area"*.
- 5.17 Additional landscape evidence prepared by Mr Kit Patrick of TPM Landscapes accompanies The Appellant's Statement of Case. A review of this will be undertaken by Mr Nic Folland which will be included within the Rule 6 Party's Landscape evidence.
- 5.18 Furthermore, Appendix E (Paragraph 5.18) of The Appellant's Statement of Case alleges that the South Heywood Masterplan establishes a minimum separation distance between

the proposed employment development and the proposed residential development. With reference to the originally approved Masterplan, Gerald Eve have measured the distance between the proposed HRN residential development and the nearest proposed unit (Unit 2) within HPARK. Gerald Eve measure this distance at 46.5m and state that the separation distances between employment and future residential development are therefore 'broadly comparable'. This is very misleading for a number of reasons as follows:

5.18.1 Clearly no building would ultimately be positioned so close to the back of the adjacent footway along the road;

5.18.2 Both the residential and commercial developments in this instance are fully controlled by Russell Homes;

5.18.3 The layout of the commercial development on HPARK is also influenced by customer demands and requirements. Russell Homes have previously been involved in development where Ashton Smith have designed schemes where smaller buildings and larger landscape buffers are proposed along a link road;

5.18.4 Ashton Smith have been involved in discussions with Russells, where the importance of maintaining natural, banded landscaped green buffers was emphasised as paramount; and

5.18.5 The minimum building interface distance between the front of the residential and employment uses that is circa 90m, not 46.5m as stated by Gerald Eve.

5.19 Paragraph 135 of the NPPF seeks to "*optimise the potential of the Site to accommodate and sustain an appropriate amount of mix of development*". Mr Nic Folland's evidence together with technical statement prepared by Mr Carl Salisbury (Arboriculture) will demonstrate the Appeal Scheme goes beyond optimisation, leading to overdevelopment and consequential unacceptable landscape and visual impacts. The evidence to be presented will also demonstrate that the mitigation proposed will not address the unacceptable landscape impacts on the amenity of future residents and that the appeal proposals are contrary to adopted development plan policy and national guidance.

5.20 Mr Folland will demonstrate that the Appeal Scheme is contrary to:

5.20.1 Rochdale Core Strategy Policy DM1, Criteria b, c, and j, Policy P3, Policy G1, Criteria iv, Policy G7 Criteria b;

5.20.2 PFE Policy JP-P1, Criteria 1, a; and

5.20.3 NPPF Paragraphs 135 and Paragraph 136.

Design

- 5.21 Chapter 12 of the NPPF establishes that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 135 sets out a series of clear design criteria to ensure that developments are well designed. Furthermore, the National Design Guide sets out the 10 characteristics of well-designed places.
- 5.22 The Rule 6 Party will demonstrate that The Appeal Scheme is not well designed as it does not adequately address internal and external site constraints.
- 5.23 The Rule Party's Design review will:
- 5.23.1 Critique the Design and Access Statement Supplement and Architectural Statement prepared by Mr Richard Routh of Ashton Smith Associates; and
- 5.23.2 Describe the typical approach to designing industrial schemes of this nature.
- 5.24 The design evidence provided will demonstrate that the Appeal Scheme do not constitute good design by virtue of its scale, massing and siting. The Rule 6 Party reserves the right to provide evidence in this regard at the Inquiry but the key matters to be addressed are set out below:
- Increased prominence, height, scale and mass of proposed buildings compared to the existing employment buildings on The Appeal Site, picking up significant increase in building volume, height, footprint, finished floor levels;
 - Increased prominence, height, scale and mass of proposed buildings in context to neighbouring residential properties, considering proposed new building heights, proposed finished floor levels above neighbouring residential, volume and footprint increases;
 - Inadequate interface distance between employment and residential when considering the above prominence, scale, height, mass and finished floor levels of the proposed buildings;
 - Inadequate landscape mitigation;

- Orientation and layout of the proposed buildings. The yard / car parking is unacceptable in context with neighbouring residential, in terms of visual prominence, intensive operational activity and noise impact; and
- Extensive loss of existing trees / landscape buffer.

Conflict with The Development Plan

5.25 The PfE Plan covers nine of the ten Greater Manchester local authority areas; Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan and seeks to deliver sustainable, inclusive growth throughout the Greater Manchester area. In order to do so, housing needs must be met. The Greater Manchester Housing Strategy sets out the vision for new homes, with a principal aim of ensuring the right number and mix of homes are delivered in the right places to meet future needs.

5.26 The Strategic Objectives set out in the PfE Plan cover a variety of issues, beginning with;

Objective 1: Meet housing need.

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Provide a diverse mix of housing.

5.27 The key objective to meet Local Housing Need equates to approximately 175,000 homes over the plan period (2022–2039). The PfE Plan sets out an ambition for the areas to enable delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period.

5.28 PfE Policy JP-Strat6 (Northern Areas) and Policy JP-Strat 7 (North East Growth Corridor) aims for a significant increase in the competitiveness of the northern areas along with the aim to deliver a nationally significant area of economic activity. The South Heywood Site Allocation JPA1.1 is specifically mentioned as a major development site capable of meeting this strategic aim.

5.29 As illustrated within the PfE Plan document at Figure 3.1 'Key Diagram', the South Heywood site is located within the North-East Growth Corridor (JP-Strat 7), in an area that aims to boost northern competitiveness and is a main focus of development up to 2039, with additional housing playing a crucial role in facilitating this growth.

- 5.30 Recently, however, growth has not been evenly distributed throughout Greater Manchester. The local authority areas of Manchester, Salford and Trafford have seen the largest concentration of growth, whilst also possessing the key assets and locations (Universities, Manchester Airport, Trafford Park, Salford Quays) to drive future growth. This has led to disparities in comparison to northern areas of Greater Manchester such as Rochdale, when measured across a range of socio economic factors, including inadequate levels of housing development.
- 5.31 To address these issues, a significant increase in housing is required in the northern areas of Greater Manchester, with 10,472 new dwellings targeted between 2022-2039 in Rochdale¹. This will assist in redistributing skilled workers and improve disparities in local areas. The importance of delivering residential development (of a diverse mix such as 3, 4 and 5 bedrooms) at South Heywood is further underpinned by the projection that the highest levels of population growth across all northern areas between the plan period of 2022 to 2039 is in Rochdale.
- 5.32 With regards to housing mix, The Council require 5% of houses (as per the approved Design Code) to be 5 bedrooms. The Interim Director of Economy was required to rebalance housing stock, against the high quantum of 1-2 bedroom / terraces in the area and to provide larger family homes to encourage people to stay in Rochdale rather than South Manchester where there is greater stock. This is strategic aim of The Council.
- 5.33 Typically, housebuilders have a preference for 3-4bedroom properties rather than 5 bedrooms. When there is a risk of negative prominent employment (such as the Appeal Scheme), this would make the delivery of 5 bedrooms here harder.

Overview of JPA 1.1 Allocation

- 5.34 A priority in the PfE Plan is to increase the competitiveness of the northern areas. As a result, the allocation of sites for development to diversify housing provision and provide key new infrastructure has been undertaken.
- 5.35 The Northern Gateway is an extensive area located around Junction 18 of the M60 motorway extending east to Junction 19 of the M62 and north to Junction 3 of the M66. Part of this area comprises PfE allocation JPA1.1 Heywood/Pilsworth.

¹ Table 7.2 Distribution and Phasing of new dwellings 2022-2039 - <https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/pfe-adoption/>

- 5.36 JPA1.1 provides an opportunity for new communities to be developed and to rebalance the area through enabling new housing, facilities and new transport infrastructure to come forward. In particular there is a requirement within the Policy to,

“Deliver around 1,000 additional homes along with a new primary school in the eastern part of the allocation to support the early delivery of the infrastructure and provide a buffer between existing housing and the new employment development”.

- 5.37 Within the Inspector’s Report to the PfE, the Inspector notes that in respect of JPA1.1 Allocation, it is a site that is of regional and national significance alluding to its potential to contributing to boosting northern competitiveness. The Inspector goes on to set out the importance of the masterplanning process including the requirement for a design code which is subsequent requirement within the PfE allocation.

Overview of South Heywood Masterplan Hybrid Planning Permission

- 5.38 The approved South Heywood Masterplan Hybrid Planning Permission (LPA Reference: 16/01399/HYBR) lies fully within the JPA1.1 allocation boundary. The scheme proposes to deliver approximately 135,000 sqm of employment floorspace, 1,000 homes and a new primary school. A new link road (Queen Elizabeth II Way) is now delivered and operational. Residential development along with secured public funding is a key element to delivering improved linkages from Junction 19 of the M62. Therefore, in considering the aims of JPA1.1, residential development as part of the South Heywood scheme is integral to meet policy requirements and deliver important new infrastructure.
- 5.39 At the time of the determination of the Hybrid Planning Permission, the Site was located within the Green Belt. Hybrid Planning Permission was granted on the basis that ‘very special circumstances’ were found to exist because the harm to the Green Belt (and all other harm) was clearly outweighed by the benefits. The delivery of the link road was one of the key benefits of the development, which was accorded significant weight in the favour of the grant of planning permission in the overall planning balance.
- 5.40 The link road formed part of a wider programme of highway improvements within the Heywood, Middleton and Bury areas that were implemented to tackle congestion and improve network performance on the Strategic and Local Highway Network, addressing severance between communities arising from the M62 motorway. It was also critical to facilitating the delivery of the new employment development that forms part of the South Heywood Masterplan.

- 5.41 Although the link road was partly paid for by grants provided by external bodies including Transport for Greater Manchester and Highways England, there was a shortfall in funding. The residential component of the South Heywood Masterplan was proposed to cross-fund the delivery of the link road. The number of homes that was approved as part of the planning permission (1,000) was dictated by a piece of cross-funding and viability analysis which was undertaken by Russell Homes and submitted as part of the application.
- 5.42 This was acknowledged within The Council's Committee Report on the application, which stated that The Council was:

"satisfied that the proposed residential element of the proposal, (comprising 1000 dwellings) represents the maximum number of units required to provide the shortfall in the funding for the construction of the proposed link road, as set out in the submitted viability assessments. As such the amount of housing proposed is considered to represent justifiable 'enabling development' that will facilitate the wider benefits of the proposed scheme."

Overview of the South Heywood Masterplan Design Code

- 5.43 As set out earlier in this Statement, a Discharge of Condition application (LPA Ref 22/00967/DOC), approved a Design Code Framework to discharge the requirements of condition 12 on the hybrid planning permission. As set out earlier in this Statement, Design Code Framework shows 10m gardens of new housing development backing onto the Appeal Site with no green corridor.
- 5.44 Should the Appeal be allowed, the implications of doing so would be the sterilisation of a significant part of the North of Harehills Road Parcel which would impact the finely balanced viability of the South Heywood Masterplan. Furthermore it would result in fewer larger high quality homes being delivered.
- 5.45 In light of the above, the Appeal Scheme would have an adverse impact in strategic planning terms especially with regards to the ability to deliver a key strategic site of national and regional importance. Therefore, significant weight should be given to the detrimental impact that the Appeal Scheme would have on the delivery of the wider South Heywood Masterplan.

Summary

- 5.46 The Planning Evidence, drawing upon the technical evidence and statements, will demonstrate that the Appeal Scheme is contrary to the Development Plan, when read as a whole and specially to policies

5.46.1 Rochdale Core Strategy Policy DM1, Criteria a, b, c, d, f and j, Policy P3, Policy G1, Criteria iv, Policy G7 Criteria b and Policy G9, Criteria b, c;

5.46.2 PfE Policy: JP-P1, Criteria 1 and Policy JP-P1, Criteria 15, a. Furthermore, the Appeal Scheme would threaten the delivery of Policies JP-Strat6, JP-Strat 7 and JPA1.1 of the PfE.

5.46.3 NPPF Paragraphs 135, Paragraph 136, Paragraph 180, Criteria d) and Paragraph 191, Criteria a).

Lack of Other Material Considerations

5.47 The Rule 6 Party Planning Evidence will also demonstrate that the material considerations identified by The Appellant are not sufficient to override the identified conflict with the Development Plan. In particular, it is not accepted that any claimed need or economic benefits which might arise from the speculative development outweigh the unacceptable landscape, visual, design and noise impacts. Any such economic benefits need to be delivered in a contextually appropriate and high quality scheme, which protects and enhances the amenity of existing and proposed residents.

The Appellant's 'Fallback Position'

5.48 The existing use of the Appeal site for B8 use is not disputed. However, it is the contention of the Rule 6 Party that the ability to re-utilise the existing buildings on site is very challenging without the need for planning permission given their current state of condition.

5.49 Furthermore, it will be re-iterated that the 'lawful' amount of floorspace as defined in the Certificate of Lawfulness is 31,900sqm not the figure agreed as part of the Statement of Common Ground as covered earlier in this document in paragraphs 2.4 and 2.5.

5.50 Through the Rule 6 Parties evidence, it will be demonstrated that the fallback position is more theoretical rather than tangible or real. It is not sufficiently strong to justify the Appeal Scheme in terms of its size and scale and the detrimental impact that it will have on the existing and proposed residential properties.

The Appellants Stated Benefits

5.51 The Appellant in its Statement of Case sets out 6 benefits ranging from limited to significant weight. The Rule 6 Party in its Planning Evidence will demonstrate that these benefits are not sufficient to override the conflict with the Development Plan especially

when the impact that the Appeal Scheme will have on the delivery of Policies JP-Strat6, JP-Strat 7 and JPA1.1 of the PfE is taking into consideration.

Flood Risk Sequential Test

- 5.52 Due to the timing of the receipt of The Appellant's Statement of Case, The Rule 6 Party reserves the right to provide evidence in respect of the Flood Risk Sequential Test should it wish to do so.

National Policy

- 5.53 The Rule 6 Party will demonstrate through its evidence that the Appeal Scheme does not accord with the NPPF and specifically Paragraphs: 135, 139, 180, Criteria d) and 191, Criteria a).

6 CONCLUSION

- 6.1 The Rule 6 Party's case in support of The Council's refusal of the application will demonstrate that the Appeal Scheme:
- 6.1.1 will result in a detrimental impact on the amenity of existing (specifically the residential properties south of Bader Close and White House Close which back onto Units 1 and 2 of the Appeal Site and also the residential properties on Oldbury Close) and proposed residential properties in terms of noise and landscape and visual impact; and
 - 6.1.2 will not accord with the adopted Development Plan, when taken as a whole; and
 - 6.1.3 will not deliver material considerations which are sufficient to override the conflict with the Development Plan.
- 6.2 Should the Appeal be allowed, it would result in the sterilisation of significant element of a national and regionally important strategic allocation in the recently adopted PpE thereby jeopardising one of the key strategic objectives and the Development Plan Document.
- 6.3 The Rule 6 Party contends that, in light of the reasons presented within this Statement of Case, that the Appeal be dismissed.

APPENDIX 1 Plan Showing South Heywood Masterplan Area within Site Allocation JPA1.1 and the Appeal Site

Plan showing the South Heywood approved Masterplan, which is all within the PfE Allocation JPA1.1. The red line annotated is the indicative site area of the Appeal site, which falls outside of PfE Allocation.



APPENDIX 2 December 2023 Committee Report

Report to Planning and Licensing Committee



Date of Meeting
Portfolio

Report Author
Public/Private Document

21 December 2023
Councillor Daniel Meredith
Cabinet Member for
Regeneration & Housing
James Hughes
Public

Application: 22/01410/FUL	Township: Heywood	Ward: Hopwood Hall
Applicant: Trammell Crow Co Logistics (Heywood) Ltd		Agent: Gerald Eve LLP
Site Address: Department of Work and Pensions DCS Distribution Centre, Manchester Road, Heywood, OL10 2PZ		
Proposal: Redevelopment of site comprising the demolition of all existing units and erection of new storage and distribution units (Use Class B8) with ancillary office space, vehicular, pedestrian and cycle access, external yards, parking, landscaping and associated works.		

SITE LOCATION



DELEGATION

- 1.1 The application is referred to the Planning and Licensing Committee in accordance with the scheme of delegation. The proposal comprises major development and more than 10 objections have been received, contrary to the recommendation.

PROPOSAL SUMMARY

- 2.1 Planning permission is sought for the redevelopment of the application site, consisting of the demolition of all existing buildings and replacement with three new storage and distribution units (Use Class B8) with ancillary office space. In addition, pedestrian and cycle access, external yards, parking, landscaping and other associated works are proposed.

RECOMMENDATION

- 3.1 That planning permission be **GRANTED** subject to conditions.

REASON FOR RECOMMENDATION

- 4.1 The site lies to the northeast of the intersection of Manchester Road and Queen Elizabeth II Way, towards the southern edge of the settlement of Heywood. The existing brownfield (previously developed) site consists of six main buildings, with associated ancillary buildings, infrastructure, landscaping and an existing access from Manchester Road. The principle of the site being used as employment space for storage and/or distribution is already established due to its current use.
- 4.1 The proposed development would result in an existing employment site being redeveloped, providing high quality and modern distribution units that would attract and/or retain businesses within the storage and distribution sector, providing or retaining jobs within the borough and contributing to the borough's economic resilience and growth, whilst promoting Rochdale as a destination to invest in within the Greater Manchester city region.
- 4.2 Despite the scale of the facilities proposed, the layout, appearance and both the existing and proposed landscaping treatment to the site are acceptable and provide sufficient screening in addition to mitigation for visual, noise, landscape and biodiversity impacts given the context of the site within the already defined extent of an employment site, including when considering previously granted planning permission(s) for nearby housing developments.
- 4.3 No unacceptable harm has been identified in respect of residential living conditions of surrounding occupiers (current or future) either by way of visual intrusion, overshadowing, overbearing impact or through noise, lighting and disturbance, which cannot be controlled by way of suitably worded planning condition(s).

- 4.4 Overall the application proposals comprise a high quality, sustainable employment development on an existing employment site, that is supported in local, national and the emerging Places for Everyone.

PREVIOUS DEFERRAL – SEPTEMBER PLANNING COMMITTEE

This planning application was initially presented at September's Planning Committee. The application had been prepared with a recommendation for approval subject to conditions. Upon receipt of a suite of late objections close to publication and soon after publication of the committee report, the decision was made by the LPA to change the recommendation to 'deferred', with the application to be presented to planning committee at a later date. The reason this decision was taken was that further consideration of the content of late objections was required, with an additional review of all objections received to date from a specific objecting party. *Advice was also sought from the Council's legal team as well as external legal advice sought by both the applicant and the Council.*

Members are directed to the section titled 'Additional Commentary' in this Committee Report. This section has been added to provide further commentary on all objections received from the objector, as well as set out responses received from the applicant by way of amended plans, additional and/or amended reports and rebuttals received via letter and external legal advice sought by the Applicant.

PREVIOUS DEFERRAL – NOVEMBER PLANNING COMMITTEE

As Members are well aware, this item was recommended for approval in the Planning and Licensing Committee meeting held on Thursday 23 November. Subsequent to the recommendation and publication of an updated committee report (having been updated due to a similar situation in September – see Section 'Deferral – September 2023' of this Report).

The application was once again deferred due to the submission of substantial late representations (objections) on the evening of Wednesday 22 November. As such, the late objections were not examined until the morning of the day of committee. The objections received include letters from legal representatives of the objector and a letter enclosing a 266-page viability assessment. Due to the extent and contents of the late objections received, the Local Planning Authority (LPA) was once again left with no option but to defer the presentation of the planning application to Members in November's Planning & Licensing Committee.

For the benefit of Members, an additional section to this committee report has been created (Additional Commentary Part II). This section of the Report sets out the additional points of objection received and a response from the LPA as to how each point of objection has been addressed. The LPA would also like to make Members aware that legal advice has been sought, as well as specialist advice regarding issues raised where necessary.

SITE

The application relates to an approximately 11.1 hectare site to the northwest of the intersection of Manchester Road and Queen Elizabeth II Way. The

application site currently consists of six main buildings, currently used by the Department of Work & Pensions (DWP) for document storage. As well as the six main buildings, there are several smaller associated buildings dispersed across the site, with associated landscaping, largely consisting of mown grass and trees, as well as access road and car parking areas. The site is brownfield (previously developed).

The six main buildings have eaves heights that vary from 5.7m to 10m, whilst maximum (ridge) heights vary from 7.8m to 10.1m. The buildings are generally beginning to fall into a poor state of repair. However, they are still functional and capable of use. The existing buildings provide approximately 31,900 square metres (GEA) of space.

The application site is broadly 'L' shaped, which bounds an existing suburban housing development to the north/east of the application site, between the application site and Manchester Road. Queen Elizabeth II Way and associated embankment runs along the south boundary of the site. Newhouse Academy, a secondary school, and associated playing fields are located to the north of the application site. The enlargement and alterations to the existing secondary school was granted planning permission on 14 December 2022 under application 22/01191/PSID. The land to the west of the site is currently undeveloped but forms part of the South Heywood Masterplan for which outline planning permission was granted on 31 March 2020 comprising a major mixed use scheme of housing, employment, and primary school and a new link road from J19 of the M62. The permission has been implemented insofar that the associated link road (Queen Elizabeth II Way) has been constructed, but the majority of the land remains undeveloped.

The site is located within the Defined Urban Area in its entirety. It is within Flood Zone 1, it is not within a conservation area, and does not contain or affect the setting of any listed buildings. The site is not covered by any specific designations or associations within the Development Plan.

PROPOSAL

Following the demolition of all existing buildings and associated site clearance, including internal roads and car parking, planning permission is sought for the erection of two buildings (one detached unit – 'Unit 3', one semi-detached building consisting of two separate units – 'Units 1 & 2') for Class B8 (storage and distribution) use as defined in the Town and Country Planning (Use Classes) Order 1987 as amended, including ancillary associated office space, vehicular, cycle and pedestrian access/service roads, external yards, car and HGV parking and landscaping with other associated works. The existing access from Manchester Road is to be retained, although altered to accommodate HGVs.

Units 1 & 2 – These units would be semi-detached (Unit 1 to the east, Unit 2 to the west) and have a finished floor level of approximately 129.15 metres AOD (subject to variance of up to 0.1 metre depending on final earthworks assessment). The building would measure 117 metres in length and 71 metres

in width, with additional single storey offices to the east and west elevations measuring approximately 36 metres in length and 12 metres in depth. The ground to eaves height would be 12 metres (circa 15.4 metres to ridge). The units would provide a total floor space of 8,224 square metres GIA and an additional 438 square metres of ancillary office space.

North: Between the long north elevation of the main building/single storey offices and north boundary would be car parking and associated road and a landscaping strip, consisting of a graded embankment and a 1.8 metre high timber fence between the development and existing properties. There would be approximately 20 metres between the north elevation and north boundary of the site, beyond which is the rear garden areas/rear elevations of dwellings on the south side of Bader Drive and White House Close. Currently, the existing relationship is similar in that the car parking area for the existing units is adjacent to the dwellings.

East: To the east (short) elevation of Unit 1 (and enclosed to the north by the single storey office building) would be the service yard with 3no dock doors. A footway and landscaping would separate the service yard from the access road to the site, with a landscaping buffer and SUDS pond. There would be approximately 93 metres between the east elevation and east boundary, beyond which is Manchester Road.

South: Between the south (long) elevation of the units would be a footway, service road and landscaping buffer. There would be approximately 14 metres between the south elevation and south boundary, beyond which is Queen Elizabeth II Way and associated land around the highway.

West: Between the west (short) elevation of Unit 2 (and enclosed to the north by the single storey office building) would be the service yard with 3no dock doors. A footway would separate the service yard from a service road, with landscaping and SUDS pond and the southeast corner of Unit 3 beyond. This elevation faces into the site and is not close to any shared boundaries.

The units would be predominantly grey, with light blue and dark blue horizontal strips along the upper section of the building to provide visual breaks. Fenestration would largely be restricted to ground floor east/west elevations and to the single storey office buildings. The roof would be a double hipped roof with roof lights.

Each unit would be served by a gated service yard with access to 3no level access doors and be served jointly by a car park (40no spaces, including 4 disabled spaces, 3 EVC spaces and 3 car sharing spaces), with separate cycle and motorcycle parking.

Unit 3 – Would have a finished floor level of +129.50 metres AOD (metres (subject to variance of up to 0.1 metre depending on final earthworks assessment)). The building would measure 280 metres in length and 116 metres in width. The ground to eaves height would be 15 metres (circa 17.6 metres to

ridge). The unit would provide a total floor space of 32,527 square metres GIA and an additional 2,009 square metres of ancillary office space.

North: Between the north (short) elevation of the unit and north boundary would be an emergency access track and landscaping, including a SUDS pond. There would also be HGV parking to the far northwest corner of the site, to the northeast of the unit. Existing vegetation is to be retained with additional planting. There would be approximately 20 metres to 50 metres between the north elevation and north boundary, beyond which is the grounds of Newhouse Academy, a secondary school.

East: Between the east (long) elevation of the unit and the east boundary would be an emergency access track and landscaping, including a wildflower meadow. There would be approximately 28 metres and up to 50 metres between the east elevation and east boundary, beyond which are the rear boundaries of dwellings to Oldbury Close, Bader Drive and White House Close.

South: Between the south (short) elevation of the unit and the south boundary would be an access road and landscaping, including a 1:3 batter, retaining wall, vegetation, tree planting and a SUDS pond. There would be a minimum of approximately 34 metres and up to 50 metres between the south elevation and south boundary, beyond which is undeveloped land to the north of Queen Elizabeth II Way.

West: Between the west (long) elevation of the unit and west boundary would be the unit's service yard area, with 35no HGV loading docks and associated HGV parking. The service yard will be enclosed to the west by a 5m acoustic barrier. Beyond the service yard would be a 319 space car park (including 18 disabled spaces, 15 EVC spaces). Pedestrians would access the main unit from the car park by way of staircase/lift that would then pass over the HGV entrance to the service yard (the south elevation of the bridge would be approximately 41 metres from the south boundary of the site). Beyond the car park/service yard would be landscaping, with there a minimum of 49 metres between the west elevation and up to approximately 165 metres. There is undeveloped land/fields beyond the boundary.

The unit would be predominantly dark grey, with light grey, light blue and dark blue horizontal panelling to visually break up the main colour. The east elevation would be blank, with the north and south (short elevations) also largely blank with some limited fenestration. The west elevation contains the HGV access points, with translucent panels above the bays. The office space would project 12 metres to the west of the main building and consist of aluminium framed clear glazed curtain walling.



Figure 1 – Proposed Site Layout Plan

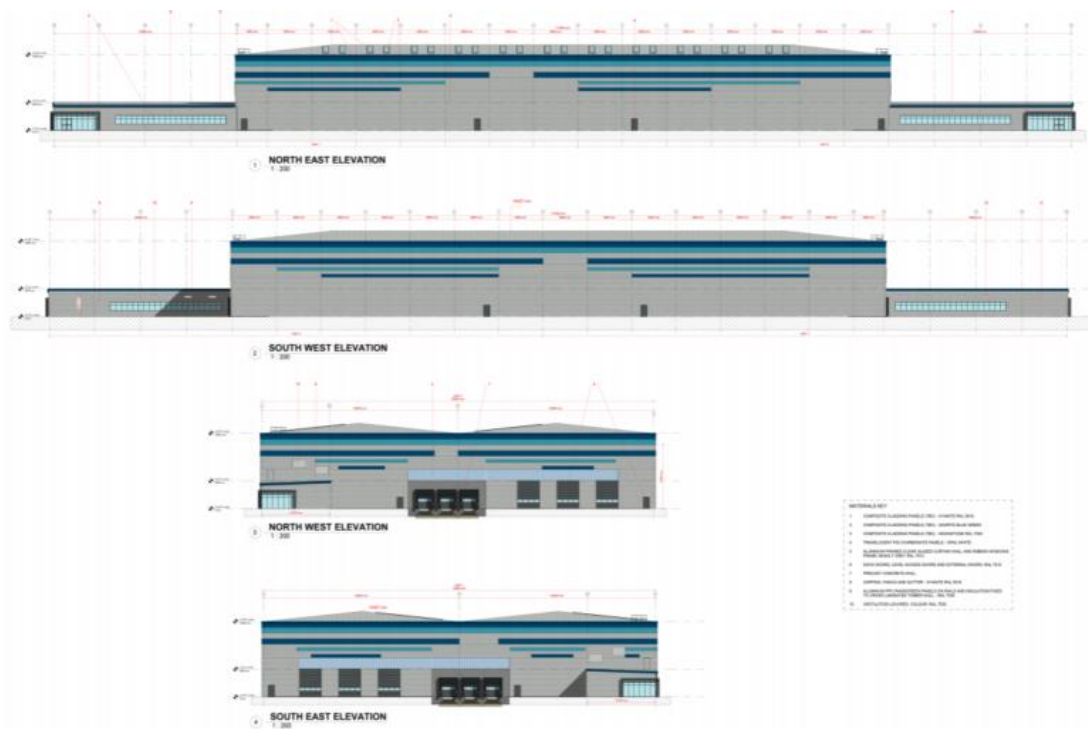


Figure 2 – Proposed Elevations (Units 1 & 2)

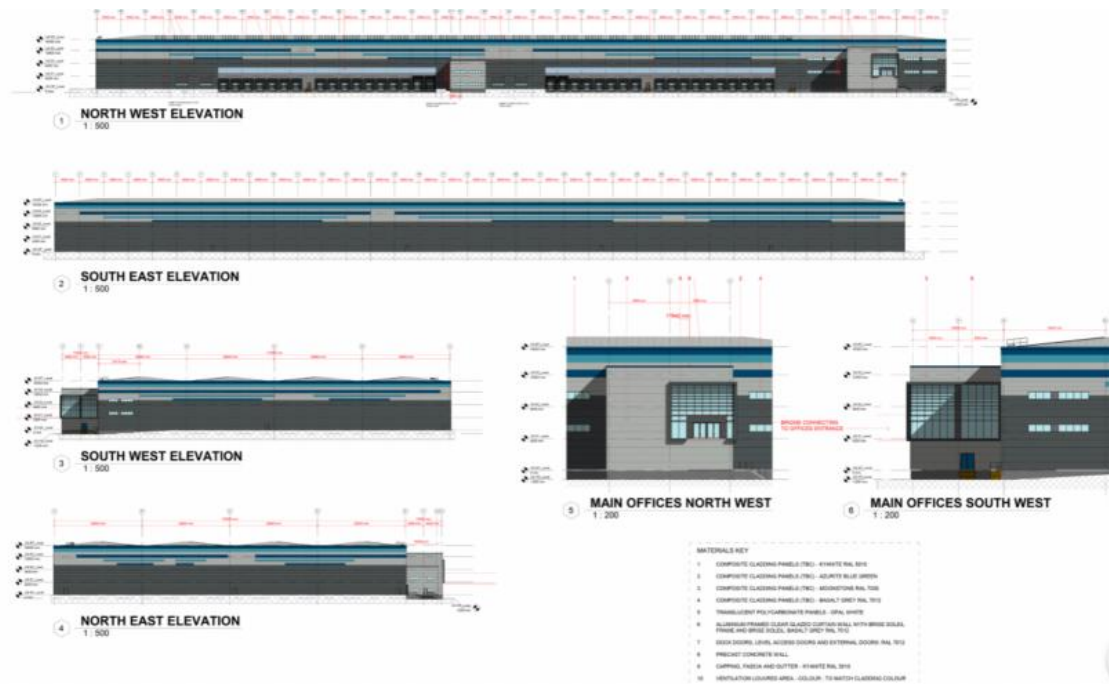


Figure 3 – Proposed Elevations (Unit 3)



Figure 4 – Example office elevations

RELEVANT PLANNING POLICY

The below policies are considered relevant to the proposed development sought under this application.

National Planning Policy and Guidance

National Planning Policy Framework (NPPF) – September 2023

Section 2 – Achieving Sustainable Development

Paragraph 7 - The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own

needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.

The planning system's objectives are to ensure that three overarching, interdependent objectives are achieved. An economic objective (building a strong, responsive and competitive economy), a social objective (supporting a strong, vibrant and healthy community) and an environmental objective (protecting and enhancing the natural, built and historic environment). These objectives should be delivered through application of policies within the NPPF and the Local Plan. So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**. For decision-making, this means approving development proposals that accord with an up-to-date development plan without delay.

Section 4 – Decision-making

Local Planning Authorities (LPA) should approach decisions on proposed development in a positive and creative way. The LPA shall work with applicants in a positive and proactive way to secure developments that will improve the economic, social and environmental conditions of the area they are in. Decision-makers shall seek to approve applications for sustainable development where possible.

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions should be made as quickly as possible. LPAs shall also give weight to relevant policies in emerging plans if relevant and justified. However, in the context of the Framework and presumption of favourable development, arguments that an application is premature are unlikely to justify a refusal of planning permission, unless a development proposed is so substantial or significant that granting permission would undermine the plan-making process.

LPAs should consider whether otherwise unacceptable development could be made acceptable through the use of planning conditions and/or obligations. Planning conditions, however, should be kept to a minimum and only imposed where they meet the test of being enforceable, precise and reasonable. Pre-commencement conditions should be avoided unless there is a clear justification.

Section 6 – Building a strong, competitive economy.

Planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development. Planning decisions should recognise and address the specific locational requirements of different sectors. This includes **local clusters for storage and distribution operations** at a variety of scales and in suitably accessible locations (Paragraph 83). In addition, decisions should recognise that development needs to be sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits

opportunities to make a location more sustainable. The use of previously developed land and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist (Paragraph 85).

Section 8 – Promoting healthy and safe communities

Planning decisions should aim to achieve healthy, inclusive and safe places, such as through mixed-use developments, street layout that allow for easy pedestrian and cycle connections within and between neighbourhoods. In addition, places should be safe and accessible, so that crime and disorder and the fear of crime do not undermine the quality of life, through the use of attractive, well-designed and legible pedestrian and cycle routes which encourage the active use of public areas.

Paragraph 93 states that planning decisions should, amongst other things, ensure that established facilities and services are able to develop and modernise, retained for the benefit of the community and ensure an integrated approach to considering the location of housing, economic uses and services.

Section 9 – Promoting sustainable transport

Transport issues should be considered at the earliest stages of development proposals so that the potential impacts of development on transport networks can be addressed. Opportunities for existing/proposed transport infrastructure and changing transport usage should be realised. For example, in relation to the scale, location or density of development that can be accommodated. Opportunities to promote walking, cycling and public transport use should be identified or pursued. The environmental impacts of traffic and transport infrastructure should also be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects. Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

The planning system should actively manage patterns of growth in support of these transport objectives. Significant development should be focused on locations which are or can be made sustainable.

Paragraph 111 states that ‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe’. Within this context, applications for development should give priority first to pedestrian/cycle movements, secondly to public transport. Places should be created to feel safe, secure and attractive whilst minimising conflict with pedestrians, cyclists and vehicles. In addition, places should allow for the efficient delivery of goods and access by services and emergency vehicles. Charging of plug-in and ultra-low emission vehicles in safe and accessible locations should also be designed into developments. Paragraph 110(d) goes on to say that, when assessing specific applications for development, it should be ensured that any significant impacts from the development on the transport network (including capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

All developments that will generate a significant amount of movement should be required to provide a travel plan and be supported by a transport statement/assessment so that the likely impacts of the proposal can be assessed.

Section 11 – Making effective use of land.

Planning decisions should promote an effective use of land in meeting the needs of all uses, whilst safeguarding and improving the environment and ensuring safe and healthy living conditions. Brownfield land should be used as much as possible to achieve these objectives.

Planning decisions should encourage multiple benefits, including through mixed use schemes, to achieve environmental gains such as schemes that would create new habitat. Undeveloped land can perform functions such as habitat, flood risk mitigation, shading and carbon storage. Substantial weight should also be given to brownfield land within settlements for identified need, supporting appropriate opportunities to remediate degraded/derelict land. Decisions should promote and support development of under-utilised land and buildings, especially where land supply is constrained and available sites could be used more effectively.

Planning decisions should support development that makes efficient use of land and take into account other forms of development and the availability of land suitable for accommodating it. They should consider local market conditions and viability, the availability of infrastructure, desirability to maintain an area's character and the importance of securing well-designed and healthy places.

Section 12 – Achieving well-designed places.

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve, with good design being a key aspect of sustainable development.

Planning decisions should ensure that developments will function well and add to the quality of the area over the lifetime of the development, are visually attractive as a result of good architecture, layout and appropriate and effective use of landscaping. In addition, development should be sympathetic to local character and the surrounding built environment/landscape setting, while not discouraging appropriate innovation or change. Developments should establish a strong sense of place and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of developments whilst creating places that are safe and accessible.

Trees make an important contribution to the character and quality of urban environments and can help mitigate/adapt to climate change. Planning decisions should ensure new streets are tree lined and trees are incorporated elsewhere in developments. Existing trees should be retained wherever possible.

Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to development which reflects local design policies and government guidance on design, taking into account any local design guidance or supplementary planning documents. Outstanding

or innovate designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings should be supported.

Section 14 – Meeting the challenge of climate change, flooding, and coastal change.

The planning system should support the transition to a low carbon future in a changing climate and flood risk. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability, improve resilience, encourage the reuse and conversion of existing buildings and support renewable and low carbon energy and associated infrastructure.

New development should be planned in ways that avoid increased vulnerability and ensure that risks can be managed through suitable adaptation measures, including through green infrastructure. Reduction of greenhouse gas emissions should be provided for through a positive strategy through low carbon energy and heat, identifying suitable areas for renewable and low carbon energy sources and supporting infrastructure. Development should identify opportunities for development to draw energy from decentralised, low carbon energy sources.

LPAs should expect new development to comply with development plan policies on local requirements for decentralised energy sources and take account of landform, layout, orientation, massing and landscaping to minimise energy consumption. It should be recognised that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

Major developments should incorporate sustainable drainage systems (SDS) unless there is clear evidence that this would be inappropriate. The systems should take account of advice from the LLFA, have appropriate minimum operational standards, have maintenance arrangements in place and, where possible, provide multifunctional benefits.

Section 15 – Conserving and enhancing the natural environment.

Planning decisions should contribute to and enhance the natural local environment by protecting and enhancing valued landscape, sites of biodiversity, geological value. They should recognise the benefits gained from natural capital and ecosystem services, including economic and other benefits, trees and woodland. Minimising impacts and providing net gains for biodiversity, including by establishing coherent ecological networks that are resilient to current and past futures should be sought. New and existing development should be prevented from contributing or being put at unacceptable risk from unacceptable levels of air, water or noise pollution or land instability. The local environment should, wherever possible, be improved.

When determining planning applications, LPAs should apply the principle that, if significant harm to biodiversity resulting from a development cannot be avoided or adequately avoided, mitigated against or as a last resort compensated for, then planning permission should be refused. Development which results in the

loss of or deterioration of irreplaceable habitats should be refused unless in wholly exceptional reasons and where a suitable compensation strategy exists.

Planning decisions should ensure that a site is suitable for the proposed use, taking into account ground conditions and any risks from instability or contamination. Adequate site investigations by a competent person should inform such assessments. When a site is affected by contamination or instability, the responsibility for securing a safe development rests with the developer/landowner.

Planning decisions should ensure that new development is appropriate for the location, when taking into account likely and/or cumulative effects on pollution, health, living conditions and the natural environment, as well as the potential sensitivity of the site. Light pollution from artificial light on local amenity need also to be considered.

The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. Equally, where a planning decision has been made on a particular development, the planning issues should not be revisited through the permitting regimes operated by pollution control authorities.

DEVELOPMENT PLAN POLICIES

Adopted Rochdale Core Strategy (CS) 2016:

S01 – Strategic Objective: To deliver a more prosperous economy.

- Focus on identifying quality employment sites and areas to increase the number and range of jobs.
- Ensuring good transport accessibility to jobs and markets within and beyond Greater Manchester
- Building on the borough's assets and improving its image to attract investment.

S03 – Strategic Objective: To improve design, image and quality of place.

- Raising design quality and promoting sustainable development.
- Improving gateways into the borough and main transport corridors to improve the image of the borough.

S04 – Strategic Objective: To promote a greener environment.

- Minimising Rochdale's contribution to climate change and mitigating and adapting to its adverse effects.
- Ensuring that development is energy efficient and contributes to carbon reduction.
- Reducing the risk of flooding through appropriate flood risk management.

S05 – Strategic Objective: To improve accessibility and deliver sustainable transport.

- Directing development to the most accessible locations or those that can be made more accessible by public transport.
- Improving access to the public transport network.
- Ensuring new development contributes to transport improvements and the use of public and other sustainable transport.

SD1 – Delivering sustainable development.

The LPA will take a positive approach that reflects a presumption in favour of sustainable development, as contained within the NPPF. It will work pro-actively with applicants to find solutions that means proposals can be approved wherever possible, securing development that improves the economic, social and environmental conditions of the area. Planning applications that accord with the policies of the Local Plan will be approved without delay, unless material planning considerations indicate otherwise.

SP1 – Rochdale borough's role in the city region

Rochdale will contribute to the success of the Manchester city region and the North West by playing its role in the delivery of sustainable development and investment that meets national and sub-regional objectives for employment growth by:

- Promoting the borough as an attractive location in terms of jobs, the environment and quality of life.
- Focus employment development so that it supports the overall economic growth of the sub-region.
- Strengthen transport infrastructure and strategic links to improve access to jobs within the regional centre and improve commercial links with the Northwest and West Yorkshire.

SP2 – The Spatial Strategy for the borough

In the Manchester fringe, to the south of the borough, where there is good access to existing facilities, infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region, the focus will be on new housing, employment and commercial development. Focus of investment, development and improvements will include economic growth corridors, areas and key corridors and gateways.

SP3/H – The Strategy for Heywood

The priorities for Heywood include promoting economic growth in South Heywood by, amongst other things, delivering new economic development on sites within the successful employment areas in the south of the town to maintain their national reputation as a high quality business location.

E2 – Increasing jobs and prosperity.

Ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy, by:

- Ensuring supply of up to 210ha of highly accessible land, focused in the south of the borough, that is attractive to 21st century employment development for offices, manufacturing and distribution as well as other employment generating uses.
- Protect those existing employment zones and employment sites outside employment zones which are most suited to continued employment use.

In the south of the borough, the focus will be to deliver most new employment development and jobs. Focusing of employment development will be in specified areas, which offer high quality sites with good access to the motorway network and public transport facilities, including South Heywood employment sites.

In addition, the regeneration of major employment locations will be promoted which are suitably located for continued employment use. Low employment generating uses will be discouraged in locations where higher employment generating uses would be more appropriate.

New employment development outside designated employment areas will be supported where it supports the above strategy and is not detrimental to amenity.

E3 – Focusing on economic growth corridors and areas.

The policy sets out the aims to focus employment development on high quality sites in economic growth corridors and areas in accessible locations in the south of the borough, in order to help deliver and maximise the benefits of new investment and the potential for growth and investment, as well as provide accessible jobs for local people.

With regards to the South Heywood employment area, this will include promoting the development of key sites, including North of Hareshill Road. In addition, the policy seeks to support improvements to all existing employment areas within South Heywood to maintain and enhance the quality of employment premises, whilst maintaining the area mostly for distribution uses. The promotion of infrastructure improvements/traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas will also be sought.

The area has been identified as a location for potential employment growth in Greater Manchester, in particular for logistics.

C6 – Improving health and wellbeing.

The policy sets out that improving the health and wellbeing of the borough's residents is a high priority, through creating an economic, physical and social environment which promotes and supports healthy lifestyles.

This is to be achieved by, amongst other things, seeking to:

- Provide better access to jobs in areas with high levels of deprivation and/or poor health,
- Seeking high quality design of buildings, streets and spaces to create neighbourhoods that are safe to use, easy to move through, adaptable and sustainable.

- Maintaining and enhancing the borough's biodiversity, natural environment and create a coherent network of green infrastructure that can help promote better health.
- Identifying and implementing measures to reduce traffic movements and congestion to reduce air and noise pollution.
- Encouraging development that promotes active living by making places more accessible by walking, cycling and public transport.

More accessible and sustainably located development and a better integrated transport system will reduce the need to travel and promote healthier lifestyles.

P1 – Improving image.

Improving the image of the borough for both residents and visitors has significant economic benefits and can attract inward investment. It is required that high quality design is achieved in all new developments, particularly in areas including key gateways, prominent sites and regeneration areas. New developments will improve the image of the borough by:

- Requiring design which is of a high standard, demonstrates innovation and originality.
- Helping to green the urban environment, by securing tree planting on sites and along streets and roads.
- Promote development and re-use of under-used land and buildings.
- Creating people-friendly, safe and vibrant public areas.

P2 – Protecting and enhancing character, landscape and heritage

This policy sets out that enhancing and protecting the borough's unique character can lead to improvements in quality of life, boost the visitor economy and boost inward investment. The considerable potential of such assets should be considered in development schemes by requiring, amongst other things, that developments

- New development should integrate successfully with key natural features of the Borough.
- New development should protect and/or open up important views
- Conserve and enhance townscape character.

P3 – Improving design of new development.

It is required that all new developments, including associated landscaping, regardless of location, adhere to high standards of design. The following design principles should be adhered to if and where relevant:

- Respecting context where it is positive and have regard to scale, density, massing, height, layout, landscape, materials and access to surrounding buildings and areas in general.
- Ensure buildings contribute positively to the townscape, are well proportioned and incorporate design measures that design out crime and

ensure developments and spaces are safe to use and access (including when considering lighting).

- Provide an appropriate mix of uses
- Ensure development is easy to move through and get around, especially for pedestrians, cyclists, public transport, disabled people and emergency services.
- Ensure that intended functions of buildings and spaces are easily understood and entrances are appropriately located and visible.
- Minimise impact on the environment and help adapt to the impacts of climate change.
- Design buildings and spaces so that quality and appearance can be maintained over time.
- Reduce the monotony and visual impact of car parking areas by using substantial and well integrated landscaping.

Design and Access statements and design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.

G1 – Tackling and adapting to climate change.

Climate change is to be addressed and it is to be ensured that growth does not increase CO2 emissions by, amongst other things:

- Locating growth in areas which are likely to minimise the need for travel and which are well served by public transport, services and infrastructure.
- Expecting all development to be well connected to surrounding areas and facilities by sustainable means of transport.

G2 – Energy and new development

All new development will be expected to adhere to hierarchy to the extent that policy G2 reflects national policy, targets and requirements for that type of development.

G6 – Enhancing green infrastructure.

Enhancing green infrastructure supports local communities, housing and economic development by protecting against flooding and climate change impacts, helping to deliver quality of place and positive image by providing better quality of life through access to nature and leading to healthier lifestyles.

With regards to new development, the focus will be on incorporating green infrastructure into new development, SUDs, increasing the number of street trees, greening main roads, developing new green spaces and incorporating green roofs and walls into development. In addition, development proposals will be expected to:

- Be consistent with the overall focus for green infrastructure and wider than local value green infrastructure can have.
- Have regard to local landscape character and contribute to its conservation and enhancement.

- Avoid loss of existing trees unless suitable alternative provisions are made.
- Take opportunities to secure innovative solutions to the design of urban open space to widen potential functions, e.g. flood risk management, promoting urban wildlife or climate change adaptation.
- Not sever or impede key functions of greenspace corridors.
- Supporting new woodland and tree planting in new development and replace removed trees at a ratio of 2:1.

G7 – Increasing the value of biodiversity and geodiversity.

Increasing the value of biodiversity will protect and enhance the borough's wildlife and habitats. This will be achieved by ensuring that sites and features of biodiversity and geodiversity are given full and appropriate recognition.

It is expected that new development proposals will protect and include existing biodiversity within new developments, public realm and open spaces. Existing landscape features including ponds, trees, hedges and wooded areas shall be protected. Where there is opportunity, biodiversity should be promoted and new habitats should be created through new development using landscaping and building features wherever possible including green roofs, green walls, bat boxes, roof space nest boxes and landscaping.

G9 – Reducing the impact of pollution, contamination and land instability.

Reducing the impact of pollution will lead to a cleaner, greener and healthier borough. This can be achieved by reducing all forms of pollution, contamination and instability in the borough.

It will be ensured that new development does not have impact that leads to unacceptable increases in air, water, noise, light or any other type of pollution. In addition, any risk to surface water or ground water resources should be avoided through preventative measures. Planning conditions and/or obligations to control pollution from new development or impact of pollution on new development should be utilised.

Noise pollution, including transport noise, should be carefully considered, particularly to new developments. Measures to reduce noise from new development could include planting buffers, noise barriers, banking, placement of traffic calming measures and careful consideration of building materials and road surfaces. The relationship between residential and non-residential developments is a key consideration, and if necessary limited hours of operation will be imposed through planning conditions or obligations.

Water pollution can also result from surface water run-off and it is important for developments to incorporate run-off management measures such as SUDS.

Lighting schemes for new developments must have full regard to minimising negative impact on residential areas, the character of the area, biodiversity and the night sky.

T1 – Delivering sustainable transport.

Improvements to the Borough's transport infrastructure and the promotion of sustainable travel are necessary to meet the future access and travel choice expectations of communities and businesses, particularly for where areas where development is planned. This includes:

- Reducing the need to travel and make best use of existing transport infrastructure (roads, footways/cycleways etc.), strengthening requirements for travel plans.

T2 – Improving accessibility.

Development should offer greater access for all forms of travel. Development should be located where there is good access to public transport, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility. Development should be appropriately located to minimise the need to travel by car. Developments will be required to satisfy the LPA's accessibility hierarchy.

DM1 – General development requirements.

All development proposals, including changes of use of land and buildings, will be expected to demonstrate, amongst other things, that they:

- Are of a high quality design and take the opportunity to enhance the quality of the area.
- Are compatible with surrounding land uses, both in terms of its impacts upon these uses and the impact of the surrounding land used upon the amenities of future residents/users
- Do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy;
- Mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary;
- Provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location;
- Do not have an adverse impact on health, through its impact or the effect of existing problems e.g. land contamination, or poor air quality;
- Minimise opportunities for crime against people or property
- Incorporate, where appropriate, high quality landscape schemes;
- Have considered the availability of water and wastewater infrastructure, and any need for additional capacity.

All developments will be expected to demonstrate that the relevant requirements within this policy have been taken into account

DM2 – Delivering planning contributions and infrastructure.

Development proposed within the Core Strategy must be supported by necessary infrastructure. Infrastructure includes services, utilities, roads, transport, community facilities and green infrastructure.

Developers will be required to provide/contribute towards the cost of providing any physical and social infrastructure that is needed because of proposed

development, or to mitigate the impact of development, through planning obligations and agreements.

For all types of development, contributions for any infrastructure will be sought to mitigate any on site or off-site impacts, the contributions may cover:

- Off-site highways and access improvements covering all types of transport, including public transport facilities and services, cycling and walking;
- Replacing / protecting / moving biodiversity features where appropriate to address an adverse effect on a feature of biodiversity interest;
- Providing green infrastructure to mitigate the impact of development on the site and surrounding area or greenspace
- Flood protection and mitigation measures including those to address the adverse effects of surface water run-off, where a flood risk assessment shows it to be necessary; e. Mitigation or compensation against environmental impacts e.g. noise, air quality
- Delivery of energy infrastructure as part of major schemes;
- The delivery of any other infrastructure that is necessary because of, and related or connected to, the proposed development

For major developments we will seek an agreement to use local firms and labour for construction, and to make satisfactory arrangements to try to recruit employees from within the borough. Consideration will be given to the need to ensure that schemes remain viable whilst also taking into account the need for the contributions or infrastructure required to make the scheme acceptable in planning terms.

Rochdale Unitary Development Plan (UDP) 2006:

G/D/1 Defined Urban Area

Defines the boundary of the urban area. New development, wherever possible and appropriate, should be concentrated within the urban area to support urban regeneration and to protect the countryside.

EM/7 Development and Flood Risk

Development will not be permitted in areas identified as flood plans, or other areas where development could contribute to flood risk unless appropriate flood risk assessments have been carried out verifying that the development would not result in an undue increase in the risk of flooding.

Greater Manchester Joint Minerals and Waste DPD (2013)

Supplementary Planning Documents (SPDs):

Climate Change Adaptation SPD (June 2012)

Biodiversity and Development SPD (updated 2017)

Guidelines & Standards for Residential Development SPD (2016)

EMERGING PLANNING POLICY

Places for Everyone (PfE)

The Places for Everyone Joint Development Plan is a strategic regional plan for all of the Greater Manchester Local Authorities with the exception of Stockport. It seeks to guide the largest and most strategic developments of housing and employment land across the region. This Plan will also set the housing requirements for each of the involved Local Authorities. At the time of this report, the updated schedules of main modifications and policies map changes and updated sustainability appraisal and habitat regulations assessment report referred to in IN39 have now been published on the GMCA website, prior to being considered by each of the local planning authorities.

As such, the Planning Inspectorate have stated: *“We are satisfied at this stage of the examination that all of the proposed main modifications are necessary to make the Plan sound and/or legally compliant, and would be effective in that regard (subject to any grammatical or other minor changes that we may decide are necessary). That is, however, without prejudice to our final conclusions that we will reach following consideration of responses to the public consultation to be carried out on the main modifications (see below). Reasons for the main modifications that we do ultimately decide are necessary will be set out in our final report.”*

The Inspectors go on to confirm the document updates required for publication by the Combined Authority. They confirm that unless they consider it essential to deal with substantial issues raised in representations about the proposed main modifications, or to ensure fairness, no further hearing sessions will be held after the consultation period.

Given the advanced stage of examination and the nature of the Inspectors responses received to date, the emerging policy is afforded moderate-substantial weight in the assessment set out within this report. However this is limited with consideration to the fact that inspectors have not yet issued their full report in response to the Public Examination.

Note: The application site is not sited on land that is allocated within the ‘Places for Everyone’ plan.

Places for Everyone Policies

Note: The policies set out below represent emerging policy. However, as set out above, given the advanced stage of examination and the nature of the Inspector’s responses received to date, moderate-substantial weight is given in the assessment set out in this report. However, this is limited in consideration.

Strategic Objective 3

States that all part of Greater Manchester should thrive and be economically productive. This will be achieved by ensuring there is adequate development

land to meet employment needs, prioritising brownfield land. There should be a diverse range of employment premises, with facilitation for, amongst other things, the development of high value clusters in prime sectors, such as logistics.

Strategic Objective 5

States that a strategic objective is reducing inequalities and improving prosperity. This is to be achieved by ensuring access to employment opportunities, prioritising development in well-connected locations and strengthening the competitiveness of north Greater Manchester.

Policy JP-S 1 - Sustainable Development

Development should aim to maximise its economic, social and environmental benefits. Preference will be given to using previously-developed (brownfield) land and vacant buildings to meet development needs.

Policy JP-J 1 - Supporting Long-Term Economic Growth

There will be an emphasis on maintaining a very high level of economic diversity across the boroughs. The development of high value clusters in prime sectors such as, amongst other things, logistics, will be facilitated.

Policy JP-J 2 - Employment Sites and Premises

A diverse range of employment sites and accessible premises, including new premises, will be made available. This will offer opportunities to different kinds and types of businesses, including firms seeking to expand and large-scale inward investment, to help tackle inequalities. Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises across the boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include both local and strategic employment areas.

Policy JP-J 4 - Industry and Warehousing Development

At least 3.3 million square metres of new, accessible, industrial and warehousing floorspace is to be provided as part of the 'Places for Everyone' plan. To achieve this, high levels of choice and flexibility in the supply of sites for 'new warehousing floorspace is to be provided. Significantly increasing the supply of high quality sites across the northern parts of Greater Manchester is to be focused on, to help increase the competitiveness of the area.

RELEVANT HISTORY

21/01298/CPE: Application for certificate of lawfulness for an existing use of storage and distribution with ancillary uses.

Granted unconditionally on 14 December 2021.

22/01341/SO

CONSULTATION RESPONSES

Summary Table – Consultee Responses

Consultee	Outcome
Coal Authority	Response received – No objection.
Lead Local Flood Authority	Response received – No objection subject to conditions.
Environmental Health	Response received – No objection, subject to conditions.
United Utilities	Response received – No objection, subject to conditions.
Environment Agency	Response Received – No objection, referred to Environmental Health
Greater Manchester Archaeology Advisory Service	Response received – No objection.
Greater Manchester Ecology Unit	Response received – No objection.
Greater Manchester Fire Service	Response received – No objection.
Greater Manchester Police	Response received – No objection.
Transport for Greater Manchester	Response received – No objection, subject to conditions.
Highways & Engineering	Response received – No objection, subject to conditions.
Environmental Protection (Contamination)	Response received – No objection, subject to conditions .
National Highways	Response received – No objection.
Street Lighting	Response received – No objection, subject to conditions.
Strategic Planning	No response received.

Note: Consultees were consulted more than once. For the purposes of clarity, the date shown is the date of the most recent and final response received.

Coal Authority – 12 June 2023

Confirmed no comment, as the application site **does not** fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. As such, there is no requirement for the Coal Authority to be consulted. However, in accordance with the agreed approach to assessing coal mining risks as part of the development management process, it will be necessary to include the Coal Authority's Standing Advice within the Decision Notice as an informative note.

Note: No change in consultation responses received 22 March 2023 or 12 June 2032.

Drainage / Lead Local Flood Authority – 08 September 2023

The consultee response received from the Local Authority's LLFA on 08/09/2023 confirmed that the response supersedes any prior drainage consultation. As such, any previous consultation is disregarded.

The drainage consultant noted that the impermeable area of the site would increase from 5.84 hectares to 8.33 hectares.

The proposed site drainage will employ existing drainage infrastructure and attenuation ponds (SUDS). It is also noted that a small proportion of the site will discharge to a highway drainage sewer. It is confirmed in the response that this matter has been discussed between drainage, the LLFA and is deemed acceptable.

It is also highlighted and understood that a debate between the applicants regarding the discharge point of foul sewer is resolved.

It is suggested that the following condition be added in the event the application is approved:

Prior to the commencement of development, updated details of the sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be based upon:

- a) Drainage Strategy drawings 21194-BGL-XX-XX-DR-C-00210 & 211 & 212 /P07 dated 3rd Aug 2023.

The information submitted shall include:-

- i. the background calculations of the Causeway flow ® or MicroDrainage® model or any other software or calculations that have been used for the drainage design.

- ii. 'for construction' drawings of the attenuation ponds, flow control devices and attenuation tanks.
- iii. details of the outlet pipe from the SW corner of the site to the highway drain manhole, including any explanation of whether this pipe is being replaced.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation/ use of the proposed development, the drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

Environment Agency – Received 09 June 2023

Confirmed **no objection in principle** to the proposed development but provided the following comments:

- The development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. However, the Environment Agency is unable to provide site-specific advice relating to land contamination.

Note: Rochdale Council will also consult with Environmental Health/Environmental Protection Department for advice.

Note: No change in consultation responses received 22 March 2023 or 09 June 2023.

Environmental Health – 21 March 2023

Confirmed no objection subject to implementation of recommended mitigation measures as set out in the submitted Noise Impact Assessment.

In addition, a condition will be required ensuring that any proposed or future external plant does not exceed noise limits.

Environmental Protection – 16 March 2023

No objection, confirmed that the information submitted with the application is acceptable. However, the following condition will be required:

Prior to commencement of the development an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and shall have been first submitted to and approved in writing by the Local Planning Authority before development commences. The report of the findings must include:

- i) a survey of the extent, scale and nature of contamination
- ii) an assessment of the potential risks to:
 - human health,
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
 - adjoining land,
 - groundwaters and surface waters,
 - ecological systems,
 - archaeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s)

The development shall thereafter be completed in full accordance with the approved recommendations.

Greater Manchester Archaeological Advisory Service (GMAAS) – 14 June 2023

The proposed development does not threaten the known or suspected archaeological heritage, and on this basis there is no reason to seek to impose any archaeological requirements upon the applicant.

Greater Manchester Ecology Unit (GMEU) – 04 January 2023

Confirmed no objection to the development.

Although the site is large, it is currently dominated by large buildings, hardstanding and formal, low-diversity landscaping. It is not currently of substantive ecological value.

No further ecology surveys need to be carried out prior to deciding the application. GMEU advised that an updated badger survey should be included in the CEMP. However, if any evidence of badgers or their setts are identified, such response and actions that need to be made can be dealt with outside of the planning process in the Wildlife and Countryside Act 1981.

No biodiversity metric has been included as part of the application. However, it is considered that the proposed landscaping could achieve a net gain in biodiversity.

No tree felling or other vegetation clearance required to facilitate the development should take place during optimum bird nesting season (March – August) unless nesting birds have been shown to be absent by a suitably qualified person

Greater Manchester Fire Service – Received 30 March 2023

Confirmed no objection, made following comments that can be added as informative notes for the applicant, should the application be approved:

The above proposal should meet Requirement B5 of Approved Document B, Volume 2: Access and facilities for the fire service.

The access road should comply with Table 15.2 of Approved Document B, Volume 2 - be a minimum width of 3.7m and capable of carrying 12.5 tonnes.

Where a building, which has a compartment of 280m² or more in area, is being erected more than 100m from an existing fire-hydrant additional hydrants should be provided as follows;

- Buildings provided with fire mains – hydrants should be provided within 90m of dry fire main inlets
- Buildings not provided with fire mains – hydrants should be provided within 90m of an entry point to the building and not more than 90m apart

If the provisions in a building vary from those in Approved Document B, sprinkler protection can sometimes be used as a compensatory feature. The provision of a sprinkler system may also result in long term savings on insurance premiums. The Fire Service strongly supports the installation of sprinkler systems as a positive measure to protect persons. The provision of a sprinkler fire suppression system would have significant benefits for the development. It would ensure that any fire would be quickly controlled and would significantly reduce any fire damage to the building. This is particularly important as business continuity following a fire as an important factor in the ongoing viability of an organisation.

It is strongly advised that you consult your insurance company to discuss the advantages of installing a sprinkler protection.

Buildings not fitted with fire mains

15.1 For small buildings (up to 2000m², with a top occupied storey that is a maximum of 11m above ground level), vehicle access for a pump appliance should be provided to whichever is the less onerous of the following.

- (a) 15% of the perimeter.

(b) Within 45m of every point of the footprint of the building.

15.2 For all other buildings, provide vehicle access in accordance with Table 15.1.

15.3 Every elevation to which vehicle access is provided should have a door, a minimum of 750mm wide, to give access into the building. The maximum distance between doors, or between a door and the end of the elevation, is 60m (e.g. a 150m elevation would need a minimum of two doors).

Buildings fitted with fire mains

15.4 For buildings fitted with dry fire mains, both of the following apply.

- a. Access should be provided for a pumping appliance to within 18m of each fire main inlet connection point. Inlets should be on the face of the building.
- b. The fire main inlet connection point should be visible from the parking position of the appliance, and satisfy paragraph 16.10.

15.5 For buildings fitted with wet fire mains, access for a pumping appliance should comply with both of the following.

- (a) Within 18m, and within sight of, an entrance giving access to the fire main.
- (b) Within sight of the inlet to replenish the suction tank for the fire main in an emergency.

15.6 Where fire mains are provided in buildings for which Sections 16 and 17 make no provision, vehicle access may be as described in paragraphs 15.4 and 15.5, rather than Table 15.1.

Design of access routes and hardstanding

15.7 Access routes and hardstanding should comply with the guidance in Table 15.2. Requirements can only apply to the site of the works.

It may not be reasonable to upgrade the route across a site to a small building. The building control body, in consultation with the fire and rescue service, should consider options from doing no work to upgrading certain features, such as sharp bends.

15.8 Where access to an elevation is provided in accordance with Table 15.1, the following requirements should be met, depending on the building height.

- a. Buildings up to 11m, excluding small buildings (paragraph 15.1): pump appliance access should be provided adjacent to the building for the specified percentage of the total perimeter.
- b. Buildings over 11m: access routes should comply with the guidance in Diagram 15.2.

15.9 Where access is provided for high reach appliances in accordance with Table 15.1, overhead obstructions (such as cables and branches) should be avoided in the zone shown in Diagram 15.2.

15.10 Dead-end access routes longer than 20m require turning facilities, as in Diagram 15.3. Turning facilities should comply with the guidance in Table 15.2.

Provision of private hydrants

16.8 A building requires additional fire hydrants if both of the following apply.

- a. It has a compartment with an area more than 280m².
- b. It is being erected more than 100m from an existing fire hydrant.

16.9 If additional hydrants are required, these should be provided in accordance with the following.

- a. For buildings provided with fire mains – within 90m of dry fire main inlets.
- b. For buildings not provided with fire mains – hydrants should be both of the following.

- i. Within 90m of an entrance to the building.
- ii. A maximum of 90m apart.

The Fire Service strongly supports the installation of sprinkler systems as a positive measure to protect persons. All developers should positively consider the viability of installing sprinkler systems.

Greater Manchester Police (Design for Security) – 23 November 2022

No objection received. Greater Manchester Police requested the addition of a condition relating to the Crime Impact Statement. However, the condition will require amending to ensure it is precise. The applicant can apply for Secured by Design status outside the planning process.

Highways & Engineering – 04 April 2023

Consulted the latest amended Transport Assessment submitted to reflect changes in site layout. Concerns remain about the impact the proposal would have on additional traffic generated. However, the severity of the impact would not be expected to be so significant that an objection based on such impacts would be appropriate. In addition, some concerns can be reduced through the effective use of planning conditions and Section 278 Agreements. Highways raised the following comments and confirmed no overall objection to the proposed scheme:

Background

- The application site has an existing LDC for industrial use.
- There is a long established vehicular access onto Manchester Road.

Surrounding Highway Network

- The accident data provided within the TA indicates that there are no inherent safety issues on the surrounding highway network.
- The site is not considered to be within a highly sustainable location, remote from local amenities etc. as such, a full Travel Plan will be required within 6 months of occupation of the development. In addition, the LPA consider it necessary to set out a car parking management plan.

Site Entrance/Access

- The entrance to the site is to be amended to improve two-way HGV access. The applicant will be required to enter into a Section 278 Agreement for the undertaking of these works.
- The submission of a detailed junction arrangement plan will be required to be submitted for approval by LPA/Highways, prior to occupation of any of the units.
- The introduction of a Traffic Regulation Order (TRO) will be required along Manchester Road along the site frontage, to ensure it is kept clear of parking/loading to maintain good visibility and access. The TRO would run from the intersections of Queen Elizabeth II Way and Bader Drive.

On Site

- To ensure that HGVs do not obstruct Manchester Road whilst waiting to enter the site, no barriers or gates should be erected within 16.5 metres to the rear of the adopted footway to Manchester Road.
- The internal roads within the application site would not be adopted.
- Car parking on site is below the maximum parking standards. However, is acceptable. It is noted that disabled parking and EVC parking is appropriately provided.
- The site should not be occupied until all car parking, servicing and other vehicular access arrangements are available for full use.
- All parking areas, including HGV parking areas, should be kept clear of goods, products, materials, refuse storage, or similar items and the parking areas should be kept clear for their intended purpose.
- The site's servicing arrangements are acceptable and should be conditioned as appropriate.
- The provided Construction Management Plan (CMP) is acceptable.
- A Logistics Travel Plan has been requested. However, it is considered that the CMP suitably scopes what would be required within a logistics travel plan.

National Highways – Received 29 November 2022

Confirmed no objection. No additional comments made.

Street Lighting – Received 16 March 2023

Confirmed that the proposals appear acceptable in principle with regard to lighting. However, additional information is required. The additional information can be secured by way of condition and should include:

- Amended/additional plans with contour lines
- Lighting calculation reports will require more detail, including the lantern installation criteria, mounting heights and tilts detailed.
- Light source intensity should be considered, with focus on areas that share a boundary with residential properties. Light source intensity values for some residential properties at the rear windows to demonstrate that this is kept to an acceptable level.

Transport for Greater Manchester (TfGM) – Received 30 November 2022

Offered the following comments as advice:

- (I) Trip Generation and Distribution: TfGM suggests that the fact the site is not fully occupied should not be a reason not to conduct a suitable survey at the access, particularly if the current uses and floor spaces are known for the existing site. A pro rata trip rate could be determined on the basis of existing floor size/use and also the trip distribution could still be calculated from the survey at the exiting access.
- (II) Modelling: TfGM will offer further comments on modelling once a survey of the existing use is carried out and trip generation determined as described in Section I. There is no right turn pocket on Manchester Road for right turning vehicles to wait out the way of straight traffic – it is not clear whether this is currently a problem. TfGM also note that the junction of Manchester Road/Queen Elizabeth II Way would run under MOVA control and such the predicted results of the model are likely to be pessimistic. The junction would be likely to run with lower degrees of saturation and queues than predicted.
- (III) Mitigation: There are no pedestrian crossing facilities across Manchester Road which results in pedestrians finding it difficult to cross the bus stops to and from the site. It is suggested that the development funds the provision of a pedestrian crossing facility to allow access to the site for pedestrians/cyclists to cross Manchester Road.
- (IV) Proposed Access Arrangements: The Transport Assessment confirms that existing vehicular access from Manchester Road will be retained. However, the access will be improved to allow two-way HGV movements and pedestrian footways on both sides of the access road. Drawings have been supplied to demonstrate that visibility splays in accordance with DMRB can be achieved at the access. The access should be designed to ensure provision of tactile paving and dropped crossing points. Any redundant access points which served the former site should be reinstated.

The proposed internal layout of the site will need to be designed to accommodate all parking and vehicle manoeuvres associated with the development, to ensure HGVs can enter/egress the site in forward gear. SPPs have been supplied to demonstrate that service vehicles can safely enter and exit the site. The TA also confirms that proposed parking provision is in accordance with Rochdale Council's adopted standards.

Note: TfGM refer to the Local Highway Authority to determine whether the proposed access, parking and servicing arrangements are acceptable

- (V) Traffic Regulation Orders: TfGM suggests that a review is undertaken of TROs in the vicinity of the development, with a view to introduce additional parking restrictions if deemed appropriate, as well as ensuring adequate parking restrictions remain in place. This will act to discourage pavement parking associated with the development and assist in improving the quality of surrounding public realm.
- (VI) Other: A Construction Traffic Management Plan should be required as part of the development.

Site Accessibility

- (I) Public Transportation: The nearest bus stops to the site are on Manchester Road, approximately a 5 minute walk from the centre of the application site. Bus services using these stops provide hourly services to Middleton and Heywood during the daytime. Additionally, it is observed that the southbound bus stop would benefit from an upgrade in accordance with TfGM's Design Guidelines for Bus Stops.
- (II) Active Travel: In order to encourage walking and cycling, it should be ensured that the pedestrian/cycle environment in and around the site is designed to be safe, attractive and convenient. This should include natural surveillance where possible and sufficient links to the surrounding pedestrian/cycle network.

To promote active travel and link in with the surrounding environment, the applicant should ensure the provision of continuous 2 metre wide footways throughout and surrounding the development, as well as reinstating redundant vehicular crossings that previously served the site, installing tactile paving at junctions/crossing points and renewing any substandard footways.

- (III) Cycle Parking: It is important to ensure that there are adequate infrastructure and facilities to encourage staff to travel by sustainable modes. The TA does not provide any details of cycle parking provision for the site. Cycle parking should be provided in accordance with Rochdale Council's adopted standards and where possible spaces in excess of the minimum provided.

The cycle facilities should be covered and secure, with measures such as the installation of CCTV and appropriate lighting to ensure security. Additionally, appropriate welfare facilities (shower/changing rooms/lockers) should be provided for staff to promote and encourage cycling as an alternative to car travel.

- (IV) Travel Plan: TfGM recommends that a Staff Travel Plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The Travel Plan should be designed to raise awareness of opportunities for reducing travel by car and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets.

The offer of personalised journey planning for staff is a further measure that could be included in the full Travel Plan for the site. The marketing and communication strategy should communicate the Travel Plan objectives and benefits to potential future business or commercial occupiers of the development, prior to them occupying the development. This should ensure potential business and commercial organisations are able to make informed choices and are more likely to commit to and adopt the Travel Plan.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to encourage staff to use public transport and active travel modes through measures such as concessionary bus fares, discounted cycles, journey planning etc.

Should Rochdale Council be minded to approve this application it is suggested that a condition for the development, submission, implementation and monitoring of a Staff Travel Plan within 6 months of occupation be attached to any planning consent.

United Utilities (UU) – Received 11 September 2023

Throughout the planning application process, United Utilities were consulted a number of times. The final consultation response received from United Utilities was received 11 September 2023 and replaces all previous consultation responses received due to updated drainage information and correspondence between the applicant and United Utilities. The consultation response states:

United Utilities requests further information prior to determination of the application.

“Following our review of the proposed site layout, we have concerns regarding the proximity of proposed development to our water assets. To resolve this matter, and to avoid any unnecessary costs or delays to either the applicant or any future developer, we request the applicant submits a detailed site layout plan which overlays the proven location of the water main(s) in relation to any proposed development (including walls, fencing, parking etc.) Without this

information we are unable to provide further comment and there is a risk that as the scheme progresses, the applicant, or any subsequent developer, may discover that their plans are not implementable in their existing form or that diversion of assets is required. Therefore, we strongly recommend this matter is resolved PRIOR TO DETERMINATION.”

However, United Utilities go on to state that ‘Should the Council deem this application suitable for approval we request the following condition is included in the subsequent Decision Notice to afford appropriate protective measures for this asset:

“No construction shall commence until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason: In the interest of public health and to ensure protection of the public water supply.”

The Local Planning Authority have addressed this point with the applicant. It is agreed that, subject to the condition requested by United Utilities, the application is suitable for approval.

Drainage

United Utilities have also requested the following condition with regards to drainage:

“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 21194-BGL-XX-XX-DR-C-00210/00211/00212, Rev P07- Dated 03/08/2023 which was prepared by Burrows Graham.

For the avoidance of doubt no surface water will be permitted to drain directly or indirectly into the public sewer. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.”

Informative Information:

Additional informative information has been provided through the consultation response, which shall be added as informative information to any approval.

MEMBER REPRESENTATIONS

None received.

PUBLIC REPRESENTATIONS

Objection Reps	29	Support Reps	1	Neutral Reps	3
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Letters of notification were sent to approximately 280 surrounding properties and a notice was posted on Manchester Road proximate to the site entrance. In addition, a press notice (major development) was published in local press.

Letters of notification were sent to surrounding properties on three occasions (11/11/2022, 16/03/2023 and 07/06/2023).

- The first round of consultation (11/11/2022) received 1 support, 2 neutral & 13 objection representations.
- The second round of consultation (16/03/2022) received 8 objection representations.
- The third round of consultation (07/06/2023) received 1 neutral representation & 8 objection representations.

Representations Received Following 11/11/2022 Consultation

Support	Officer's Response
No objections, the buildings are very old and for safety need a refresh. More money being spent in the area is a good thing.	No response required.

Neutral	Officer's Response
Have nearby schemes approved/proposed by other housing developers been taken into account? Looking at the site plan there is no reference to proposed new housing or road layout & other approved developments?	Assessed in the 'Future Surrounding Development' Section of this report

Objection	Officer's Response
Concerns that the new development will result in noise pollution, particularly at unsocial hours/night-time (HGV movements, noise from workers on	Assessed in the 'Amenity' section of the report

site etc.)	
The location of offices, bike park, smoking shelters etc. would impact privacy of nearby residential properties.	Assessed in the 'Amenity' section of the report.
Concerns that height of buildings will result in loss of sunlight/daylight	Assessed in the 'Amenity' section of the report
Concerns that new lighting proposed on new buildings/redeveloped site will lead to light pollution impacts	Assessed in the 'Amenity' section of the report
Concern that the appearance, height and scale of the buildings will have a negative impact on the townscape/built environment	Assessed in 'Design and Visual Impact' of the report
Concerns relating to air pollution	Assessed in the 'Air Quality' section of the report.
Concerns relating to increase in congestion on new Queen Elizabeth II Way and junction with Manchester Road and could result in dangers to pedestrians and car drivers.	Assessed in the 'Highways' section of the report
Loss of trees/planting etc. on site would result in impact on nature conservation	Assessed in the 'Ecology' section of the report
Loss of the existing gatehouse would result in a loss of local history/heritage	The building(s) on the existing site are not listed and do not constitute non-designated heritage assets.
Unclear what the use of the site would be.	The description of the development specifies the use as 'Storage and Distribution (Use Class B8)
Impact caused by rats	There is no evidence that the proposed development would result in an increase in rats in the surrounding area.
Impact during construction phase (noise, pollution etc.)	This impact can be mitigated by a condition requiring a Construction & Environmental Management Plan (CEMP)
Reduction in house prices	This does not form a material planning consideration to which the local planning authority can attached more than very minor weight in the overall planning balance.
Proposals would have undue impact on the Townscape and/or be visually intrusive, particularly from residential dwellings,	Assessed in the 'Character and Appearance' section of the report
The site should be redeveloped for housing/residential development	Assessed in the 'Principle of Development' section of the report.

The 'fallback position' that has been suggested is challengeable	Assessed in the 'Fall Back' section of this report.
Potential amenity impact on users/occupiers of future development surrounding the site	Assessed in the 'Future Development' and 'Amenity' sections of this report.

ANALYSIS

Principle of Development

1. Paragraph 11 of the NPPF identifies a presumption in favour of sustainable development. For decision-taking this means approving development proposals that accord with the development plan without delay. Paragraph 81 of the NPPF also requires that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.
2. The site consists of land and buildings that have historically being used as storage by the Department of Work and Pensions, with the site becoming vacant during 2023. A Lawful Development Certificate was granted on 14 December 2021, confirming that the site's existing lawful use was Use Class B8 (Storage and Distribution) as set out in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.
3. In planning policy terms, the site is brownfield, and located on land that is not covered by any specific designations or allocations as part of the Council's Development Plan. However, the land has been used as employment land for a long period of time and its character and appearance is established as such.
4. The surrounding site context includes a mixture of existing suburban residential development, community uses (secondary school), and industrial estates with associated newly built link road (Queen Elizabeth II Way).
5. In addition to the above, there are a number of undeveloped parcels of land, which are associated with the South Heywood Masterplan. The South Heywood Masterplan was granted outline planning permission in March 2020 under application '16/01399/HYBR'. The proposal grants outline consent for up to 1,000 new homes, 135,460 square metres of employment floorspace, 2,500 square metres of commercial uses, a primary school and a new link from Junction 19 of the M62 motorway (completed – now known as Queen Elizabeth II Way, which is to the south of the application site).
6. The principle of the use of the site for business purposes, including storage and distribution (B8), has been established through the

unconditional granting of a recent Certificate of Lawfulness application (21/01298/CPE), for the existing land and buildings to be used for storage and/or distribution.

7. The application proposes the intensification of the use of the land for the purposes of storage and distribution (B8), through the demolition of the existing buildings and associated infrastructure on site, and the erection of 3no Storage and Distribution (B8) units. The three units would be contained within two separate buildings, with associated alterations and improvements to infrastructure including service yards and car parking areas, the provision of landscaping including tree planting, wildflower meadows, Sustainable Urban Drainage (SUDs) ponds and associated works. The proposed buildings would result in the provision of approximately 40,750 square metres of distribution space (B8), as well as approximately 2,450 square metres of ancillary office space.
8. The proposal is acceptable in principle when considering Section 6 of the NPPF, which states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be given to the need to support economic growth and take into account wider opportunities for development. Paragraph 83 specifically states that local clusters for storage and distribution operations at a variety of scales and in suitably accessible locations should be welcomed. In this instance, the proposal would result in modern and upgraded storage and distribution (B8) buildings that national and international businesses can invest in, with the proposal in a highly accessible location with good access to the road and motorway network.
9. The proposal is also considered to be acceptable in principle when considering Section 11 of the NPPF, which sets out that planning decisions should promote effective use of land, subject to improving the environment and ensuring safe and healthy living conditions, which will be considered throughout this report. The NPPF states that brownfield land should be used as much as possible to achieve this overarching objective, with planning decisions ensuring the effective use of land and consideration of the availability of land and infrastructure. The proposed development would utilise existing brownfield land and contribute to the intensification of an existing employment use, in buildings more suitable than the existing buildings on site.
10. With regard to Rochdale's strategic objectives, as set out in the adopted Rochdale Core Strategy, it is considered that the proposed development would be consistent with Strategic Objective SO1 (To deliver a more prosperous economy), as the proposal would lead to a high quality employment site, retain and potentially provide additional jobs thus contributing to or maintaining employment levels and build on the Borough's assets to improve its image to attract investment. In addition, Strategic Objective SO3 (To improve design, image and quality of place) would be met through raising design quality at a key gateway into the

borough. Strategic Objective SO4 (To promote a greener environment) would also be met through the development being more energy efficient due to new, high quality distribution buildings replacing outdated, less energy efficient buildings and concentrating development on existing brownfield land. The proposal would implement appropriate flood risk management measures through the provision of SUDS.

11. Policy SP1 of the adopted Rochdale Core Strategy sets out that the Rochdale Borough will contribute to the success of Manchester city region and the North West, through delivery of sustainable development that meets the objectives of employment growth. The proposal would achieve this through the provision of high quality distribution space, promoting the borough as an attractive location in terms of jobs and inward investment. In addition, Policy SP3/H (Strategy for Heywood) sets out that the delivery of new economic development on sites within the successful employment areas in the south of the borough to maintain the national reputation as a high quality business location is a priority, which the proposed development would achieve and thus is acceptable in principle.
12. Policy E2 of the adopted Rochdale Core Strategy states that the provision of a good supply of premises for employment uses is essential to ensure the creation of more and better jobs. Particularly, in the south of the borough, there will be a focus on employment development, including South Heywood employment sites. The proposed development would achieve and contribute to this aim through the provision of new high quality distribution (B8) units on existing employment land. Similarly to Policy E2, E3 states that the focus for employment development will be on high quality sites in economic growth corridors and in areas that are accessible. South Heywood is once again highlighted as a key location, with the promotion of development that support improvements to all existing employment sites within South Heywood. This proposal will enhance and intensify an existing employment site, whilst promoting the area mainly for distribution uses whilst routing heavy goods traffic to existing and recently implemented high quality road infrastructure. As such, the principle of the development is acceptable upon consideration of these relevant policies.
13. It is also noted that the supply of this type of high quality industrial space is generally short across the North West region, with Savills recently forecasting just 6 months of the highest grade, and most in demand spaces available. The proposals would therefore provide a much needed source of employment in an appropriate location having regard to its access to labour and major transport infrastructure in an already well-established employment location.
14. In summary, it is considered that the principle of such a development is acceptable, with the proposal in accordance with Rochdale's Strategic Objectives SO1, SO3 and SO4, as set out in the adopted Rochdale Core Strategy, as well as Policies SP1, SP3/H, E2 and E3 contained therein. In

addition, the proposal would be in accordance with the National Planning Policy Framework, with particular reference to Sections 2, 6 and 11.

15. The proposed development would be consistent with the strategic aims of emerging Places of Everyone in providing jobs in a sustainable location and on previously developed brownfield land. The development would provide high quality logistics buildings in northern Greater Manchester, a key strategic aim in the emerging Places for Everyone plan. Thus, the proposed development broadly aligns with the aim of the strategic plan to support long-term economic growth.

Fall Back Position

16. A fallback position, in planning terms, refers to a situation in which an existing planning permission, permitted development rights, or an existing use of a site or a combination of such, confirms the principle of what extent or nature of development is capable of being delivered on site. The fallback position of a site is capable of being considered as a material planning consideration in the overall planning balance when considering a planning application.
17. In this instance, it is a material planning consideration that the existing site and 31,900 square metres of buildings upon the site have an extant Certificate of Lawfulness confirming that the existing land and buildings can be lawfully used for Storage and Distribution (B8). The agreed lawful use has no restrictions on number of vehicle movements that could be undertaken each day, the extent of potential height and area of any outside storage, no limits on hours of operation, external lighting, and no requirement to provide or maintain any noise attenuation or landscaping or visual screening to help mitigate against any future use of the site.
18. However, the weight such a fallback has is a material planning consideration that needs to be considered by the Local Planning Authority. The case 'Mansell v Tonbridge and Malling Borough Council [2017]' confirmed the legal considerations in determining the materiality of the 'fall back' position, which concluded amongst other things that 'the basic principle is that for a prospect to be a real prospect, it does not have to be probable or likely, a possibility will suffice'.
19. The weight of such a fall back in planning terms depends on certain factors. A 'fallback position' is a development or use which is likely to occur (a development that is already permitted or can be achieved under permitted development rights) if planning permission is refused.
20. Mansell v Tonbridge and Malling Borough Council [2017] confirmed the legal considerations in determining the materiality of the 'fall back' position, which stated that 'the basic principle is that for a prospect to be a real prospect it does not have to be probable or likely, a possibility will suffice.'

21. There must thus be a realistic possibility, and not just a theoretical possibility, prospect of the fallback position being an alternative. It is also essential that there is due comparison of the effects of a proposal against the effect of what other development could lawfully take place.
22. The proposal seeks permission to demolish a number of existing buildings, which have extant permission for continued use as Storage & Distribution (B8). It is acknowledged that the existing buildings are somewhat outdated when considering modern requirements for distribution, given their height, shape and floorplate sizes. As such, this application has been submitted to provide larger and more modern buildings to allow national and international distribution firms to both expand within the borough and relocate to the borough. However, the buildings are useable and functional albeit to a substandard level and there is a real possibility that, should planning permission be refused in this instance that due to the demand for B8 uses in this location the buildings could and would be used for Storage & Distribution (B8).
23. In conclusion, it is considered that substantial weight should be given the fallback position that exists on this application site, subject to due consideration to other material planning considerations as set out below.

Impact on Future Development

24. Newhouse Academy, a secondary school, is adjacent to the application site to the north east. The re-building of the secondary school was approved under planning application 22/01191/PSID. Once rebuilt, the nearest part of the school building(s) would be approximately 100 metres, with the blank side (north) elevation of Unit 1 on the application site being approximately 125 metres away and screened by proposed landscaping. Given the extant use of the application site and upon due consideration of the position of the proposed school buildings and grounds, it is not expected that there would be undue impact upon current and/or future users of either the application site or educational facility (Newhouse Academy). It is of particular note that there is substantial screening through landscaping to the north boundary of the application site, minimising the overall impact through noise and visual impact in particular.
25. The application site is adjacent to land that forms part of the South Heywood Masterplan. Of particular relevance in this instance is application 16/01399/HYBR 'Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use

development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m² Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m² GIA which includes no more than 499m² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement)'.

26. Application 16/01399/HYBR has granted outline planning permission for various buildings and infrastructure. However, the ultimate layout and position of buildings and infrastructure is not yet established, given that this application is at outline stage only. However, outline plans show that residential development is proposed immediately adjacent to the south and east of the application site. As such, this carries some limited weight in the decision-making process of this planning application, which will be addressed and referred to where relevant in subsequent sections of this report.

Design and Visual Impact

General Design

27. Policy DM1 of the adopted Rochdale Core Strategy, amongst other things, requires that all development proposals effectively demonstrate that they would not adversely affect the amenity of residents or users through visual intrusion or overbearing impact. Policy P3 requires that all new developments, including associated landscaping, have regard to scale, density, massing and height of surrounding buildings and areas in general. Buildings should be well proportioned and contribute positively to the townscape. Meanwhile, Paragraph 130 of the National Planning Policy Framework sets out that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.
28. The proposed Storage and Distribution (Class B8), by nature of their intended use and function, are relatively utilitarian and functional in design. By virtue of the demands and requirements of large, modern firms that operate within the competitive storage and distribution sector, the floor areas of the units and size of the structures are larger than existing units on site, which are to be demolished. Despite their large size and functional appearance, the proposed buildings have been designed to somewhat mitigate their visual impact. External walls will consist of composite cladding panels, which will vary in colour and include decorative horizontal strips of varying colours (shades of blue). The colours have been selected to blend somewhat with the sky to minimise the visual impact and reduce the degree the units will stand out when viewed in context with clouds/the sky. It is of note that the lower sections of the building will largely only be visible from within the site, or be

obscured from landscaping and regraded embankments from outside the application site. The proposed office areas will feature aluminium framed clear glazed curtain walls and fenestration, aluminium being a relatively high quality material compared to lower quality UPVC. To ensure that the highest quality of materials and good architecture are achieved, a condition will be added requiring samples/full materials specification prior to any above ground works (excluding demolition and associated site clearance).

29. It is considered that the proposed Storage and Distribution (Class B8) units are acceptable with regards to their external appearance and design (subject to condition requiring samples and full material specification), representing good architecture and appropriate in their scale and density, with appropriate landscaping and materials proposed to soften the appearance of the large buildings and allow for appropriate integration into the local setting and townscape.

Cladding panel – horizontally laid RAL 5010-KYANITE	
Cladding panel – horizontally laid AZURITE BLUE GREEN	
Cladding panel – horizontal Laid RAL 7035- MOONSTONE	
Cladding panel – horizontally and vertically laid RAL 7012 - BASALT GREY	
Translucent polycarbonate panels OPAL WHITE	
Aluminium framed clear glazed curtain wall with brise Soleil RAL 7012 - BASALT GREY	
Dock doors, Level access doors and External doors RAL 7012 - BASALT GREY	

Figure 5 – Example Materials

Unit 1 & 2

30. Units 1 and 2 are to be located to the southeast of the application site and would be visible from vantage points along Queen Elizabeth II Way and from the rear elevations of dwellings along the south side of Bader Drive and White House Close, as well as some visibility from Manchester Road. Units 1 & 2 will be constructed in the position of existing units, with the existing units having a maximum height of 8.65 metres and which are sited approximately 23 metres from the shared boundary with the rear

boundary of dwellings to Bader Drive/Whitehouse Close. The proposed Units 1 & 2 will have a eaves height of 12 metres and a maximum height of 15.5 metres to ridge height. The units will be positioned approximately 23 metres from the shared boundary, similar to the existing distance between the existing units and rear boundary of the dwellings. To mitigate the inevitable increased visual impact the larger units will have on the occupiers of these dwellings, substantial interventions are proposed along the north boundary, which will include a wider landscaped strip and regraded embankment, that will increase the density and width of landscaping and planting between the dwellings and the distribution units. A 1.8 metre high timber fence is also proposed between the development and existing properties. However, in comparison to the proposed landscaping, it is accepted that this fencing would have limited impact on reducing the visual impact.

31. Given the proposed siting, scale and height of Units 1 & 2, it is not considered that occupiers of any other nearby users or occupiers of buildings would be unduly impacted through visual impact or overbearing impact.
32. In this instance, it is acknowledged that the proposed buildings to replace existing buildings on site are larger in terms of their floor areas and taller than existing buildings. However, this is balanced against the fact that the proposed buildings are modern and consist of higher quality external materials that go some way in improving the appearance of the buildings and reducing the visual impact of the building somewhat. It is also a material planning consideration that the existing, somewhat dilapidated units, are currently readily visible from the rear elevation of dwellings along the south side of Bader Drive and White House Close of Nonetheless, for residents living proximate to the development site, the proposed buildings, by virtue of their scale and height, would have greater impact than the existing, smaller buildings that will be demolished.
33. To counteract the impact this proposal would have upon in terms of visual impact and/or overbearing impact to the occupiers of dwellings on the south side of Bader Drive and White House Close, the applicant proposes significant screening by way of increased and reinforced areas of landscaping and a regraded embankment between the application site and the affected dwellings. In addition, the proposed Units would include design features, including light blue and dark blue horizontal panelling at higher levels to break up the physical and visual massing of the building. To ensure that such landscaping remains in place and successfully grows, a condition can be imposed to any approval ensuring the ongoing maintenance of such landscaping for a specified period to ensure the landscaping is well implemented and acts to significantly screen the building to a degree from view, mitigating the impact on occupiers of the affected dwellings.

34. Upon consideration of the area surrounding Units 1 & 2, it is not considered that any other users or occupiers of buildings proximate to the site would be unduly impacted by the proposed units.

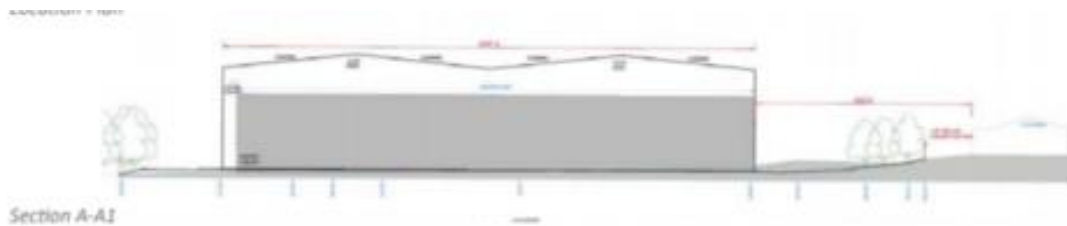


Figure 6 – Extract from submitted TVIA, showing existing and proposed arrangement of Unit 1 & 2 compared to dwelling(s) to the north, with proposed landscaping.

Unit 3

35. Unit 3 is to be located in the eastern section of the site, with the unit generally being visible from vantage points surrounding the application site including Newhouse Academy secondary school to the north, the rear of dwellings on the west side of Oldbury Close, Bader Drive and White House Close, as well as Queen Elizabeth II Way to the south. In addition, the unit would be visible from dwellings with outline planning consent to the south and west of the application site.
36. The proposed unit would have a maximum height of 17.6 metres. The unit would be proximate to, with due consideration to the visual impact and whether any overbearing impact would result, to the occupiers of existing and future development. Existing units to be demolished, which are sited in a similar position as the proposed unit, have a maximum height varying between 6 metres and 10.1 metres.
37. To the south, the proposed unit (short elevation) would be approximately 39 metres from the site boundary, beyond which is undeveloped land. Extant outline planning permission is in place for residential dwellings on the land beyond the boundary. As such, it is appropriate to consider how the proposed unit will affect the outlook of those future occupiers. However, as the final layout and siting of dwellings has not been formalised, and only an indicative housing layout exists this dilutes the certainty of the final form of the residential development. Nonetheless, the applicant has submitted a TVIA which takes account of the indicative residential layout which relies upon approximate 10 metre rear gardens up to the shared boundary with the application site. This would appear to be a reasonable and proportionate approach in the absence of a finally approved plan of the dwellings. The broad position of the rear elevation of the proposed dwellings, assuming a 10m rearward projection, would be approximately 50 metres from the side (south) elevation of Unit 3. Between the rear elevation and the unit, there will be significant areas of landscaping, including significant planting and a 1:3 gradient 'batter' (definition: a receding slope of a wall, structure or earthwork), with the wall adjacent to the internal access road within the site (for clarity,

currently, the existing relationship between the undeveloped land and application site is relatively sparser tree planting with little difference in land levels) Notwithstanding that the final siting and layout of dwellings has not yet been established, the significant landscaping and batter proposed would significantly reduce any visual impact from the rear elevation of boundaries to the south of the site, whilst acknowledging there would be some impact. The mitigation measures proposed, along with separation distance and design/appearance of the units would nonetheless be acceptable on balance.

38. Similarly, to the west of the application site, dwellings are proposed. However, the dwellings proposed have only been consented outline. As such, the final layout/siting of dwellings has not been formalised and the situation reflects the above. This somewhat reduces the weight afforded to this outline development. Nonetheless, the applicant has addressed, again, similarly to the above, these dwellings assuming they will have rear gardens of broadly 10 metres, with the rear boundaries of dwellings directly adjacent to the application site. The rear elevation of dwellings would be approximately 60 metres from the long west elevation of Unit 3. Between the dwellings and Unit would be an area of landscaping, a 5 metre high green screen acoustic barrier and HGV parking/loading area. Given the separation distance and, again, acknowledging some impact, it is considered that the separation distance combined with mitigation measures would result in an acceptable impact upon the occupiers of future dwellings in terms of visual impact, with no undue overbearing impact expected.
39. The east elevation of Unit 3 will run adjacent to the east boundary of the application site, which is shared with the rear boundary of dwellings on the west side of Oldbury Close, Bader Drive and White House Close. The rear elevation of the dwellings most proximate to the side (long) elevation of the Unit are those on the west side of Oldbury Close, at approximately 45 metres. At this distance, it is acknowledged that there will be impact upon the occupiers of these dwellings by way of visual impact and outlook. However, it is of note that these dwellings currently look out onto a 10m-high existing unit. Although the proposed unit's eaves height would be higher at approximately 16.4 metres, extensive additional landscaping, including tree planting and a wildflower meadow and emergency access road (not to be used aside from in the event of an emergency) will significantly obscure the proposed unit from view, suitably reducing the impacts with regards to visual impact and/or overbearing impact to an acceptable level, particularly when accounting for the existing relationship between dwellings and the existing unit. Again, whilst acknowledging some impact to the occupiers of dwellings to the west side of Oldbury Close, Bader Drive and White House Close, such impacts have been reasonably and suitably mitigated and are acceptable on balance.
40. The existing secondary school to the north of the site is in the process of being rebuilt, with the proposed school building(s) being approximately

100 metres from the side (north) short elevation of Unit 3. Given the function of the building (education), separation distance and proposed landscaping along the north boundary of the application site, it is not expected that the users of the educational facility would be unduly impacted by way of visual impact or overbearing impact.

41. In summary, it is acknowledged that the larger Storage and Distribution (B8) units proposed will result in somewhat greater impact than the existing, smaller units that exist on site and are to be demolished. To mitigate such impacts, the applicant proposed substantial landscaping, including tree planting along all boundaries, fencing on some boundaries, and hard engineering in the form of regrading of embankments and provision of batters. The proposed steps to mitigate the visual impact are considered to be acceptable on balance, contributing to appropriate mitigation to reduce the overall visual impact and reducing any overbearingness such development may have on the current and/or future occupiers of nearby dwellings and users of other buildings. On balance, the proposal is found to be consistent with adopted Rochdale Core Strategy policies DM1, P1 and P3, as well as the National Planning Policy Framework, with regards to visual impact.



Figure 7 – Extract from submitted TVIA, showing existing and proposed arrangement of Unit 3 compared to dwelling(s) as proposed to the south of the site, with proposed re-profiled embankments and landscaping. Note: The siting of dwelling(s) is indicative, dwelling(s) are approved in outline, with final layout TBC.



Figure 8 – Extract from submitted TVIA, showing existing and proposed arrangement of Unit 3 compared to dwelling(s) as proposed to the west of the site, with proposed landscaping/tree planting, 5m high acoustic barrier beyond landscaping. Note: The siting of dwelling(s) is indicative, dwelling(s) are approved in outline, with final layout TBC.

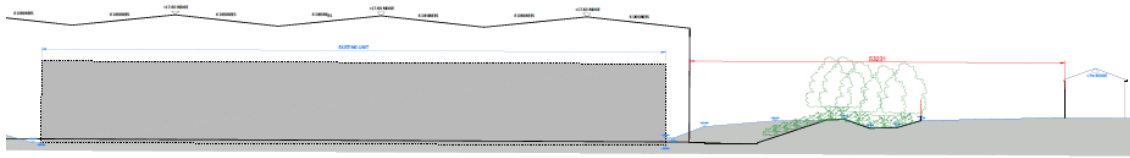


Figure 9 – Extract from submitted ‘Proposed Site Sections’, showing existing and proposed arrangement of Unit 3 compared dwelling(s) on the west side of Oldbury Close to the east of the site, with proposed landscaping/tree planting.

Residential Amenity

Noise Generation

42. The proposed application, by virtue of the scale of development and proposed use, is likely to be a generator of noise that has the potential to impact the amenity of occupiers of nearby dwellings and buildings.
43. Paragraph 185 of the National Planning Policy Framework sets out that impacts from new development should be mitigated against, including any impacts due to noise.
44. Policy G9 of the adopted Rochdale Core Strategy sets out that noise pollution, including transport noise, should be carefully considered, particularly to new developments. Measures to reduce noise from new development could include planting buffers, noise barriers, banking, placement of traffic calming measures and careful consideration of building materials and road surfaces. Policy DM1 goes on to say that potential negative amenity impacts to surrounding occupiers, including noise, should be mitigated against. Policy C6 additionally sets out that measures to reduce noise pollution should be identified and implemented.
45. In support of the proposals, the applicant has submitted a Noise Impact Assessment. The submitted Noise Impact Assessment concluded that the main source of noise for a development of this type would be noise generated by HGVs manoeuvring and loading/unloading, as well as associated plant equipment.
46. Noise emissions from HGV activity in particular has the potential for adverse impact when considering the nearest existing receptors, including when considering some adjacent land parcels which have outline approval for residential development. Upon carrying out noise assessments, it was concluded that there would be a requirement for acoustic barriers to ensure that noise emissions remain acceptable to nearby noise receptors. The acoustic barrier locations are demonstrated on the submitted ‘Proposed Site Plan’. Whilst the principle of the acoustic barriers is accepted, further information will be required as to their appearance and materiality. This can be achieved by way of imposing a materials condition to include the acoustic barriers.

Noise – Car Park

47. The proposal includes the creation of 2no car parking areas to serve the proposed units. Unit 1 & 2 will have a car park to the south of dwellings along the south side of Bader Drive and White House Close. The proposed car parking area will include 40no parking spaces. It is noteworthy that there is an existing car park in the same location serving existing units on the application site. However, it is reasonable to assume that there would be at least some intensity in the use of the proposed car parking area over and above the current situation.
48. To mitigate against potential noise generation from users of the car park and their vehicles, additional landscaping is proposed along the north boundary of the application site, between the car parking area and dwellings to the north of the site. In addition, a 1.8 metre high fence and additional regarding of the embankment along the boundary is proposed. The proposed mitigation measures are acceptable and would be expected to result in an acceptable level of ambient noise.
49. To further ensure that the users of the proposed car parking areas are sensitive to nearby residential dwellings, particularly during the night time, a condition will be added to any approval requiring a full travel plan, which will include information on the best practice use of the car parking facilities, with users/employees of the application site made aware of the sensitivity of nearby residential dwellings to noise, with a 'best practice' use of the car parking facilities set out. An additional section in the travel plan will be required specifically for HGV drivers that access/egress from the site and move around on the site's access roads, with due consideration to nearby residential dwellings. Information as to best practice behaviour will be expected, including but not limited to operation of the vehicles (no idling, use of horns/alarms, high beam etc.).

Noise – Service Yards & HGV (Heavy Goods Vehicle) Movements

50. The submitted Noise Impact Assessment sets out in Section 2.3 the methodology to be applied to assessing and rating noise associated with industrial and commercial sound. This assessment criteria includes assessing the sound from loading and unloading materials, as well as mobile vehicles that is intrinsic to the overall sound emanating from premises and/or processes involved in using such premises.
51. Due assessment using appropriate equipment has been undertaken at locations proximate to both existing residential dwellings to the north of the site, and the indicative outline location of future dwellings to the south and east of the site.
52. Part 4.12 of the submitted Noise Assessment Report concludes that the proposed development, with regards to HGV movements, would result in adverse impact to the occupiers of nearby dwellings for both daytime and

night-time periods. As such, there would be a requirement for additional mitigation to reduce such noise impact with regard to HGV movements, including loading/unloading, to a suitable level and to avoid undue amenity impacts.

53. Part 5 of the submitted Noise Assessment Report sets out the required mitigation measures in order to reduce such noise impact from HGV movements, loading and unloading. The recommendation within the report sets out the requirement for an extent of 3 metre high acoustic barriers to the far southeast of the application site, between the service yard to Unit 1 and dwellings to the north, to the south side of Bader Drive. In addition, 5m high acoustic fencing/walls is recommended along the south and west sides of the service yard serving Unit 3. With these mitigation measures implemented, predicted noise levels from HGV movements would achieve reduced noise levels that would be acceptable, resulting in no undue impact to the existing and/or future occupiers of surrounding residential dwellings. Plans have been submitted that demonstrate that such acoustic barriers shall be installed as recommended to appropriately mitigate against any undue noise impacts associated with HGV movements and/or loading/unloading. In the case of the south elevation of Unit 3, no barrier has been installed. However, the proposed wall and associated batter would be expected to achieve appropriate noise mitigation.

Table 5.1: Predicted Noise Levels from HGV movements with Mitigation

Assessment Location	Predicted Specific Noise Level (dB LAeq,T)	Predicted Rating Level (dB LAeq,T)	Background (day/night) (dB LA90,T)	Difference (day/night)
AL1	39	42	50 / 46	-8 / -4
AL2	39	42	42 / 40	0 / +2
AL3	31	34	42 / 40	-8 / -6
AL4	34	37	42 / 40	-5 / -3
AL5	43	47	50 / 46	-3 / +1

Figure 10 – Predicted noise levels from HGV movements with mitigation as recommended in the Noise Impact Assessment.



Figure 11 – Map showing position of ‘Assessment Locations’.

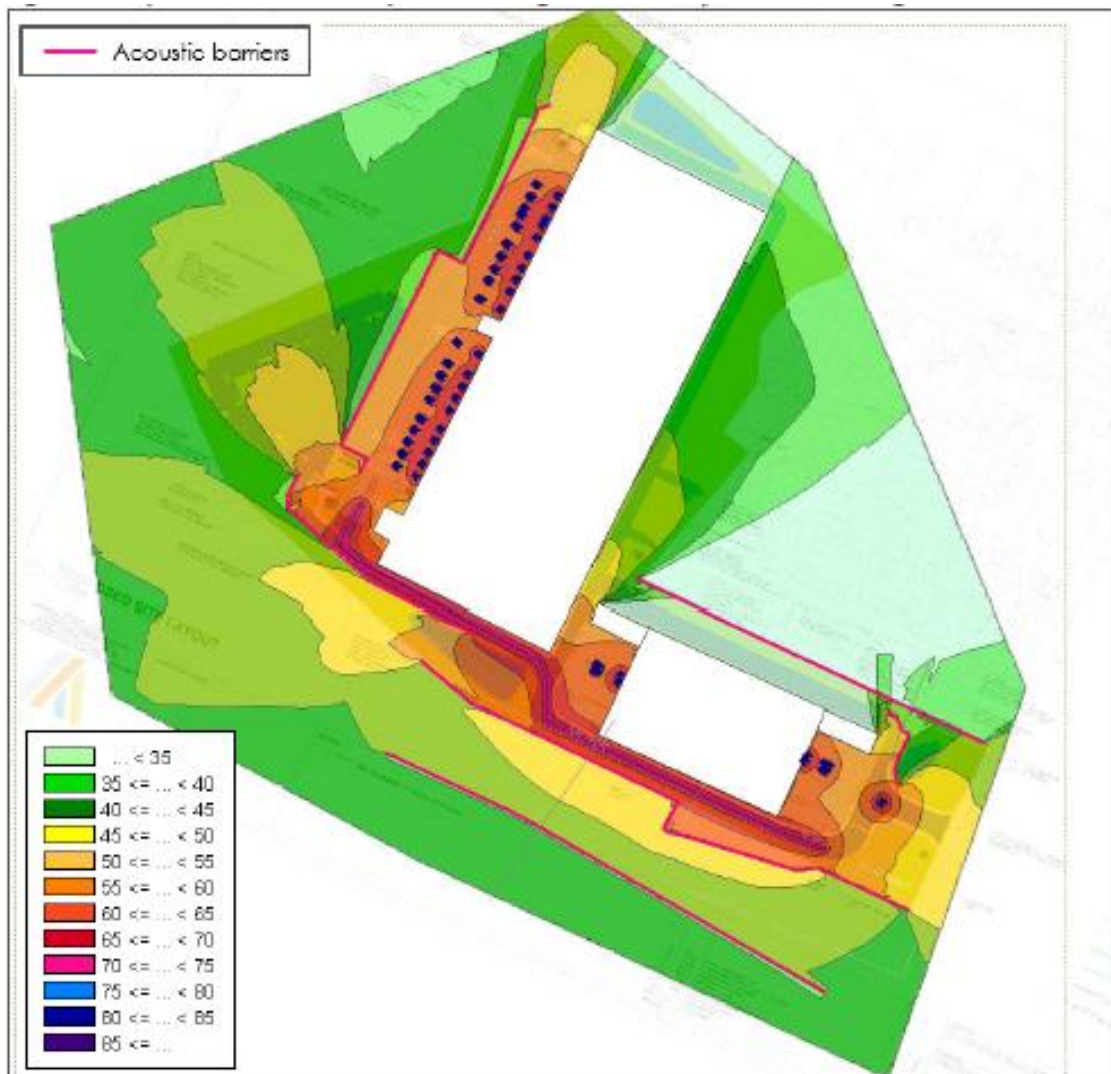


Figure 12 – Map showing expected noise impacts demonstrated by a thematic map. The map shows that, subject to appropriate acoustic barriers, no undue impact through noise would be expected upon the existing or future occupiers of surrounding dwellings.

Noise – External Plant

54. The final position of fixed plant has not been concluded at this stage of the application. As such, it is not possible to know exactly what plant equipment will be used and where it will be sited. In the absence of this detail, it is prudent that a condition be imposed that limits the noise of plant equipment as appropriate to ensure no undue impact upon existing/future occupiers of residential dwellings. This information is set out in Section 4.13 to 4.17 of the submitted Noise Assessment Report.

Light

55. Adopted Rochdale Core Strategy Policy DM1 requires that new development mitigates against any impacts due to light [pollution]. Policy G9 goes on to say that development should not result in an undue increase in impact due to unacceptable lighting. The provision of suitable lighting is required, as per Policy P3, to ensure safe use and access of

development. Paragraph 185 states that planning decisions should, amongst other things, limit the impact of light pollution from artificial light on local amenity.

56. The application has been submitted supported by an External Lighting Report prepared by Synergy Building Services. The report comprehensively details the proposed lighting across the application site. Section 3 of the report sets out the proposed lighting units/scheme, with Part 4 providing detailed lighting calculation results.
57. The LPA's street lighting consultant was duly consulted on the proposed lighting scheme. The lighting consultant confirmed no objection to the proposed scheme. However, requested the provision of additional information to ensure that light pollution and any potential impact upon the occupiers of nearby dwellings is acceptable. The required information can be secured by way of a pre-occupation condition.
58. The proposal is acceptable, subject to additional information by way of a suitable planning condition, in terms of proposed lighting and light pollution, in accordance with Policies DM1 and G9 of the adopted Rochdale Core Strategy and Paragraph 185 of the NPPF.

Odour

59. Adopted Core Strategy Policy DM1 requires that all development mitigates against the undue impact that may be caused by odours. Given the type of development and proposed end use (Storage and Distribution – B8), it is not expected that odours would be caused and the proposal is thus acceptable in this regard, in accordance with Core Strategy Policy DM1.

Air Quality

60. Core Strategy Policies DM1 and G9 states that all forms of pollution will be reduced by focusing on measures that reduce air pollution in Air Quality Management Areas, and other areas where pollution levels are unacceptable, particularly around motorways and main roads.
61. The site is not located within an Air Quality Management Area. However, section of the M62 and surrounding road network lie within the Greater Manchester Air Quality Management Area. The principle of industrial uses with respect to air quality impacts of transport associated with the use has previously been assessed as acceptable. Additional specialised plant which may be required for more specific uses and give rise to additional air quality impacts would require a separate planning consent. Matters relating to dust through the construction phase of development can be dealt with through a Construction Environmental Management Plan (CEMP).

62. Subject to a condition requiring that the development is carried out in accordance with the recommendations of the Air Quality Assessment and the submitted Construction Environmental Management Plan, the development will not result in an unacceptable impact on air quality and therefore complies with Core Strategy policies G9 and DM1, as well as the NPPF.

Summary

63. The proposed development, by virtue of its scale and proposed end use, is likely to result in impact to the amenity of existing and future occupiers. However, through due consultation with relevant consultees and through the provision of suitably scoped supporting reports and documents, it is considered that such potential amenity impacts have been robustly and appropriately mitigated against. As such, subject to a verification condition that confirms that noise in particular meets the predicted standards as set out in the submitted Noise Impact Assessment, the proposal is acceptable with regards to residential amenity. As such, the proposal accords with adopted Core Strategy Policies DM1 and G9, as well as the National Planning Policy Framework in this regard.

Highways

64. Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have a business in the area. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
65. The application is supported by a Transport Statement, which found that the development would generate 94 and 116 two-way vehicle trips during the weekday morning and evening peak hours respectively. Of these, 38 and 44 would be HGV trips respectively. It is of note that these figures are based on the redevelopment of the application site, and not simply residual increase over the existing use.
66. The Local Highway Authority were duly consulted on the proposals, with the basis of their analysis and consultation response based on the contents of the submitted Transport Statement (as revised March 2023), which was found to be acceptable in terms of its scope and findings.
67. The application site is an existing employment site in South Heywood. The site is considered to be in a highly accessible location in terms of

access to the local strategic road network, with benefits from the newly constructed link road (Queen Elizabeth II Way) and good access to the national motorway network, providing access to the Manchester City Region, Northern England conurbations and beyond.

68. It is noted that the entrance to the application site from Manchester Road is to be improved, so as to better accommodate two-way HGV access. The applicant is aware of the necessity to enter into a Section 278 Agreement with the Local Highway Authority for the implementation of such highway improvements. Notwithstanding the details demonstrated on submitted plans, it is deemed necessary both by the Local Highway Authority and the Local Planning Authority that the submission of a detailed junction arrangement plan is submitted for approval, prior to first occupation of the proposed development. The scope of the improvements that may be sought or required as part of the junction improvements will be clarified and implemented prior to first occupation of the application site.
69. In addition to the above, a Traffic Regulation Order (TRO) will be required, to ensure that parking restrictions are implemented along the west side of Manchester Road, between the intersections of Manchester Road/Queen Elizabeth II Way and Manchester Road/Bader Drive (along the east boundary of the application site). This is necessary to ensure that parking along this stretch of road is avoided to maintain a good standard of visibility and access to/from the application site.
70. More generally, measures are recommended including a condition limiting any gates within 16.5 metres of the access of the application site. However, the Local Planning Authority considers it prudent to restrict any gating or portioning of the approved internal highway layout to avoid any instances of HGVs backing up onto the highway outside of the site, particularly during busy periods.
71. The Local Planning Authority note that the proposed parking provision would fall below the maximum standard as set out in the Council Standards, set out within Appendix 5 of the Core Strategy. Whilst accepted, it is noted that the application site is not in a particularly accessible part of the borough. To mitigate against this and to encourage active travel, the application site will include cycle parking and onsite showers to encourage cycling. In addition, it will be a requirement by way of a planning condition to require a full travel plan is submitted within 6 months of occupation, with details on how users/employees of the site can access the site more sustainably.
72. No objection has been received from the Highways Authority subject to recommended conditions, which have been reviewed by the Local Planning Authority and the applicant and have been accepted. As such, in light of the above, the proposed development is considered to be acceptable in terms of highways, parking and access and compliant with

adopted Rochdale Core Strategy policies DM1 and T2 of the National Planning Policy Framework in this regard.

Ecology & Trees

73. Paragraph 131 of the NPPF states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Policy G6 of the adopted Core Strategy expects development proposals affecting green infrastructure to avoid the loss of existing features such as trees unless suitable alternative provision is made or they have limited value. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity interest in the borough and overall development in the borough should result in a net gain.
74. The NPPF requires that applications should conserve and enhance biodiversity, minimise impacts and recognise the benefits of ecosystems. The impacts on nature conservation interests are also protected by separate legislation including the Natural Environment and Rural Communities Act, which requires Local Authorities to have regard to nature conservation and article 10 of the Habitats Directive, which stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity.
75. The application has been submitted with the support of both an Arboricultural Impact Assessment (AIA), an Ecological Impact Assessment (EIA) and a Landscape Masterplan. These documents have been reviewed by the Local Planning Authority and Greater Manchester Ecology Unit (GMEU). GMEU offered no objection to the proposal with regards to the submitted plans and information. GMEU also confirmed that, based on the ecology surveys carried out, no further surveys would be required to be undertaken before deciding the application.
76. In terms of ecology and site habitats, the site largely consists of habitats of low or very low distinctiveness, including areas of built development and modified grassland. These two habitat types occupy the vast majority of the site and remain under intensive management, offering minimal ecological value. A single pocket of bramble bush has developed on the site and is a common local habitat type, not considered to be locally rare. Areas of woodland and urban trees are interspersed throughout the site, particularly along site boundaries. In addition, a single small pond has been identified.
77. It is determined that there would be a requirement to ensure that no loss of biodiversity results as part of the proposed development, in line with

relevant Core Strategy Policies and the NPPF. Part 7 of the submitted Ecological Impact Assessment have identified that the proposals would lead to an overall net gain of +21.74% in habitat provision.

78. It is acknowledged that there would be some shortfall identified in terms of specific habitat types, with a small amount of pond habitat lost. (SUDS basins would be created. However, as these systems would only be expected to be temporarily filled with water, they are not considered ponds). In addition, there would be some loss of tree cover within the site due to the removal of trees to make way for the larger proposed units. However, this would be effectively mitigated through the planting of a large number of trees, shrubs and wildflower meadows surrounding the site along boundaries.
79. Subject to conditions ensuring the proposed landscape planning is carried out in accordance with approved plans, suitably maintained over a defined period and ensuring appropriate steps are taken to avoid any disturbance of nesting birds, it is considered that the development is acceptable in respect to biodiversity and would therefore accord with Core Strategy policies G6 and G7 and the NPPF.

Drainage

80. Section 14 of the NPPF requires that due consideration is made to flood risk throughout the planning process. Policy SO4 of the adopted Rochdale Core Strategy, as a strategic objective, requires that the risk of flooding is reduced through appropriate flood risk management. Policy G6 goes on to state that opportunities must be made to promote appropriate flood risk management when deciding planning applications. Saved Unitary Development plan Policy EM/7 states that development will not be permitted where development could contribute to increased flood risk.
81. The site is within Flood Zone 1, having a less than 1 in 1,000 annual probability of flooding. A Flood Risk Assessment and a Sustainable Drainage Statement have been submitted. The submitted documentation has been reviewed by both United Utilities and the Lead Local Flood Authority (LLFA). The proposed drainage systems, including the provision of Sustainable Urban Drainage Systems (SUDS) to appropriately reduce water runoff, as proposed, have been accepted in principle.
82. United Utilities (UU) have requested and stated their preference that additional information be provided prior to determination with regards to the proximity of the development to UU's water assets. The primary reason for providing the information upfront is set out as to avoid costs or delays to the applicant and/or future developers. It is understood that the intended developer of the site is the applicant. As such, the Local Planning Authority has addressed United Utilities concerns with the applicant. The applicant understands that proceeding without providing this information is done so at the applicant's own risk. United Utilities,

whilst preferring the information to be provided prior to determination, do not object to the application progressing to determination stage subject to a pre-commencement condition. The Local Planning Authority is aware of extensive communication that the applicant has had with United Utilities.

83. The Lead Local Flood Authority (LLFA) have requested additional information is provided with regards to the proposed attenuation ponds and outflow pipes. Whilst accepted, the trigger for the information to be provided is to be amended to allow for demolition and associated site clearance.

84. Additional conditions are to be imposed with regards to completing the development in accordance with the approved 'Foul & Surface Water Drainage Design'. Additional information has been provided by United Utilities to be added in the form of an informative note.

85. Subject to additional information provided that can be secured by way of imposing suitable planning conditions, the proposal is acceptable with regards to drainage and flood risk, in accordance with Section 14 of the NPPF and Policies SO4 and G6 of the adopted Rochdale Core Strategy, as well as saved Unitary Development Plan policy EM/7.

Land Contamination

86. Paragraph 174 of the NPPF states that planning policies and decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Core Strategy Policy G9 states that the Council will ensure that any risks arising from contaminated land or land instability are identified, and that any appropriate actions to address these risks are taken, prior to development taking place.

87. A Geo-environmental Site Investigation document has been prepared and provided in support of the submitted planning application. The prepared report was duly shared with the Local Authority's Environmental Protection lead, with it confirmed that the report provided is acceptable. However, as set out in the submitted report, further work is recommended and a suitably scoped planning condition is required. The planning condition requested is a pre-commencement condition. However, the condition is to be re-worded to allow for demolition and associated site clearance work to take place.

CONCLUSION

88. The principle of the proposed development is considered appropriate on an existing employment site. The development will support employment opportunities through the delivery of three warehousing units across two buildings. The existence of a realistic and possible fallback position of a

B8 use is a matter which attracts significant weight in the overall planning balance, weighing heavily in favour of the proposal.

89. Moving on to more detailed matters, it is clear that there is some local concern about the scale of the facility and the impact it may have on existing and future living residential living conditions and the potential disruption of the highway network. However, officers are satisfied that the layout, design measures, acoustic and landscaping treatment and highway requirements are sufficient to weigh in favour of the proposal in the overall planning balance.

90. Overall the proposal delivers a B8 employment use on an existing established B8 employment site. A similar relationship as proposed between residents and the DWP's use has long existed. The applicant has had regard to the impact of the proposal on existing residents and the indicative position of future residents. A series of mitigation measures will minimise the impact of the proposal to such a level it is not considered it will unduly or adversely affect the reasonable enjoyment of the homes of residents. The proposal is therefore broadly compliant with the aims of the NPPF, the adopted Core Strategy and the emerging Place for Everyone.

ADDITIONAL COMMENTARY

91. In this section, committee members will be provided with commentary on objections received, responses from the applicant and commentary on how the LPA considered each point. Members will also be directed to the main body of the report, where each point of objection had been considered. Members are reassured that each point of objection was considered. However, to increase clarity in the decision-making processes and provide context given the previous deferral, the LPA considers it reasonable and necessary to add this section to the Committee Report.

Objection Received from Avison Young (on behalf of objector) – Dated 30 November 2022

92. This letter sets out a preliminary objection to the application, with the letter confirming that a comprehensive objection is being prepared. The letter sets out that the objector has interest in land to the south and west of the application site. The objector raises concern that the development as proposed would have adverse impacts on neighbouring land. The letter summarises the points of objection that will be covered in a subsequent comprehensive objection that the LPA should expect in the near future. The letter sets out the following (non-exhaustive) list that the LPA should expect the comprehensive objection to cover, as below:

- Flawed Fallback Position
- Inaccurate Information
- Impact on Highways

- Scale, Massing and Height
- Noise Impacts
- Trees
- Sunlight Assessment
- Rochdale Council's Duty of Care

93. As the objector confirms that the points of objection are to be set out in more comprehensive detail in subsequent correspondence, no further review of this correspondence will be set out here.

Legal Opinion Received from Applicant – Dated 19 December 2022

94. A legal opinion regarding the objection received dated 30 November 2022 was submitted by the applicant. Legal opinions submitted by the applicant provide commentary and justification for the approach the applicant has taken. However, the LPA have determined the scheme on the basis of its own review of the submitted application documents.

Objection Received from Avison Young (on behalf of objector) – Received 13 January 2023

95. A substantial letter of objection was received, dated 13 January 2023, which sets out a number of points of objection. This letter forms the comprehensive objection as referred to in the letter received from Avison Young dated 30 November 2022.

96. 'Fall Back Position': The objector confirms that they dispute the 'fall back position'. The existence, or lack thereof, of a fall back position relating to B8 (Storage and Distribution) Use on the application site, has been given due consideration in the 'Fall Back Position' of this Report.

97. 'Highways': The objection received includes a Highways Technical Note (HTN) prepared by Focus Transport Planning. The HTN raised concerns with the applicant's Transport Assessment prepared by BWB. This correspondence was duly shared with the Council's Highways & Engineering department and with TfGM. Highways issues are addressed in this Report in the 'Highways' Section.

98. 'Design Matters and Inaccuracies with Information': The objector has indicated that the indicative layout of the housing development proposals (as approved in outline) to the south and west of the application site is not accurately demonstrated. As such, the objector states that impacts upon future residents of these houses (namely, visual impact and occupier amenity) cannot be appropriately assessed. Further to the assessment set out in Section 'Impact on Future Development' in this Report, it is reiterated that it is not considered reasonable to add more than limited weight to an application that is currently approved in outline. The layout of housing to development as approved in outline to the south and west of the site has been considered and referred throughout the report, with

regards to neighbour amenity to future residents. As surrounding proposed development is approved in outline, it is not considered that the applicant has misrepresented future development to such a degree that it is not possible to duly assess the submitted application effectively and reach a robust planning decision based on relevant material planning considerations.

99. 'Privacy and Overlooking of Neighbouring Properties': The objector raises concerns that the proposed link bridge between proposed parking areas and Unit 3, towards the southwest corner of the application site, would result in unacceptable overlooking towards the siting of proposed future residential dwellings. The position of the link bridge is not expressly mentioned in the committee report. However, the link bridge as proposed would be approximately 50 metres from the south boundary of the application site. As such, as already set out in the 'Noise and Visual Impact' Section of this report, no undue impact by way of overlooking is expected, including upon residents of future development.
100. 'Visual Impact': The objector raises concerns that the proposal would result in significant visual impact upon the surrounding area, without suitable mitigation to reduce any potential impacts. This concern has been addressed in Section 'Design and Visual Impact'.
101. 'Noise': Concerns have been raised by the objector that the proposed development would result in unacceptable noise impacts upon the occupiers of nearby sensitive receptors, including occupiers of existing residential dwellings and the occupiers of future dwellings. The objector also sets out that the Noise Impact Assessment submitted by the applicant in support of the application does not adequately address noise issues, through omissions or errors. The applicant provided a Technical Review of Noise Assessment prepared by E3P. The document was duly shared with the LPA's Environmental Health Officer, with their response set out in the Report. Concerns relating to noise generation are set out in this Report under 'Neighbour Amenity', with sub-sections covering noise generated by noise generation, noise generation from car parking areas, noise from service yards/HGVs and noise from external plant.
102. 'Trees': The objector raises concerns that there are a number of trees proposed to be removed to enable the proposed development. Impact upon trees is considered in Section 'Ecology & Trees' in this Report. In addition, Greater Manchester Ecology Unit (GMEU) were consulted on the proposals, with no objection received, as set out in the Report. Proposed condition 25 to be imposed in the event the application is approved as recommended includes provision that proposed landscaping will be implemented as approved, with any landscaping that dies within a five year period etc. being replaced.
103. 'Sunlight Assessment': The object has raised concerns with regards to potential impact on future occupiers through loss of daylight/sunlight. It is of note that this concern was not expressly addressed in the original

committee report. However, the planning officer has carefully reviewed this objection and the plans and documents provided. It is noteworthy that additional objection(s) to be addressed subsequently and additional plans and documents will be relevant. As such, further commentary on this point will be covered. The LPA wishes to reiterate that, despite the fact that this point of objection was not expressly covered in September's committee report, the LPA is confident that this point alone would not have jeopardised the planning balance and ultimate recommendation.

104. 'Topographical Survey': The objector raises that a document appears to be unavailable (Sheet 4 of 5 of the submitted Topographical Survey). This point is not referenced further in subsequent objections and it is understood that this administration error was rectified, with no impact on the planning balance or due consideration of the planning application caused.
105. 'South Heywood Masterplan': The objection makes reference to the South Heywood Masterplan, in the capacity that the South Heywood Masterplan is subject to an approved Design Code. The objection states that the South Heywood development should be protected from insensitive design. Whilst included in the objection, it is not considered that any specific point of objection is included within the commentary.
106. 'Northern Gateway': The Northern Gateway, a proposed strategic allocation within Places for Everyone, was referenced in the submitted objection in the capacity that the proposed development could result in highways impacts that would jeopardise delivery of this proposed strategic allocation. As 'Places for Everyone' has not yet been fully adopted and no planning permission has been submitted in relation to the strategic allocation, it was not considered appropriate to give any weight to this emerging allocation.

Correspondence Received from Applicant – Rebuttal Note to Noise Objection Dated 10 February 2023

107. The comprehensive objection received from the objector was shared with the applicant. Initial correspondence was received by way of a Rebuttal Note dated 10 February 2023, which was prepared by BWB, the applicant's noise consultants. The rebuttal note was shared with the LPA's Environmental Health Officer. Impacts by way of noise are addressed in the Report, under the 'Neighbour Amenity' Section and related subsections therein.

Amended Plans and Documents Received from Applicant – Dated 14 March 2023

108. The applicant is understood to have completed a comprehensive review of the objection received, as well as considered concerns raised or issues that had been identified by the appointed planning officer. The applicant subsequently submitted a suite of amended plans and documents, or

provide additional information, in an effort to address the issues and concerns raised, requiring further review by the LPA. The amended and/or new documents and plans included:

- Amendments to proposed 'Unit 3', reducing the length by 13.05m to the south, resulting in Unit 3 being set back from existing units and achieving a separation distance of approximately 47 metres from the closest future residential property.
- Amendments to proposed Unit 3 to increase the width by 2 metres to the west to compensate for loss of floorspace to the south.
- Increase to the width and height of the proposed landscaped bund to the south, increasing the scale and amount of landscaping to be applied.

109. Alteration to the orientation of Unit 3, so as to increase separation distances between Unit 3 and the 'pinch point' along the western boundary.

110. In addition to the submitted plans having been altered to address concerns raised both through objection and by the appointed planning officer, a suite of revised or additional documents were submitted in support of the application, these include:

- Amended proposed Landscape Masterplan including Planting Plan
- Proposed Levels
- Proposed Earthworks Volumes
- Air Quality Assessment
- Arboricultural Implications Assessment (including Tree Survey)
- Daylight and Sunlight Statement
- Design and Access Statement
- Ecological Statement (including Protected Species Surveys)
- Energy and Climate Change Adaptation Statement
- Flood Risk Assessment and Drainage Strategy
- Lighting Assessment
- Landscape Visual Assessment
- Noise Impact Assessment
- Socio-Economic Assessment
- Transport Statement
- Framework Travel Plan

Legal Opinion Received from Applicant – Dated 19 March 2023

111. An additional legal opinion regarding objections was received from the applicant on 19 March 2023. As previously mentioned, whilst the submission of legal opinions provides additional commentary and

justification as to the approach the applicant has taken, the LPA have determined the scheme on the basis of its own review of the submitted application documents.

Objection Received from Avison Young (on behalf of objector) – Received 26 April 2023

112. Further to previous objections received and in response to amended plans, as well as additional documents provided by the applicant to address concerns raised by the LPA and the objectors, a subsequent substantial objection was received on 26 April 2023. The objection includes concerns raised as below
113. 'Design Matters and Inaccuracies in Information': Concerns have been raised that the indicative locations of proposed residential development, as approved in outline adjacent to the application site, are not accurately sited on the plans and documents submitted by the applicant. As previously addressed, as the proposed housing development has been approved in outline, with only indicative plans indicated, the final layout of housing has not yet been established and thus cannot be truly demonstrated on submitted plans. Nonetheless, the objector states that proposed dwellings to the south and west of the application site, with gardens that have a shared common boundary, may be closer to Unit 3 in particular than shown by the applicant. As such, information and documents prepared by the applicant, including the Landscape and Visual Impact Assessment, Lighting Plans, Air Quality Report and Noise Report may be inaccurate.
114. It is noteworthy that the applicant has indicated in their submitted supporting documents and letters that there would be approximately 47 metres between the rear elevations of dwellings as proposed to the south of the application site, whereas the submitted drawings as contained within the objection to the proposal shows a separation distance of 57 metres, assuming a back garden length of 15.9 metres. There is therefore some discrepancy between the measurements of the applicant's submitted drawings and what was written in submitted letters. The objector has then submitted an additional annotation 'Figure 4' in the objection, that shows a distance of 47 metres between the rear elevation of a dwelling as approved in outline and the south elevation of the proposed warehouse, which also shows the proposed bund and landscaping. There is evidently difficulty in assessing the exact distance between the proposed Unit 3 and dwellings, as the dwellings are approved in outline with no final point. It is also noteworthy that a 10 metre garden to a new build dwelling would be substandard when considering the minimum distance standard of 10.5 metres between upper floor window and directly facing boundary of the curtilage as set out in Rochdale's adopted Residential Design SPD. However, as dwellings are approved in outline with no reserved matters confirming siting of dwellings, it is not possible to reach an exact figure as to the separation distance. However, again, as already stated, assuming a

minimum separation distance of 47 metres with a 10 metre garden, the distance is considered acceptable with no significant impact upon the amenity of future occupiers of nearby residential development as a result of the siting and scale of the proposed development, further reduced through extensive mitigation by way of a bund and landscaping.

115. 'Scale, Massing and Height': The objector sets out that the proposed massing, height and scale of the proposed units are excessive when considering future occupiers of residential dwellings proximate to the site, as approved in outline. The appointed planning officer is confident that such concerns have been adequately addressed in Section 'Neighbour Amenity' and 'Design and Visual Impact' of this report. Furthermore, analysis in this additional commentary section of the report has addressed these concerns.
116. 'Building Height Comparison': The objector draws comparisons to nearby Storage and Distribution Units that have been recently constructed or approved elsewhere in Rochdale. W The application must be decided on its own planning merits. As such, further consideration to other units elsewhere in the Borough have no weight to the decision making process and analysis of impacts to this planning application.
117. 'Landscaping and Visual Impact': The objector states that it is necessary for the Landscape and Visual Impact Assessment to be redone, due to discrepancies and/or disagreement between parties as to the exact position of residential dwellings as approved in outline. However, as addressed, the final siting and thus separation distance between dwellings approved in outline and the proposed development is not quantifiable. However, a minimum distance of 47 metres accompanied by the proposed mitigation, would not be expected to result in undue impact upon the living conditions of future occupiers of nearby dwellings, as further assessed in the 'Neighbour Amenity' and 'Design and Visual Impact' Sections of this Report.
118. The objector comments on the proposed landscaping and planting plans and refers to the fact that some existing landscaping will be removed during construction of the proposed development. The LPA has assessed proposed landscaping proposals and finds these to be acceptable. Further assessment on landscaping is set out in the 'Ecology and Trees' Section of this report. Landscaping and the relevance this has to future development is also referenced in the 'Impact on Future Development' Section of this Report, as well as the 'Design and Visual Impact' Section of this Report.
119. 'Privacy and Overlooking of Neighbouring Properties': The objector has commented on potential overlooking from the proposed link bridge connecting Unit 3 and its associated car parking area. This point has previously been addressed in this 'Additional Commentary' Section of this Report.

120. 'Noise': The objector raises further objections to noise, accompanied by a Noise Technical Review prepared by E3P. This document and objection were duly shared with the LPA's Environmental Health team. Concerns relating to noise are addressed in Section 'Neighbour Amenity' of this Report.
121. 'Trees': The objector has commented on impacts to existing trees and the number of trees that require removal as part of the application. This concern has been addressed in the 'Trees' Section of this Report and previously in this 'Additional Commentary' Section of this Report.
122. 'Daylight and Sunlight Assessment': The objector has raised points of concern with the submitted Daylight & Sunlight Assessment. Upon review by the LPA, the findings of the Daylight & Sunlight Assessment are found to be acceptable. No significant impact by way of loss of daylight and/or sunlight are expected as a result of the proposed development. The applicant references the fact that proposed landscaping may result in shadowing. However, it is of note that the closest dwellings (a minimum of 47 metres to the south of the proposed building) would be north facing. As such, when considering the path of the sun, landscaping would not cast shadows over the dwelling. Whilst the Daylight & Sunlight Assessment is a supporting document with due consideration made to the document, the LPA nonetheless reaches the conclusion that the proposed development would not result in unacceptable overshadowing or loss of light to the future occupiers of future indicative residential development to the south of the application site. Furthermore, any low or moderate impact can be addressed in a reserved matters application when the final layout of dwellings is agreed.
123. 'External Lighting Assessment': The External Lighting Assessment was duly shared with the LPA's Lighting Consultant. The Lighting Consultant confirmed no objection to the proposals. This concern is also addressed in Section 'Neighbour Amenity' Section of this Report, under the subheading 'Light'.
124. 'South Heywood Masterplan': The objector again refers to the South Heywood Masterplan, referring to the approved Design Code and the need to protect the Masterplan from insensitive design/uses. Points of concern raised regarding design are addressed in the 'Design and Visual Impact' Section of this Report. With regard to the reference to 'insensitive use', the South Heywood Masterplan itself proposes extensive B8 (Storage and Industrial) Use within the Masterplan. It is also addressed in Section 'Fall Back Position' that the existing B8 use on the application site is already implemented

Objection Received from Avison Young (on behalf of objector) – Dated 04 May 2023

125. A further objection was received from the objector dated 04 May 2023. This objection raises a new point of objection as below:

126. '24 Hour Operation': Concerns relating to operational noise generation, including HGV movements, is addressed in this Report within the Section titled 'Residential Amenity'. In addition, the LPA's Environmental Health Officer was consulted on the proposals with no objection to the proposed scheme raised, subject to condition.

Amended Plans and Documents Received from Applicant – Dated 06 June 2023

127. Amended plans and updated technical documents were received due to minor amendments proposed to the site layout, consisting of:

- Addition of 2 metre high retaining wall to the south of Unit 3 and associated amendments to the bund
- Tweaks to the design of attenuation ponds to the north and south of the site, resulting in an increase in the total area of attenuation ponds.

128. In order to ensure that all submitted reports and documents that support the application address these amendments, the following documents were updated. However, conclusions contained therein remain unchanged:

- Landscape Masterplan
- Planting Plans
- Finished Floor Levels/Site Levels
- Earthworks
- Arboricultural Impact Assessment
- Design & Access Statement
- Ecology including Biodiversity Net Gain (BNG)
- Drainage
- Landscape Visual Impact Assessment
- Noise Impact Assessment

129. In addition, a Lighting Assessment was prepared to demonstrate updated lighting information and to ensure no unacceptable impact to surrounding occupiers (including future occupiers of dwellings approved in outline proximate to the application site) would result.

130. The submitted updated plans and documents were accepted, with re-consultations completed where necessary.

Objection Received from Avison Young (on behalf of objector) – Received 07 June 2023

131. A further objection was received from the objector dated 07 June 2023. This objection raised points of objection as below:

132. 'Selection of Verified Viewpoints/Methodology/Accuracy: The objector highlighted that the Landscape and Visual Impact Assessment (LVIA) does not include viewpoints from certain locations that the objector. The objector has provided additional viewpoints and information in support of their objection. The LPA has accepted the LVIA provided by the applicant, with impact relating to visual impact addressed in Section 'Design and Visual Impact' of this Report. It is also acknowledged that the proposal would have some impact on the visual/townscape of the surrounding area. However, such impacts are not considered or expected to be so significant to warrant refusal of the application.

Transport Technical Note prepared by BWB – Received from Applicant dated 14 June 2023

133. The applicant has provided a Transport Technical Note, produced in response to concerns raised by the objector and with regards to the objector's submitted supporting information, including transport modelling and simulations. The Transport Technical Note refutes issues raised by the objector's modelling etc. The information was duly shared with the LPA's Highways & Engineering Officers. No objection was raised and highways issues are addressed in this Report in the Section titled 'Highways'.

Objection Received from Avison Young (on behalf of objector) – Dated 29 June 2023

134. A further objection was received from the objector dated 29 June 2023, in response to amended plans and updated documents having been issued by the applicant on 06 June 2023. The objector raised the following comments:
135. 'Review of Amendments to the Scheme': The objector lists what they note are the amendments to the proposed scheme, including the formation of the 2 metre reinforced retaining wall to the base of the bund, associated alterations to the bund (including 0.2 metre increase in height), increase in capacity of attenuation basins of 11.4% and associated reshaping of attenuation basin banking, inclusion of a retaining wall to base of acoustic mitigation walls and amended reports.
136. The objections go on to provide some commentary on potential impact to future occupiers of residential dwellings to the south of the application site, as approved in outline. In addition, the objection states that the 11.4% increase in capacity of attenuation basins may result in there being less space for planting across the development site. Concerns relating to impact on residential amenity, including future occupiers of dwellings approved in outline, are addressed in this report under Section 'Design & Visual Impact' and 'Residential Amenity'. The proposals would have no notable impact on the landscaping scheme as proposed. However, concerns relating to landscaping are addressed in this Report under Sections 'Ecology and Trees' and 'Design & Visual Impact'. No

objections were received from Greater Manchester Ecology Unit (GMEU) or the LPA's Environmental Health Officer as a result of proposed alterations.

Objection Received from Avison Young (on behalf of objector) – Received 21 July 2023

137. An additional objection was received via email on 21 July 2023, relating to concerns regarding noise generation and impacts. The objection was supported by a Noise Impact Assessment prepared by E3P. The noise comments were duly reviewed and shared with the LPA's Environmental Health Officer and the applicant. Impacts relating to noise generation are duly addressed in this Report under Section 'Residential Amenity'.

Ryder Landscape Report – Commissioned by LPA – Received August 2023

138. Concerns had been raised that the submitted LVIA and thus assessment of potential landscape and visual impact issues had not been adequately assessed, due to shortcomings or omissions in the LVIA. As a result, the LPA appointed Ryder Landscape, an independent qualified landscape architecture firm, to consider the suitability of the submitted LVIA and the conclusions reached. Some concerns were raised which were addressed and rectified in the submitted LVIA. Following amendments to the LVIA, Ryder Landscape concluded that the LVIA was sufficiently robust for the LPA to rely upon to reach a conclusion and determine the planning application with regards to landscape and visual impact. However, did comment that there may be amenity issues that would require further consideration but clearly acknowledged these sort of amenity issues, lay outside the matters of which a landscape assessment could have regard.

Legal Opinion Received from Applicant – Dated 04 August 2023

139. A further legal opinion regarding objections was received from the applicant on 04 August 2023. As mentioned previously in this Report, whilst submitted legal opinions provide commentary and justification for the approach taken by the applicant, the LPA has determined the scheme on the basis of its own review of the submitted application documents.

Objection received directly from objector – Dated 21 September 2023

140. Soon after the publication of the Committee Report, recommending that Members approve the proposed development subject to conditions, the objector sent a letter in objection to the Officer's recommendation. The objection did not raise any new points of objection to the scheme itself. However, raised a number of points as set out below:
141. 'Misrepresentation of Formal Objections Regarding Technical Matters': The objector questioned whether the numerous objections provided both by the objector and through Avison Young, as well as supporting documents, had been fully taken into consideration. The LPA duly

considered the proposed development and took into account objections received, as well as considering supporting information and sharing objections with the applicant where required. The LPA is confident that the appropriate amount of consideration has been given to all objections, with material planning considerations raised appropriately addressed within the committee report as published in September 2023. Where any shortcomings have been identified in the published committee report, this additional Section 'Additional Commentary' has been provided to detail how and where objections were considered, with additional commentary provided for the clarity of committee Members.

142. 'Withholding Information': The objector highlights that they disagree with the weight afford to development approved in outline, which forms part of the South Heywood Masterplan. The objector states that the developer of parts of the South Heywood Masterplan have previously written to the Council with regards to the deliverability of the South Heywood Masterplan. However, this review of previously submitted objections does not identify a planning objection submitted to the LPA where this point was raised. The South Heywood Masterplan has been mentioned in passing in submitted letters only in relation to the South Heywood Masterplan Design Code and the impact the proposed development may have on the Masterplan area by virtue of its design and relationship. The objector highlights that impact on the South Heywood Masterplan should have been considered in more detail. Please see Section 'South Heywood Masterplan'.
143. 'Misleading and Inaccurate Information': The objector references their previous objections and supporting information that has been provided with regards to design. The LPA is confident that they duly considered objections raised by all objectors, with amended plans and documents or clarification provided by the applicant as and where appropriate. The objection suggests that there are significant misleading, inaccurate and illegible information within the Committee Report. However, no examples have been provided.
144. 'Summary of Next Steps': The objector shares their opinion that the application should be deferred to a later planning committee, as the objector does not believe their objections have been given due weight in the decision making process. The LPA, in the abundance of caution, took the view that if the objector has asserted that serious issues and errors have been made, the LPA should defer Members from making a decision until any issues as raised by the objector have been considered.

Objection received from Jones Lang LaSalle (JLL) (On behalf of objector) – Dated 26 September 2023

145. JLL provided a written objection with supporting information relating to visual impact the proposed development would have on the surrounding area and/or townscape. This concern has been duly assessed in this Report in Section 'Design & Visual Impact'

146. JLL have provided commentary on marketing of future dwellings that form part of the South Heywood Masterplan, that have been approved in outline, should the development as proposed be approved. This concern has not been considered in more detail, as the marketing of unbuilt houses proximate to the proposed development does not form a material planning consideration. Potential impacts on the amenity of future occupiers of future dwellings as approved in outline proximate to the site have been duly considered, with due weight afforded to such impacts, in Sections 'Design and Visual Impact' and 'Residential Amenity' of this Report.

Objection Received from Objector (directly) – Dated 27 September 2023

147. An additional objection was received directly from the objector, dated 27 September 2023. This objection raised new points of objection that had not previously been raised during the course of assessing the application, having come to light post publication of the Committee Report as published (and as remains unchanged). The objection raises the concern that the LPA's decision to afford 'some weight' to future development surrounding the application site is set out within Section 'Impact on Future Development' of this Report. However, for the clarity of Members and transparency, the additional objection raises the following comments:
148. 'Impact on the Delivery of Phase 4 of South Heywood Masterplan (330 Homes)': The objector sets out that Phase 4 of the South Heywood Masterplan, which includes land adjacent to the application site to the south and east, there will be impact on the future homes that are proposed to be developed on this land. The applicant comments that the development may affect future house prices of proposed future 'Higher Value Housing' in this part of the South Heywood Masterplan. However, it is the opinion of the LPA that very little weight can be given to house prices during the assessment of a planning application, even less so when the house prices that may be affected form part of a future development that has not yet been subject to a reserved matters application. Nonetheless, despite the degree of weight afforded to this specific point of objection, concerns regarding design and development have been addressed in relevant sections of this Report. As such, it is not considered that this point of objection change the weight that the LPA has afforded to future development over and above that already addressed in Section 'Impact on Future Development' within this Report. The objection does raise concerns regarding amenity of future occupiers of the future dwellings as referred to. However, the LPA is satisfied that suitable weight has been given to these concerns, as addressed in Sections 'Design and Visual Impact' and 'Residential Amenity' Sections of this Report.
149. 'Impact on Viability of South Heywood Masterplan': Further to the objector setting out potential impacts to marketability or house prices of future development proposals, as above, the objector goes on to set out

the benefits the South Heywood Masterplan will have with regards to providing housing, employment and associated infrastructure. The LPA does not dispute these benefits. The objector sets out that the South Heywood Masterplan would require 1000 homes to be built to reach the status of a 'balanced position' in terms of viability. Although the objector has not raised this concern as part of their suite of planning objections to date, the LPA has considered their comments.

150. The LPA have carefully considered and reviewed submitted plans and supporting information provided by the applicant, duly consulting with internal and external (including statutory consultees). No objections have been received from consultees, although consultees have recommended conditions be imposed in the event the application has proposed as reasonable and necessary. In addition, objections received, including a large suite of objections from one objector supported with supporting documents, have also been reviewed and shared with the applicant where necessary. Throughout the assessment of this application, potential impact upon the occupiers of existing residential development to the north/east of the application site, as well as the future occupiers of dwellings approved in outline to the south and west of the site, have been considered. The LPA finds that there would be some amenity impact upon the occupiers of existing and future residential development that would need to be mitigated against. The applicant and LPA have worked together extensively, with significant mitigation proposed as part of the proposed development including extensive landscaping, bunding, physical noise mitigation measures and conditions proposed that would result in a development that would not have undue impact upon the residential amenity of existing or future occupiers.

151. The LPA has considered the impact the proposed development would have on future occupiers of development approved in outline. The LPA is not able to consider whether the preference of future homebuyers or occupiers of nearby future development may be swayed or impacted (and to what degree it would be impossible to quantify) as a direct result of the proposed development. The LPA have reached a finely balanced conclusion, taking into account the existing use of the site, potential for the existing buildings to be occupied by B8 uses without any new mitigation, which could have a harmful affect upon residential amenity beyond which the LPA or other regulatory services could control and the fact that the proposed residential development has not been subject to a reserved matters application so the layout of housing proposed has not been agreed with the LPA. The objector has suggested that approving the application may result in impact on the marketability of future housing, then suggests that the housing could not be delivered on Phase 4 which would render the entirety of the South Heywood Masterplan undeliverable. The LPA cannot speculate on a chain of events such as the one suggested by the objector taking place. However, the LPA can consider material planning considerations, such as amenity of existing and future occupiers. The LPA is confident that the appropriate amount of weight has been given and impacts have been addressed and mitigated

against responsibility and reasonably. The assessment of such impacts has been addressed in this Report.

152. 'Impact on Section 106 Contributions': Legal agreements relating to previously approved development, such as South Heywood Masterplan, do not form a material planning consideration to the assessment of the application as proposed, which must be decided on its own merits and with due consideration to material planning considerations that arise from the assessment of the planning application to hand. The objector's statements on S106 contributions are tied directly to the chain of events speculated on in previous parts of the objection letter. Impacts on the residential amenity of future occupiers, a material planning consideration, has been addressed in Sections 'Design and Visual Impact' and 'Residential Amenity' of this Report. The marketability of house prices/levels of profit achievable for a developer of land, whilst relevant to the objector, involve a level of speculation upon which the Local Planning Authority cannot place significant weight as a material planning consideration, as the claim is not sufficiently evidenced. Impact on future development has been addressed in Section 'Impact on Future Development' of this Report.
153. 'Affordable Housing': The objector makes reference to reserved matters applications on previous phases of land, which are not directly adjacent to the application and have not been considered as part of this planning application. The objector states that there has been difficulty providing affordable housing on previous phases and, as such, no affordable housing has been delivered. The objector refers briefly to 'conversations' they have been having with third parties about delivering affordable housing on 'future phases'. The objector then speculates that the approval of this planning application would result in the loss of 330 homes and puts at risk affordable housing. The LPA has carefully considered these comments and do not consider that the comments represent a material planning consideration to which any significant weight can be applied in the overall planning balance to the assessment of the planning application as submitted. The comments are speculation and reference informal conversations and regarding points not directly related to this planning application.
154. 'Summary': The objector sets out that they believe applying no more than some weight to the future development is not appropriate. However, the LPA has, following due assessment of the application, remains confident that the amount of weight afforded to impacts on future development, as set out in Section 'Impact on Future Development' of this Report, is appropriate. The LPA is sympathetic to the objector and the perceived or actual impacts the approval of this application may have on profit levels or marketing techniques of future development. However, such concerns are speculation and opinions and cannot result in the LPA given material weight to factors and variables that are not fundamentally material planning considerations upon which significant weight can be attached in the planning balance. The LPA does find that impact on existing and

future occupiers of residential development is a material planning consideration that significant weight should be given, with this view taken even though surrounding future development has been approved only in outline at this stage. However, these considerations have been carefully assessed in Sections 'Design and Visual Impact' and 'Residential Amenity', with no significant impact identified and appropriate mitigation provided where some impact has been identified. As such, impact on future development (including South Heywood Masterplan), remains as set out in Section 'Impact on Future Development' of this Report, with the LPA satisfied with its approach and the material weight given as been justified and appropriate.

Objection Received from Avison Young (on behalf of objector) – Dated 11 October 2023.

155. An additional objection was received. This objection sets out previous objections that have been received and summarises the main points of objection, which highlight concerns relating to:

- Landscape and Visual Impact
- Highways
- Noise
- Approach/Weight given to South Heywood Masterplan

156. The LPA considers this objection a summary of previous objections, with no new or additional information raised.

Noise Impact Assessment Prepared by E3P on Behalf of Objector – Dated 12 October 2023

157. An additional Noise Impact Assessment prepared on behalf of the objector was provided to the LPA. This Assessment was shared with the Council's Environmental Health Officer for review and comment. Additional consultation responses are set out below in section 'Additional Consultee Responses Received'.

Letter Received from Planning Agent on Behalf of Applicant – Dated 20 October 2023

158. A letter was received from the planning agent (Gerald Eve) on behalf of the applicant. The letter briefly sets out the main points of objection that the objector raised in their letter dated 11 October 2023, as below:

- Design and Visual Impact – Assessed and comprehensively considered in Paragraphs 27 – 41 of the Planning Committee Report.
- Highways – Assessed and comprehensively considered in the 'Highways' Section of the Planning Committee Report. No objection from Highways received.

- Noise – Assessed and comprehensively considered in the ‘Noise’ Sections of this Planning Committee Report. No objection from Environmental Health received.

Additional Consultation Responses Received.

159. For the avoidance of doubt and due to the objections received, it was considered necessary for the LPA to re-consult with Highways and Environmental Health. The following final consultation responses were received, copied as received for full clarity for Members.

Highways Consultation Response – October 2023

160. The Highways & Engineering team forwarded their previous ‘final comments’ as prepared and sent on 11 September 2023, as below:

“We have now completed our final comments on this application.

Having now reviewed the latest submissions and comments on the above application we can now summarise our comments on this application.

When considering the overall traffic impact of the development the access onto Manchester Road from this site is long established and the site itself has an existing Lawful Development Certificate for industrial use. Our assessment was made on the additional traffic impact that the development would have over and above what currently exists. At this stage we would say that this impact, would not warrant a sustainable reason for refusal of this application.

There have been some concerns expressed regarding the obstruction of north bound traffic when HGVs right turning from the site cannot enter the queue at the existing signals. We believe that there are some improvements that could be made to this junction that are likely to mitigate this potential infrequent obstruction. These improvements could include;

- *The introduction of a yellow box junction around the site entrance*
- *The introduction of traffic islands within Manchester Road*
- *Additional road marking and signage*
- *The introduction of Traffic Regulation Orders around the junction.*

An approved junction design could be delivered via planning condition and the works could be delivered via a s278 Agreement between the applicant and the Council. We have also requested some planning conditions to improve access arrangements and these include;

- *A condition requiring any gates to be set back an appropriate distance from the highway*
- *The production of a Logistics and Travel Plan for approval*

161. The LPA do not consider that the re-submitted consultation response from Highways & Engineering requires any additional consideration, as the consultation response confirming no objection to the proposed scheme, subject to the imposing of suitable and necessary conditions, is a re-submission of a previous consultation response with no changes.

Environmental Health Consultation Response – November 2023

162. Various additional documentation and supporting reports have been received post publication of the Planning Committee Report. The below is the most up to date response received from Environmental Health, which duly takes into account the late-submitted information:

“I have now reviewed the technical note submitted by BWB on behalf of Trammel Crow Company regarding the Heywood Stores Site. I am in agreement with their findings and accept that the level difference in measured background noise between BWB and E3P is negligible and within an expected tolerance, this is also acknowledged by E3P. The only outlier is likely a result of a change in traffic flow on the M62 during maintenance work. Given the location of the new homes it has to be understood that the noise climate they are entering is one dominated by road traffic noise from the highway and motorway network and that of HGV and industry, regardless of mitigation these will be the dominant noise sources and will be audible to varying degrees though the day and week.

The redevelopment of the Heywood Stores site will greatly improve the acoustic performance of the building material, introduce strong mitigation measures and will allow the setting of conditions to protect existing and future noise sensitive receptors.

As such this section has no objections in principle to the proposal and would recommend the following conditions:

- *The cumulative effect of all external plant and noise breakout from the development does not exceed the lowest background sound levels (LA90) at the nearest noise sensitive locations –*
 - *50 dB during the daytime and 46 dB during the night-time at the nearest noise sensitive receptors to the south and southwest of the site.*
 - *42 dB during the daytime and 40 dB during the night-time at the nearest noise sensitive receptors to the north and east of the site.*
- *The mitigation measures detailed in section 5 of the submitted noise impact assessment are implemented in full, upon completion evidence of this is submitted.*
- *Upon completion of the development a validation report is undertaken to ensure the mitigation is controlling the noise from the site to the required levels”*

163. Upon re-consultation, the Environmental Health (EH) Officer confirms that there is no objection to the proposed scheme. The EH has been provided with additional noise objections and rebuttals from the applicant, as

referred to in their consultation response. A suitably scoped condition relating to noise generation has been imposed. The LPA are of the opinion that requiring additional validation post-completion of the proposed scheme would be unnecessary, as the submitted supporting information demonstrates that such mitigation measures regarding noise would be acceptable. Any noise complaints post-completion of the development would be addressed outside the planning process directly with EH, who may themselves require noise validation.

Summary of Additional Commentary Section

164. To summarise this 'Additional Commentary' Section of the Report, the LPA confirms that all objections received from all parties have been comprehensively considered, with the above commentary section providing Members with enhanced detail and insight into the decision making process and chronological order of events during the consideration of this application. The LPA consider the conclusion as set out in Paragraphs 88-90 of this Report to stand, with the recommendation to grant planning permission, subject to conditions remaining.

ADDITIONAL COMMENTARY PART II

Objection received from Gateley Legal (on behalf of objector) – Dated 22 November 2023

165. The evening prior to the application being presents at the Planning & Licensing Committee on 23 November, a substantial late objection was received from Gateley Legal on behalf of the objector. This objection raised the points below.
166. The objector, through their legal representative, assert that the LPA does not have the power to lawfully determine the application. As such, the objector asserts that planning application should be immediately withdrawn from November's Planning & Licensing Committee agenda or permission refused. At this stage of the objection letter, no justification is presented for this demand.
167. The objector asserts or suggests that the application represents EIA (EIA) development. The LPA refutes this, as set out in the LPA's own Environmental Impact Screening Opinion (reference 22/01341/SO), which finds that an EIA is not required. This decision has at no time been formally challenged, including by the objector and the LPA is confident that the decision is not contrary to law. The cumulative impact issue was addressed in the Screening Opinion issued under 22/01341/SO with the conclusion that there are no significant adverse environmental impacts that may be added to. As such, there is no issue of judgement. Therefore, the LPA is confident that this proposal would not represent EIA development. The LPA have no additional comment to make on this point of objection.

168. It is asserted that the Committee Report places significant reliance on the existence of a fallback position to support the LPA's conclusion and/or planning balance that the proposed development be recommended for approval. However, the objector sets out that the LPA's finding of a fallback position is not lawful. The LPA do not agree with this view shared by the objector. The existence of the fallback position is addressed and justified in Section 'Fall Back Position' of this Report. The LPA have no further comment on this point, with the fallback position considered a material planning consideration and an appropriate degree of weight afforded to it in the overall planning balance of the proposed scheme before the LPA.
169. The objector, through their legal representation, sets out that Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications to be determined in accordance with the development plan, unless material considerations indicate otherwise. This section reinforces provisions of the Town and Country Planning Act 1990 Section 70(1) which requires the LPA to have regard to material considerations. The LPA do not refute this legislation. However, the objector asserts that the LPA has failed to do this and, as such, approval of the proposed development would be an unlawful decision. The LPA entirely disagrees with this assertion. The application has been duly determined in accordance with the development plan, with material planning considerations robustly and comprehensively considered throughout this Report. The LPA are confident that the Report goes into a very high level of detail and duly considers relevant material planning considerations and has applied weight as appropriate, with the report setting out why each consideration has been afforded the weight it has. As such, the LPA has no further comment to make on this point of objection.
170. The objector sets out that the proposed scheme would have undue impact upon future occupiers of dwellings, as approved in outline, proximate to the application site. This point of objection has been addressed previously, with due regard to amenity impacts through landscape and visual impact set out in Section 'Design and Visual Impact' of this Report, as well as throughout the 'Additional Commentary' Section of this Report, which highlights where this point of objection has already been extensively addressed in the Report. The objector refers to the LPA's Ryder Landscape documents and the findings and commentary therein. The Ryder Landscape document is addressed in Paragraph 138 of this Report. The LPA has no additional comments to make on this point of objection.
171. The objector states that the published Committee Report refers to the Ryder Landscape Report, which was commissioned by the LPA to provide expert advice on the validity of the LVIA prepared by the applicant in support of their planning application. The objector asserts that this document was not disclosed to the objector. It is not the LPA's usual approach to disclose this information to third parties as part of the application process. Nonetheless, this document, as stated in the

objector's own legal representative's letter at Paragraph 5.4', has indeed now been disclosed to the objector. The objector asserts that there has not been time to duly consider this document. The Ryder Landscape information has been used to ascertain that the LVIA is sufficiently robust for the LPA to rely upon to reach a conclusion and determine the planning application with regards to landscape and visual impact. The LPA agrees with the objector insofar as the Ryder Landscape Report sets out that there may be amenity issues that would require further consideration, as already mentioned in 'Paragraph 138' of this Report. However, these amenity issues lay outside the matters of which the LVIA could have regard. As such, the LPA have no further comments to make on this point of objection.

172. The objector's legal representative sets out that the objector has raised significant concerns in relation to submitted highways information. The objector's concerns relate to capacity issues at the site access junction with 'Manchester Road' and the adjacent junction of A6045 (Manchester Road) with 'Queen Elizabeth Way', including the cumulative impacts of traffic generation relating to the application. The LPA has taken note of these concerns and shares the view that it will be necessary to impose conditions to ensure that no undue impact on highway safety occurs, such as improvements to the junction to the application site. As stated in the objection received, it is recommended that a planning condition be imposed requiring a detailed Junction Arrangement Plan prior to occupation of the development. The imposition of this planning condition is considered reasonable and necessary to make potentially unacceptable development acceptable. The imposition of this condition has been agreed in collaboration with the Council's Highways & Engineering Department, who have confirmed on more than one occasion that, subject to the imposition of planning conditions, they have no objection to the proposed development. Their consultation response confirms that this takes into account the cumulative impact over and above the existing impact. This Report addresses issues and impacts in relation to highways in Section 'Highways' and throughout Section 'Additional Commentary' of this Report. The LPA is confident in its assessment regarding highway impacts and, as such, has no additional comments to make in this regard.
173. The objector raises concerns in relation to noise and how concerns relating to noise generation and/or impacts have been addressed throughout the Report. The LPA has carefully considered impacts the proposed development may have on residents of existing dwellings to the north of the application site, as well as future occupiers of future dwellings to the south and west of the application site. The LPA consider that this Report has sufficiently and comprehensively addressed concerns relating to neighbour amenity through noise impacts in Sections 'Residential Amenity' and 'Additional Commentary' of this Report. In addition, the Council's Environmental Health Officer has been consulted and has no objection to the proposed development, subject to the imposition of conditions.

174. The objector through their legal representative states that the proposed development would lead to significant conflict or impact upon the South Heywood Masterplan. The objection sets out that such impacts are a material planning consideration to which significant weight should be afforded. The LPA finds that this point of objection conflates amenity impacts and highways impacts with impacts on delivery of the South Heywood Masterplan, which the LPA have separated into distinct issues of objection and applied weight accordingly. Impact upon the South Heywood Masterplan is addressed in Section 'Impact on Future Development' and further addressed throughout Section 'Additional Commentary' of this Report. Impacts on the amenity of existing and/or future occupiers of existing and/or future dwellings proximate to the application site are set out in Sections 'Design and Visual Impact' and 'Residential Amenity' of this Report, as well as throughout the 'Additional Commentary' Section of this Report. Highways impacts are addressed in Section 'Highways' of this Report and 'Additional Commentary' Section of this Report. The LPA have no further comments to make on this point of objection.
175. The objection refers to a Viability Impact Assessment prepared by Knight Frank, sent undercover of a letter from Avison Young, as set out in the following part of this Report titled 'Objection received from Avison Young (on behalf of objector) – Dated 22 November 2023'. As such, the planning officer will not go into further detail on this point of objection at this stage to avoid duplication.
176. The objector sets out that the Report sets out that 'Greater Manchester Ecology Unit' (GMEU) state that no biodiversity metric has been included as part of the application. However, GMEU state that 'it is considered that the proposed landscaping would achieve a net gain in biodiversity'. The LPA have reviewed GMEU's comments and wish to flag that GMEU state that the proposed landscaping 'could' achieve a net gain in biodiversity, rather than 'would'. The response from GMEU offered no objection. Nonetheless, the Applicant submitted an 'Ecological Impact Assessment' (reference ER-6197-02B) in March 2023, subsequent to GMEU's consultation response confirming no objection. The document sets out biodiversity net gain calculations within this document. The findings are that 'the proposals will lead to an overall net gain in all assessed unit types, providing 8.1 additional Habitat Units (+21.74%) and 0.52 additional Hedgerow Units (+34.11%) predicted. The LPA addresses impacts on biodiversity in Section 'Ecology & Trees', which concludes that 'subject to conditions...it is considered that the development is acceptable in respect to biodiversity and would therefore accord with Core Strategy policies G6 and G7 and the NPPF'. It is not considered necessary to re-consult with GMEU given they confirmed no objection to the proposal and the additional information provided since their consultation response represents an improvement from the point that GMEU were consulted. The lack of a specific and separate Biodiversity Net Gain Metric has not been considered as a significant omission that

would unduly impact the decision making process. It is found that the proposal is consistent with local and national policy considerations with regards to biodiversity requirements and, as such, the LPA has no further comments to make with regarding biodiversity net gain.

177. The objector through their legal representative states that 'Paragraph 88' of the Report is flawed, as it asserts that significant weight is afforded to the fallback position in the planning balance. The LPA is confident that this statement is accurate, with significant weight afforded to the fallback position, as set out and considered in Sections 'Fall Back Position' and 'Additional Commentary' of this Report. The LPA have no further comment to make on this point of objection. In addition, the objector sets out that 'Paragraph 19' is not accurate, as it states that 'a similar relationship is propose between residents and DWP's use has long existed'. It is considered that this statement is factually correct in that existing and proposed land use are the same (Class B8 – Storage and Distribution). This paragraph does not state or infer that there will be an identical relationship and this Report has addressed impacts through increased impact the proposed development would have over the existing development. However, despite the increased impact, the Report concludes that the impacts are appropriately mitigated against and/or the increased impact would not result in significant or unacceptable impacts. As such, the LPA have no further comment to make on this point of objection.

Objection received from Avison Young (on behalf of objector) – Dated 22 November 2023

178. In addition to the objection received from Gateley Legal on behalf of the objector, an additional objection was also received from Avison Young, also on behalf of the objector, with reference to additional documents (a 'Financial Viability Assessment' prepared by Knight Frank). This objection and related documents raised points of objection as set out below.
179. The objector sets out that their position remains that the South Heywood Masterplan should be given 'full weight' in the committee report, with any 'harm' that the proposed development may cause on future residents and the wider delivery of the masterplan considered. The objector sets out that they believe that the proposed development would result in significant harm to future occupiers of future dwellings that make up part of the South Heywood Masterplan and would be proximate to the application site. The objector has re-attached the noise assessment prepared on their behalf by E3P (first submitted 18 October 2023 and dated 12 October 2023, as previously addressed at 'Noise Impact Assessment Prepared by E3P on Behalf of Objector – Dated 12 October 2023, within the 'Additional Commentary' Section of this Report), which sets out that the proposed development would require the inclusion of a 'significant noise buffer' on part of the South Heywood Masterplan 'Phase 4 – Hareshill Road North'. The objector suggests that such mitigation will be required in order for the developers of the South Heywood Masterplan

to demonstrate appropriate/acceptable noise levels at reserved matters phase. The objector demonstrates that this would be achieved by reducing the overall net developable area by circa 5.3 acres with the loss of a number of homes.

180. With regards to what weight to afford impact upon the South Heywood Masterplan as a whole, the LPA has concluded that 'some limited weight' ought to be given to the South Heywood Masterplan at 'Paragraph 26' in the 'Impact on Future Development' Section of this Report. Upon receipt of further information contained within an objection dated 27 September 2023 (received after the first iteration of the committee report was published), further review and justification of the LPA's decision-making process has been set out in the 'Additional Commentary' Section of this Report (Paragraphs 147-154), with the weight afforded to the South Heywood Masterplan further assessed. It was concluded that the LPA has given appropriate weight to the South Heywood Masterplan, concluding that 'the LPA [is] satisfied with its approach and the material weight given as been justified and appropriate'. As such, notwithstanding other objections received and as addressed elsewhere within this 'Additional Commentary Part II' Section of the Report, the LPA has no additional comment to make on this point of objection.

181. With regards to future 'harm', or amenity impacts (noise, visual impact) that the proposed development would have on the occupiers of future dwellings, this concern has been given due weight and consideration in the committee report. Potential impacts upon the amenity of the future residents of future dwellings proximate to the application site are assessed in Sections 'Design and Visual Impact' and 'Residential Amenity' of this Report. Points of objection in relation to amenity have been raised a considerable number of times across multiple objections received from the objector. The LPA remain confident that amenity impacts have been robustly assessed. Nonetheless, it is noted that the objection raises a new point of objection relating to noise. The objector asserts that the noise impacts associated with the proposed development would lead to an issue in which future dwellings to adjacent land would need to be beyond a 'significant noise buffer' (landscaped area) to 'demonstrate appropriate/acceptable noise levels at reserved matters stage'. The LPA do not consider it possible to assess this point with clarity as it fundamentally refers to a future event and assessment of a future application. The Council's Environmental Health Officer has confirmed on more than one occasion that the submitted noise impact assessments show that there would be no undue impacts through noise generation from the replacement B8 (Storage & Distribution) Units upon existing or future residents, including the adjacent land parcel to be developed by the objector in the future, when considering the existing noise environment and the proposed mitigation measures. As such, the LPA have no further comments to make on this point of objection.

182. The letter of objection confirms that a Financial Viability Appraisal (FVA) has been submitted, having been prepared by Knight Frank on behalf of

the objector. The objector states that the submitted FVA demonstrates that there are viability concerns, in connection with the delivery of Phase 4, which will also have 'knock on affect' for the whole of the South Heywood Masterplan. The FVA referred to is set across two documents with a combined page count of 266. The LPA cannot act as experts in relation to viability. As such, the LPA, following legal advice, deemed it necessary to consult with external expert viability consultants. The viability consultants responded on 07 December 2023, with their findings set out subsequently in this Report. The LPA concluded that this action would be the appropriate and measured response, with no additional comments to be made directly on the FVA at this time.

Viability Briefing Note prepared by Continuum – Reference 'Hareshill Road North, South Heywood'

183. Following external consultation with viability consultants, a response was received on 07 December 2023. The response sets out the background of South Heywood Masterplan and refers to the 'Viability Impact Statement' also referred to as a 'Financial Viability Appraisal' (document names used interchangeably but for clarity, to be referred to as 'FVA' hereon) as prepared by Knight Frank.
184. The viability consultants note that, even without the proposed development, the objector's site is 'already sandwiched between two employment areas, with Axis Point to the west and the existing Heywood Stores logistics buildings to the east'. The response sets out that Knight Frank (on behalf of the objector) assert that the proposed development would reduce the average sale values by approximately 8%. In addition, they assert that, based on their noise impact assessment, approximately 66 units would be 'lost' from future residential development adjacent to the application site due to noise. Knight Frank go on to set out four viability scenarios based on their conclusions, (details of which can be found within the objector's FVA if reference is required). Knight Frank/the objector conclude that impact of the new development would make 'Phase 4 [of the South Heywood Masterplan]' unviable and thus the wider South Heywood scheme unviable, as in application 16/01399/HYBR the Council's Viability Assessor argued that the wider scheme required a minimum of 1000 dwellings to be viable. As such, the objector would need to make changes to the outline scheme and/or future reserved matters schemes, or review planning obligations previously agreed with the LPA and/or Council.
185. The viability consultants note that the crux of the issue pertaining to the loss of 66 units that the objector and Knight Frank present is that the noise impacts from the proposed development would necessitate a review of future proposed development, consisting of the implementation of a 'significant noise buffer', that would result in viability impacts. However, the viability consultants state that such impacts are a matter of professional opinion. The views the objector express and assert conflict

with findings of the applicant and those of the Council's Environmental Health Officer.

186. The viability consultants set out that the objector also makes the case that the proposed new development will detrimentally impact values on the outline residential scheme adjacent to the application site more broadly. However, it is noteworthy that the objector and their consultants (Knight Frank, JLL) do not provide example schemes, evidence, or comparables, to support their opinions of values decreasing due to the proposed development, sited upon land already occupied by buildings of the same use as proposed. It is also noteworthy that the South Heywood Masterplan itself consists of approximately 135,000 square metres of commercial space (same use class as the proposed development – 'B8 (Storage and Distribution') proximate to dwellings proposed within the South Heywood Masterplan. The viability consultants find that there are numerous examples and provide evidence of schemes in which similar schemes have similar relationships between dwellings and employment uses. However, the LPA do not consider it appropriate to consider these examples provided, as the planning application before the LPA should be considered on its own merits. As previously set out, this Report sets out concerns relating to the amenity of future occupiers in sections 'Design and Visual Impact', 'Impact on Future Development' and 'Residential Amenity' robustly. With regards to 'value', the LPA's viability consultants assert that there would need to be 'unequivocal evidence that proximity to employment uses has a negative impact on house prices', with no such evidence having been provided by the objector's viability consultants, Knight Frank. In addition, the fact that the application site consists of existing employment use would 'logically have already been priced in when the objector was assessing values for their proposed residential development'. In conclusion of this point, the LPA's viability consultants find that the objector's argument that the new employment scheme would impact sale values when compared to the status quo has not been robustly demonstrated.
187. The FVA prepared by Knight Frank and provided by the objector is found by the viability consultants to lack sufficient detail or evidence to support most inputs assumed in the appraisal. The FVA only provides an evidence base to support the objector's scheme's baseline scenario sale values, based on the existing relationship between the application site's use. The findings of the FVA are found to be based on opinion only. The viability consultants go into more detail within their prepared Viability Briefing Note. The LPA's viability consultants conclude that the FVA prepared by Knight Frank on behalf of the objector does not meet the evidence base threshold that would be required for an FVA. As such, the LPA's viability consultants go on to conclude that the FVA 'overall does not meet the evidence base threshold that would be required for a PPG compliant FVA'.
188. The LPA's expert viability consultants conclude that the assertions made within the FVA prepared by Knight Frank on behalf of the objector would

need to be supported by 'unequivocal evidence that proximity to employment uses has a negative impact on house prices'. This is not demonstrated in the FVA or in any other format by the objector, Knight Frank or JLL. 'Phase 4' of the South Heywood Masterplan is proximate to existing employment use to the east and west (west being the application site of the proposed development, east being employment use to the southeast of Hill Top Road). As such, it is considered that existing surrounding land uses would have already been 'priced in' when the objector was assessing values for their residential development, specifically 'Phase 4' of the South Heywood Masterplan. As such, the assertions made by the objector that the new employment scheme alone would impact sales values when compared to the status quo has 'no weight'. In addition, the deficiencies in relation to the evidence base of the FVA as provided by the objector results in the FVA 'lacking the detailed evidence base that would be required for a PPG complaint FVA.

Objection received from Avison Young (on behalf of objector) – Dated 08 December 2023

189. An additional objection was received from Avison Young, on behalf of the objector, on the evening of Friday 08 December. The objection is accompanied by further correspondence from the objector's noise consultant. The contents of the objection submitted are set out below.
190. The objector sets out that they have raised repeated concerns and objections over the past year. The objector states that their objections have been based on accurate and robust evidence. The objector asserts that such objections thus demonstrate that the approval of application 22/01410/FUL would cause undue impact to future residents of future dwellings proximate to the application site.
191. The LPA have completed a robust and detailed committee report. The LPA find that the proposal would lead to some amenity impact. However, the amount of impact is substantially and suitably reduced due to proposed mitigation measures, including hard and soft landscaping and acoustic barriers. In addition, a suite of planning conditions are to be imposed in the event the application is approved, requiring various additional information or physical works including highway improvements. The LPA has concluded that the proposal is acceptable, based on their own analysis of submitted information, advice from internal and external experts and their own legal advice. The LPA understands that the objector does not agree with this decision. However, the decision is nonetheless to recommend the application is approved subject to conditions. The LPA has no additional commentary to add to this point.
192. The objector asserts that the LPA have employed an obstructive approach and withheld information from the objector, whilst failing to enter into dialogue, leading to deferral of the application at planning committee. The objector goes on to state that information is missing from public records and that text within the committee report is not accurate.

The objector also states that points of objection have not been included in a published committee report.

193. The LPA is confident that the planning application before the council has been processed with due care, attention and a robust and lengthy committee report has been put before Members for decision on more than one occasion. The LPA has taken the difficult decision to twice remove the item from committee, following receipt of very late objections from the objector. It is evident that the objector does not agree with the decision that the LPA has reached and recommended to Members. However, not agreeing and continually submitting late objections that Members would not have time to consider has led to the LPA deferring the application out of a matter of respect for Members and to clarify their position. The LPA has repeatedly found that all points of objection raised are addressed in the committee report, or, additional commentary has been added to updated committee reports to clarify the LPA's position and reasoning. The LPA do not agree that any information is missing that the LPA would have usually added to the public record to any other planning application. There is also no requirement for an LPA to directly engage with an objector. The LPA have no further comment to add on this point.
194. The objector sets out that there are errors in law in the determination of the application and that the application should be refused. The objector continues to request that proposals are amended to avoid perceived impact upon existing and/or future residents. The objector goes on to set out how they believe the proposed scheme should be re-designed.
195. The LPA are confident that the committee report before Members is robust and does not contain errors of law. The LPA have taken legal advice on several occasions to seek clarity on their position, with no errors of law identified. The objector does not present any evidence of errors of law. The LPA understands that the objector does not agree with the recommendation. However, the committee report presents a robust analysis of the proposal and mitigation proposed, with no undue impact expected upon residential amenity. The LPA has no comment on the objector's proposed amendments.
196. The objector sets out their opinion, based on assessments they have had undertaken, that the proposal would cause undue impact upon the amenity of future occupiers through visual impact. Issues relating to landscape and visual impact have been robustly addressed throughout the published committee report, including in Sections 'Landscape and Visual Impact', 'Neighbour Amenity' and 'Additional Commentary' and 'Additional Commentary Part II'. The LPA have nothing further to add than what has already been set out and considered.
197. The objector again sets out concerns relating to noise impacts and generation. The objection has been accompanied by a statement from

the objector's noise consultants setting out that the objector disagrees with the findings of the LPA and Council's Environmental Health Officer.

198. Concerns relating to noise generation and impact are robustly set out and addressed in the published committee report, including at Sections 'Residential Amenity', 'Additional Commentary' and 'Additional Commentary Part II'. The LPA direct Members to this analysis and have no further comments to make on this repeated objection.
199. The objector again sets out concerns relating to traffic generation and impacts.
200. Concerns relating to traffic generation and impacts are robustly set out and addressed in the published committee report, including at Sections 'Highways', 'Additional Commentary' and 'Additional Commentary Part II'. The LPA directs Members to this analysis and have no further comments to make on this repeated objection.
201. The objector again sets out concerns relating to deliverability of the South Heywood Masterplan.
202. Concerns relating to deliverability and/or impacts on the South Heywood Masterplan, including future residents of future dwellings, are robustly set out and addressed in the published committee report, including at Sections 'Impact on Future Development', 'Fall Back Position', 'Design and Visual Impact', 'Residential Amenity', 'Highways', 'Additional Commentary' and 'Additional Commentary Part II'. The LPA have no further comments to make on these repeated objections and direct Members to the relevant Sections of this Report.
203. The objector sets out a list of requests of the LPA, including requests for further information and responses to previous objections.
204. The LPA have carefully and robustly addressed all points of objection raised by the objector, with detailed analysis throughout this Report. There is no requirement to engage further with objectors, with the responsibility of the LPA to carefully address points of objection, as it is confident it has done. It is not the LPA's approach to objections to respond on an individual basis, with the LPA instead setting out points of objection, including those points submitted on numerous occasions, to the committee report for Members to duly consider. The LPA have no further response on this point of objection.

Summary of Additional Commentary Part II Section

205. To summarise this 'Additional Commentary Part II' Section of the Report, the LPA confirms that all objections received from all parties have been comprehensively considered, with the above commentary section providing Members with enhanced detail and insight into the decision making process and chronological order of events during the

consideration of this application. The LPA consider the conclusion as set out in Paragraphs 88-90 of this Report to stand, with the recommendation to grant planning permission, subject to conditions remaining.

RECOMMENDATION

It is recommended that the Planning and Licensing Committee resolves to **GRANT planning permission** subject to the following conditions.

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 of the Town and Country Planning Act 1990 (as amended).

2. This permission relates to the following plans and documents:-

- Site Location Plan (Drawing 21157-ASA-00-ZZ.ZZ-D-A-0001 Revision P1 dated 25 July 2022)
- Proposed Site Plan (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0003 Revision P13 dated 04 November 2022)
- Proposed Demolition Plan (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0006 Revision P1 dated 11 October 2022)
- Proposed Elevations Units 1 & 2 (Drawing 21157 - ASA - 00 - EL.ZZ - D - A - 0013 Revision P8 dated 02 August 2022)
- Proposed Ground Floor Plan Units 1 & 2 (Drawing 21157 - ASA - 00 - ZZ.GF - D - A - 0010 Revision P6 dated 02 August 2022)
- Proposed First Floor Plan Units 1 & 2 (Drawing 21157 - ASA - 00 - ZZ.01 - D - A - 0011 Revision P7 dated 02 August 2022)
- Proposed Roof Plan Units 1 & 2 (Drawing 21157 - ASA - 00 - ZZ.RT - D - A - 0012 Revision P7 dated 02 August 2022)
- Proposed Elevations Unit 3 (Drawing 21157 - ASA - 00 - EL.ZZ - D - A - 0025 Revision P7 dated 02 August 2022)
- Proposed Ground Floor Plan Unit 3 (Drawing 21157 - ASA - 00 - ZZ.GF - D - A - 0020 Revision P4 dated 02 August 2022)
- Proposed First Floor Plan Unit 3 (Drawing 21157 - ASA - 00 - ZZ.01 - D - A - 0021 Revision P4 dated 02 August 2022)
- Proposed Second Floor Plan Unit 3 (Drawing 21157 - ASA - 00 - ZZ.02 - D - A - 0022 Revision P4 dated 02 August 2022)
- Proposed Third Floor Plan Unit 3 (Drawing 21157 - ASA - 00 - ZZ.03 - D - A - 0023 Revision P4 dated 02 August 2022)
- Proposed Roof Plan Unit 3 (Drawing 21157 - ASA - 00 - ZZ.RT - D - A - 0024 Revision P5 dated 02 August 2022)
- Proposed Bridge Link and Stair Tower Unit 3 (Drawing 21157 - ASA - 00 - EX.ZZ - D - A - 0027 Revision P3 dated 06 October 2022)

- Proposed Levels (Drawing 21194-BGL-XX-XX-DR-C-00200 Revision P21 dated 16 February 2022)
- Proposed Building Sections Units 1 & 2 (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0014 Revision P7 dated 02 August 2022)
- Proposed Building Sections Unit 3 (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0026 Revision P5 dated 02 August 2022)
- Proposed Site Sections 1 of 2 (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0004 Revision P12 dated 25 July 2022)
- Proposed Site Sections 2 of 2 (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0005 Revision P14 dated 25 July 2022)
- Proposed Earthworks Volumes (Drawing 21194-BGL-XX-XX-DR-C-00201 Revision P16 dated 16 February 2022)
- Proposed Demolition Plan (Drawing 21157 - ASA - 00 - ZZ.ZZ - D - A - 0006_ Revision P1 dated 11 October 2022)
- Proposed Fencing Plan (Drawing 21157 - ASA - 00 - EX.00 - D - A - 0030 Revision P9 dated 06 October 2022)
- Landscape Masterplan (Drawing 101 Revision R dated 29 June 2022)
- Planting Plans 1 to 8 inclusive (Drawing Numbers 201 – 208, Revision I, dated 14 October 2022)
- Proposed Gatehouse Unit 3 (Drawing 21157 - ASA - 00 - EX.YD - D - A - 0028 Revision P2 dated 06 October 2022)
- Proposed Bin Store Details (Drawing 21157-ASA-00-EX.00-D-A-0033 Revision P3 dated 06 October 2022)
- Proposed Cycle Shelters (Drawing 21157 - ASA - 90 - EX.ZZ - D - A - 9005 Revision P3 dated 22 December 2022)
- Proposed Battery Energy Storage Containers (Drawing 21157-ASA-00-EX.00-D-A-0034 Revision P3 dated 10 January 2023)
- Proposed Sprinkler Tanks and Pump House Unit 3 (Drawing 21157 - ASA - 00 - EX.00 - D - A - 0029 Revision P2 dated 06 October 2022)
- Proposed Site Access – Junction Visibility Splays (Drawing MRR-BWB-GEN-XX-RP-TR-101 Revision P1 dated 14 July 2022)
- Proposed Fencing Details (Drawing 21157-ASA-00-EX.00-D-A-0032 Revision P1 dated 06 October 2022)
- Tree Protection Plan and Protective Fencing Details prepared by Brooks Ecological (Drawing DR-6197-02.03)
- Ecological Impact Assessment (Reference ER-6197-02D, Version D dated 20 October 2022)
- Arboricultural Impact Assessment inc. Tree Survey (Reference AR-6197-02.03, as revised June 2023)
- Noise Impact Assessment prepared by BWB Consulting Limited (Reference 220785 dated June 2023)
- External Lighting Report prepared by Synergy Building Services ('Proposed Redevelopment of the former DWP site, Heywood, Issue 6 dated April 2023)

- Construction Management Plan & Site Waste Management Plan prepared by KAM Project Consultants ('Heywood Stores, Manchester Road, dated August 2022)
- Flood Risk Assessment and Drainage Strategy (Reference 21194-BGL-XX-XX-RP-D-00001 Version 7 dated 06 June 2023)
- Framework Travel Plan (Reference MRR-BWB-GEN-XX-RP-TR-004_P04)

And the development shall be carried out in accordance with these drawings and/or documents as relevant or required and hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy and the National Planning Policy Framework

3. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March - August inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. If nesting birds are present, works can commence once all young have fledged. A suitable buffer of a minimum of 5 metres radius shall be installed if works are required to surrounding vegetation. The submitted ecological survey shall detail such arrangements for an appropriate buffer.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with policy G7 of the adopted Rochdale Core Strategy, the National Planning Policy Framework and the provisions of the Wildlife and Countryside Act 1981 (as amended).

4. No development shall take place until all trees that are to be retained within or adjacent to the site are enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: In order to protect the existing trees on the site in the interests of the amenities of the area and in accordance with Policies G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Trees are required to be protected prior to any works taking place as ground works can unduly threaten the well-being of the tree.

5. No development shall take place until details of the means of ensuring the water main that is laid within the site boundary is protected from damage as a result of the development shall be submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water main from construction activities and the impacts post completion of the development on the water main infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water main both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

Reason: In the interest of public health and to ensure protection of the public water supply.

Reason for pre-commencement condition: Protection of United Utilities water assets will need to be ensured prior to commencement of works and a scheme therefore needs to be agreed in advance of the same.

6. No development shall take place (excluding demolition and associated site clearance as demonstrated on approved plan 'Proposed Demolition Plan (Drawing 0006 Revision P1)', updated details of the sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall be based upon approved drainage strategy:
 - a) Drainage Strategy drawings 21194-BGL-XX-XX-DR-C-00210 & 211 & 212 /P07 dated 3rd Aug 2023.

The updated details information submitted shall include:-

- i. the background calculations of the Causeway flow ® or MicroDrainage® model or any other software or calculations that have been used for the drainage design.
- ii. 'for construction' drawings of the attenuation ponds, flow control devices and attenuation tanks.
- iii. details of the outlet pipe from the SW corner of the site to the highway drain manhole, including any explanation of whether this pipe is being replaced.

The approved scheme shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation/ use of the proposed development, the drainage scheme shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

7. No development shall take place until (excluding demolition and associated site clearance as shown in approved plan 'Proposed Demolition Plan (Drawing 0006 Revision P1)' an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and shall have been first submitted to and approved in writing by the Local Planning Authority. The reports of the findings shall include:

(i) A survey of the extent, scale and nature of contamination

(ii) An assessment of the potential risks to:

- Human health
- Property (existing and proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes.
- Adjoining land
- Groundwater and surface water
- Ecological systems
- Archaeological sites and ancient monuments

(iii) Where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) shall be submitted to and approved by the Local Planning Authority.

The development shall thereafter be completed in full accordance with the approved recommendations.

Reason: To prevent pollution of the natural environment and to ensure the safe development of the site in the interests of the amenity of future

users in accordance with Policies G8 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Any contamination on or within the land needs to be identified and a suitable remediation plan agreed prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

8. No development shall take place with regards to importation of material onto the site, including for the creation of bunds/batters and/or re-profiling of embankments, until a Materials Management Plan (MMP) shall be submitted to and approved in writing by the Local Planning Authority. The MMP shall include:

- Details of the volumes and types of material proposed to be imported or reused on site
- Details of the proposed source(s) of the imported or reused material
- Details of the chemical testing for ALL material to be undertaken before placement onto the site
- Include the result of the chemical testing which must show the material is suitable for use of the development
- Include confirmation of the chain of evidence to be kept during the material movement, including material importation and removal from and to the development

All works shall be undertaken in accordance with the approved document
Reason: To ensure that no unsuitable material is brought onto the site and in accordance with Policy G9 of the adopted Rochdale Core Strategy.

9. Notwithstanding any description of materials in the application no above ground construction works (excluding demolition and associated site clearance as shown on approved plan 'Proposed Demolition Plan (Drawing 0006 Revision P1)' shall take place until samples and / or full specification of materials to be used externally on:

- External elevations of Units 1 & 2
- External elevations of Unit 3
- Elevations of Gatehouse(s)
- Elevations of the proposed Acoustic Barriers
- Elevations of the proposed battery storage containers

Have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the

materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policy DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

10. (a) Prior to occupation of any part of the development hereby approved, a detailed junction arrangement plan developed in accordance with the approved 'Site Access' (Drawing MRR-BWB-GEN-XX-RP-TR-101 Revision P1) regarding to the proposed site access with Manchester Road shall be submitted to and approved in writing by the Local Planning Authority.

(b) Prior to occupation of any part of the development hereby approved, a verification report confirming the implementation of the detailed junction arrangement plan (as required in Condition 7(i)) shall be submitted to and approved in writing by the Local Planning Authority

Reason: To ensure highway safety and to encourage the safe access/egress of vehicles to and from the application site and in order to comply with policy T2 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

11. No part of the development hereby permitted shall be occupied until such time as the bicycle parking facilities as shown on approved drawing 'Cycle Shelters' 'Drawing 9005 Revision P3' have been installed as per the approved details and made available for use. The bicycle parking facilities shall be retained as such thereafter.

Reason: In order to ensure that the development encourages people to travel to the site by sustainable modes of transport, in accordance with policies T1 and T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

12. No part of the development hereby permitted shall be occupied until such time that the car parking areas, service yard, refuse stores and manoeuvring areas for each building are constructed and marked out in accordance with the approved details shown on the approved Site Plan and Fencing Detail plan and shall be made available for and retained thereafter for their intended purpose at all times.

Reason: In order to ensure there is adequate provision for vehicles to be parked clear of the highway, to ensure appropriate surface treatment of

hardstanding areas and to ensure the suitable disposal of surface water in order to comply with policy T2 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

13. No part of the development hereby permitted shall be occupied until such time that a scheme for the installation of electric vehicle charging points for those space illustrated on the Approved Site Plan (Ref: 21157-ASA-00-ZZ.ZZ-D-A-0003 (SP-P13) with a minimum power rating of 7Kw, universal sockets and at least mode 3 or equivalent, shall be submitted to and approved in writing by the Local Planning Authority. The approved car charge point scheme shall be implemented prior to occupation of each unit.

Reason: In the interests of air quality management in accordance with Core Strategy Policy T2 and the National Planning Policy Framework

14. No part of the development hereby permitted shall be occupied until such time that the measures set out in Section 5 of the Noise Impact Assessment (ref 220785 dated June 2023) and as demonstrated on the Approved Site Plan (Ref: 21157-ASA-00-ZZ.ZZ-D-A-0003_(SP-P13) shall be installed. The approved measures shall be retained in good working order for the lifetime of the development hereby approved.

Reason: To ensure that the development does not result in undue amenity impacts to the existing or future occupiers/users of surrounding dwellings/buildings, in accordance with Policies DM1, G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

15. No part of the development hereby permitted shall be occupied (notwithstanding those details contained within Section 3 of the approved 'External Lighting Report' ('Proposed Redevelopment of the former DWP site, Heywood, Issue 6) until such time that details of any external lighting to be installed on the building or within the site are submitted to and approved in writing by the Local Planning Authority. Such details shall include its position and height on the building or site and its luminance, angle of installation and any hoods to be fixed to the lights. Only lighting as approved shall be installed on the site in accordance with the terms of any such approval. The information submitted shall include:

- Plan including contour lines
- Detail of the lantern installation criteria, mounting heights and tilts
- Light source intensity details
- Source intensity values of lighting from residential properties' rear windows facing the application site.

Reason: To ensure that any lighting to be installed on the site does not cause a nuisance to surrounding occupiers in accordance with policies

P3, G9 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

16. No part of the development hereby permitted shall be occupied until the general fencing, security fencing and acoustic fencing as indicated on the approved 'Proposed Fencing Plan' reference '0030 Revision P9' has been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: In the interests of amenity and in compliance with policies P3, G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

17. No part of the development hereby permitted shall be occupied until the Traffic Regulation Order (TRO) for the restriction of on street parking along the west side of Manchester Road between the intersections of Queen Elizabeth II Way and Bader Drive has been implemented.

Reason: In the interests of highway safety and the provision of safe and adequate parking, in accordance with Core Strategy Policies T1 and T2 and the NPPF.

18. Within 6 months of first occupation of each unit, a full Travel Plan, adhering to the aims, processes, measures and targets of the approved Framework Travel Plan (MRR-BWB-GEN-XX-RP-TR-004_P04), shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall contain:

- firm measures for promoting a choice of transport mode;
- specific measures to manage staff car parking
- a commitment to increase the provision of cycle parking should the uptake in cycle travel increase;
- Monitoring procedures and mechanisms to ensure that the Plan remains effective and is reviewed within a framework approved by the Local Planning Authority.
- Car park management strategy
- Additional information and instructions for HGV drivers, including but not limited to access/egress arrangements from the site, behaviour on site including avoiding use of horns, high beam lights, reversing warning alarms etc.

The development shall thereafter be occupied in accordance with the approved Travel Plan, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to ensure that the development encourages people to travel to the site by sustainable modes of transport, minimise the risk of traffic conflicts, to ensure that the site will be provided with sufficient off-street car parking and to reduce amenity impacts caused by HGV noise/lights in accordance with policies T1, T2, G6 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

19. The construction of the development hereby approved, including associated demolition, shall be carried out in complete accordance with the approved Construction Management Plan & Waste Management Plan (ref: 'Heywood Stores, Manchester Road' and dated October 2022)

Reason: In order to ensure that appropriate measures are put in place to limit noise, nuisance and disturbance to the occupiers of neighbouring dwellings and to protect the adjacent habitats during the construction of the development in accordance with policies G7, G9 and P3 of the adopted Rochdale Core Strategy, and the requirements of the National Planning Policy Framework.

20. No gates or fencing shall be erected on the proposed on site access road within 16.5 metres of the west edge of Manchester Road at any time, including during the demolition or construction phase.

Reason: In order to ensure highway safety and avoid the stacking of HGVs or other vehicles on Manchester Road, in accordance with policy T1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

21. No goods, materials, waste products or containers shall be stored on land outside the buildings at any time

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity, in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

22. No fixed plant shall be installed on the external fabric of the building or elsewhere within the site unless a scheme has first been submitted to and approved in writing by the Local Planning Authority. The approved plant shall be installed in accordance with the approved details and maintained thereafter.

Reason: To safeguard the amenities of residents in order to comply with the requirements of Policies G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

23. Noise levels from fixed plant shall not exceed 50 dB(A) Leq,1hr between 0700 and 2300 hours and 46 dB(A) Leq,15mins at any other time as measured at the façade of any noise sensitive property

Reason: In the interest of residential amenity and in accordance with Policies G9 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

24. The development hereby approved shall be carried out in complete accordance with the Management Plans as set out in the approved report 'Invasive Species Survey and Management Plan (reference 'R-EE-6197-01)

Reason: In the interest of residential amenity and to avoid contamination of any land with invasive species as identified on site.

25. The landscaping works shall be carried out in accordance with the approved scheme as set out in the approved 'Landscape Masterplan (Drawing 101 Revision R dated 29 June 2022) and the details shown on approved Planting Plans (Drawing nos. 201I to 208I inclusive)

All planting, seeding or turfing comprised within the approved scheme of landscaping shall be carried out no later than the first planting and seeding seasons following the development hereby approved being first brought into use and any trees or plants which, within a period of 5 years from the completion of the landscaping die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In order to achieve a satisfactory level of landscaping in accordance with policies DM1, G6, G7 and P3 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

APPENDIX 3 Site Note prepared by Turley for Certificate Application

Briefing

Heywood Stores : Site Note

Site Description

1. Heywood Stores comprises nine warehouse buildings (some of which are sub-divided) used for archive storage and associated ancillary elements. The warehouses are used for document archive storage purposes for the Department of Work and Pension (DWP).
2. The site operates as the national DWP Document Repository for the whole of the UK and provides an archive storage and retrieval facility for several million departmental files and records. These are in constant use, being retrieved, dispatched to local DWP offices, returned and re-archived on a daily basis.
3. The site extends to c.11.3ha in total. It comprises the warehouses, facilities such as toilet blocks and substations. The site contains a network of hardsurfaced roads and paths used for circulation around the site and access to the buildings; there are other areas of hardstanding adjacent to several of the buildings which are used for parking and servicing purposes. The remainder of the site is covered by soft landscaping. This site is entirely contained by a fenced boundary and access is controlled by a barrier.
4. A total of 343,783 sq ft (Gross Internal Area) of floorspace is contained within the buildings, this includes mezzanine floors installed in a number of the warehouses.

Site History

5. The Heywood Stores site was originally built as a Royal Air Force maintenance facility comprising aircraft hangars and workshops. The applicant has advised that the buildings date from between 1926 and 1949. There are UK Parliamentary references to a 'Royal Air Force Maintenance Unit' dating back to 1965¹ and 1968². It is understood that the facility closed in 1967.
6. The aerial photographs in Appendix 1 show the site at a number of points in time between 2000 and 2019; it is evident that whilst there have been some changes to the buildings and some additional buildings constructed (for which planning permission has been secured – see Planning History section), the majority of buildings on the site (and all of the warehouse buildings) have all existed for at least 21 years.

Planning History

7. Details of all planning applications that can be found on Rochdale MBC's Public Access system are provided below. Due to the age of the applications it has not been possible to access application documents.
8. It is clear, however, that the site has a longstanding history and that applications have been made to a number of the warehouses. There is also specific reference to the site being used as a

¹ Hansard Volume 715, : debated on Monday 5 July 1965 ([Royal Air Force Maintenance Unit, Heywood - Monday 5 July 1965 - Hansard - UK Parliament](#))

² Hansard Volume 766: debated 14 June 1968 ([No. 35 Maintenance Unit, R.A.F. Heywood \(Hansard, 14 June 1968\) \(parliament.uk\)](#))

storage and distribution facility as long ago as 1993 (application ref. 93/D29408) and reference to use of the site by the Department for Social Security (DSS – the predecessor to the DWP) in 1992.

Application Reference	Date of Application	Description
92/D28123	April 1992	Recladding Of Existing Building 112 D S S Site 2
92/D28572	August 1992	Recladding of Existing Building 113 D S S Site 2
92/D28630	September 1992	Relocation of Prefabricated Building Adjacent to Building 113 With Provision of Link Corridor
93/D29408	May 1993	Erection of Four Boiler Houses at Benefits Agency Storage and Distribution Centre
93/D29615	July 1993	Recladding and Refurbishment of Existing Building 117 D S S Site 2
93/D30123	November 1993	Erection of Single Storey Office Block with Link Corridor (Building 111 D S S Site No 2)
01/D39243	September 2001	Construction of New Roof and Installation of External Cladding to Existing Walls of Building 110

Contact

Lewis Evans
lewis.evans@turley.co.uk

3 September 2021

TELM3007

Appendix 1: Date-Stamped Aerial Photographs (2000 - 2019)



Aerial Photograph December 2000



Aerial Photograph April 2003



Aerial Photograph December 2005



Aerial Photograph April 2013



Aerial Photograph September 2016



Aerial Photograph March 2017



Aerial Photograph April 2018



Aerial Photograph May 2019

APPENDIX 4 Russell Homes FOI Request

Paul Moore
Assistant Director (Economy)
Rochdale Borough Council
Number One Riverside
Smith Street
Rochdale
OL16 1XU

22nd September 2023

Dear Paul

**RE: FREEDOM OF INFORMATION ACT 2000 – REQUEST FOR INFORMATION HEYWOOD STORES
(TRAMMEL CROW) APPLICATION REF 22/01410/FUL**

Under the Freedom of Information Act 2020, I request the following information:

1. Ryder Landscape consultants were instructed to assess Planning Application 22/01410/FUL. We wish to receive any correspondence (including but not limited to minutes/meeting notes, letters, emails, Teams meetings etc) between Ryder Landscape consultants, Rochdale Borough Council (including but not limited to Daniela Ripa, Ryan Grant, James Hughes, Mandy Lewis, Paul Moore, Chris Woods, Paul Fletcher; and any Councillors) and the Applicant (including but not limited to Sophie Watkin and Mike Forster) and the Applicant's advisors (including but not limited to Gerald Eve, and TPM Landscape).
2. Any Report prepared by Ryder Landscape consultants on behalf of the Council.
3. The formal instruction and brief from Rochdale Borough Council to Ryder Landscape consultants pertaining to Ryder Landscape consultants reviewing and assessing Application 22/01410/FUL, on behalf of the Rochdale Borough Council.
4. Any other assessment work or general conclusions or feedback prepared and made by Ryder Landscape consultants pursuant to Application 22/01410/FUL. Any internal correspondence at Rochdale Borough Council on this assessment work.
5. A complete list of, and all documents referred to or relied upon in the preparation of the Committee Report and complete unredacted copies of them, pursuant to Application 22/01410/FUL.
6. Any documents, information, report, emails or other correspondence from Ryan Grant and Daniela Ripa, pursuant to Application 22/01410/FUL.
7. Any documents, information, reports, emails or other correspondence from the general public or objectors, pursuant to Application 22/01410/FUL.
8. The Case Officer's Draft Officers Report prepared by Ryan Grant, pursuant to Application 22/01410/FUL.
9. Any correspondence (including but not limited to minutes/meeting notes, letters, emails, Teams meetings etc) and reports, surveys and other information, shared between Rochdale

Borough Council (including but not limited to Daniela Ripa, Ryan Grant, James Hughes, Mandy Lewis, Paul Moore, Chris Woods, Paul Fletcher; and any Councillors), the Applicant (including but not limited to Sophie Watkin and Mike Forster) and the Applicant's advisors (including but not limited to Gerald Eve, and TPM Landscape) pursuant to Application 2/01410/FUL or in general.

10. Any correspondence (including but not limited to minutes/meeting notes, letters, emails, Teams meetings etc) and reports, surveys and other information, shared between Rochdale Borough Council colleagues (including but not limited to Daniela Ripa, Ryan Grant, James Hughes, Mandy Lewis, Paul Moore, Chris Woods, Paul Fletcher; and any Councillors) pursuant to Application 2/01410/FUL.
11. Any appointment terms, brief or instruction by Rochdale Borough Council for the newly appointed officers (Mandy Lewis and James Hughes)
12. Any decisions, correspondence and explanations as to why Ryan Grant, Daniela Ripa and Mark Robinson (Council employees) were instructed not to work on Planning Application 2/01410/FUL; and who at the Council made this decision; and any reasons and explanation for these new officers (Mandy Lewis and James Hughes) being allocated this Planning Application 2/01410/FUL.
13. Any Pre-application notes and correspondence (emails, letters, minutes etc) between Rochdale Borough Council, Telereal Trillium and Gerald Eve between November 2021 to present date.
14. All Freedom of Information Requests to Rochdale Borough Council, between January 2022 and present date, that requests information pertaining to Russell Homes, Daniel Kershaw, Gary Lynch and Application 2/01410/FUL.
15. All Freedom of Information Requests to Rochdale Borough Council, between January 2022 and present date, made by or on behalf Trammel Crow, Gerald Eve or Kings Chambers.
16. Any information or Legal Counsel opinion/advice/letters/emails (including but not limited to from Kings Chambers and internal Rochdale Borough Council solicitors) that the Council has received or instructed, pursuant to Application 2/01410/FUL or its administration.

I would like you to provide this information in electronic format to glynch@russellhomes.co.uk. Should any aspect of my request require clarification, or if you wish to discuss anything further with me, then please do not hesitate to contact me on 07795 456 255 or via my email address, as above.

I look forward to receiving all of this requested information from you by Friday 20th October, being 20 working days of my request. However, I would appreciate if you can begin to issue information at the earliest if possible.

Yours sincerely,



Gary Lynch (MPlan, MRTPI)
Planning Director

CC. Daniel Kershaw, Director (Russell Homes)
CC. Mark Robinson, Director of Economy (Rochdale Borough Council)
CC. Samantha Morton, Monitoring Officer (Rochdale Borough Council)

Note that this letter has been issued as a hardcopy and an electronic copy, and the request has also been emailed to FOI@Rochdale.Gov.UK

APPENDIX 5 Application Chronology until first Planning Committee

Appendix 6 – Application Chronology until first Planning Committee (September 2023)

Date	Detail
9 th November 2022	Planning Application ref. 22/01410/FUL is validated by the LPA
13 th January 2023	Objection letter issued to LPA by RH raising concerns/objections on the following technical grounds: • Challengeable fallback position • Highways impact incl. undermining PfE allocation JPA1.1 and JPA1.2 • Privacy and overlooking of neighbouring properties • Visual impact • Noise • Trees • Sunlight assessment • Topographical Survey • Impacts of South Heywood Masterplan/ Northern Gateway
16 th March 2023	Revised application submitted by the Appellant including the following amends as detailed in their supporting covering letter: • Reduction in the height of Unit 3 by a total of 3.5m • Reduction in length of Unit 3 by 8m to the south allowing for an increased landscape buffer and separation distance to the future residential units • Providing a landscaped bund alongside additional landscaping to the south of Unit 3; • Retention of existing landscaping to the north of Units 1 and 2, with additional landscaping added;

	• Additional landscaping to the east of Unit 3. • A reduction in building length to the south by an additional 5.05m (so a total of 13.05m from the original scheme). As a result, Unit 3 is now set further back than the existing units on site and achieves • a separation distance of 47m to the nearest future residential property to the south; • Increasing the bunding width and height, which allows for additional landscaping to be incorporated • Increasing the width of the unit by 2m to the west in order to balance the floorspace of the scheme • Altering the unit's orientation by 1 degree, which moves the unit further away from the pinch point on the western boundary.
26 th April 2023	A second objection letter issued to the Council by Russells raising concerns/objections on the following matters: • Design matters and inaccuracies in information • Scale, massing and heights including concerns that the proposals are 3.6 times larger in volume than the existing buildings on site. • Landscape and Visual impact • Privacy and overlooking of neighbouring properties • Noise • Trees • Daylight and sunlight assessment • External lighting assessment • South Heywood Masterplan • Detailed technical representations provided by Barnes Walker on Landscape and Visual Impact (Appendix 2) and E3P on noise (Appendix 3)

4 th May 2023	A third objection letter issued to the LPA by RH objecting to the 24 hours operation of the Appeal site.
1 st June 2023	Email to the case officer Ryan Holland noting discrepancies in the March revised application information for the landscaping bund south of Unit 3, between the engineering, architectural and landscaping drawings.
7 th June 2023	A fourth objection letter issued to the LPA by RH providing verified view analysis which supplementary to the reasons provided by Barnes Walker in reviewing the LVIA.
8 th June 2023	A second revision of the Planning Application is submitted to the Council by the Appellant. These amendments included: • A reduction in width of landscaped bund to the southern boundary of the site below Unit 3, to enable the formation of a 2m (maximum height) reinforced earth retaining wall at the base of the bund. • Increase in height of the rear concrete retaining wall to the same landscaped bund of 200mm, from 4m to 4.2m. • An increase in volume capacity from 1,280sqm to 1,426sqm of the attenuation basin to the southern boundary and reshaping of the banks. • Inclusion of a 500mm high concrete retaining wall to the base of the green acoustic wall to the western boundary of the Unit 3 service yard. • Amended reports, including Arboricultural and Noise Impact Assessments.
29 th June 2023	A fifth objection letter issued to the LPA by RH raising continued visual impact concerns regarding the proposed amendments to the southern boundary from unit 3, loss of trees and verified views.
19 th September 2023	LPA publishes Officers Report for 27 th September 2023 Planning Committee recommending approval subject to condition.
21 st September 2023	A third revision of the Planning Application is submitted to the LPA by TCC. These amendments included increased density and size of proposed trees on the landscape buffer south of Unit 3 as part of wider landscape update.

21 st September 2023	A sixth objection letter issued to the LPA by RH Formal requesting deferral on a number of grounds
22 nd September 2023	A Freedom of Information (FOI) letter is submitted to the Council requesting information pertaining to a series of information but primarily focussed on a landscape review report commissioned by the LPA and prepared by Ryder Landscape consultants.
27 th September 2023	A seventh objection letter is issued to the Interim Development Manager at the Council objecting to the proposals on economic and viability grounds. The letter notes that the Application proposals will jeopardise the delivery of 330 new homes (out of the 1,000 approved) at phase 4 (Hareshill North). This is identified as a significant material consideration given the potential damaging implications it could have the wider South Heywood Masterplan.

APPENDIX 6 Application Chronology from first Planning Committee until Determination

Appendix 7 – Application Chronology from First Planning Committee to the Determination of the Planning Application

Date	Detail
27th September 2023	Russells were notified about the publication of the Committee Report through a third party not the Council. Consequently, Russells provided a late response because the Committee Report was posted despite there being outstanding technical matters and requests for a meeting with the Council. Planning Committee deferred for the following reason: <i>“Upon receipt of a suite of late objections close to publication and soon after publication of the committee report, the decision was made by the LPA to change the recommendation to ‘deferred,’ with the application to be presented to planning committee at a later date. The reason this decision was taken was that further consideration of the content of late objections was required, with an additional review of all objections received to date from a specific objecting party. Advice was also sought from the Council’s legal team as well as external legal advice sought by both the applicant and the Council.”</i>
11th October 2023	An eighth objection letter is issued to the LPA consolidating a number of previous objections
22nd November 2023	A partial response was received from the Council’s Information Governance Unit to the FOI request as described above.
22nd November 2023	A Legal objection letter prepared by Gateley Legal, on behalf of Russells, is submitted to the Council. In summary, the letter covered the following: • The proposal amounts to EIA development and requires an Environmental Statement. Regulation 3 therefore imposes a prohibition on the grant of planning permission by the Council. • The weight given to the fallback position has no evidential basis and therefore there is an error of law. • The failure to disclose the Ryder Landscape Reports amounts to a failure to provide background information to the public and is prejudicial and contrary to law. • There is a clear failure to analyse material considerations in relation to noise, traffic and landscape and visual impact in particular and to consider and apply appropriate weight to those considerations. • That is a failure to comply with the statutory provisions including Section 38(6) and Section 70

	The Committee Report is flawed and does not disclose a lawful basis for the grant of planning permission. Gatley advised that the application should be refused or at the very least deferred by the Council, to allow for the provision of the Ryder Landscape Reports to objectors and full representations to be prepared and submitted in relation to that; and for the Council to reconsider the entirety of the Committee Report and its approach to the issues outlined in this letter.
22nd November 2023	Viability Assessment submitted to the Council by Russells
23rd November 2023	Planning Committee deferred for the following reason: <i>"The application was once again deferred due to the submission of substantial late representations (objections) on the evening of Wednesday 22 November. As such, the late objections were not examined until the morning of the day of committee. The objections received include letters from legal representatives of the objector and a letter enclosing a 266-page viability assessment. Due to the extent and contents of the late objections received, the Local Planning Authority (LPA) was once again left with no option but to defer the presentation of the planning application to Members in November's Planning & Licensing Committee."</i> The Committee Report was only received by Russells the day prior to the scheduled Planning Committee; therefore, a last minute representation was unavoidable.
7th December 2023	Further noise objection prepared by E3P is issued to the Council
13th December 2023	A ninth objection letter is issued to the Council in relation to engagement between the Council and Russells
18th December 2023	The Noise Impact Assessment prepared by BWB (version 10) on behalf of the Appellant is reuploaded but appears to be the same as submitted in June 2023. Additionally, the latest version of the Landscape and Visual Impact Appraisal (Rev E) prepared by TPM Landscape Limited dated July 2023 is uploaded.
21st December 2023	The Planning Application is refused by Committee with one reason for refusal as previously noted. Russells spoke in objection to the planning application. The below link provides audio of the Committee hearing:

	 TCC Committee Hearing - 21st Dec REFUSAL.m4a At 1hr 18 minutes, Paul Moore (Interim Director of Planning) when asked why the Ryder Report was not shared with Committee states – <i>“not purpose of planning committee to have every doc/file in front of you, instead pulled together in a report for you with recommendations of statutory consultees and officer recommendations”</i> Russells response to this was that the Ryder Report was not made public on the planning file, and their efforts were thwarted to secure it as a material consideration. The Council mention it within the Committee Report, but do not provide either the document or the conclusion.
24th May 2023	The noise element of the reason for refusal is withdrawn by the Council due to inability to defend at Appeal should the Appellant decide to progress. Russells are not allowed to speak in objection.

APPENDIX 7 Design Code Framework



Land at South Heywood, Rochdale

Site-Wide Design Framework



The South Heywood Vision

The aspiration for the South Heywood Development Site, is for quality development to come forward, which will raise the profile of the area as a place to live and do business ,whilst responding to new commercial and residential need.

Russells Homes, as primary developer has worked collaboratively with Rochdale Metropolitan Borough Council in the preparation of this Design Code Framework (The Framework Design). Desirable residential areas and commercial uses will be are supported by attractive and linked open spaces and community facilities. These will include a school and other services.

This sustainable extension of Heywood, will provide modern, quality family living and a potential pool of future employees for the commerical development. It will benefit from new and improved highway connections, improved permeability on foot and bicycle, and support new public transport opportunities.

Achieving the Vision

This document presents a Statement of Intent which has been founded on best practice urban design principles that set a robust foundation upon which the site can evolve.

The aim is to create a successful, sustainable and thriving community, where people wish to reside and work. A quality mix of family homes of principally 3 and 4 bedrooms will provide a strong market offer.

This approach will establish the future direction for all housebuilders and other developers and ensure consistent design themes and quality across the entire development.

Degree of Prescription

As defined in the conditions, as part of the Hybrid Planning Application, each parcel should also include a Design Framework Statement which outlines how the development of that parcel accords with this Design Framework. This should be approved by Rochdale Council as each phase comes forward.

It is intended that, if required, this document be amended and updated from time to time, with the agreement of the local planning authority.

Client:	Russell Homes
Project Name:	Land at South site wide design framework
Report Title:	Site wide design framework
Version:	v26 - Februrary 2021
Originator:	RK
Reviewer:	GP





Indicative Visualisation

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Russell Homes
13 Westpoint Enterprise Park
Clarence Avenue
Trafford Park
Manchester
M17 1QS

+44 (0)161 868 4310
Russell Homes-construction.
co.uk
russelhomes.co.uk

Introduction

This design framework provides a quality benchmark for new development at South Heywood. The Design Framework seeks to reinforce the vision for the Site, and guides, viable future development across the masterplan in order to achieve positive and holistic delivery. It does not seek to restrict the ability of developers to design and build innovative or unique products, or to suppress the diversity of character and place that is achieved by allowing multiple developers to bring forward their proposals.

It is anticipated that Land at South Heywood will come forward in a number of phases, each the subject of a separate Reserved Matters Application, over several years. It is intended that the Design Framework will provide the mechanism needed to give the Local Planning Authority the confidence that the masterplan can be delivered in a cohesive manner, founded on best practice place making principles, to create a successful place.

The Framework is designed to establish a benchmark for design quality across parcels to underpin the vision and objectives of the hybrid application, while providing developers with considerable flexibility over the layout and detailed design of the places they create and response to local conditions.

As a result, the Framework should not be and is not overly prescriptive in terms of architectural style or construction method. It does not restrict creativity but provides a basis for designers to produce innovative proposals which respond to the site and articulate these within that phase's Design Framework Statement.

The Framework provides a 'toolbox' of spatial interventions which form building blocks at the overarching, character area, street, building and boundary treatment scales. The toolbox provides a library of street and building types and the instructions for assembling them into safe, characterful, sustainable and well-functioning places.

The requirements set out within this document have been informed by longstanding national planning guidance, including:

- National Planning Policy Framework 2
- A Design Wayfinder (Design Council/CABE, 2012)
- By Design
- Safer Places
- Building Sustainable Transport into New Developments
- Car Parking: What Works Where
- Urban Design Compendium 1&2
- Manual for Streets 2
- Building for Life 12

The Northern Gateway would lead to a series of benefits which align with the Government's direction on the Northern Powerhouse, the draft Greater Manchester Spatial Framework, adopted Rochdale Core Strategy and the emerging Bury Local Plan.

Benefits would include:

- Increased development of high value added employment floorspace;
- Increased GVA and higher value jobs
- Expanded and accelerated development of new housing and associated amenities to support economic growth and attract council tax receipts in Bury and Rochdale;
- The development of the Northern Gateway, as a regionally significant employment location;
- Improved green assets, providing strategic open space networks;
- National / International profile-elevating the region and the Northern Powerhouse.

The Design Framework

The document provides a toolbox of design principles and guidance across two levels.

The **Overarching Strategy** provides a structure and principles which cover the key requirements of character areas, external and primary movement/connection alignments and route hierarchy.

The **Components Library** provides a list of routes and buildings which can be assembled according to the principles. Each route and building type has a number of mandatory requirements. These requirements are clear and measurable so as to make interpretation and compliance straightforward.

The **Character Area Matrix** describes which elements within the Components Library can be proposed within each route or space.



The Design Framework for South Heywood has been designed to be easy to use, providing a clear remit and spatial breakdown which presents principles for the Overarching Strategy and a Components Library for each of the identified Character Areas.

What is not covered by the Framework?

Design codes and frameworks are generally best suited for guiding repeated elements rather than bespoke features which will require specific design approaches. For this reason, this Framework covers residential areas with other areas being designed with specific future design briefs, which could come forward as part of reserved matters applications. For a similar reason, although the Framework does cover highway surrounding public spaces such as parks and squares, it does not cover the design of the open space itself, which again should be the subject of a specific design brief aspect of the respective reserved matters application, or conditions discharge.

How to use the Framework?

The Framework is designed to be easy to use and provide flexibility. Design teams preparing proposals should use the tool using the process shown in the following diagram:

As outlined within the hybrid planning application, this Framework should inform Design Framework Statements as each phase emerges.



The Toolbox

Design Framework Document

Overarching Strategy

Defines Character Areas

Specifies Access and Landscape Requirements

Outlines Overarching Principles

Components Library

The spatial elements which are to be provided within each Character Area.

Character Area Matrix

Provides choices for appropriate route and permissible building types that can be proposed along the street or space.

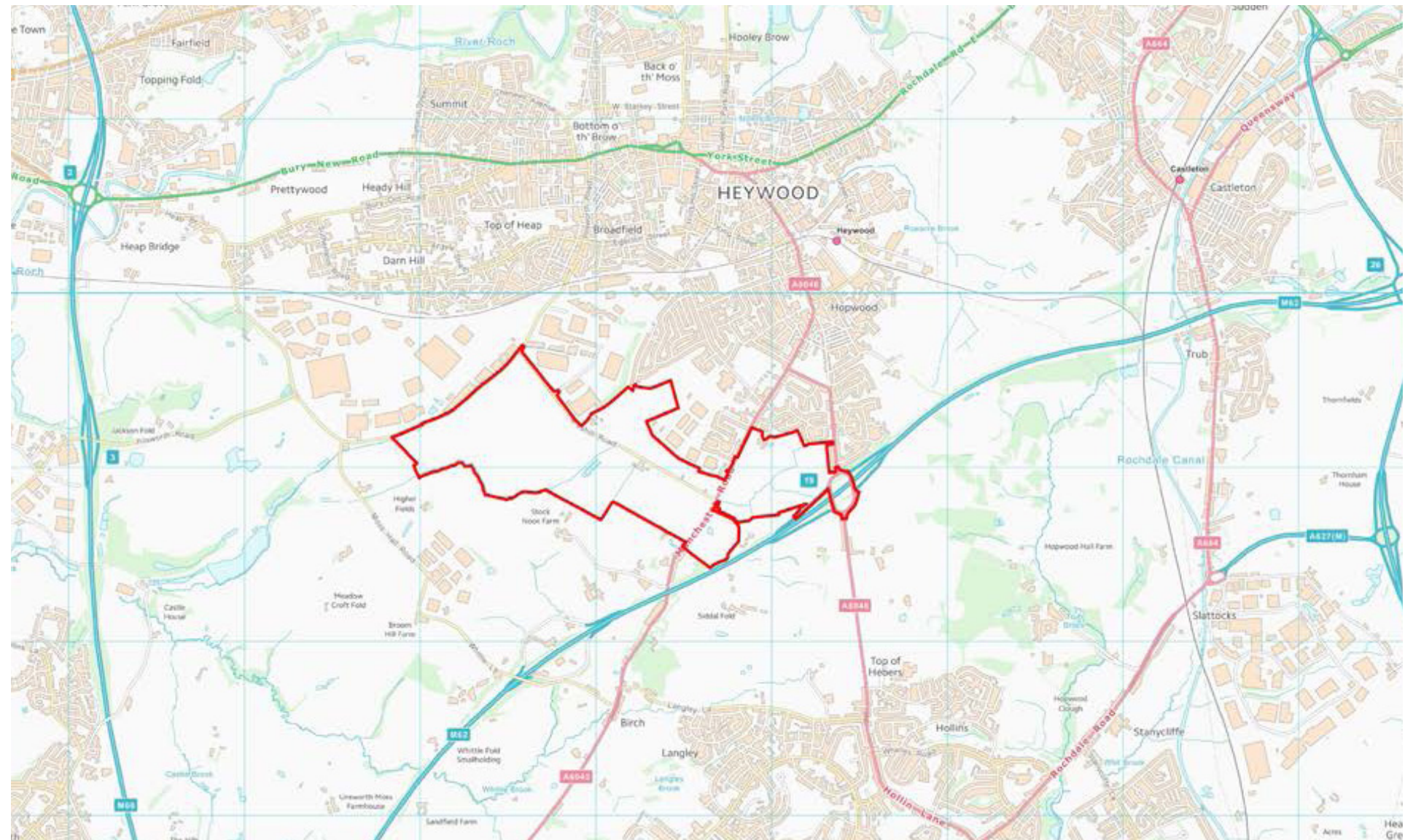
Site Context

The site is off the M62 and close to the M66 motorways which are linked to Manchester's orbital motorway, the M60. Local facilities and public transport routes are available in the surrounding area including Heywood and Middleton.

South Heywood is situated close to the M62 motorway within the Metropolitan Borough of Rochdale.

The Borough comprises four main townships, including Heywood, which is located between the town centres of Middleton, Rochdale and Bury and uses these towns for employment, retail, community services and leisure opportunities.

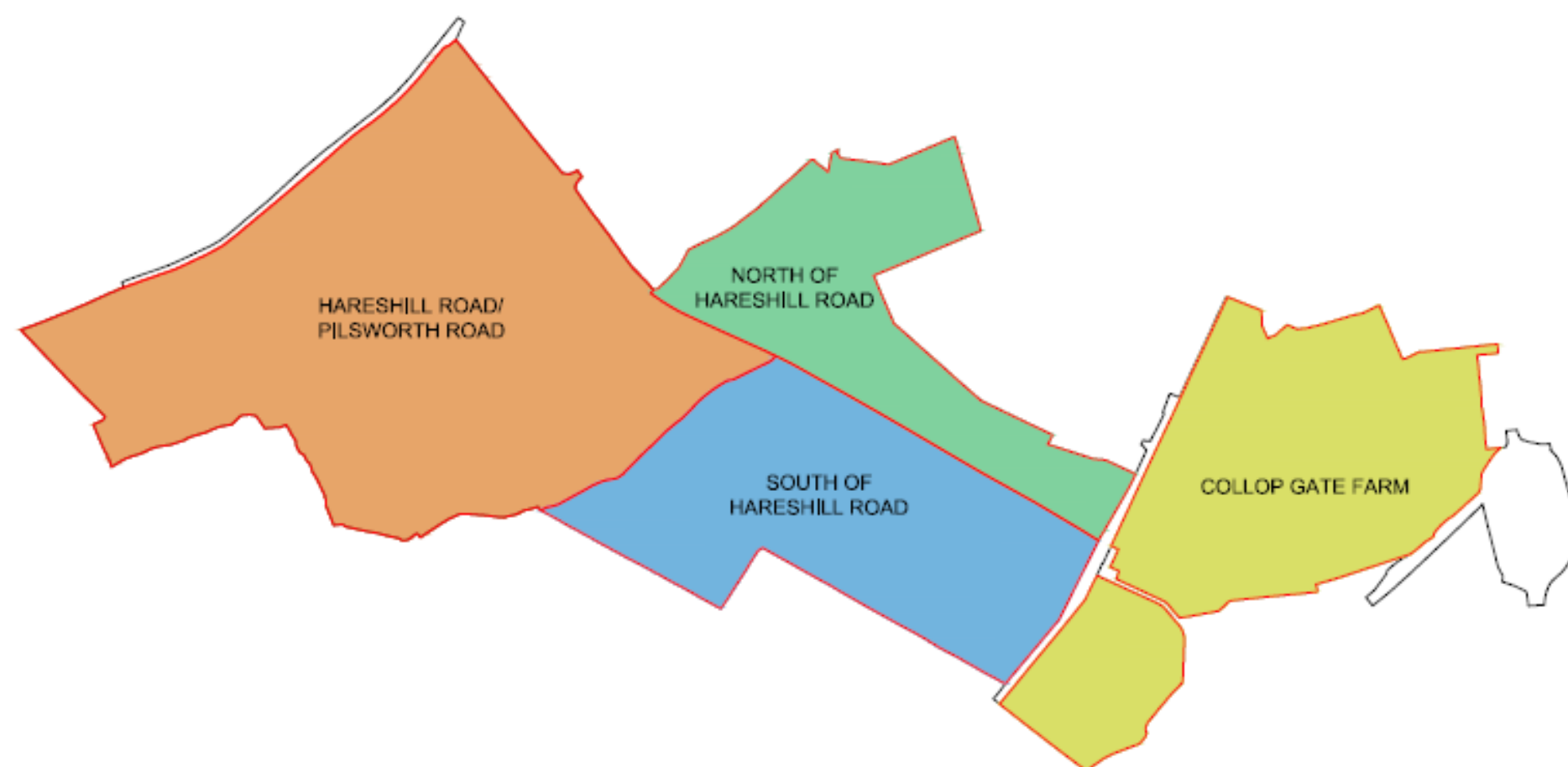
The site is situated to the south of Heywood, with most of the site being north of the M62, close to Junction 19. Adjoining the site to the north east are predominantly residential areas, while to the north and north west are employment areas, which include a large amount of distribution facilities. To the south and within the site are areas of agricultural land with farm holdings.



Strategic Site Context

The site comprises the following areas:

- **Collop Gate Farm** – This is an area of approximately 29.4ha, comprising outbuildings and agricultural land. Some parts of this area have been left fallow and consist of large areas of grassland. A small water course – Whittle Brook – runs through the site in a north-east to south-west direction.
- **North of Hareshill Road** – This is an area of approximately 17.8ha comprising mainly of open fields, some utilised for the grazing of livestock; and several houses on Hareshill Road
- **South of Hareshill Road** – This is an area of approximately 24.6ha, comprising open fields, which are principally vacant, with two houses and several outbuildings.
- **Hareshill Road / Pilsworth Road** – This area is approximately 51.7ha, a small part of which is open agricultural land, with the majority of the site to the east, being a former landfill.



Existing Context Areas Identified within DAS

Design Analysis

Wider Context

During the 20th Century, the expansion of the southern part of Heywood has continually pushed southward.

Expansion for residential development has been particularly evident since the 1950s and, since the advent of the M62 motorway in the 1970s, for large scale employment uses also.

The southern edge of development now sits adjacent to the site and, indeed, has 'leapfrogged' the site with large scale employment development now at Birch Industrial Park to the west and the development of Birch services on the M62 to the south.

As can be seen from the adjacent Figure Ground Plan the developed southern edge of Heywood is now fragmented and unrelated to any distinguishable landscape features. The density of housing areas from the town centre has reduced further south towards the site.

In economic terms the proposed development will help to ensure the continued attractiveness of the area for employment uses, but it also provides the opportunity to 'round off' the existing settlement to the south and create a new defined settlement edge.

Townscape Character

South Heywood is an area of distinct activities and characters in a 'urban fringe' setting on the outskirts of Rochdale. The area, however, lacks a defined urban edge which results in a poorly integrated set of land use characters.

Access through the area is disjointed due to a varied set of streets and highway typologies which restricts movement through the area in some cases.

Pedestrian movement through the site is limited, with a couple of defined footpaths that cross part of the site, mainly at the former landfill and the edge of the existing commercial area.

South Heywood is distinctively characterised by three areas, made up of housing; large warehouses; and open land.

The south of the site and its surrounds provides a mix of residential character with varied tenures and typologies providing an attractive diversity of dwellings, including:

- 1930s semi-detached houses surrounded by 1980s infill;
- New pastiche estates mirrored on Georgian architecture, with limited local vernacular;
- Large post 1930s detached cottages and villas along Manchester Road; and
- A mix of post 1980s and 1990s detached and semi-detached houses.

Farmsteads and a small light industrial park exist to the south of the site beyond Hareshill Road which introduce a contrasting land use character. These properties add little townscape value to the area with unsightly extensions to original farm dwellings and incompatible modern storage units.

The centre of the application site is defined by the contrasting contexts of large warehouses, farmsteads, adjacent residential, open space and the open rural setting.

The contrast between the open fields to the south and west and the large scale warehouses to the north emphasises the dominance of these employment sites over the landscape. There are limited 'green' elements within the employment sites that help to soften their urban presence, however existing surrounding hedgerow goes some way to mitigate this.

Finally, the north of the site is characterised by the Heywood Distribution Park which contains large warehouses. This land use determines the building character and the type of movement in the area.

Pilsworth Road marks the interface between the logistics park and the agricultural fields to the south west. Despite this interface the industrial character dominates this area.

The existing context can, therefore, be defined into three existing characters; mixed residential, rural and employment mix and industrial.



Figure Ground

Design Analysis

A detailed design analysis based on a study of the differing types of development that are local to the site can be found in Section 4 of the Design and Access Statement that accompanied the outline application. This considered areas in Heywood, Hopwood, the rural edge of South Heywood, development along Manchester Road, Birch Village, Bowlee and a development at Middleton.

This character analysis revealed a wide variety in architectural style, material pallet and quality of development dependent upon location and era of construction. There is no ‘overarching’ common style specific to the area but one or two broad approaches that are characteristic of particular periods and locations are worthy of note for reference as precedents:



Heywood Library



Variation in Local Typology

The area around Heywood Memorial Gardens - Common features include the use of local sandstone as a principal material (or to express key elements in the case of the Water Board offices); strong boundary features (a mix of stone walls and iron railings); and grey slate roofs. All are richly detailed and architectural styles vary, but the buildings are linked by a common approach to materials, scale and proportion.

Points for consideration in the development of design proposals include the importance of good public spaces and place-specific features; selection of a common material pallet; variety and architectural details but contained within common parameters of scale and proportion; and the importance of good boundary treatment.



Heywood Memorial Gardens



1 - 45 Hopwood Avenue

The area around the Hopwood Triangle between Manchester Road, Middleton Road and Coronation Avenue. This contains a number of good quality Victorian buildings, particularly along Manchester Road, built when Hopwood was physically separate from Heywood.

Points for consideration in the development of design proposals include the location of focal buildings; selection of a common material pallet – principally red brick with stone detailing with slate roofs in this location; together with strong boundary treatments and garden spaces that separate dwellings from the main road.

In the wider area there are small pockets of attractive Victorian and Edwardian and pre-war properties, consisting of primarily a red brick palette, with some sandstone features e.g. cills. Attractive porches – inset and projecting overhangs. Timber weatherboards, stone quoins and brick course bands add variety and interest. Slate and tiled roofs. Small-medium front gardens and medium to large rear gardens. Short red brick boundary walls to the front, with timber fences to the rear. Off street/on street parking. Mature tree lined, streets.



Corner turner at Hopwood Road and Manchester Road Junction *



Residential properties at Hopwood Road *



Housing set back behind front gardens with strong boundary walls



Strong terrace frontage on Manchester Road*

* Image courtesy: Google Maps

Manchester Road - development was expanding south from Hopwood along Manchester Road from the 1890s. These were generally larger residencies and many are still evident. They established 'grander' character to this part of South Heywood which has been continued by later development. Characteristics include large 'villas' set back from the road and fronted by well stocked gardens with large trees and strong boundary walls. A limited material pallet of sandstone and red brick is used interchangeably for elevations and boundaries. Roofs are in grey slate. Later development has introduced render, half timbering and timber cladding to the road frontage, with grey tiled roofs.

Birch - Birch is a small village south of the application site along Manchester Road and a designated Conservation Area. Its development, primarily in the early 19C is as a result of its location on a main route and access to Birch Brooke which powered early industrial development. It consequently acts as a reference point to a slightly earlier period than much of Heywood and contains buildings of distinctly different architecture with a greater range of materials and details evident.



View along Langley Lane



640 - 652 Heywood Old Road



757 - 763 Heywood Old Road



743 - 747 Heywood Old Road

New development off Heywood Old Road and Manchester Old Road, Middleton -

A new residential development fronting onto both Heywood Old Road and Manchester Old Road (accessed off Marquess Way) shows two approaches to address primary roads. Each uses a parallel secondary access lane and simple, but effective, landscape strip. On Old Heywood Road where metal railings and sections of stone walling allude to local detail and materials. All properties use a simple pallet of brick and stone, with grey tile roofs. Brick is used as a principal material for properties facing onto main roads.

Implications for the Design Framework

The built form and character of the area is mixed in its nature and does not infer a particular dominant style which should be carried forward within the development.

The Framework provides an overarching strategy which is consistent with the layout and typology of the mixed local vernacular of the area. In line with national policy, it is sympathetic to the local character and history of the site, while not preventing or discouraging appropriate innovation or change.

The Framework aims to ensure that the level of prescription is appropriate and that a “suitable degree of variety” is allowed to provide ample flexibility for high-quality design to come forward within each phase.

Design features such as an open space network, route hierarchy, positioning of landmark buildings and mix of urban/rural boundary treatments will define the character of each emerging area.



Similar approach with different detailing along Manchester Old Road



Simple, good quality landscaping at entry point



Simple landscape edge to the main road and boundary treatment to properties



Consistent materials, variety in form but within a unifying style

Planning Context

National Context

This design framework is written in the context of a strengthening of national design policy and good practice design guidance. This represents a significant push from Central Government to improve design quality through the planning system, evidenced by the publication of the National Design Guide 2019, the report of the Building Better, Building Beautiful Commission 2020, and future ambitions for building upon these such as the intention of publishing a National Design Code.

Relationship to other Planning Documents

The development of the design guide has evolved following a review of the relevant planning policy framework.

The updated National Planning Policy Framework (NPPF2) has been released since the Hybrid Application was approved. The Greater Manchester Spatial Framework provides design policies as well as site specific references to the Northern Gateway Area, of which the South Heywood site is a constituent part.

National Planning Policy Framework Update (2019)

The updated National Planning Policy Framework (NPPF2) places a greater emphasis on design quality, with more support for local authorities to promote developments which are of quality design and/or which complement their surroundings.

Paragraph 72 states that “larger scale developments” can maximise opportunities to achieving a supply of new homes in a sustainable community and quality of development. Within paragraph 110, the framework states that design of developments should prioritise active travel, facilitate access to high quality public transport through layout design, create safe places and respond to local character and design standards.

Good design is established as a key aspect of sustainable development within Policy 124 while Policy 126 states the effectiveness of design guides to create distinctive places with a consistent and high standard of design.

Draft Greater Manchester Spatial Framework (January 2019)

The land at South Heywood falls within the Heywood/Pilsworth (Northern Gateway) allocation, as defined by the Greater Manchester Spatial Framework (GMSF), which was published in draft form during January 2019.

The Draft GMSF promotes the wider Northern Gateway to deliver nationally-significant employment-led opportunity to attract high-quality business and investment, supported by new housing at Heywood/Pilsworth.

Policy GM-H-3 states that innovative housing development will be supported where it is consistent with the principles of good design and contributes to local distinctiveness, including the use of modern methods of manufacturing. Policy GM-E-1 states that development should be visually stimulating, creating environments which raise the human spirit.

National Planning Policy Framework 2 (2019)

Draft Greater Manchester Spatial Framework (2019)

Rochdale Local Plan Core Strategy (2016)

South Heywood Hybrid Application (2016) and SUE (2017) Documents

Rochdale Local Plan Core Strategy (2016)

The Core Strategy polices P1 and P3 focus on improving design as well as the area's image through design.

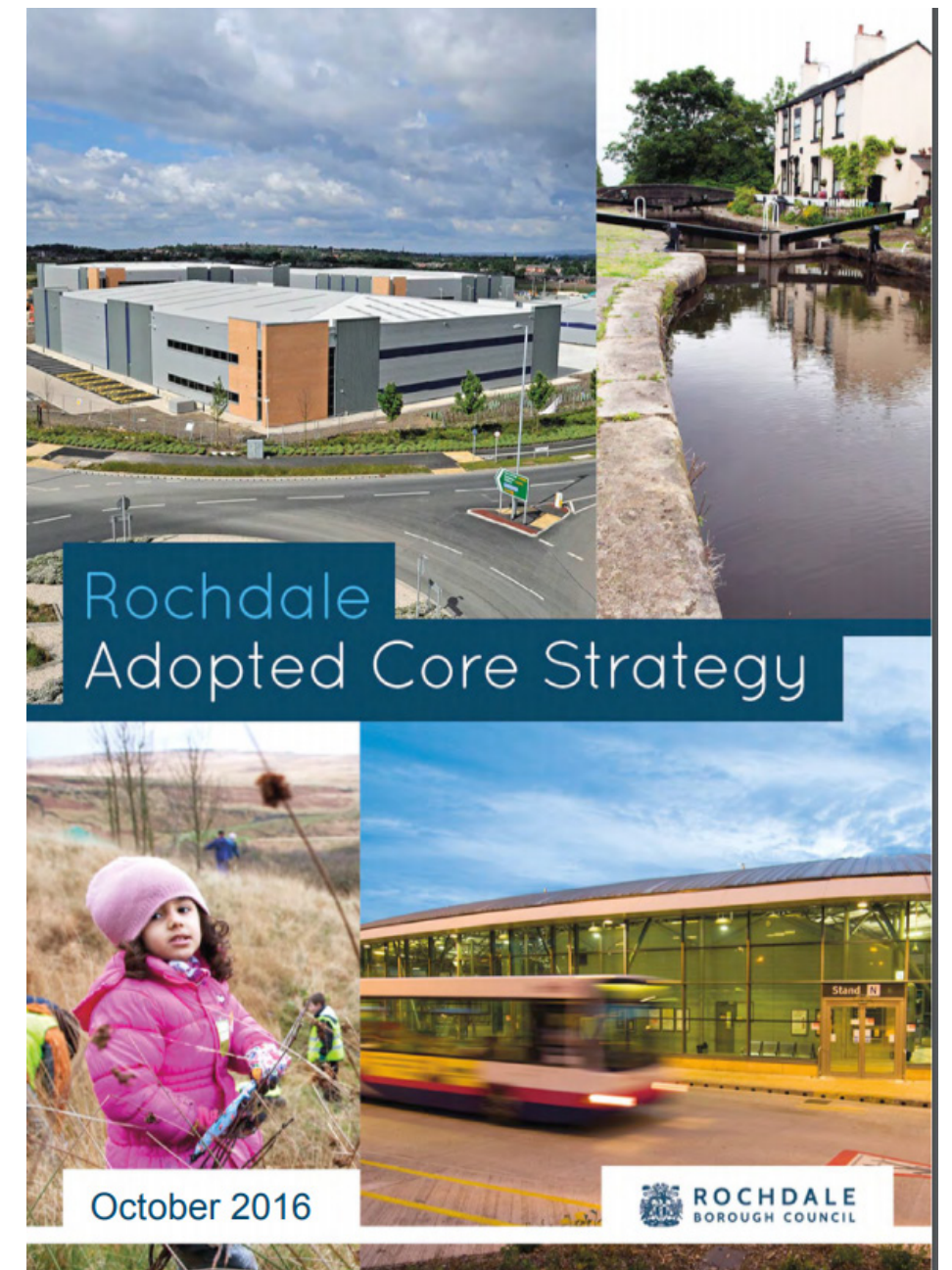
Policy P1 discusses that high quality design is required in all new developments but is particularly important in gateways into the borough, local gateways, main transport corridors and prominent sites. The policy states that new development can improve the image of the borough by:

- a. Requiring design which is of a high standard, demonstrating innovation and originality;
- b. Helping to 'green' the urban environment, for example by securing tree planting on sites and along streets and roads;
- c. Creating people-friendly, safe, vibrant, uncluttered public areas.

Policy P3 states that new development should achieve high standards of design, while respecting its context, contribute positively to townscape. The policy references that places should incorporate a hierarchy of routes, streets and spaces which respond positively to surroundings while ensuring that functions of buildings are understood and entrances appropriately located and visible. Design briefs must include demonstration of how these design principles have been taken into account in the design of development proposals.

The following Supplementary Planning Documents also contain sections that relate to design matters and these should be considered in the development of further design proposals:

- Guidelines & Standards for Residential Development SPD - adopted June 2016
- Provision of Recreational Open Space in New Housing SPD – adopted March 2008, updated January 2017
- Biodiversity and Development SPD – adopted January 2008, updated February 2017
- Climate Change Adaptation SPD – adopted June 2012
- Heywood Green Infrastructure Action Plan – adopted September 2010
- Oldham and Rochdale Urban Design Guide
 - Design and Planning Process, A Guide to Good Practice
 - Public Realm Design Guide, A guide to creating good streets and spaces
 - Residential Design Guide



Opportunities and Constraints Summary

General Character

The proposed site area is approximately 130ha of land comprising a grass seeded former land fill and parcels of open grazing land. The area contains a number of hedgerows and scattered trees, two small watercourses, but in general terms the area is not rich in landscape features.

Access, Connectivity and Local Services

Current pedestrian connections into the site are poor, presenting an opportunity for development to improve these links.

A new NW/SE green corridor route and improved signed footpaths have the opportunity to link employment and residential areas to the local centre and key facilities. Existing public rights of way are retained with enhanced surfaces, signage and overlooking, significantly improving their attractiveness in use. Development can lead to new bus stops and potential bus rerouting.

Landscape and Ecology

Currently most of the development site, comprising former landfill and grassland, is not publicly accessible (with the exception of 2 public rights of way) and is of limited amenity value. The proposed landscape structure provides significantly enhanced access to open space within the development area, and it addresses specific functions within the development, many relating to sustainability issues.

Landscape design for the wider site should respond to the opportunities for access/ movement, recreation, sustainability, SUDs and the enhancement of biodiversity.

Built Form

Whilst this framework is not prescriptive about architectural form, it is recognised that the major development site to which it relates is an opportunity to drive improved design quality in built form for the area. As each element comes forward developers should demonstrate how they have responded positively to the design aspirations set within the Design Code.

Dwellings will be energy efficient and designed to reduce the CO2 emissions and line with the approved documents and RMBC sustainable policies.



Illustrative Plan

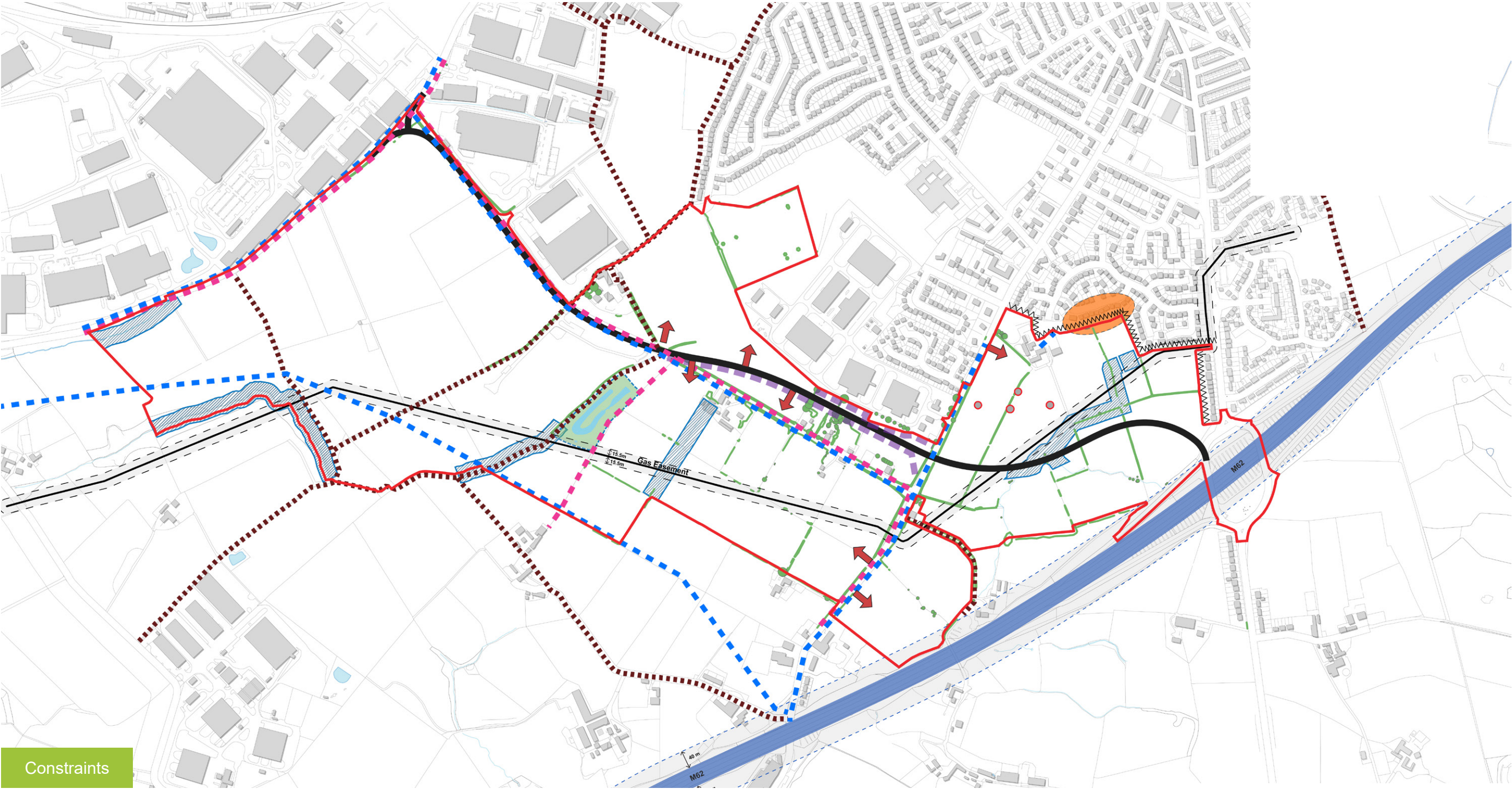
Opportunity to Incorporate Green Infrastructure Sustainable Urban Drainage Systems (SUDS)

Green spaces can be designed in detail at future stages to provide ecological opportunities and flood benefits, particularly niche habitats for species that thrive in damp or wet conditions.

The broad, central green corridor and other, intersecting corridors running across the development will function as wildlife and habitat corridors that connect through the development to surrounding green and open spaces. Spaces within this typology can include the dual attenuation and ecology ponds on the southern side of Harehill Road to the east of the former land fill area.

A proportion of the site in the south east is not proposed for development and is set aside for landscape, ecology and SUDs uses. Together these areas have the opportunity to provide a robust green infrastructure network. Well-considered development could provide a richer diversity and quality of habitats and greater biodiversity than currently exists, and for this enhanced ecological offer to be properly managed and maintained.





Constraints

- | | | | |
|---|--|--|--|
| <ul style="list-style-type: none">Site BoundaryNew link roadLimited access points from primary highwayApproximate location of high pressured gas main and easement | <ul style="list-style-type: none">Approximate location of mine shaftsExisting water courses and potential bufferExisting water body and associated landscapeExisting public right of way (PRoW) | <ul style="list-style-type: none">Electric Sub-station (Potential buffer required)Existing hedgerow (retention or removal)Existing trees (retention or removal)Approximate location of Water Mains (Trunk and District Mains) | <ul style="list-style-type: none">Approximate location of Electricity lineApproximate location of important BT Apparatus LineInterface with existing propertiesM62 and associated noise / air quality related constraintsPotential noise related constraints along new link road |
|---|--|--|--|

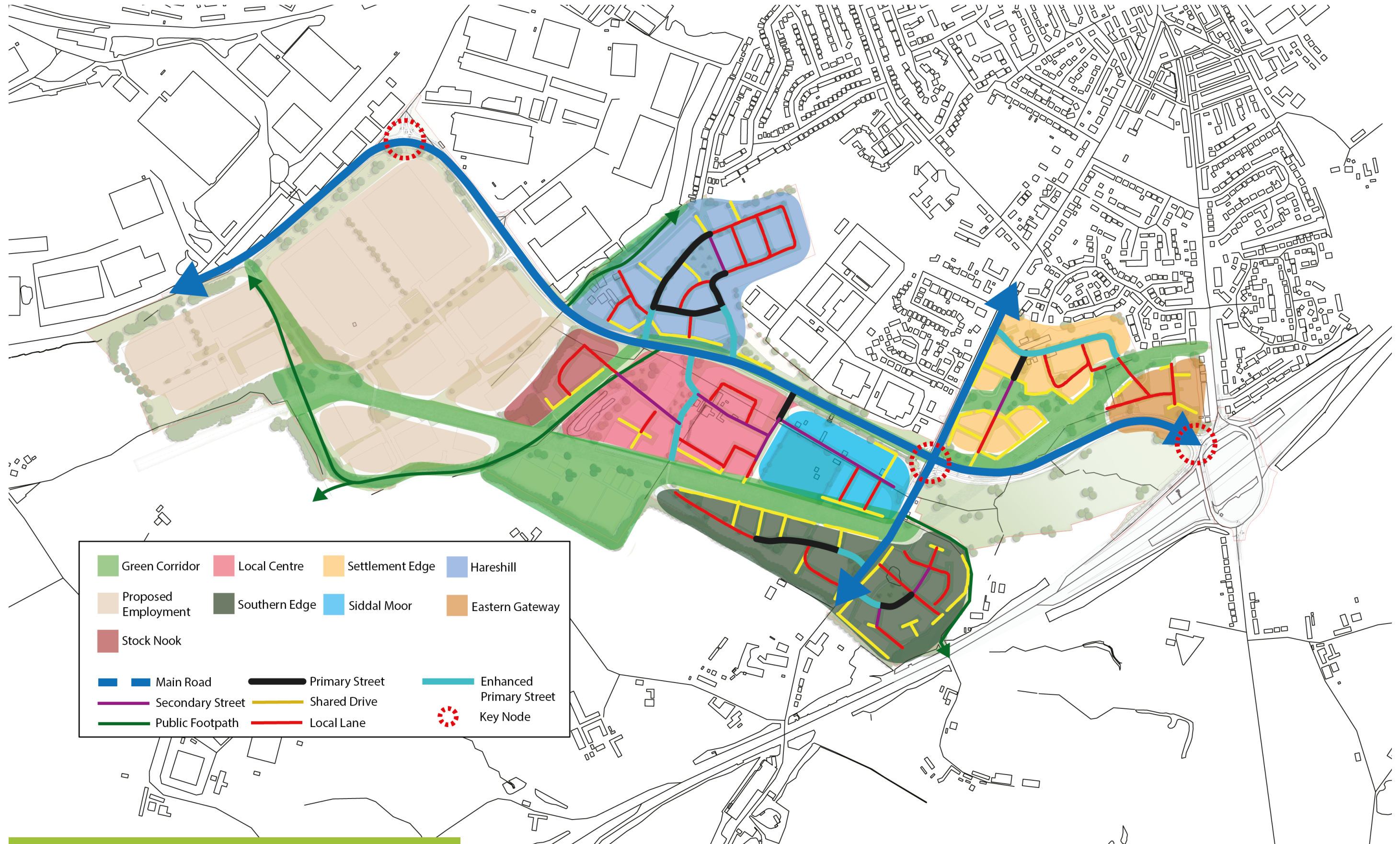
Overarching Strategy

Background

The Hybrid Application was accompanied by an Illustrative Masterplan and the design principles behind this are explained in that application.

This Framework provides an additional amount of guidance on the masterplan, helping the development to provide further clarity to future housebuilders and operators on what is expected from reserved matters proposals. This will be followed by the specific detailing of what development will come forward and where, within the reserved matters proposals and inherent development masterplans. At the reserved matters stages the submitted designs are firm proposals, not merely illustrative, and so a Design Framework Statement will be broadly consistent with the principles established by the hybrid application. The Design Framework Statement will also need to contain a greater level of detail, particularly for the specific phase for which each Reserved Matters Application is seeking approval.

The Framework therefore includes a section which sets out the principles that will underpin the production of the Development Masterplan. This builds upon the parameters which have been fixed within the 2016 hybrid planning application and go on to define the overarching spatial and land use framework.



*This plan is indicative. The exact route alignment of each street type will be defined at reserved matters stage.

Urban Design Principles



Distinctiveness and Quality

This Framework does not seek to specify individual building components, and material types. The quality of these components will be assessed by Rochdale Council within the Design Statement for each Reserved Matters application.

This approach is crucial given the long-term nature of the development and the potential number of units and developers which will build-out the phases.

As well as this, there is variation within the existing local character, providing opportunities to define a new character and set new design parameters for the area.

A blanket approach towards one component, colour or material type for example, will stifle the ability of house builders to create variation across the wider masterplan.

Given that there is no one common vernacular and architectural style locally, this provides a freedom to deliver a range of building styles across the masterplan, from traditional to contemporary. It is expected that each development parcel should provide a strong character, with its own distinctiveness, using buildings styles and form, streetscape and landscape to achieve this.

There is a particular ambition to bring forward a more contemporary character at the local centre – an important and high profile area of the community – to include retail, community buildings and residential. It is expected that this will present a new design offer for the Borough, adding to positive precedents.



Precedents



Thoughts for Housebuilder

Facade Treatments: Consider how colour and materials on singular buildings or along streetscapes can create variety or homogeneity.

Fenestration: Consider the colour and quality of window, front door and garage door treatments. 'Corner turn' units or windows at the side of units should provide overlooking to the side of dwellings .

Materials: Consider outcomes of variety or consistency between building and landscape materials (such as front garden walls or public realm).

Roof Materials: Use of one blanket roof material can prove dominant across open views. Conversely is variation used in a thoughtful or 'random' fashion.

Scale and Massing: Consider how increased height can define public spaces, street types and corners, by providing landmark effect or enclosure. Please refer to the Parameters Plan that forms part of the Outline Approval for details of maximum building heights.

Roof Pitches, Dormers and Canopy: Give thought to how extruding elements can break up the facade and roof-lines of the streetscape.

Land Use

The high level structure of the site is set by reference to land use: an area of 48 ha to the west is identified for employment use as a logical extension of the existing employment area at Heywood Distribution Park. The employment area is accessed from new junctions off Pilsworth Road and the new link road and the Illustrative Masterplan considers how these points might be linked to provide development plots that can cater for larger unit sizes of 50,000 sqft and above.

The central and eastern parts of the site are structured as a number of residential areas accessed from Manchester Road and the new link road, together with areas of open space, areas for school and local centre use and a number of retained existing properties/uses.

Housing Mix

There will be a mix of dwellings across the site, with potential for a range of 1-5 bedrooms. This mix will be partly governed by the provision or not, of affordable housing on-site. Accordingly this mix will remain flexible per development parcel phase, within the following broad percentages will apply, albeit there is commitment to bring forward larger family homes(as indicated below), a greater provision of 3 and 4 bedroom unit will be offered.

- 1 bed and/or 2 bed dwellings – between 0 and 20%
- 3 bed dwellings – between 25% and 70%
- 4 bed dwellings - between 25% and 70%
- 5 bed dwellings – 0 and 15% (5% across the masterplan)

Whilst not a Local policy requirement, the aim is to ensure that all new housing is of an adequate size for new residents to live and grow in, the dwellings will aim to comply with the minimum internal space requirements set out in the Nationally Described Space Standards

See plan for potential locations of larger house types, distributed throughout the development, including at prominent and 'gateway' locations.



Potential Location of Large Family Dwellings

Yield and Density

The hybrid planning application allows for the construction of up to 1000 residential units on the site.

Densities across the development site should vary between 28-35 units per hectare. This is to reflect National best practice which advocates circa 30 units per hectare, and current Greater Manchester Combined Authority draft policy which seeks to promote circa 35 units per hectare at sustainable locations.

Given that the South Heywood Development proposal is an extension to an existing residential and employment area, together with approved new employment; a central sports/play/educational hub and local centre; and new residential community; together with enhanced bus services/infrastructure, and footway and cycleways – all promoting sustainable travel choices. As such, this density range is appropriate for this new urban extension.

Each character area will deliver 3 and 4 bedroom family dwellings, most character areas will also extend to more exclusive 5 bedroom units which will be located in key locations.

This range should allow each development parcel's opportunities and constraints to be taken into account, and be necessary to achieve the housing mix envisaged.

Reference should be made to the standalone Phasing Plan which sets out the sequence of development across the development, including indicative milestones.



Suitable Location for More 'Urban' Typologies

Employment Mix

The employment element comprises a parcel of approximately 48 ha, accessed from new junctions off Hareshill Road and Pilsworth Road. The site has potential to offer a variety of unit sizes and forms, principally larger floorplate units, which will emerge as occupier specifications are further understood. This will enable a good range of accommodation to be provided to suit the differing operator needs. The employment area will be within walking distance of a range of retail and food offers at the proposed new local centre.

Education, Ancillary Retail and Community

The Illustrative Masterplan makes provision for a site to accommodate a primary school in the centre of the development, accessed from a new local road network connecting to Hareshill Road at a new junction. This is shown as part of the safeguarded land to be brought forward.

The Illustrative Masterplan also indicates an area where a small scale retail offer and potential community use could be located. It is anticipated that these would have a combined land take of approximately 0.2 ha within the area identified, the balance being developed for residential use. It may be that a developer would want to incorporate residential / community uses into a mixed use block, potentially with residential use above, and the intention of showing a broad zone for location of retail and community uses is to allow for this level of flexibility.

Should there prove to be no demand for retail or local town centre use it is intended that the land would become available for residential development

Sustainable Building Design

New buildings will be required to demonstrate a 'fabric first' approach to energy conservation and carbon reduction. As a minimum all buildings will be required to meet applicable regulatory requirements under the Building Regulations and comply with relevant planning policies..

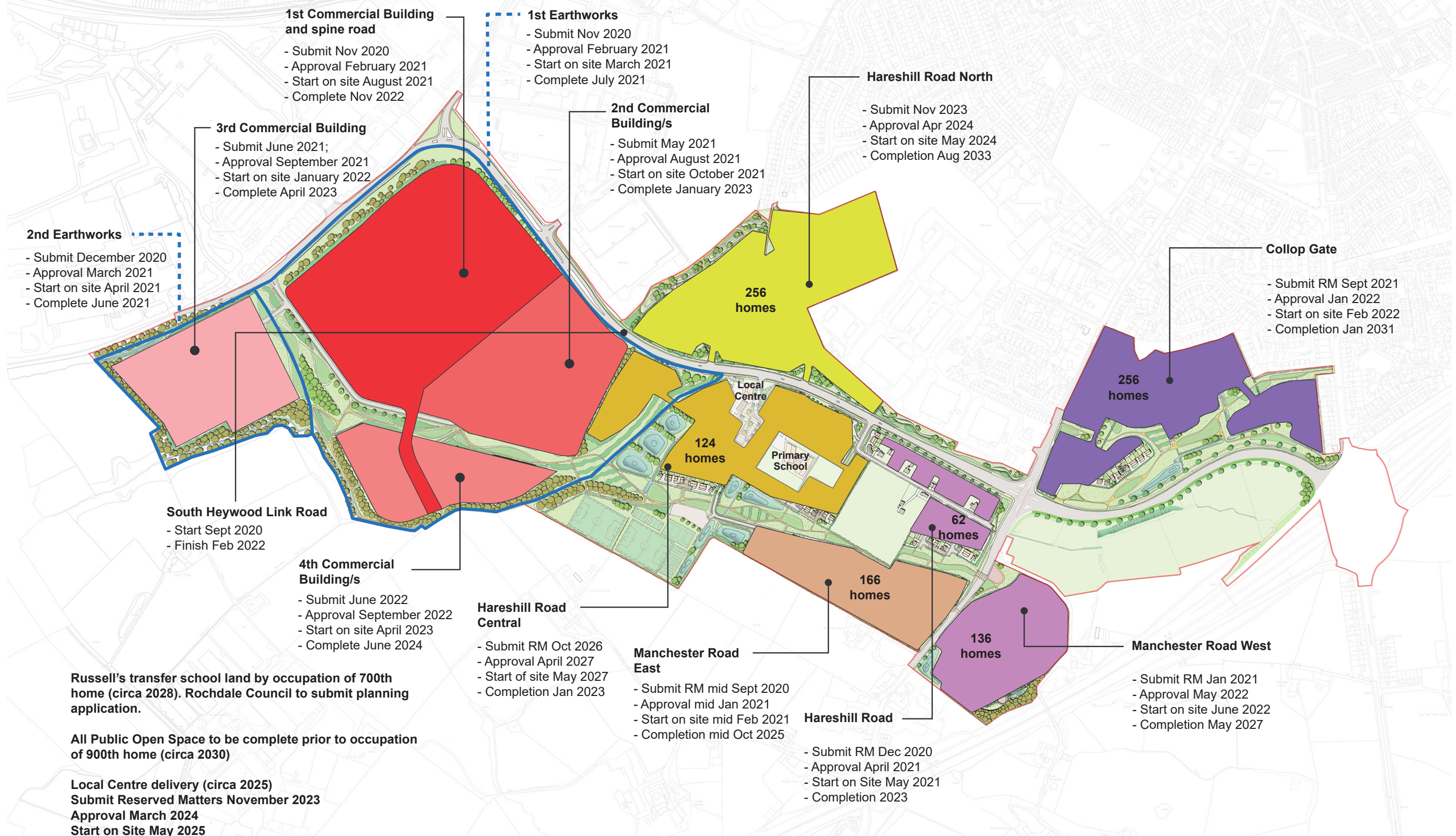
Cohesiveness

It is recognised that a development of this scale will come forward as a number of separate phases over a period of years, probably with a number of different developers. In this context it is important to ensure that this process is coordinated such that the interfaces between the different pieces of the development are well considered and potential design clashes or 'awkwardness' at interfaces eliminated. Whilst variety is encouraged and bespoke responses to the varying constraints and opportunities across the site are expected, each should be integrated between phases.

- Where adjacent plots are being progressed simultaneously it will be expected that proactive communication takes place between parties to tie together interfaces and ensure attractiveness, cohesiveness and permeability.
- Early plots must consider the interface they leave with adjacent plots and consider boundary treatments and transport links for vehicles and pedestrians.
- Later plots must address the interfaces of earlier developments and incorporate with these plots to ensure a connected masterplan.
- Consider what key features will create cohesiveness, e.g. public realm, layout of streets, pathways and homes, how materials and house types sit together (not that they need to be the same but they shouldn't clash unpleasantly).

Illustrative Phasing Plan

N.B. that the phase areas and timescales are indicative only, and may be updated from time to time, in consultation with Rochdale Council's Planning Department. The landscape to come forward with each phase.



Affordable

Subject to the Viability Report in line with the S106 Agreement, should on-site affordable housing be provided, this will be provided to a maximum of 15% per development parcel.

Any on-site affordable provision shall be made up of Intermediate Housing and/or Affordable Rented Housing, of which no more than 50% shall be affordable rented in any one development parcel.

Any affordable housing provided on site will require an Affordable Housing Scheme to be provided to the Council, to detail:

- The location of the affordable dwellings;
- The house types and specification of each affordable dwelling;
- The tenure of the affordable dwellings;
- How the affordable dwellings will be retained as such;
- Completion dates for the affordable housing.

The affordable units provided will be subject to the high design standards set out within this framework, with no differentiating in quality from the market housing. This should provide pepper potting of affordable across the site, with groupings of no more than 10 affordable homes (except for apartments).

Placemaking and Streetscape

The Design Concept Plan produced within the Outline Application is shown on the opposite page. This details the strategic land use and connectivity proposals within the site.

The general principle across the masterplan is to create a series of outward facing perimeter blocks providing strong street frontages and open spaces. This can help the site to achieve safe and overlooked public space with defensible and private rear gardens. The blocks are defined by an informal grid that refers back to the historic pattern of field boundaries (and thus incorporates residual field boundary features).

Opportunities are identified for key frontages, corners, gateways and focal points that will enhance the character and quality of the streetscape and the general legibility of the scheme.

Within the residential areas a hierarchy of primary, secondary and tertiary streets will be created. These will all be pedestrian friendly but have different characters which will aid legibility and navigation.

The tertiary 'streets' have potential to incorporate a 'shared surface' design philosophy.

The presence of landscape within and adjacent to the most visible and most travelled streets, through features such as street trees should enhance the character of residential areas.



Design Concept Plan

Key Views

There is potential for development at this site to satisfy the local policy regarding improving gateways into the borough. Main routes such as the M62 Junction 19, Manchester Road and the new link road are key gateways. The development offers the opportunity to better define these spaces and improve the perception of the borough.

Legibility

The layout should create a clear legible environment using both building and landscape design to mark key areas such as points of arrival (gateways), key places and spaces, and main frontages.

Key Views and Frontages

In terms of “key frontages”, it is clear that where the development faces towards Manchester Road and the Link Road, there will be opportunities for the quality of the wider area to be defined, as these are the most visible elements of the scheme.

Within these locations, as has been noted within the sections of this document which deal with noise, fronting onto the main roads which run through the site will have the additional effect of reducing noise to the rear of these properties.

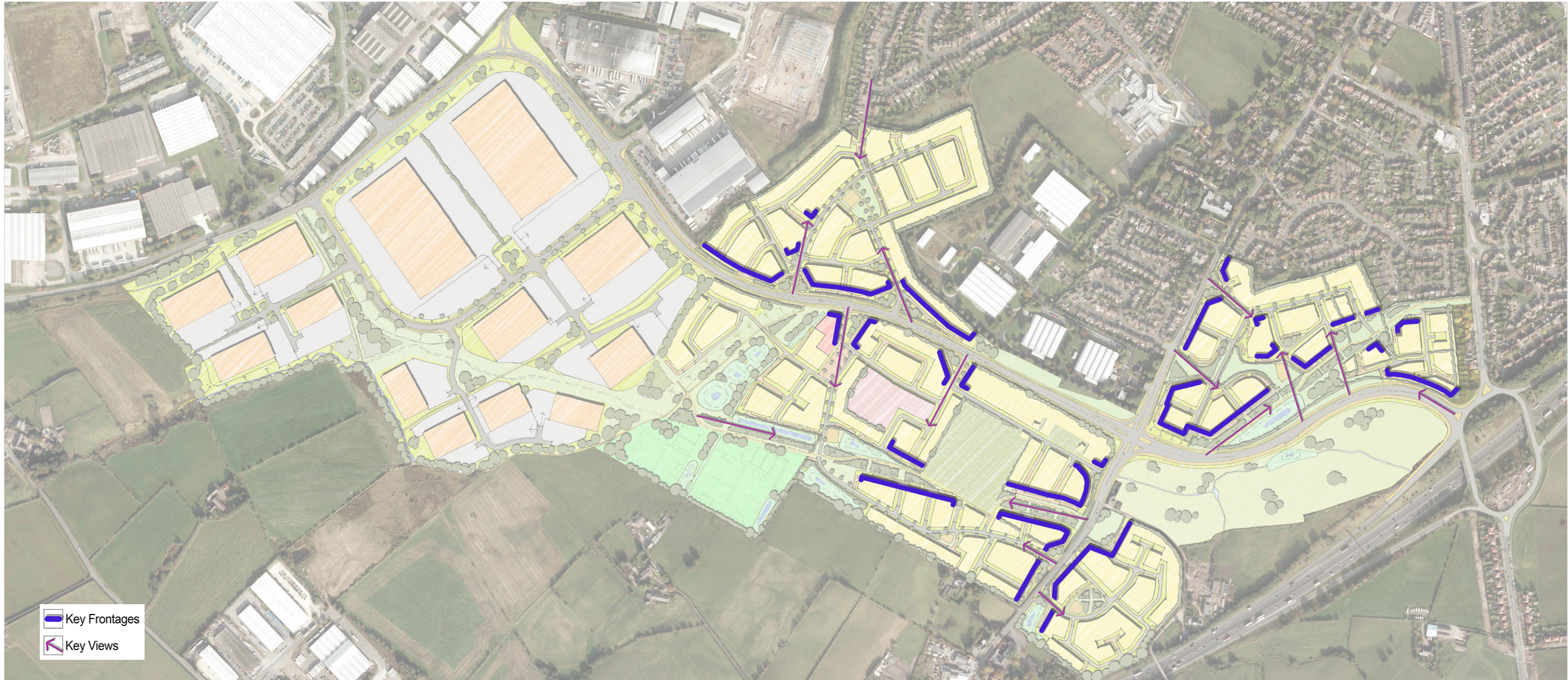
The key civic spaces within the site will also benefit from strong residential frontages which provide enclosure and definition.

A range of dwelling types will front onto the linear park, the layout of which will provide a close connection between property frontages and public open space. In these locations vehicle access and parking visible to the POS will be limited.

Other areas requiring a differentiated design response include the ‘gateways’ into the site, and into the main residential areas, points terminating views or framing vistas, and points of particular prominence due to their positioning within the development or as a consequence of topography.

The adjacent diagram provides a schematic illustration of these points.

Each Design Statement should demonstrate the key vistas and frontages for that development parcel



Access and Movement

The alignment and geometry of the proposed new link road has been fixed as a detailed element within the Hybrid Application. This establishes a number of fixed points and parameters which the remaining development will respond to, together with strategies for the different aspects of access and movement around the site, including:

- Site Access, Overarching Layout and Key Vehicular Routes;
- Permeability and Future Connections;
- Public Transport and Active Travel Provision;
- Highway Adoption;
- and, Car Parking Provision.

Permeability and Future Connections

Streets and spaces will be designed to be permeable, allowing access through the parcels.

Direct links between streets increase route options and decrease distances between destinations. The size of development blocks has a direct correlation with pedestrian permeability, and therefore smaller interconnected blocks are encouraged.

This design principle, especially where ‘filtered permeability’ allows for cul-de-sacs to be linked by footpath/cycleways can promote active travel, as areas are linked to each other for pedestrians and cyclists.

As development within the wider Northern Gateway progresses, it should be demonstrated that development does not preclude access coming forward to future development plots.

Connectivity into the surrounding area offers the potential to:

- promote permeability;
- encourage walking and cycling as a viable or preferred mode to local services including shops and schools;
- provide secure, overlooked pedestrian and cycle links between housing areas and the local centre;
- ensure that emerging development within the wider Northern Gateway allocation can be accessed (therefore unlocked); and,
- provide a common development form and connectivity between phases to ensure that places can be read as one wider neighbourhood.

Site Access, Overarching Layout and Key Vehicular Routes

The parcels within the site will feature vehicular access from the South Heywood link road and Manchester Road, which provide primary links to the north, south, east and west from their intersecting junction.

These routes provide an opportunity to define the perception of the wider area and should feature high quality design features, as well as noise mitigation as appropriate, well screened where visible.

Concentrating vehicular connections along the new spine road will prevent rat-running on routes such as Shaftesbury Drive and Salisbury Avenue to the north east while taking HGV traffic away from Hopwood Triangle and Heywood Town Centre. The proposals will allow for direct journeys for those travelling on foot and by bicycle. This will promote active and sustainable travel towards Heywood Town Centre and key local services such as Siddal Moor Sports College and Holy Family College.

The exact location and direction of new routes will be considered by the developer in each development parcel. Walking/cycling connections should be continuous between development parcels, to ensure permeability across the masterplan.

Street Networks

Street Types are provided in the latter sections of this document. Each street type features differentiation in its scale as well as landscape and parking provision, helping to define street characters and aid wayfinding.

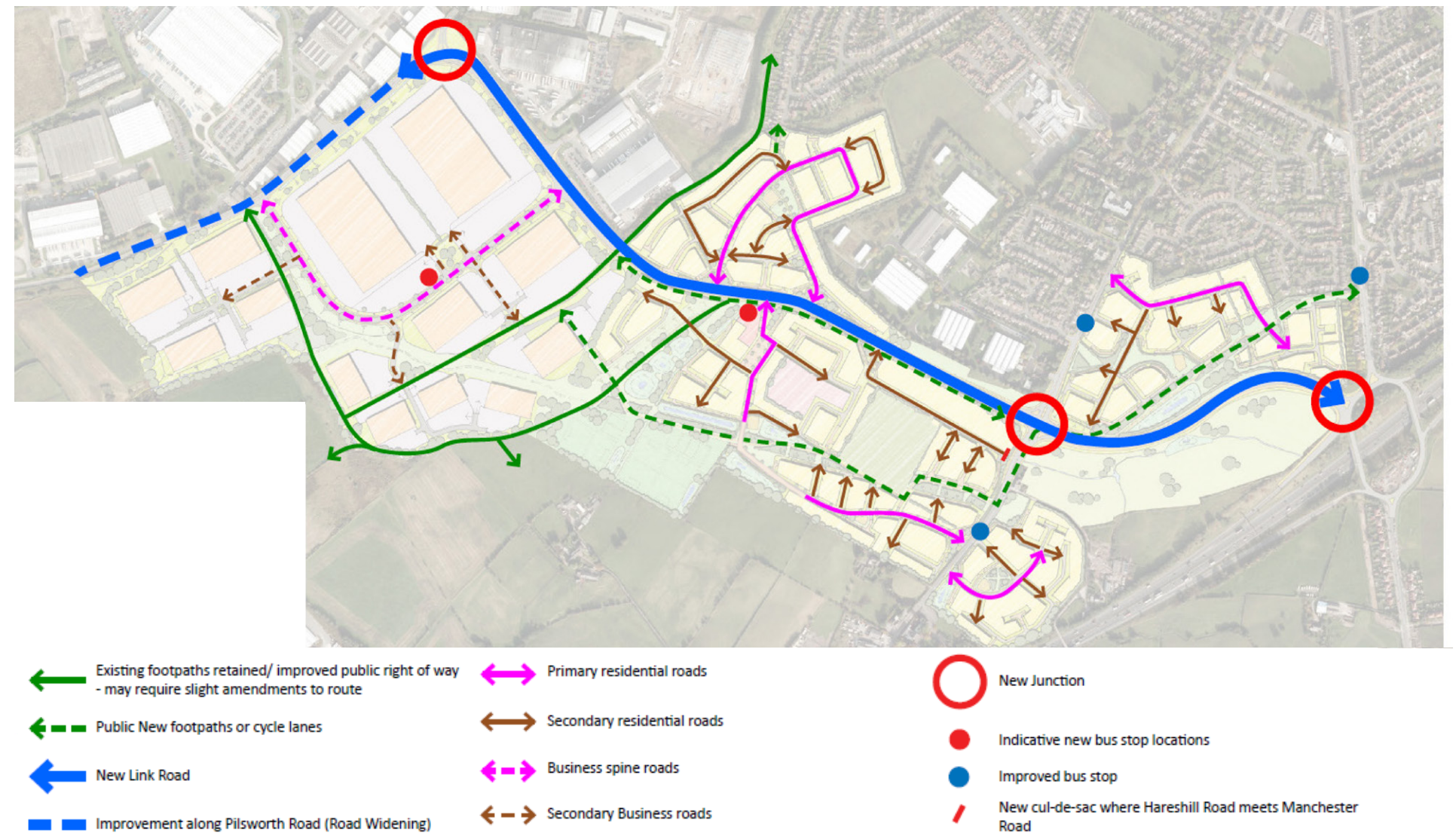


Public Transport and Active Travel Provision

Public transport and active travel will be integral to the structure of the masterplan. Walking and cycling routes and public transport routes/stops should connect into the key trip generators inside and outside of the site such as the local centre and Heywood Town Centre. There is potential for the link road to support orbital bus journeys for example, between Bury and Middleton and connect communities with key destinations within the site. Note that the Council will determine the location and route of new bus stop infrastructure and bus routes respectively, with Transport for Greater Manchester, using the financial contributions secured from this development.

Vehicular routes should include consideration for how pedestrians and cyclists can travel along and cross such routes. All areas should be considered 'pedestrian friendly' neighbourhoods which can assist and encourage people to move away from the private car.

Active travel will be a core element of the green infrastructure network. This will help to promote both utility and recreational walking/cycling and the benefits of interaction with nature. Links towards strategic recreational routes will support active travel within the site.



Illustrative Access and Movement Plan included within the outline application Design and Access Statement - for reference only

Travel Planning

Travel Plans are long-term management strategies for integrating sustainable travel proposals into development. A range of modes should be supported to promote trips by a range of modes.

As explained in the Design and Access Statement for the Hybrid Planning Application, indicative locations for improved bus stops as well as improved existing bus stops will help to support travel by public transport.

Financial Contributions towards bus services and infrastructure is to be provided to Rochdale Council, by the developer/house builders. Accordingly, the Council will deliver bus stop provision with Transport for Greater Manchester, to facilitate improved sustainable travel to and across the site.

The applicants will need to liaise with the Council to understand their preferred locations for bus stops, and timescales for delivery, as the masterplan site is developed out.

In line with government guidance, Travel Plans should be based upon evidence of anticipated transport impacts of development and be considered in parallel to development proposals. As the detailed elements of the wider area come forward, a strategy for how each parcel is anticipated to be accessed will be developed.

Highway Adoption and Bespoke Solutions

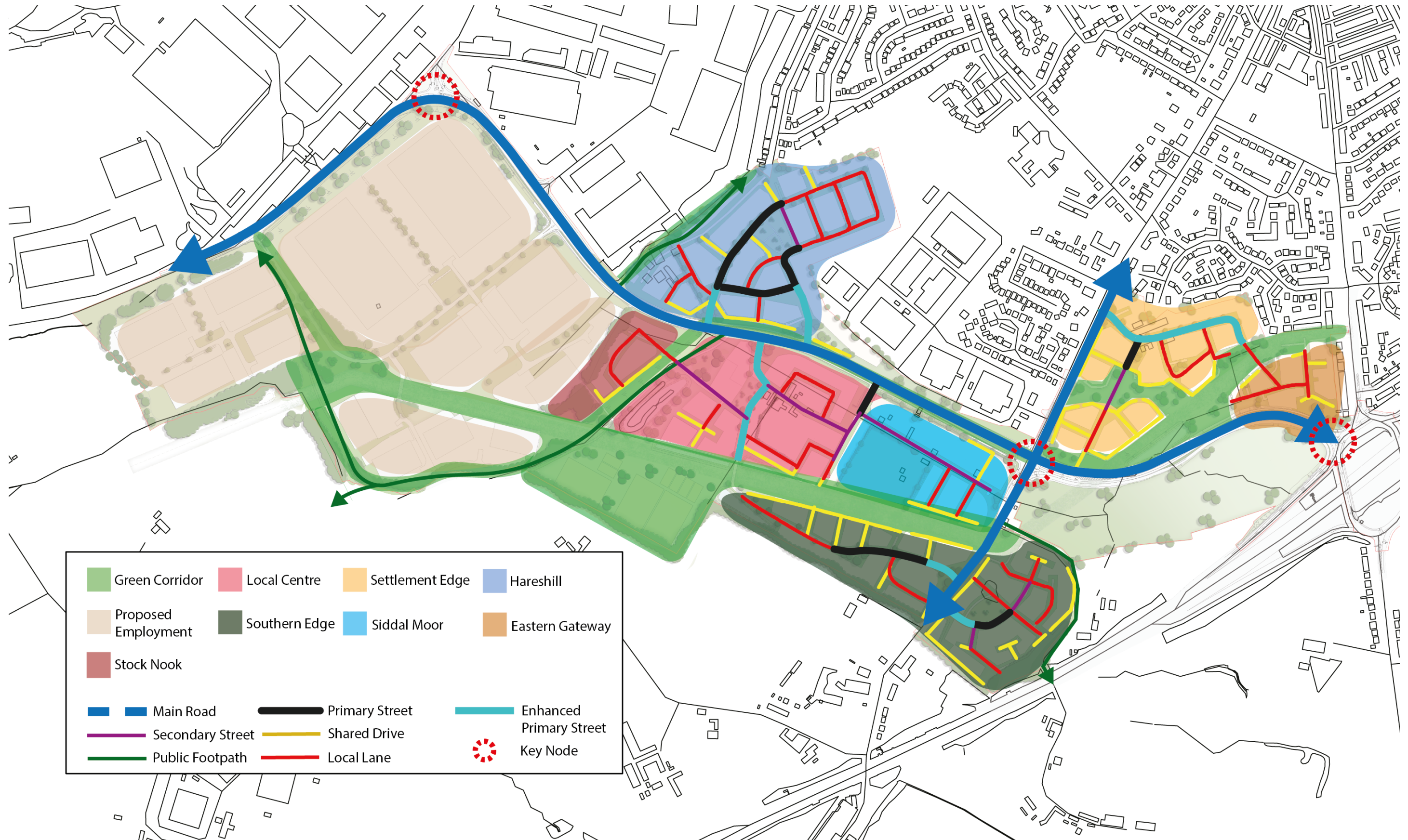
The streets and spaces within the site should feature a core route network which is designed to feature adoptable highways. New roads that are constructed in accordance with the council guidelines are normally adopted under a Section 38 (Highways Act 1980).

Rochdale Borough Council are understood to be reviewing adoptable standards. This will include issues such as the maintenance of verges, street trees and potential for altered street geometry.

Discussions with the local authority should be undertaken prior to undertaking the detailed design of each parcel to understand which internal routes should be earmarked for adoption. These could include core access routes such as primary and secondary roads, as well as tertiary routes. Such an approach should consider the maximum distances between dwellings and refuse vehicles for example.

Other non-adopted elements such as private drives, key landscape spaces and urban squares may connect into adoptable highways, but might not themselves be adoptable.





Road Hierarchy

Infrastructure and Sustainability

Infrastructure, Waste and Recycling

Studies undertaken during the Hybrid Planning stage demonstrated that the development can come forward with adequate connections to the utilities and telecommunications networks. The 'Health and Safety Executives' consultation zone around high pressured gas main will be complied with.

There is the potential for the site to feature utilities and future technology infrastructure which is integrated within streets and the landscape features within the site. Utilities strips and accesses should have the capacity to provide all required and anticipated services (e.g. fibre optic). Such alignments should be accessible to maintenance and flexible to future change.

It is proposed that 'bin blight' is avoided by providing in curtilage bin storage for all dwellings. In the case of detached and semi-detached dwellings, bin storage would be expected behind garden fences/within back gardens.

In the case of terraced units, a maximum number of four terraced units in one row would be provided, with rear access for bin storage to avoid the natural inclination to leave waste containers to the front of these properties leading to 'bin blight'. Such bin stores should accommodate the four 575mm wheely bins which are standard within Rochdale, either in a linear formation or a 2x2 formation.

To allow for waste collection by typical refuse vehicles, a minimum road width of 4.5m has been established within the site. Cul-de-sac streets should be designed so that operatives from the waste collection authority should not have to walk more than 25m to collect refuse. Roads which would be within waste collection routes, should be designed so that appropriate turning radii (with a minimum of 6m) are incorporated into the streetscape.

One common utility infrastructure, electricity sub stations will need to be provided within the development. These should be screened appropriately using landscape features where possible.



Discrete, well considered bin store

Water and Sustainable Urban Drainage

The overarching masterplan for the site has considered surface water and ground flood risk. The scheme has been designed so that the detailed proposals can come forward while ensuring no increase to overall flood risk to existing watercourses.

In addition to this, flood risk management opportunities such as sustainable urban drainage systems should be incorporated to reduce surface water run-off, minimise strain on mains systems and river networks and store quantities of water.

During the construction phase, silt and exposed bare soil should be controlled to minimise risk of flooding and sediment pollution.

There are several brooks and small watercourses flowing through the proposed development areas, generally flowing from north to south, these can be diverted to accommodate development (refer to 'Constraints Plan' on p19).

Sustainable Urban Drainage Systems and flood measures such as attenuation ponds and swales can form secondary landscape functions for recreation or ecology. Likewise, landscape features such as green corridors and street trees can minimise run-off and form a water storage/discharge benefits.



SUDS Integrated In The Streetscape



Noise

Construction methods and materials should reduce the transfer of noise between neighbouring properties and external spaces. Development should mitigate noise on existing and prospective residents and other users.

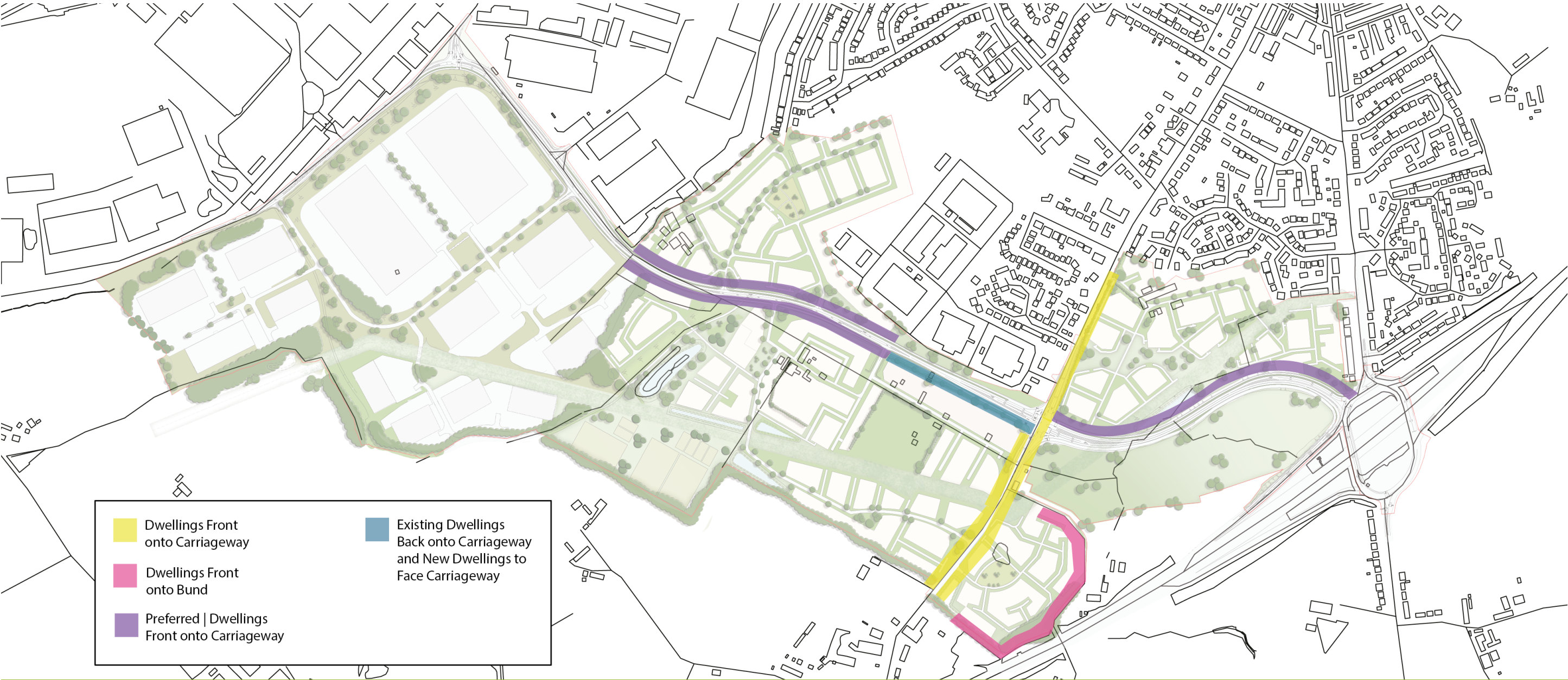
Fronting houses on to areas such as Manchester Road and the link road, with 2-3m side-to-side or side-to-garage distances will be the most efficient layout treatment.

This will avoid higher levels of noise in rear gardens and development to the rear.

Acoustic fences should be appropriately landscaped to screen and enhance as a landscape feature respectively. Bunds and acoustic fencing, which can adequately protect existing and future new houses from vehicle noise will provide further protection close to the new link road and M62, a mix of hard and soft landscaping can reduce the visual impact of such measures.

An indicative explanation of the treatments which will be expected to mitigate noise is shown in the following diagram and text.

The Indicative Noise Mitigation plan shown demonstrates the design framework’s indicative noise mitigation response. Acoustic assessments would be required for each Reserved Matters application, which may inform design layout and build upon this indicative plan.



Indicative Noise Mitigation

Dwellings Front onto Carriageway

Proposed dwellings which are situated adjacent to Manchester Road should front onto the carriageway with a 2-3m gap between buildings (either properties or garages), so that building frontages can act as a noise barrier.

Dwellings Front onto Bund

Within the south east of the Southern Edge Character Area, the residential areas are expected to face towards a landscape bund, adjacent to the M62, although properties may also back onto the bund where it is demonstrated in an accompanying noise report that this is acceptable.

This bund will be expected to measure approximately 6.5m in height, unless acoustic mitigation evidence suggests this can be reduced. A combination of bund to fence can be considered, as long as the approximate height of 6.5m is achieved. A 2.5m fence with a 4m bund has been explored but other combinations are acceptable, to be agreed with planning authority, through the submission of cross sections within Design Statements.

The bund will be expected to feature planting/landscaping on the side which faces residential properties.

Note that other alternative noise features may be appropriate including acoustic walls, but the interface with the residential properties should be considered, requiring planting to soften such mitigation.

Preferred | Dwellings Face onto Carriageway

The preference is for new properties to face the Link Road. However, noise and land constraints will dictate if this is possible. Accordingly, new properties may also back on to the carriageway.

Proposed dwellings which are situated adjacent to the Link Road (west of Manchester Road and east of Pilsworth Road) should face forward towards the carriageway with a 2-3m gap between buildings (either properties or garages), so that building frontages can act as a noise barrier.

The layout within this area would be expected to feature a landscape buffer/boundary treatment and residential streets or private/shared drives between the dwelling frontages and the Link Road.

There is also flexibility for a number of properties to back onto the carriageway should layout requirements deem necessary in places. In such circumstances a 4m (approx.) landscaped bund or bund/acoustic fence combination would be required between the Link Road and the rear gardens, unless acoustic reports demonstrate otherwise. The interface with the link road should typically incorporate some buffer planting/screening.

Along the Link Road in parallel with Hareshill Road to the south, the Council has already proposed acoustic fences here as part of the approved link road design, and landscape planting is proposed between the fence and link road.

Existing Dwellings Back onto Carriageway

This noise mitigation layout, responds to the new relationship between the link road and the existing retained properties which will front onto Hareshill Road.

A 2.5m high acoustic fence is to be provided along the Link Road, to mitigate noise for existing dwellings at Hareshill Road, however, should appropriate alternative noise mitigation be provided that responds to existing and new housing collectively, then this fence can be removed.



Illustrative Image Showing Treatment to Acoustic Fence and Bunding Along Link Road

Ecology

An Ecology Report informed the outline application to understand existence of and impact upon habitats.

None of the habitats recorded in the study area are considered to represent good examples of priority habitat types.

Some hedges, trees and watercourses across the site provide ecological value. Species rich hedgerows should be retained where possible, with any loss replaced. New hedges should be preferably seed or fruit bearing to support local wildlife.

Development should be designed to accommodate enhanced ecological corridors/ networks through the provision of landscape and habitat features within green spaces. There is most potential for this within any landscape buffers and landscape corridors.

Opportunities to enhance ecology across each development parcel should be explored, where it relates to new landscape buffers, sustainable drainage, green infrastructure, etc.



Hedgerow Within The Site



Precedent images of SUDs

Landscape Principles

Landscape and Open Space

A cohesive green infrastructure network which is accessible from areas across the site will lead to benefits in terms of recreation, air quality, ecology and flood risk.

The overarching principles for Landscape and Open Space have been considered in the Hybrid Application and the Landscape Framework.

Public Open space consisting of landscape (formal and informal), green buffers, ponds/SUDS, play space (i.e. Neighbourhood Equipped Area of Play and Multi Use Games Area) and sports pitches will be provided across the Masterplan Site (residential, local centre and H Park employment area) comprising 11.5ha of space in total.

Green infrastructure should provide ecological opportunities which also serve to provide interest for the local community.

Open Space within Wider Area

Future maintenance of open space to be undertaken by Management Company, which will be funded through residential charges.

Thought will be given to which native species can be provided within the public areas. For example, Native hedge species will be used in the public realm. As these sit within the area which is due to be maintained by the Management Company, these will be tended to, to facilitate healthy growth. There will be opportunities for informal landscape planting to create naturalistic environments i.e. around ponds and larger strategic green spaces, to enhance biodiversity, requiring less maintenance. At primary and secondary roads, and 'arrival' spaces to development parcels, a more formalised landscape scheme may be more suitable i.e. tree lined roads or hedgerow gardens, which will require a greater level of maintenance than the informal landscape scheme. Within private gardens, ornamental planting is suggested but this will be maintained and owned by each household.

Open Space within Residential Parcels

Open space will be distributed across residential parcels to ensure that an amount of recreational amenity/play space is provided within each residential parcel. This is illustrated on the indicative diagram opposite.

Play Provision

Design Statements shall provide material/equipment specification and planting plans for any play space provided at each development parcel. Play space requirements have been determined by the Provision of Recreational Open Space in New Housing Supplementary Planning Document (March 2008, Updated Notes Added January 2017), the Guidance for Outdoor Sport and Play Beyond the Six Acre Standard England. The Council has stated that the Multi Use Games Area (MUGA), Neighbourhood Equipped Area of Play (NEAP) and the sports pitches should be centralised at a hub close to the local centre, strategic green corridor and primary school. There are no requirements for each development parcel to provide its own play space.

The Council has stated the need for Play Spaces to accommodate a range of needs for a number of ages and the potential for larger-scale Play Spaces to be situated within walking distance of the proposed Local Centre and Primary School, as well as close to the Green Space network. This situates these facilities closer to the centre of the site.

It should be noted that whilst a varied mix of landscaping and open space typologies should be used, small pieces of "left over space" should be avoided and will not generally be acceptable in contributing to the policy requirements for open space within the development. Spaces should be genuinely 'open' and of a size and configuration to allow their purposeful use.



Illustrative Green Corridor



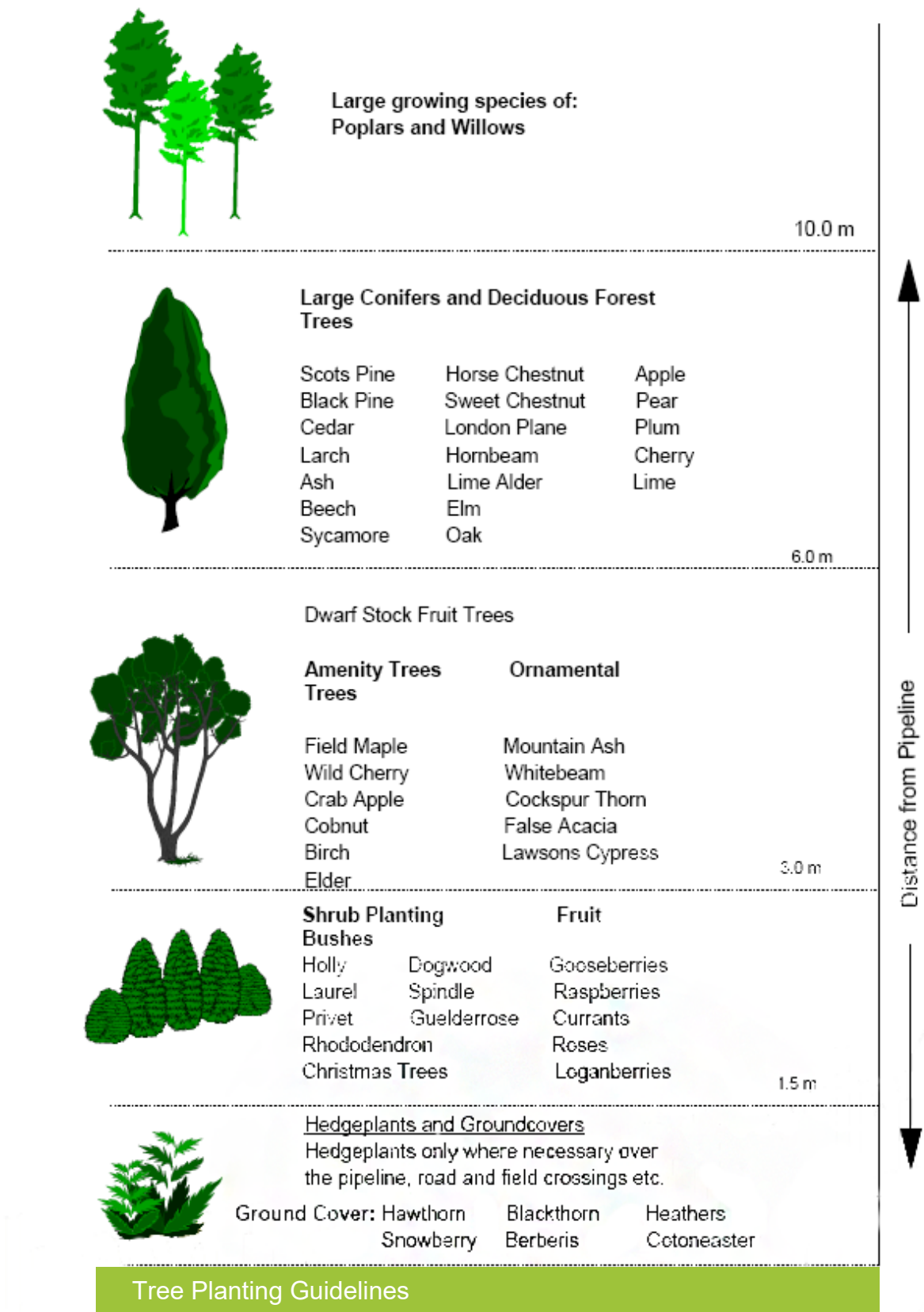
The diagram above demonstrates the play space typologies across the site and the different strategic and local green spaces. This plan is indicative only.

Treatment of Gas Main

No development shall be permitted within 6.1m either side of the gas main, including footpaths or roads without the prior approval of Cadent.

An easement of 6.1m either side of the gas main should be grassed only, to allow unhindered access to the gas main by Cadent, unless first agreed in writing by Cadent, in which case the below guidelines will be used.

Within this area paths would be expected to be located away from the centre-line of the gas pipeline. Their appearance would be a mown path through open grassland or otherwise compacted gravel. This will allow for access to the pipeline whenever required, while also utilising the gas easement corridor for walking/cycling.



Overarching Principles

Materials and Street Furniture

Materials can contribute to the perception of a development's quality. They should be distinctive, easily maintained and be of standard which provides durability and aesthetic/visual quality.

Public spaces should include materials and street furniture which are durable and suitable for their respective purposes and locations. The design framework will not be as prescriptive as to define specific palettes and restrict innovation and variety within designs.

Street furniture should not be regarded as simple ornamentation and should have a clear function and be integrated into overall consideration of street design. Street furniture that encourages human activity can also contribute to a sense of place. Wherever possible, street furniture could perform multiple functions to minimise clutter and improving amenity.

However, the quality and distinctiveness of materials and street furniture will be expected to be emphasised at the most viewed locations such as gateway locations and within any well-used civic spaces such as public squares. Lastly, it is necessary to agree on a palette that the Highway Authority will adopt.

Long Term Management and Maintenance

Management Company Extent

A Management Company has been selected to manage the landscape and open space of the masterplan over the life of the development. The Management Company will take responsibility for the sports pitches, strategic green corridor, Multi-Use Games Area, Neighbourhood Equipped Area of Play, and all other public green open spaces/ponds/landscape across the development area – residential, local centre and employment area.

Landscape and attenuation ponds within the adopted highway, including along the South Heywood Link Road, will be managed by the Highways Authority.

The Primary School will maintain the fields within its curtilage. All private landscape/gardens – front and rear – associated with dwelling curtilage will be owned and controlled by each individual home.

Any apartment schemes on site will be owned by a Registered Housing Provider. The outdoor grounds of that apartment scheme will be managed by management company.

Management Company Remit

The Management Company will be tasked with managing the areas aforementioned. This will include the upkeep of spaces i.e. grass cutting, tree/hedgerow pruning and litter removal etc; repairing hardstanding – footpath/cycleways and outdoor furniture/play equipment etc; and monitoring of attenuation ponds to ensure their proper and efficient operation.

A Management Plan is to be submitted with the planning conditions for each development phase. This will provide details of the Management Company and robustly set out their role. This will include a full scope of procedures including a programme of works, which sets out when and the frequency of their management tasks over a time 'cycle'.

The Management Company area is costed and the Management Company is then able to work out the costs of managing this area over the life of the Development. Based on the phasing and quantum of new homes, a cost is worked out for completing this role on an annual basis. A cost per property is set and the homeowners are made aware of this and their responsibility for inflationary cost increases etc, prior to them purchasing their property. Each household legally commits to paying the annual management charge to the Management Company.

Street Trees

Street Trees have many benefits, including improving the environment from an ecology, health and air quality perspective. Trees can also help to define differences in the character of areas across the site. Some residential streets would be expected to have a degree of tree cover, refer to later section on Primary Streets. These can be aligned in a regular, rhythmic fashion to create an avenue effect. Street trees can be provided on other routes where considered appropriate by the developer to help achieve biodiversity net gain.

Use of Native Species

Thought will be given to which native species can be provided within the public areas of the development. For example, within the public realm, native hedge species will be used. As these sit within the area which is due to be maintained by the management company, these will be tended to so that they do not become overgrown. Within private gardens, ornamental planting will be used.

Landscape Character Areas

Landscape Fringe

This area is located to the south of the site and will define the site's relationship with the open landscape to the south. Here, an arrangement which defines this transition between the built-up and open character types will help to soften the development edge.

A mix of buffer planting techniques which includes native shrub planting and fruit bearing species will help to soften the development edge and interface between the wider greenbelt with a buffer of 5m. This buffer zone can include gardens and rear side gardens, but should be provided with small-medium sized trees, and hedges.

Link Road Gateway

An area to the south of the South Heywood Link Road, close to Junction 19 will be principally retain as is, with some opportunities for sustainable drainage to serve the link road.

Link Road Corridor

Landscaping will align with the South Heywood Link Road carriageway and footpath and along sections of the existing Manchester Road route. The footpath and cycleway will punctuate through residential parcels to connect to the link road corridor and green corridors.

Native shrub and hedge species and mixed bulb planting will be used in groups to create visual interest along the link road. Where acoustic fencing is used, planting species should include climbers and taller shrubs for visual screening.

Green Corridors

The Green Corridors will form a localised network of Green Infrastructure. Species rich grass mixes will be used with occasional tree and shrub planting (away from the gas easement) to define entrances and key junctions. Informal pathways can be created with differential mowing.

Residential Areas

The provision of landscape across the residential areas will be governed by the road hierarchy. Landscape treatment should be used to define character, create arrival and provide legibility.

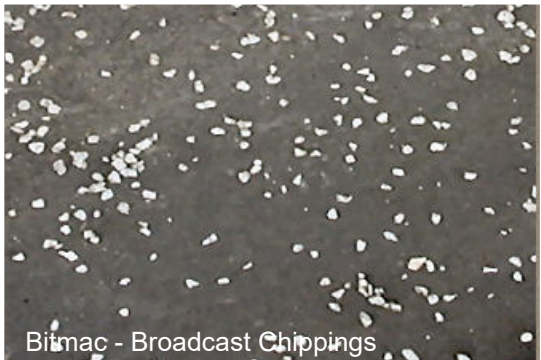
Local Centre Park

This area will perform a civic function which comprises play and sports facilities. Being linked to the east-west green corridor and adjacent to the Local Centre the site also performs an important connectivity role. Direct links and from the residential, employment and Local Centre will allow this area to act as a gateway to the wider area. It is important that entrances to this area from the north are defined by clear views to play and sports facilities. Civic functions such as seating and differentiated planting (through colour, form etc) will define this as a space to gather.



Landscape Character Areas

Primary Road



Streets



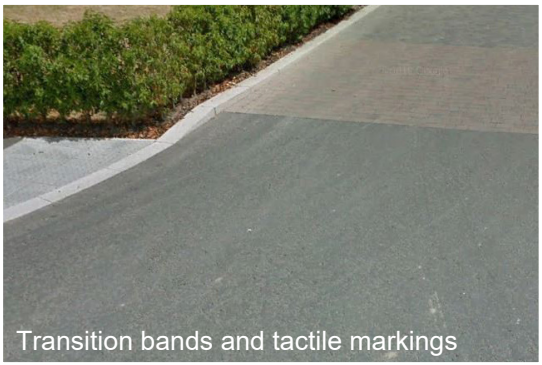
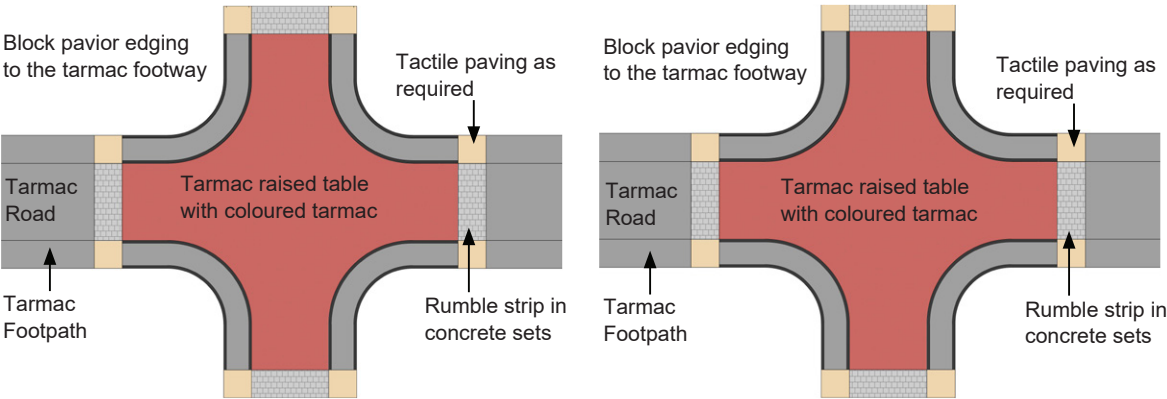
Shared Surfaces and Drives



Footpaths



Details – to suit location



Illustrative Arrangement of Highway, Footpath and Cycleway Surfaces

Illustrative Hard Surface Palette

Components Library

The Components Library provides a list of routes and buildings which can be assembled according to the design principles. Each route and building type has a number of mandatory requirements. These requirements are clear and measurable so as to make interpretation and compliance straightforward.

Components are defined as follows:



Buildings

- Apartment
- Townhouse
- Semi-Detached House
- Detached House
- Non-Residential Buildings



Parking

- On Street
- On Plot
- Within Garage
- Cut-Out / Drive Through
- Car Park / Rear Parking Court



Open Spaces

- Local Green Spaces
- Public Square
- Linear Link
- Informal Green Space / Landscape Buffer



Routes

- Primary Street
- Secondary Street
- Local Lane – Mews/Village Edge
- Shared Drive
- Employment Zone Route



Play Spaces

- Local Area for Play (LAP)
- Local Equipped Area for Play (LEAP)
- Neighbourhood Equipped Area for Play (NEAP)
- Multi Use Games Area (MUGA)
- Playing Pitches



Frontage Treatments

- Wall
- Hedgerow + Metal Railing
- Low-Level Planting
- No Boundary Treatment
- Security Fence



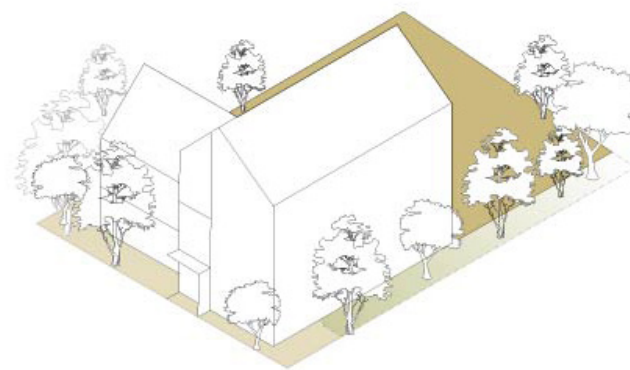
Buildings

Apartment

The apartment unit incorporates a number of dwellings within one residential building.

The scale of this building type should be between 2 and 3 storeys and would be anticipated to be up to 12m in form.

Parking should typically be arranged within a parking court arrangement,



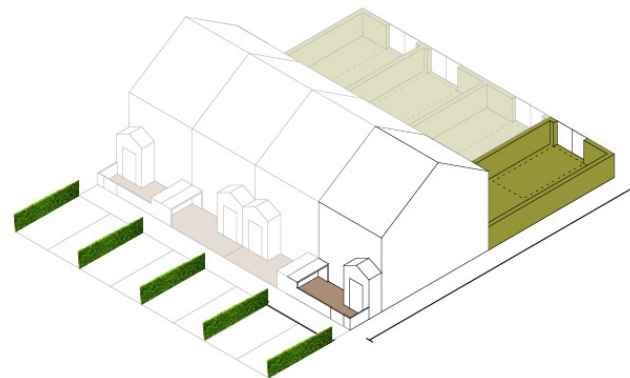
Townhouse

The Townhouse/Terraced House typology incorporates dwellings which are arranged in a row morphology.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Parking is typically arranged to the front of dwellings (within front gardens), to the side of end-of-terraced units or within rear parking courts. On-street parking can also be provided.

For units which are mid-terrace (max. 4 units), bin storage to the back access is possible via an alley beside a singular neighbouring property.

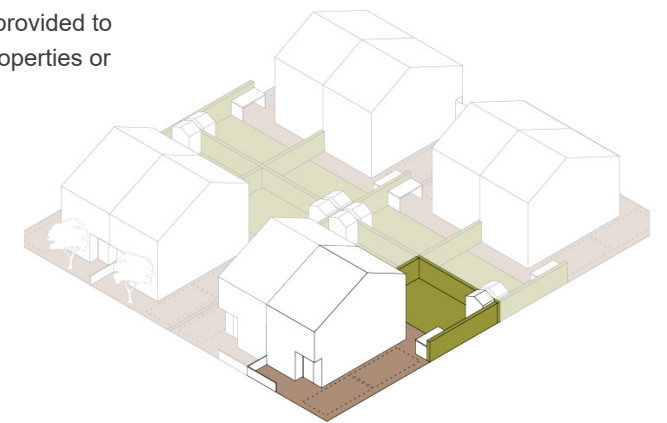


Semi-Detached House

Semi-Detached properties are two residential units which are adjoined to each other, typically forward facing, with the adjoinment between both dwellings running perpendicular to the street.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Parking is typically arranged to the side of dwellings, with some parking provided to the front of properties where necessary. Garage parking to the side of properties or integrated into the house is also common.

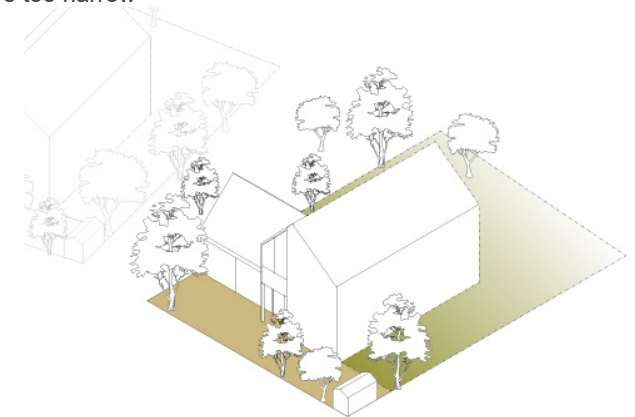


Detached House

Detached houses are stand-alone dwellings which are not adjoined to other residential properties.

The scale of these units should be a maximum of 12m and arranged in a 2, 2.5 or 3 storey form.

Detached dwellings can incorporate parking to the side of properties or within garages (standalone or integrated) which can minimise the impact of excessive numbers of vehicles along a streetscape. Parking can also be provided on driveways to the front of properties where necessary, for example where side-to-side distances are too narrow to incorporate parking.





Open Spaces

The following typologies can be used across the character areas. The guidance below provides a framework for their relationship with the wider development.

1. Local Green Spaces

Within the residential areas, these spaces form cumulative areas of green space which can feature either small 'pocket' parks to help break up the residential area and provide a focal point or an expanse of open space which may or may not be accompanied by play provision (such as a LAP, LEAP or NEAP).



2. Public Square

Squares can be located close to public uses and areas of activity. These can feature distinctive components including hard landscaping, potential parking spaces and street furniture which could include benches, and public art. These squares should be enclosed by buildings.



3. Linear Link

These typologies are linear in their character and form a link between areas outside of the site and other public/ open spaces within the site such as the Village Greens. These will feature informal recreational paths (hoggin - stye compacted stone) and way finding, and include soft landscaping and opportunities for ecological enhancement. Lighting is not required along these paths.



4. Informal Green Space/Landscape Buffer

These areas will feature significant green elements such as buffer planting. These will include semi-formal vegetation/planting which can lead to benefits including ecological (habitat creation) and visual buffering and visual/acoustic bunds/embankments.



Play Spaces

Neighbourhood Equipped Area for Play (NEAP)

Suitable for areas with 900+ bedrooms

Size: 0.1ha

Minimum Dimensions: 31.6x31.6m

Buffer Zones (to the Front of Property): 30m

Facilities: Aimed at older children. A stimulating and challenging play experience which features a minimum number of nine play experiences.



Multi Use Games Area (MUGA)

Suitable for areas with 900+ bedrooms

Size: 0.1ha

Minimum Dimensions: 40x20m

Buffer Zones (to the Front of Property): 30m

Facilities: These should include appropriate fencing around the perimeter of the overall pitch and markings for a number of sports activities and relevant goals/hoops.

Playing Pitches

Suitable for areas with 900+ bedrooms

Size and Minimum Dimensions: Football pitches are shown as an example, but other sports such as Rugby, Hockey, Lacrosse and Cricket could typically be considered.

Adult Soccer – 0.74ha, 106x70m

Mini Soccer U7/8 – 0.14ha, 43x43m

Mini Soccer U9/10 – 0.25ha, 60x42m

Buffer Zones: n/a

Facilities: Playing pitches should include marked out pitches to standard sizes to accommodate defined association sports. Flexibility can allow for multiple sports to be played on these pitches.



Sports areas and pitches will generally be required to comply with Sport England design guidance. No floodlights are to be provided.



Parking

Car Parking Provision

Vehicle and Cycle Parking should be provided as development progresses. Streetscapes within the development should not be dominated by car parking. Provision of car parking spaces will be carefully considered to ensure it is sensitively integrated in the public realm, making walking, cycling and public transport modes attractive. Within the local centre it will be important that detailed design achieves the right balance of parking to ensure that adjacent residential streets are not detrimentally impacted by overspill.

There are a number of different parking typologies which could come forward in each parcel including:

- On-Plot (Rear, Front or Side of Dwelling (preferred option))
- On-Street (Right Angled, Angled, Parallel, Housing Square)
- Within Garage (Detached, Attached or Integral)
- Cut Out/Drive Through
- Car Park / Rear Parking Court

Using a singular type of parking across an entire streetscape can lead to a mundane streetscape. Mixing different types of parking typologies within street types can lead to a more interesting spatial environment.

On Plot

On plot parking can be provided in front of, beside (preferred option) or behind dwellings. Where such parking is provided in front of dwellings, dwellings are set back and vehicles are highly visible along the streetscape (albeit less-so than within an On Street parking typology). Where provided to the side of dwellings, visual intrusion of vehicles and width between building frontages can be reduced. On plot parking behind dwellings can act as a suitable parking typology for ' housing units situated on corners (corner turn units).



On Street

Where car parking is provided in front of dwellings, building heights can be increased to reflect the increased width of the road. On slower streets, on-street parking can reduce traffic speeds in combination with verges, street trees and street furniture.

A proportion of on-street vehicle spaces should be provided across the development but particularly close to the local centre to ensure spaces are available throughout the day, for employees, residents and visitors. Cycle spaces should be provided close to community uses, such as within the local centre.



Within Garage

Private garages are a common parking typology and detached, attached or integral garages provide a mix of housing typologies to suit a range of market needs. Despite this, many garages are used for storage and residents may choose to park vehicles outside of garages. This should be factored in when designing residential neighbourhoods.





Parking

Cut-Out/Drive Through

A typology which allows for parking to sit under or behind the building frontage allows for a continuous building line while accommodating conspicuous parking away from the streetscape. This typology can allow for habitable rooms to be positioned above the cut-out/drive through cavity, maximising development potential.



Cycle Parking

The need for cycle parking should be considered in relation to each phase and typology of the development. For the local centre functions well located parking for short term use should be carefully integrated into the streetscape with high quality street furniture. Cycle parking requirements for employment uses should relate to the requirements of the projected workforce and any applicable travel plans. In residential areas design proposals will need to ensure that appropriate areas for in-curtilage cycle parking are accessible.

Car Park/Rear Parking Court

Formalised Car Parks (with cycle parking) can be provided to serve non-residential uses which require significant amounts of car parking or car parking spaces close to building entrances.

Boundary treatments and internal landscaping such as paving, trees and shrubs should be used to break up the visual impact of extensive areas of car parking.

In residential areas, rear parking courts can minimise the number of cars which are visible from the street. This configuration can also provide a number of unallocated car parking spaces (e.g. for visitors) to minimise overprovision of spaces. A reality of this typology may involve increased use of the rear doors into properties from the parking court. Consequently, rear parking courts can form part of a wider mix of car parking, which provide suitable enclosure through outward facing building frontages.



Stephen George + Partners LLP



Routes

Primary Street

Primary residential streets will be the major vehicular connecting routes between the wider route network into the residential areas.

These will be wide in their nature and incorporate:

- A carriageway; 5.5m - 6.5m width
- Parallel parking and loading bays where located adjacent to non-residential uses within the local centre;
- A 1.8 - 2.5 m width verge with street trees between areas of parking/loading in and other areas;
- A footway one side of the carriageway with a minimum of 2m width adjacent to verge areas or high concentrations of commercial activity;
- A footway on the other side of the carriageway; minimum 1.8m width.

Avenue Effect

The expansive streetscape features elements of green infrastructure along the route, being characterised by its sylvan (tree lined) nature. Adjacent to residential uses, the feeling of openness will be supported by front garden planting and formal boundary treatments.

Local Centre Uses

Where the street meets non-residential uses public realm, specifically hard landscaping should be incorporated to reinforce the civic function of these areas.

In these areas pedestrian crossings should also be used to facilitate access to key non-residential uses in the local centre. These can be provided using 'raised table' crossings or public realm interventions.

Seating and street furniture will reinforce the distinctive and active areas of Primary Street within the local centre, while encouraging dwell time.

Transition from Primary to Secondary/Tertiary

The primary street should terminated where it typically adjoins perpendicular (side) streets, other design cues may be accepted i.e. nodes, supported by a change in surface treatment/character. Transition features could include changes in tarmac colour and linear edging around the tarmac, raised tables or a change in kerb edge materials at the node/junction.

Servicing

Utilities will be accommodated along the route, with the verge and pavements offering potential locations for underground servicing.

Principal Frontage

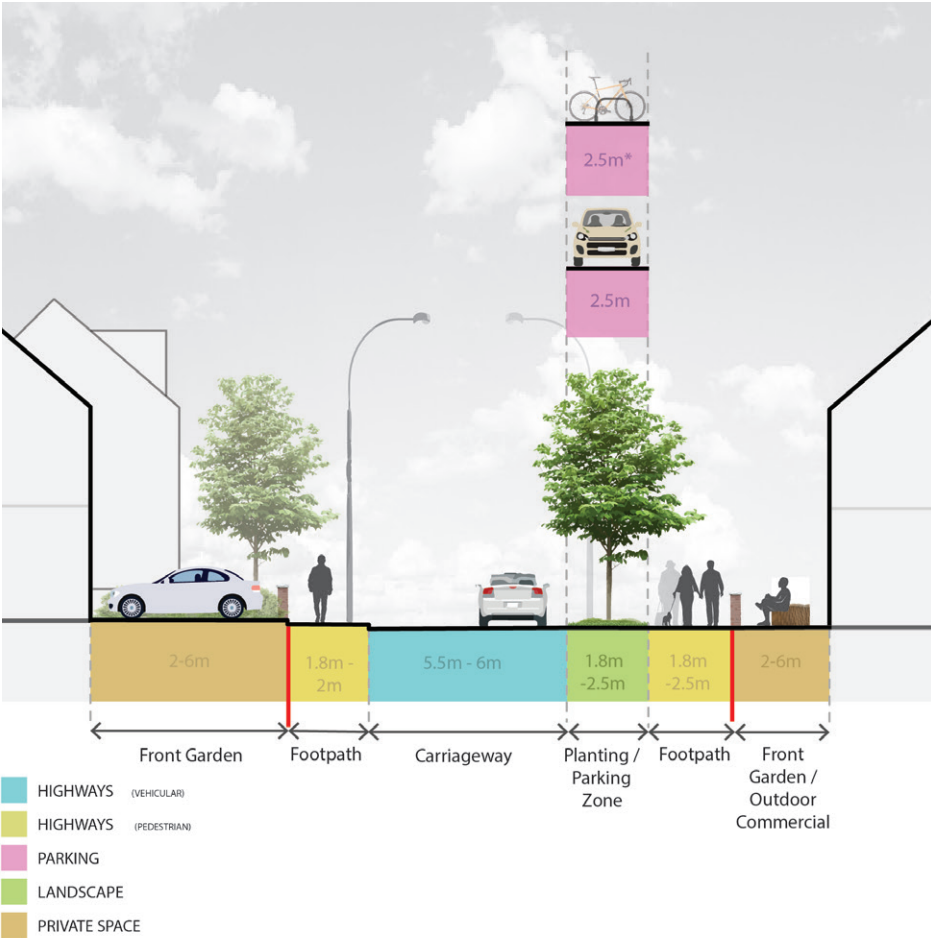
Principal frontage component to be used is the wall, although alternatives in places could be used to provide flexibility.

Application

- Masonry walls will reflect local context, promoting distinctiveness and character of the place, whilst reinforcing the street hierarchy.
- Walls lower than 450mm should have a railing on top or hedge, shrub planting behind it.
- Spatial constraints may require low-level planting or no boundary treatment. For example where, 'corner turn' units and natural surveillance require a varied approach. This will be accepted in limited cases.

Outcomes

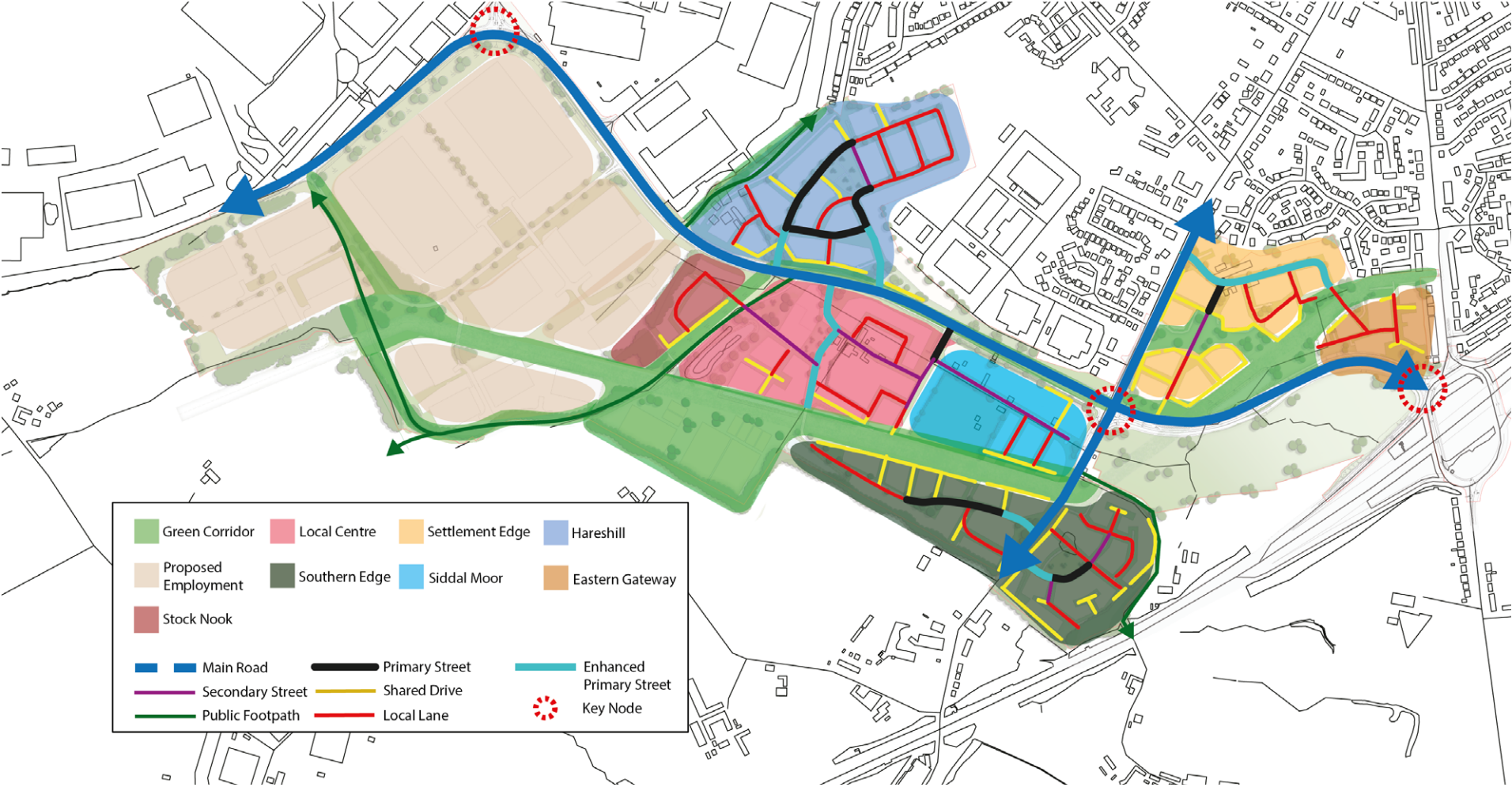
- Promotes the continuity of street frontages and the enclosure of space.
- Reinforces local distinctiveness.
- Frames the external boundary of the most trafficked street type which connects to strategic routes.
- Indicates the extent of private ownership and defines the boundary between public and private space.



*Outside commercial uses only



Illustrative Layout



		FRONTAGE TREATMENTS			
		Wall	Wall and Railing	Hedgerow + Metal Railing	Low-Level Planting
ROUTES	Primary Street	●	●	●	○
	Secondary Street	◐	◐	◐	◐
	Local Lane - Mews / Village Edge	◐	◐	●	●
	Shared Drive	◐	◐	●	●

- This component will be expected within the route type.
- ◐ This component may feature within the route type.
- This component is not expected to feature within the route type.

Route / Boundary Matrix

Routes

Enhanced Primary Street

For specific areas of the development an enhancement to the Primary Street will be used, unless otherwise agreed between the developer and the Local Authority.

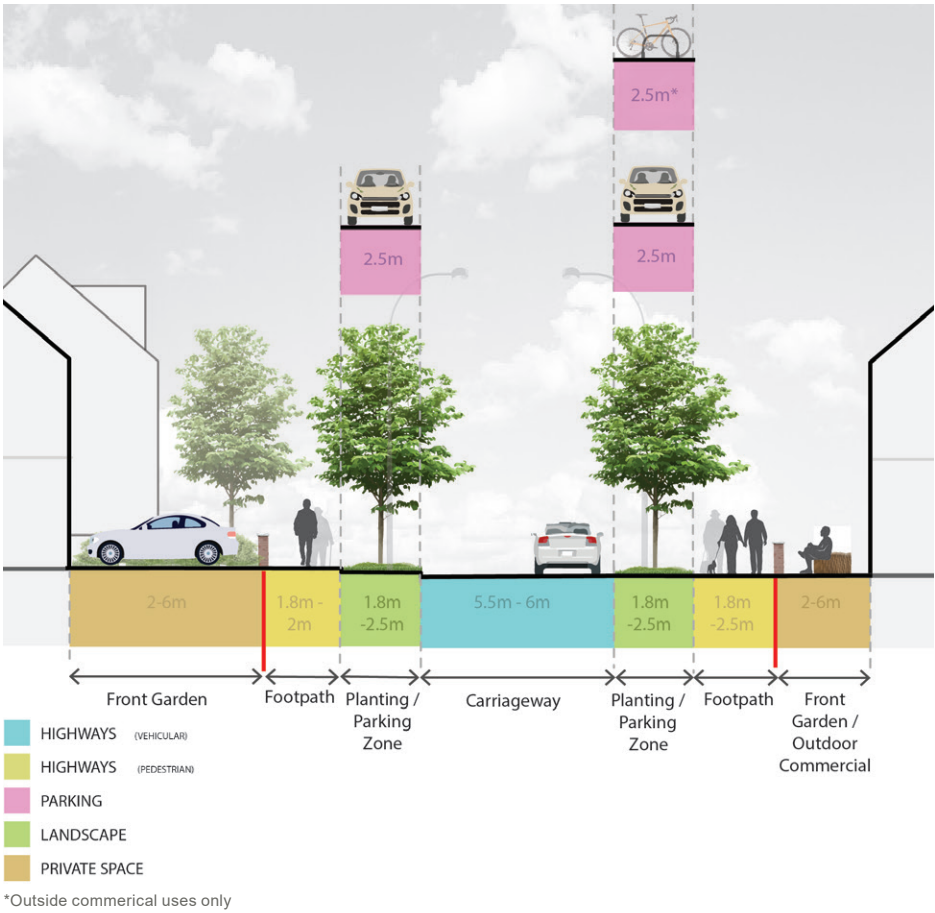
The enhancement will be the addition of an additional line of trees along the line of the road, within the adopted 'public' element. This will create a boulevard with trees on both sides of the road.

Other requirements remain as those of the Primary Street.

Location

It is intended that Enhanced Primary Streets will be used in the following locations:

- Collop Gate Farm
- Harehill Farm
- Local Centre
- Southern Edge



Routes

Secondary Street

Secondary Streets will provide a localised vehicular connectivity function between the Primary and Tertiary Routes, while also providing a residential function.

These routes will be of a narrower typology than the Primary Street, defining the more intimate neighbourhood relationship and residential character. They will incorporate

- A carriageway; 4.8m - 5.5m width
- A footway on each side of the carriageway; minimum 1.8m width

The green nature of these areas will be reinforced by defined front gardens to residential properties with appropriate landscape treatments. There is an opportunity to include street trees where appropriate.

Servicing

Utilities will be accommodated along the route, with the verge and pavements offering potential locations for underground servicing.

Principal Frontage

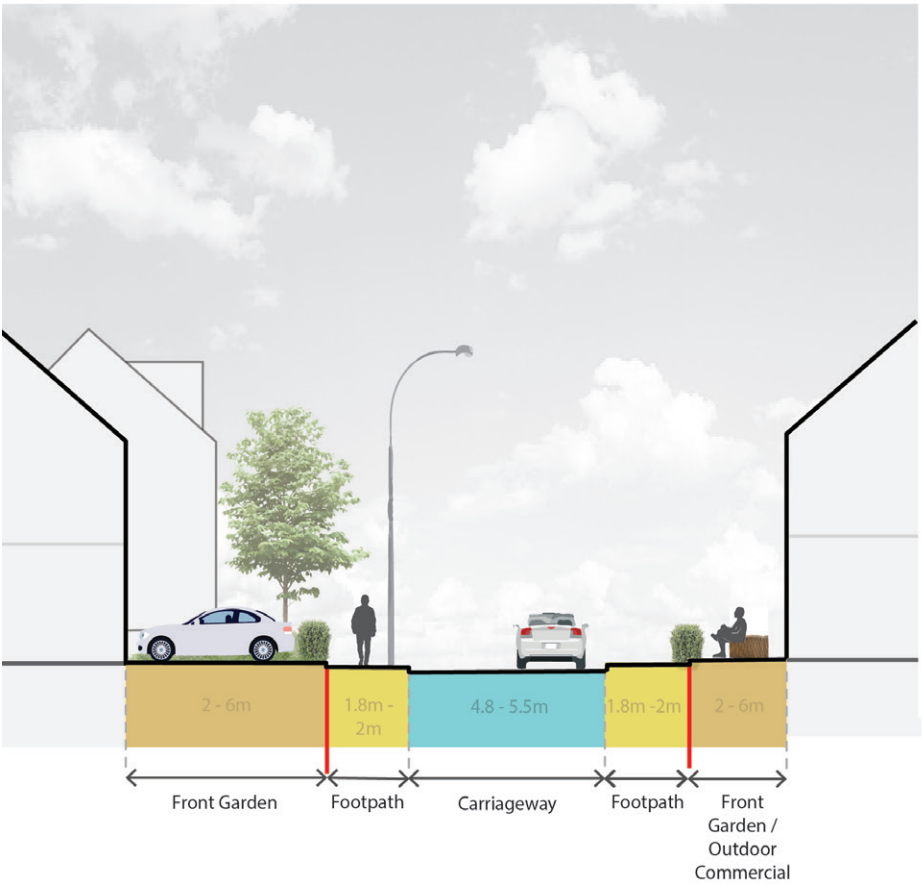
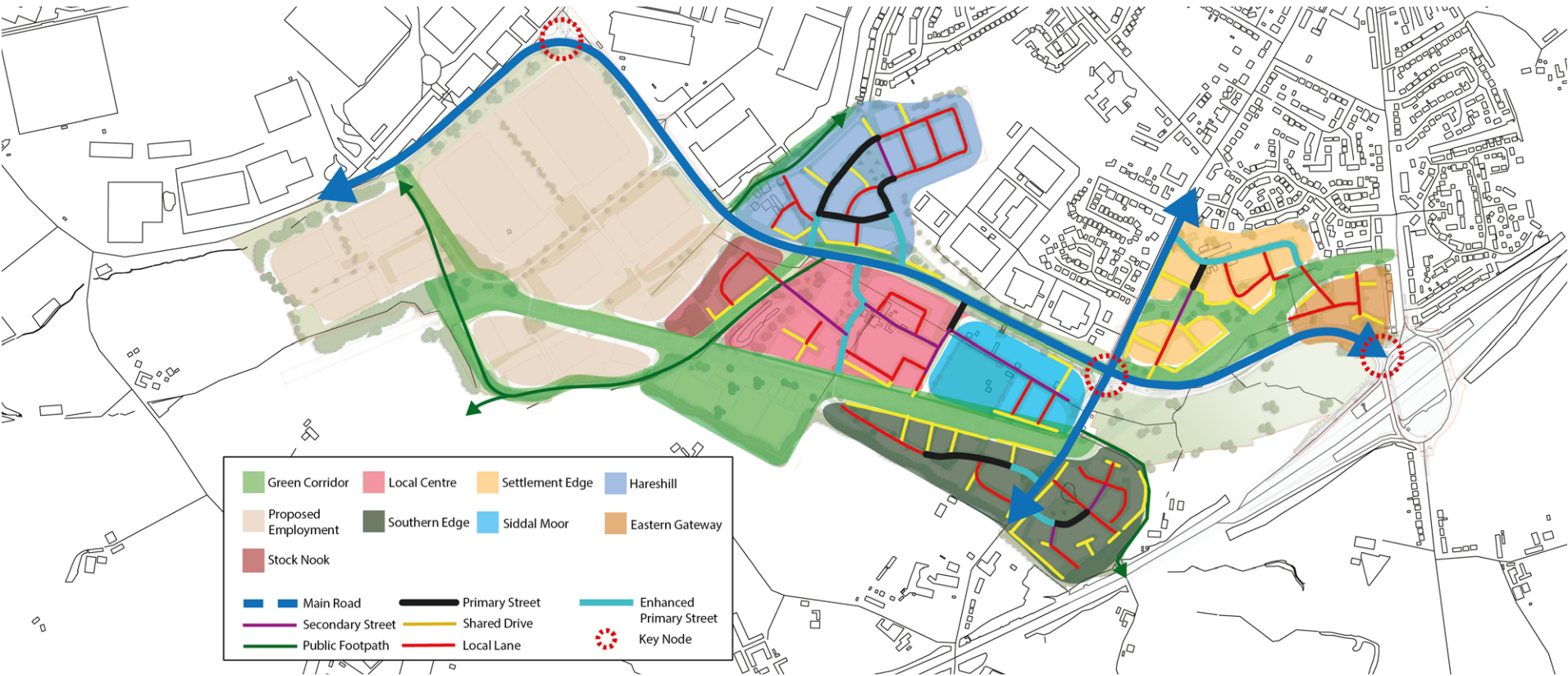
Principal frontage components are to be hedges/ shrubs and/or metal railings, although alternatives in places could be used to provide flexibility.

Application

- Spatial/layout constraints may require low-level planting or no boundary treatment. For example where, 'corner turn' units and natural surveillance require a varied approach.

Outcomes

- Provides a flexible and varied sense of enclosure, when compared to the wall treatment prescribed for the Primary Street type



- HIGHWAYS (VEHICULAR)
- HIGHWAYS (PEDESTRIAN)
- PARKING
- LANDSCAPE
- PRIVATE SPACE

ROUTES	FRONTAGE TREATMENTS		
	Wall	Hedgerow or Metal Railing	Low-Level Planting or No Boundary Treatment
	Primary Street		
	Secondary Street		
	Local Lane - Mews / Village Edge		
	Shared Drive		

- This component will be expected within the route type.
- ◐ This component may feature within the route type.
- This component is not expected to feature within the route type.

Route / Boundary Matrix



Routes

Local Lane | Mews/Village Edge

Tertiary Streets will be provide the function of defining, intimate areas of the residential development.

They will be narrow in their nature and accommodate

- A carriageway, 4.5m - 4.8m width. This has the potential to be shared surface and unmarked;
- A pedestrian zone to one side which is 1.5m - 2m;
- Parking would typically be away from the carriageway, with a limited number of on-street parallel spaces permitted to provide flexibility, should the house builder require.

Servicing

Utilities will be accommodated along the route, with the pedestrian zone offering a potential location for underground servicing.

Green Corridor

In areas on the edge of the settlement, where a more open feel is desired there will be the potential to add a soft edge to the Tertiary Street typology, made up of the central green corridor. This would sit on the opposite side of the street to the buildings and provide amenity for pedestrians. This would adjoin the carriageway and provide:

- A 1m - 3m verge with street trees and landscaping located between the carriageway and the footpath;
- Beyond the green verge will be the landscape green corridor, to contain the footpath. A detailed landscape scheme for this corridor will be provided with each Reserved Matters development parcel.

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.

Principal Frontage

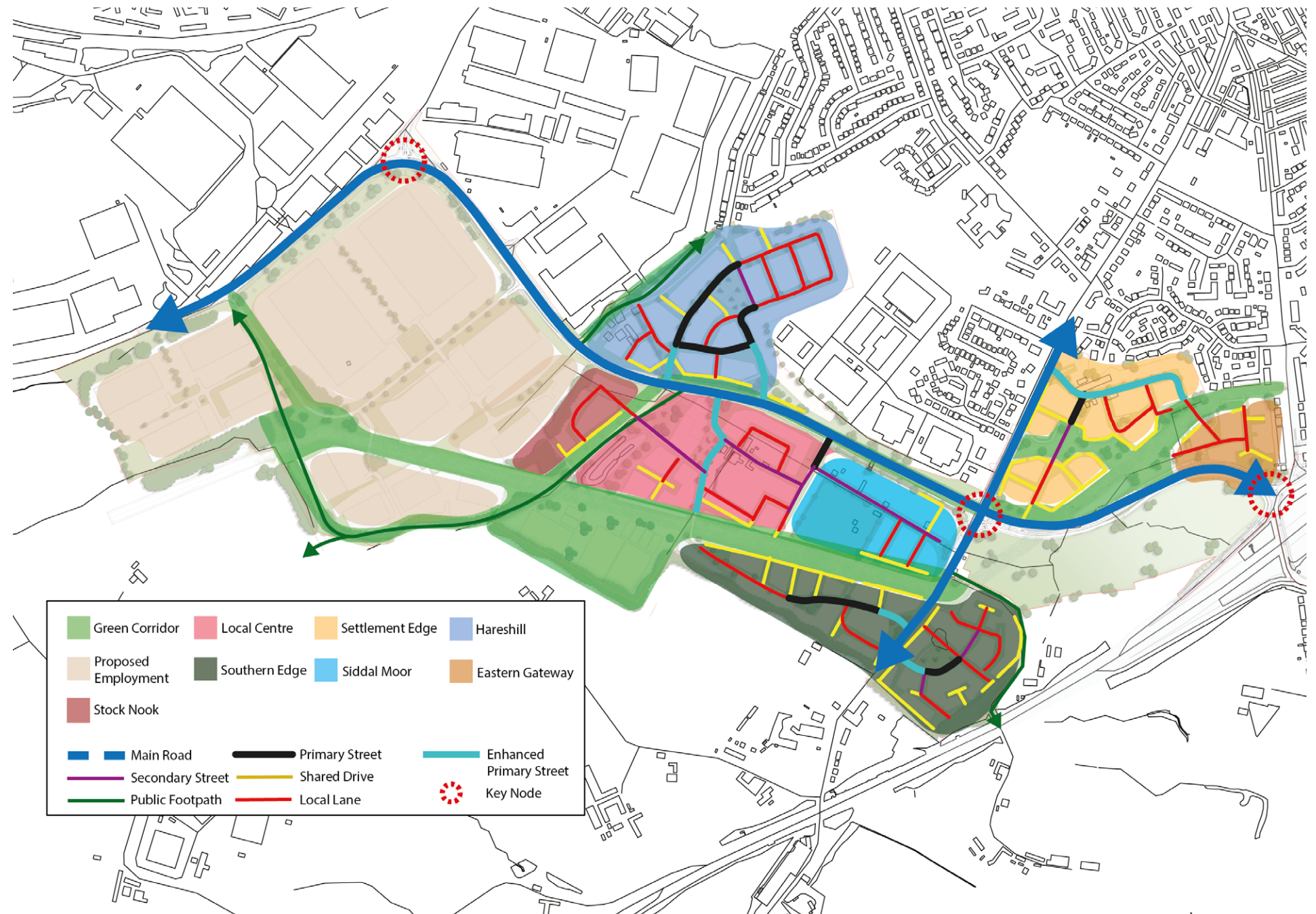
- Principal frontage components are to be low level planting.

Application

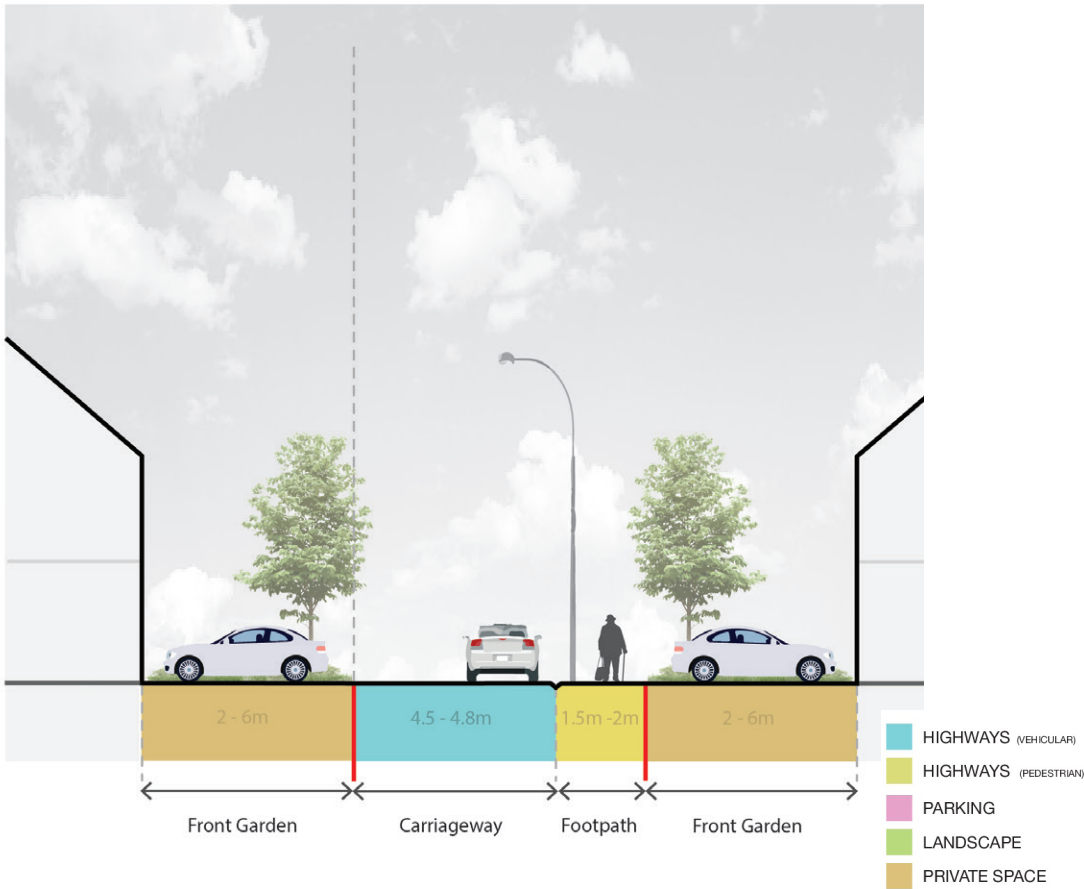
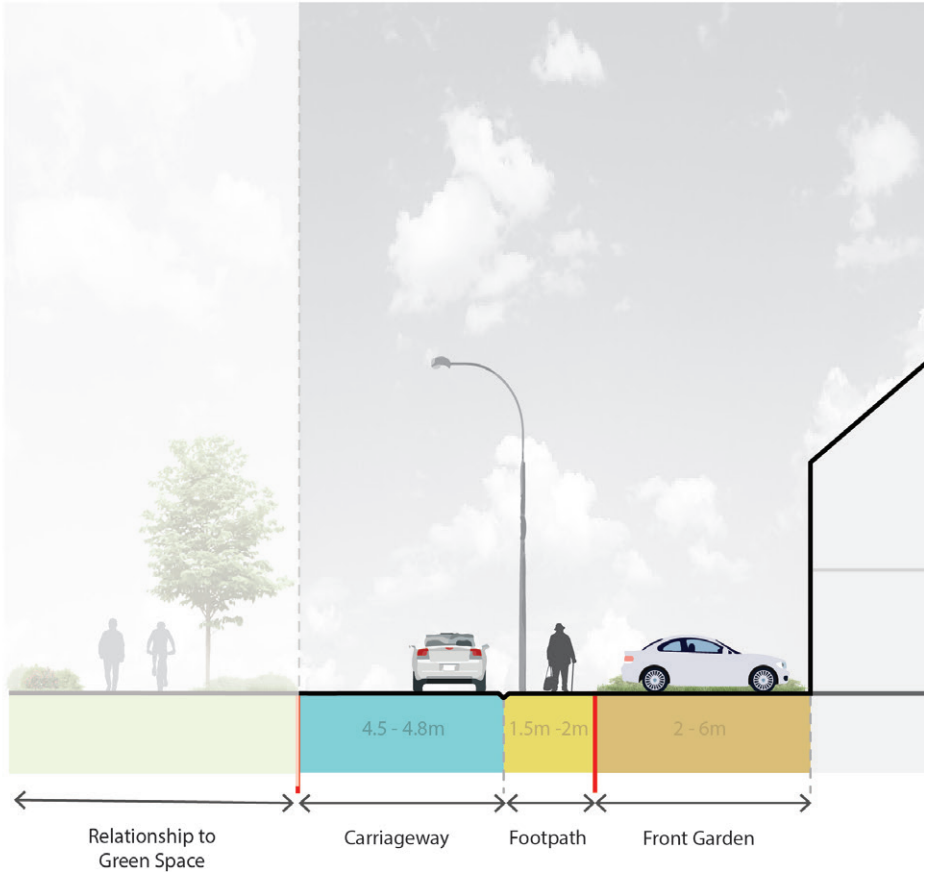
- Hedges can be positioned close to open spaces to perceptually link the public/private space with the landscapes areas.

Outcomes

- This narrower and more intimate street type is defined by its relationship to the buildings, so enclosure along this street type benefits low-level planting.
- Making use of natural assets such as low-level planting beds helps to create open attractive spaces and encourages biodiversity.



Routes



ROUTES	FRONTAGE TREATMENTS		
	Wall	Hedgerow or Metal Railing	Low-Level Planting
	Primary Street		
	Secondary Street		
	Local Lane - Mews / Village Edge		
Shared Drive			

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.

- This component will be expected within the route type.
- This component may feature within the route type.
- This component is not expected to feature within the route type.

Route / Boundary Matrix

Routes

Shared Drive

Shared Drives will provide an intimate residential setting for a limited number of dwellings.

These can take a number of forms. One layout includes courtyards could support a distinctive and neighbourly layout. Another format is as parallel to external highways or the green corridor, providing the advantage of an outward-looking frontage, while minimising the need for excessive highways space.

They will be narrow in their nature and accommodate:

- A safe and legible layout, allowing for vehicles to park and others to enter and exit;
- Unmarked hard standing (i.e.. coloured tarmac);
- A small number of spaces could be accommodated on the drive, where there is provision for other vehicles to pass and manouvre safely.

Servicing

Utilities will be accommodated along the adopted elements of the route, with the verge and pavements offering potential locations for underground servicing.

Principal Frontage

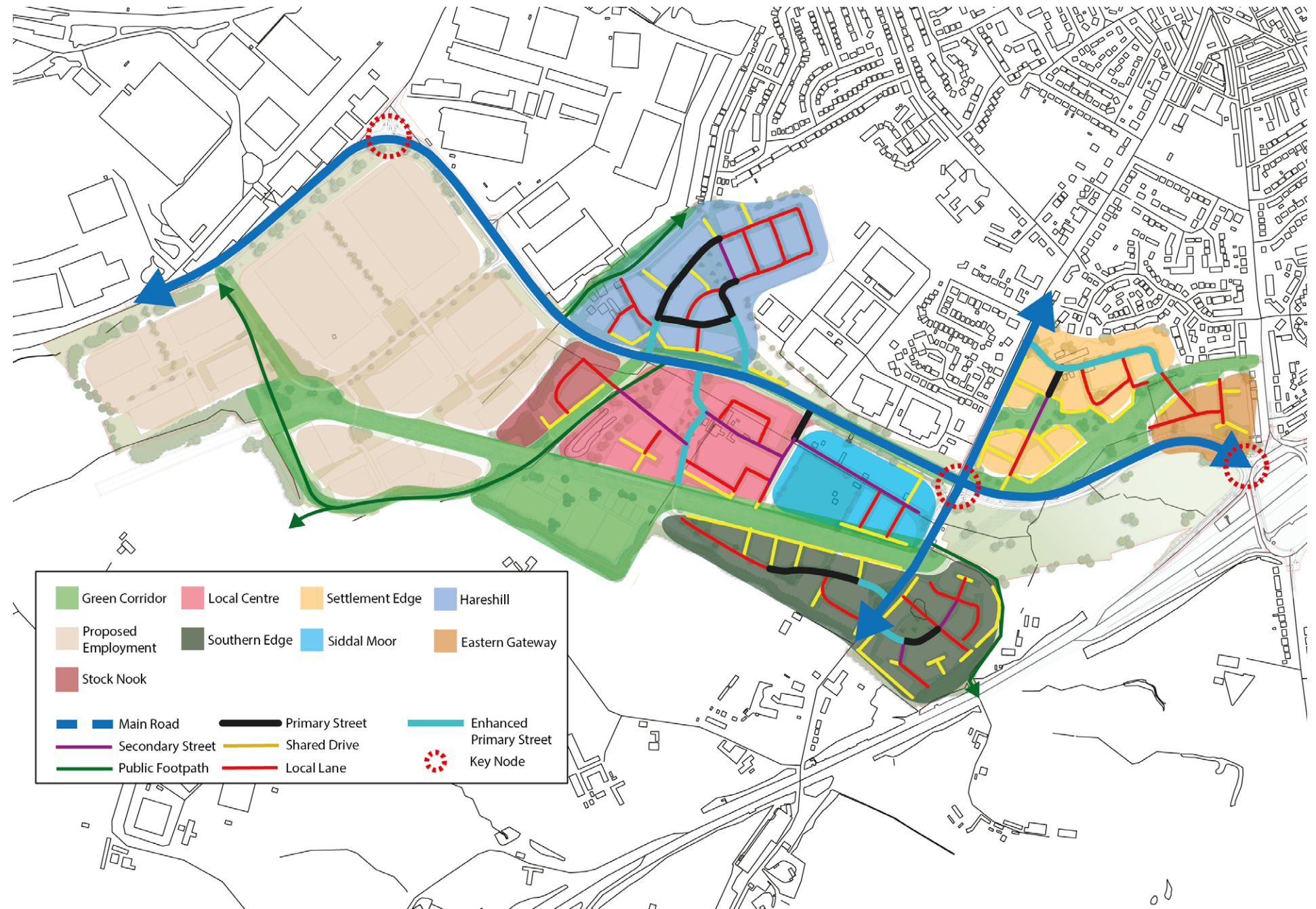
- Principal frontage components are to be low level planting or no boundary treatment / no boundary treatment interspersed with incidental planting.
- All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens

Outcomes

- Provides a flexible and varied sense of enclosure, when compared to the fixed boundary treatments used within other route typologies.

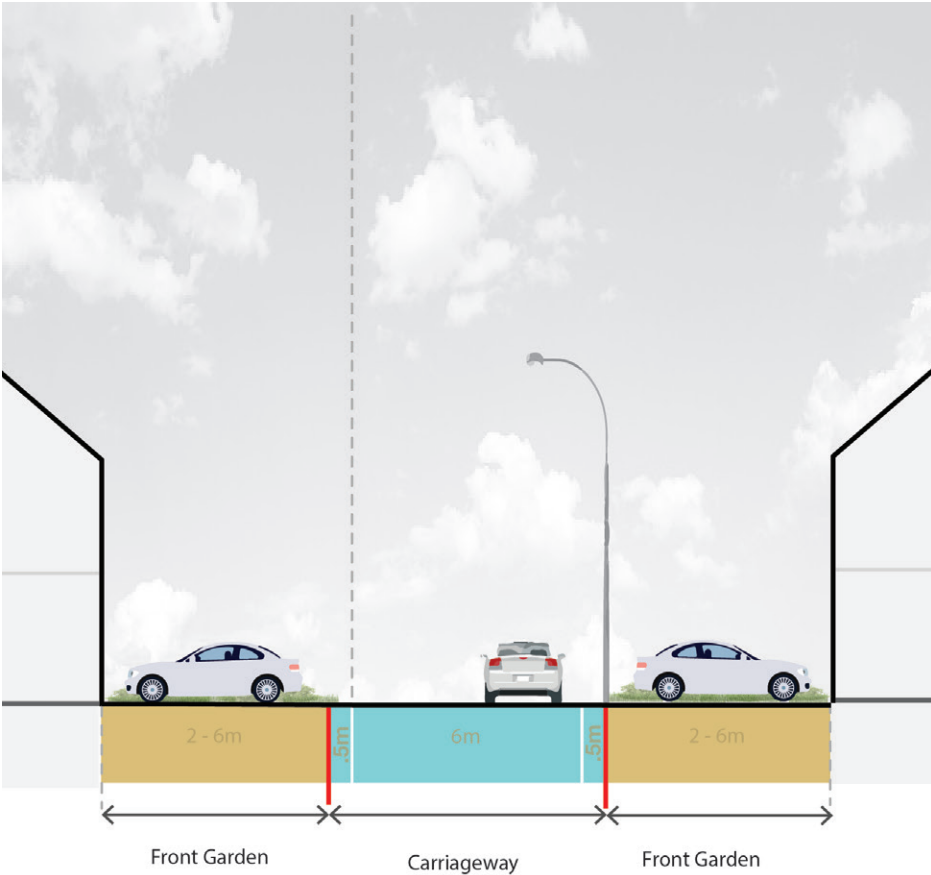
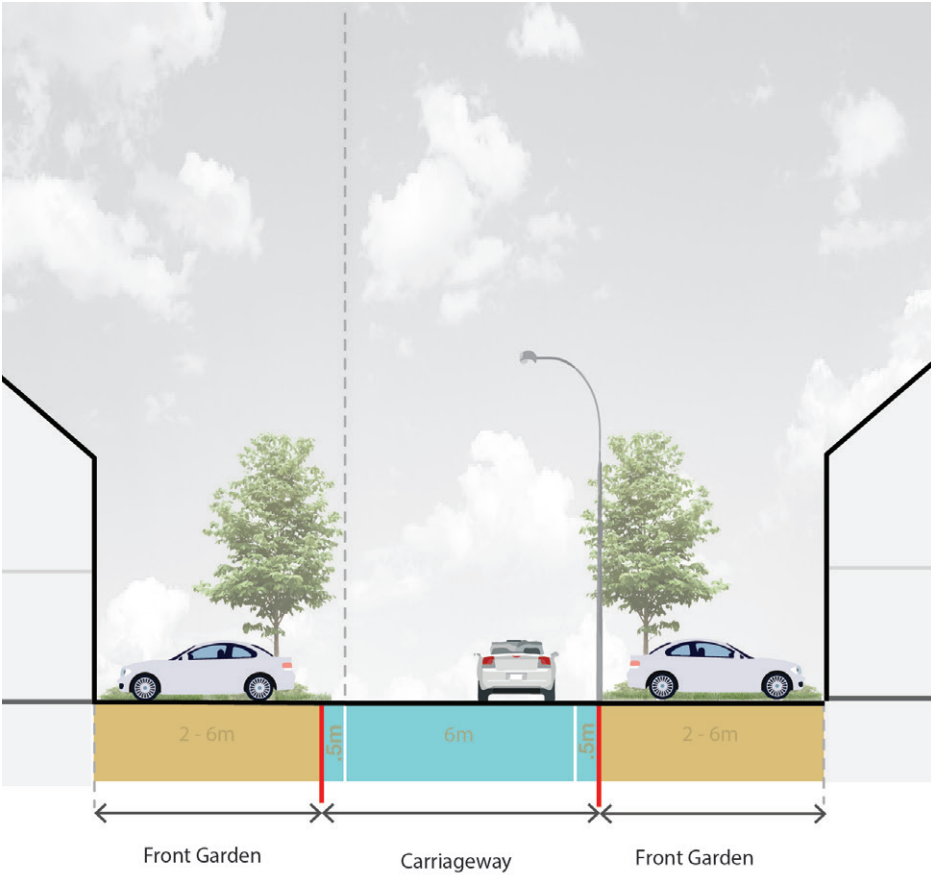
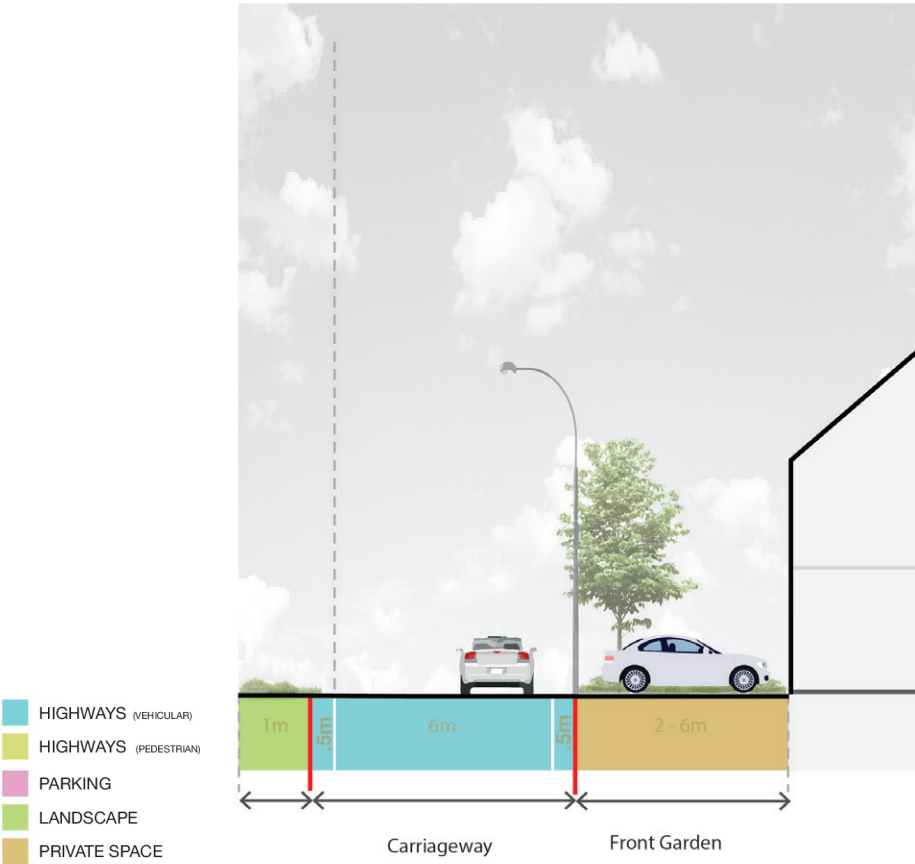
Where the intention is to be adopted, they will be expected to meet Rochdale MBC standards and accommodate:

- A shared surface which is 5-6 metres wide with a minimum 0.5m service strip at either side.



Where the intention is for the route to be private (unadopted) they will accommodate:

- Access for a maximum of 5 dwellings;
- A 20-25 maximum 'drag distance' between dwellings and refuse collection points on adopted highway;
- Parking would typically be away from the shared drive or with spaces accommodated on the drive, where there is provision for other vehicles to pass and manouvre safely permitted to provide flexibility.



		FRONTAGE TREATMENTS		
		Wall	Hedgerow or Metal Railing	Low-Level Planting or No Boundary Treatment
ROUTES	Primary Street	●	●	●
	Secondary Street	◐	●	◐
	Local Lane - Mews / Village Edge	◐	◐	●
	Shared Drive	◐	◐	●

All properties fronting on to the green corridor will provide a shrub planting or hedge to the front gardens.

- This component will be expected within the route type.
- ◐ This component may feature within the route type.
- This component is not expected to feature within the route type.

Route / Boundary Matrix



Frontage Treatments

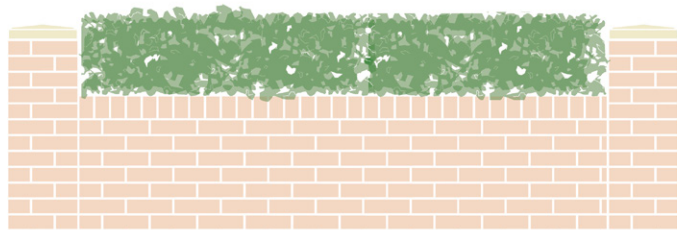
Wall

Scale: Anticipated around 350mm – 800mm in height.

Components: This boundary type will feature a solid masonry base (potentially brick). The base could be topped with options including vertical railings, vertical wooden panels or hedge planting behind.

Edges bounding driveways or footpaths can be finished with a pier which is taller than the wall itself. The pier will be expected to be topped with capping. The walls typology could also be complemented with planting in the private garden, immediately behind the wall. Depending if the wall is shorter than 450mm.

Materials: The appearance of masonry materials should show continuity between the boundary treatment and the dwelling the boundary fronts. For example, the masonry should take reference from the external material on the building (for example brick). The coping and capping of piers as well as the metal railings or wooden panels used could reflect the palette of materials or colour used within other elements of the building frontage (for example, front doors, fenestration or cladding).



Shrub/Hedgerow +/- or Metal Railings

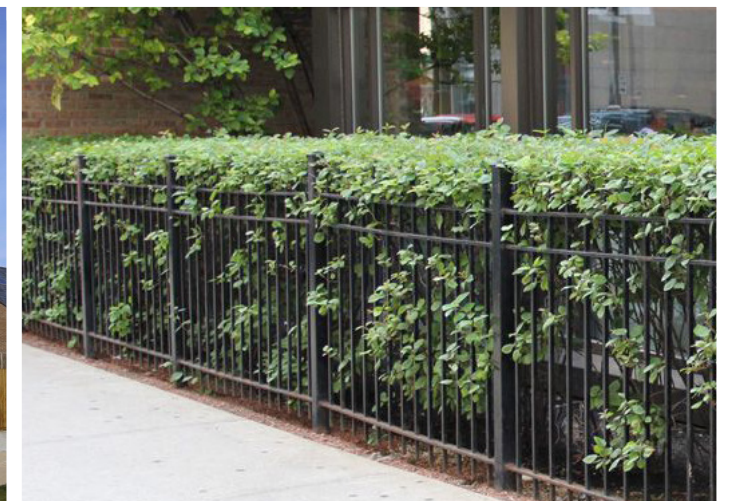
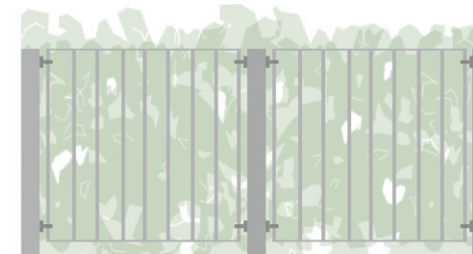
Scale: Anticipated around 650mm – 1150mm in height

Components: This boundary type edge comprising a fence typology or hedgerow. For primary Streets, if a wall is not proposed, a railing and hedgerow should be provided. On secondary streets, a railing with low level planting instead of hedgerow.

Where an existing hedgerow exist this can be used instead.

Typically horizontal bars (anticipated to be flat) which are fixed to the top and bottom of vertical railings.

Materials: Painted metal railings. Hedge comprising ornamental species. Similar planting could be used within elements of the planting scheme within gardens or public spaces to define the character of specific areas.



Precedents

Precedents



Frontage Treatments

Low-Level Planting

Scale: Anticipated up to 300mm - 600mm in height.

Components: This boundary type edge comprising ornamental species.

Materials: Shrubs comprising ornamental species. Similar planting could be used within elements of the planting scheme within gardens or public spaces to define the character of specific areas.



Precedents

Character Areas

The Character Areas within this development have evolved by including an analysis of the development typologies which could be achieved throughout the site.

The Character Areas proposed across the site area are each provided with an integral matrix which details the street and building typologies which could come forward within each area.

Five such Character Areas were summarised within the Hybrid Application. These (shown below) were primarily residential in their focus. This design guide builds upon and expands these to include the entire site area and add Character Areas for the Business Village and Logistics Hub.

The list of Character Areas are shown within the plan opposite and are detailed below:

- Local Centre
- Green Corridor
- Settlement Edge
- Hareshill
- Siddal Moor
- Stock Nook
- Eastern Gateway
- Southern Edge
- Employment Zone North
- Employment Zone South

The following sections comprise detail on each Character Area including a description and principles which specify each areas’ form and function, as well as:

Illustrative Layout Plan

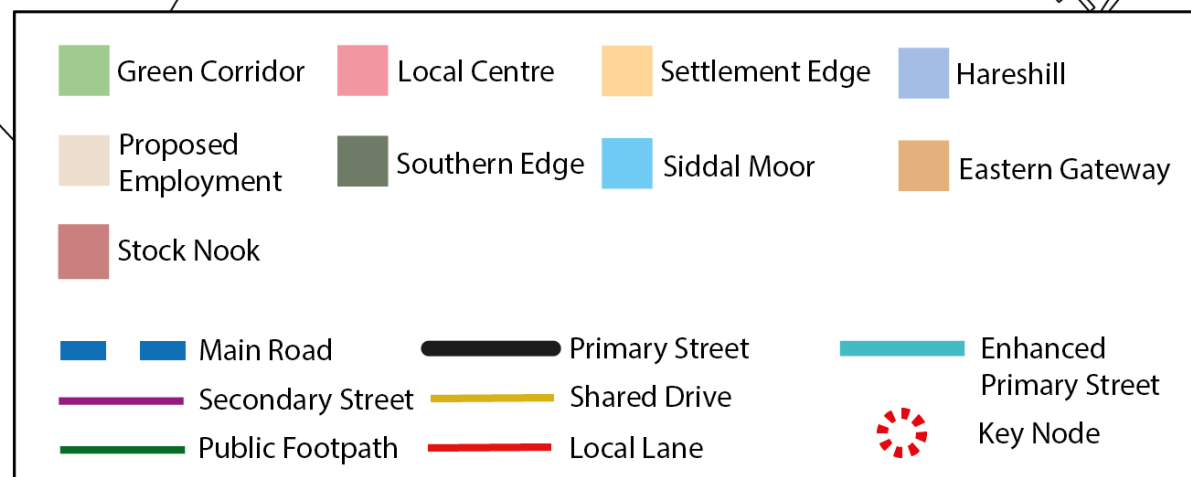
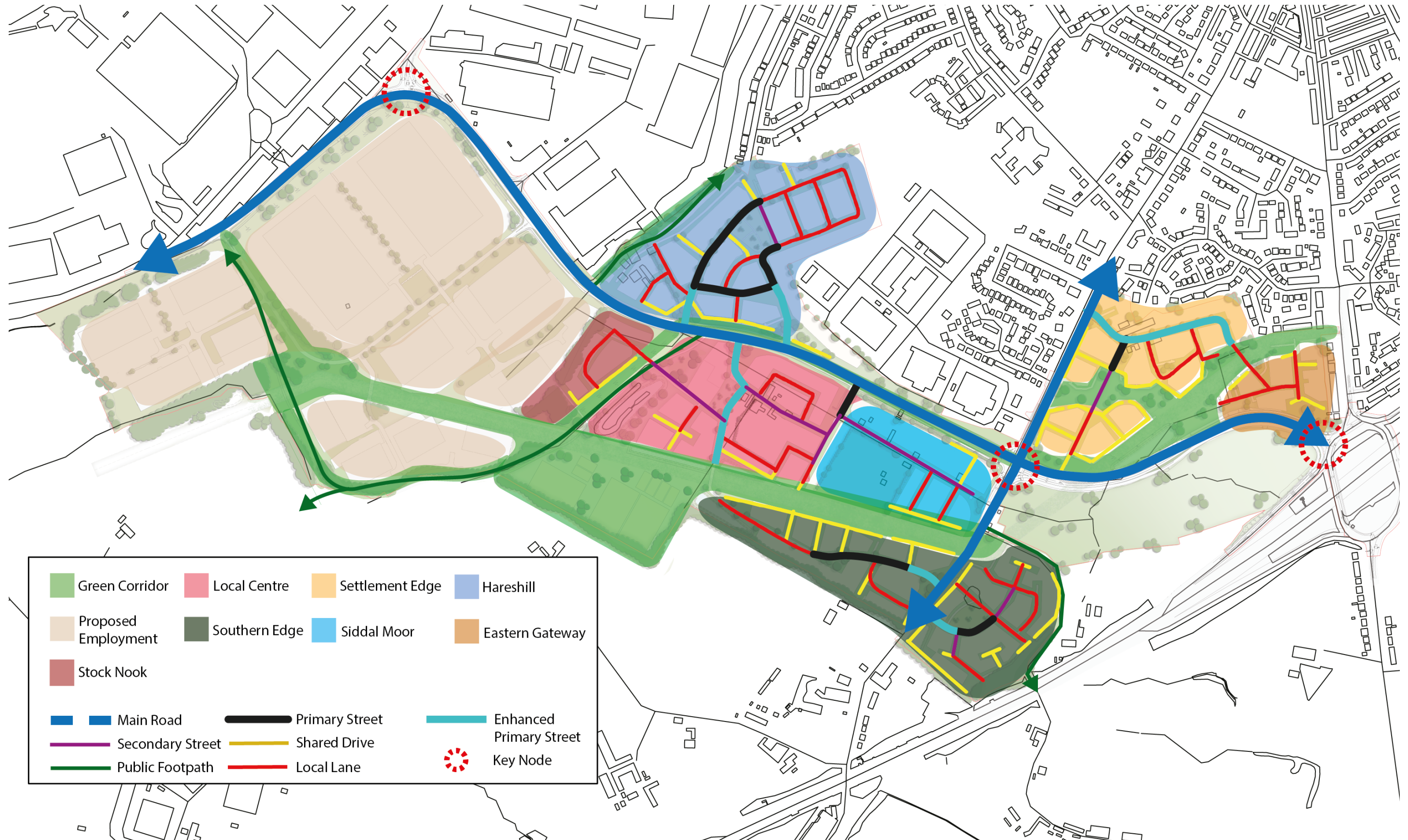
This indicates the type of development in terms of scale, layout and landscape proposed.

Location Plan

This indicates the extent of the Character Area.

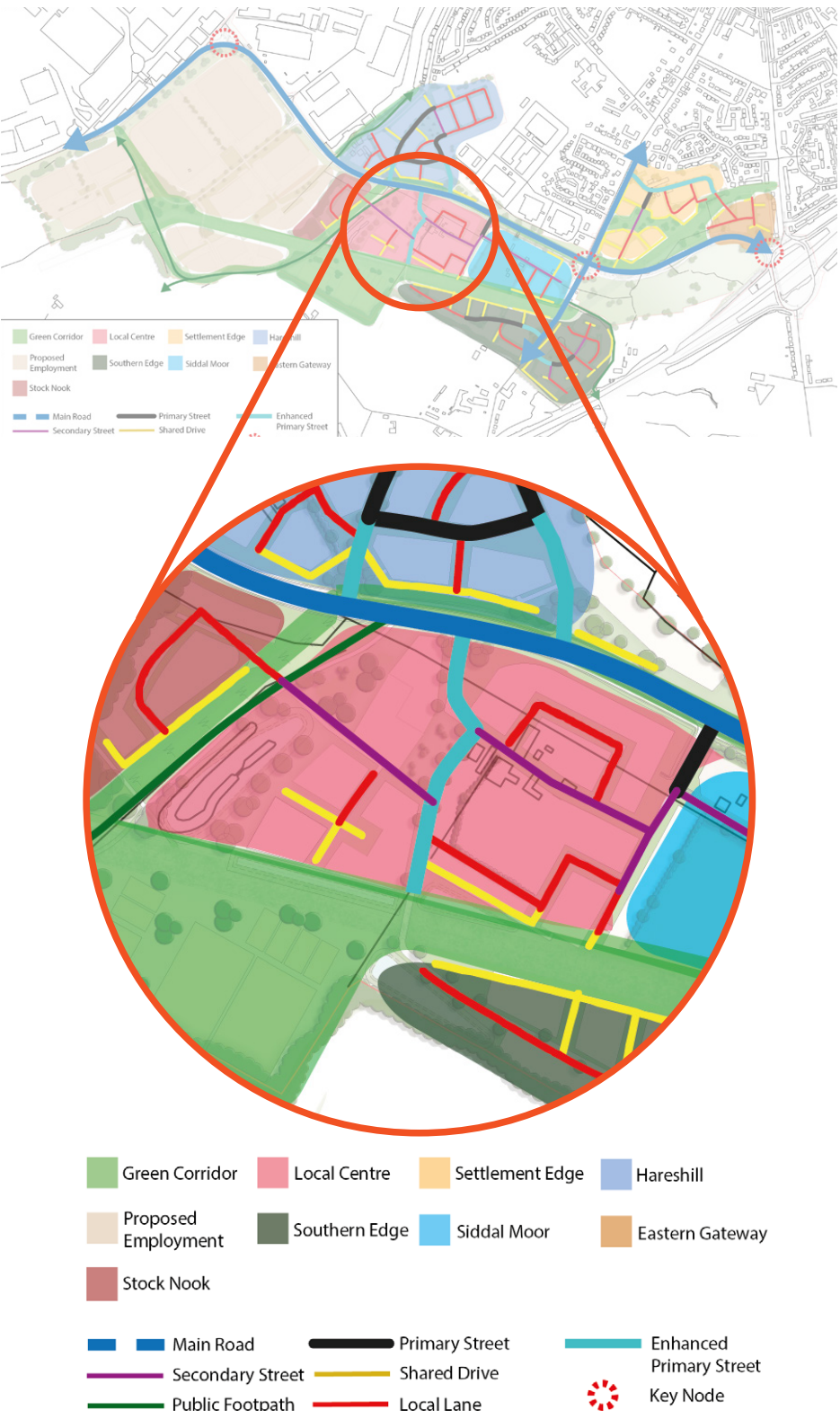
Character Area Matrix

This Framework sets out a Library of Components organised by component theme. These include: buildings, open spaces, play spaces, and parking. To help audiences understand which components would be expected within each Character Area, a Matrix has been provided. Detailed descriptions of each individual component are provided in the Component Library section on pages 78 to 101.



Character Areas

Local Centre



Character Areas

The local centre is visible from and accessed directly from the new link road. It lies at an important intersection of the new link road and pedestrian links running north/south and east/west.

A soft or hard landscaped area will be provided to create a focal point, with opportunities sit and gather. This can include street furniture, seating and may provide dual uses including parking, ecology or amenity etc. Paths along the central green corridor will consist of compacted gravel/hoggin type path.

The local hub will contain small scale retail, cafes etc (Use Classes A1-A5). There is potential for a small outdoor seating area within commercial A1-A5 units to front onto this space.

The area will feature an element of residential. It is suggested that this will be of a higher density than areas on the settlement edge or southern edge to define the more urban feel of this location.

Design Principles

There is potential for taller buildings of greatest density and height to be located in this area. Buildings for commercial, community and ancillary purposes should be architecturally distinct and of good quality. Residential accommodation may be located above ancillary functions.

There is an opportunity for a focal soft and hard landscaped space (the 'village square') in this area using high quality materials and distinctive street furniture. This approach will define the importance of this space.

Existing trees and hedgerows that are removed and/or damaged will be replanted elsewhere across the masterplan site.

Street furniture and boundary treatments will be of high quality. Provision of well-located cycle parking will be important to reinforce the local centre's location as a service hub and convergence of key recreational routes.



Local Centre Illustrative

Local Centre



COMPONENT LIBRARY

		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	●	○	●	○	●	○	○	○
	Townhouse/ Terrace	●	○	●	●	●	●	●	●
	Semi-Detached House	●	○	●	●	●	●	●	●
	Detached House	●	○	●	●	●	●	●	●
	Non-Residential Buildings	●	○	●	○	●	●	○	○
OPEN SPACES	Local Green Spaces	●	●	●	●	●	●	●	●
	Public Square	●	○	○	○	○	○	○	○
	Linear Link	●	●	●	●	●	●	●	●
	Informal Green Space / Landscape Buffer	●	○	●	●	●	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	●	●	●	○	○	○	●
	Local Equipped Area for Play (LEAP)	○	●	●	●	○	○	○	●
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	●	●	●	●	●	●
	On Plot	●	○	●	●	●	●	●	●
	Within Garage	●	○	●	●	●	●	●	●
	Cut-Out / Drive Through	●	○	●	●	●	●	○	○
	Car Park / Rear Parking Court	●	○	●	○	○	○	○	○

Area Matrix

- This component will be expected within the character area.
- This component may feature within the character area.
- This component is not expected to feature within the character area.
- * Refer to Component Library for details.



Local Centre Precedent Images



Illustrative Sketch

Uses: Shops and Services (A1/A2/ A3/ A5) and Residential or Extra Care (C3), including a new Primary School (D1)

Scale: Typically 1-3 storeys with up to 3 storey elements to define key spaces and corner units, particularly close to the Urban Square.

Layout: Strong urban blocks and definition/views towards key public/ commercial buildings.

Green Corridor



The green corridor includes an broadly east-west alignment following the line of a high pressure gas main for which it provides an undeveloped easement, as well as public rights of way and pedestrian/cycle path along the link road.

The green corridor includes a spatial connection between Middleton Road in the east and, crossing the new link road and Manchester Road, the proposed main housing areas, school site, local centre, playing pitches and employment area. It has the potential to provide a safe and attractive off road footpath/cycle route that connects all major elements of the scheme. The route acts as a green spine for the development which connects with a number of other routes as they intersect with it, including all three public rights of way that cross the site.

Design Principles

The green corridor should include direct paths which include minimal barriers to pedestrian/cycle movement. The number of vehicular crossing points will be limited but there are opportunities for a network of new paths to cross and connect with it. At these points, the presence of the green corridor crossing should be prominent to vehicles, with direct and level access provided for pedestrians/cyclists.

Wayfinding at key junctures, as well as open views to the corridor from the street network will encourage active travel.

Adjacent residential development and streets should provide passive/natural surveillance and avoid 'backing' on except at parts of the site south of the ink road and north of Hareshill Road, where this may be required. This will also promote the use of the route by prospective residents

The green corridor also has great potential as a wildlife corridor, ecological amenity, and to form part of a SUDs strategy for the site. This will be enhanced with buffer planting, in line with Cadent planting guidance specific to the gas main offset. These areas should include less accessible areas of vegetation which could form enhanced/ future habitats.

The Green Corridor and Ecology Corridors will form a localised network of Green Infrastructure. Species rich grass mixes will be used with occasional tree and shrub planting (away from the gas easement) to define entrances and key junctions. Informal pathways can be created with differential mowing.

Any pathways and roads should fall outside the HSE easement unless otherwise agreed with Russell Homes and Cadent. Paths along the central green corridor will consist of compared gravel/hoggin type path.

Green Corridor

		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	◯	◐	◯	◐	◯	◯	◯
	Townhouse/ Terrace	●	◯	●	◐	◐	●	◐	◐
	Semi-Detached House	●	◯	●	●	●	●	◐	●
	Detached House	◐	◯	●	●	●	●	◐	●
	Non-Residential Buildings	●	◯	◐	◯	◐	◐	◯	◯
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	◯	◯	◯	◯	◯	◯	◯
	Linear Link	●	◐	◐	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	◐	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	◯	◐	●	◐	◐	◯	◯	◐
	Local Equipped Area for Play (LEAP)	◯	◐	◐	◐	◐	◯	◯	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	◐	◯	◯	◯	◯	◯	◯
	Multi-Use Games Area (MUGA)	●	◐	◯	◯	◯	◯	◯	◯
	Playing Pitches	◯	●	◯	◯	◯	◯	◯	◯
PARKING	On Street	●	◯	◐	◐	◐	◐	◐	◐
	On Plot	◐	◯	◐	◐	◐	◐	◐	◐
	Within Garage	◯	◯	◐	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	◯	◐	◐	◐	◐	◐	◯
	Car Park / Rear Parking Court	◐	◯	◐	◐	◯	◯	◯	◯
Area Matrix									

- This component will be expected within the character area.
- ◐

 This component may feature within the character area.
- ◯

 This component is not expected to feature within the character area.
- * Refer to Component Library for details.

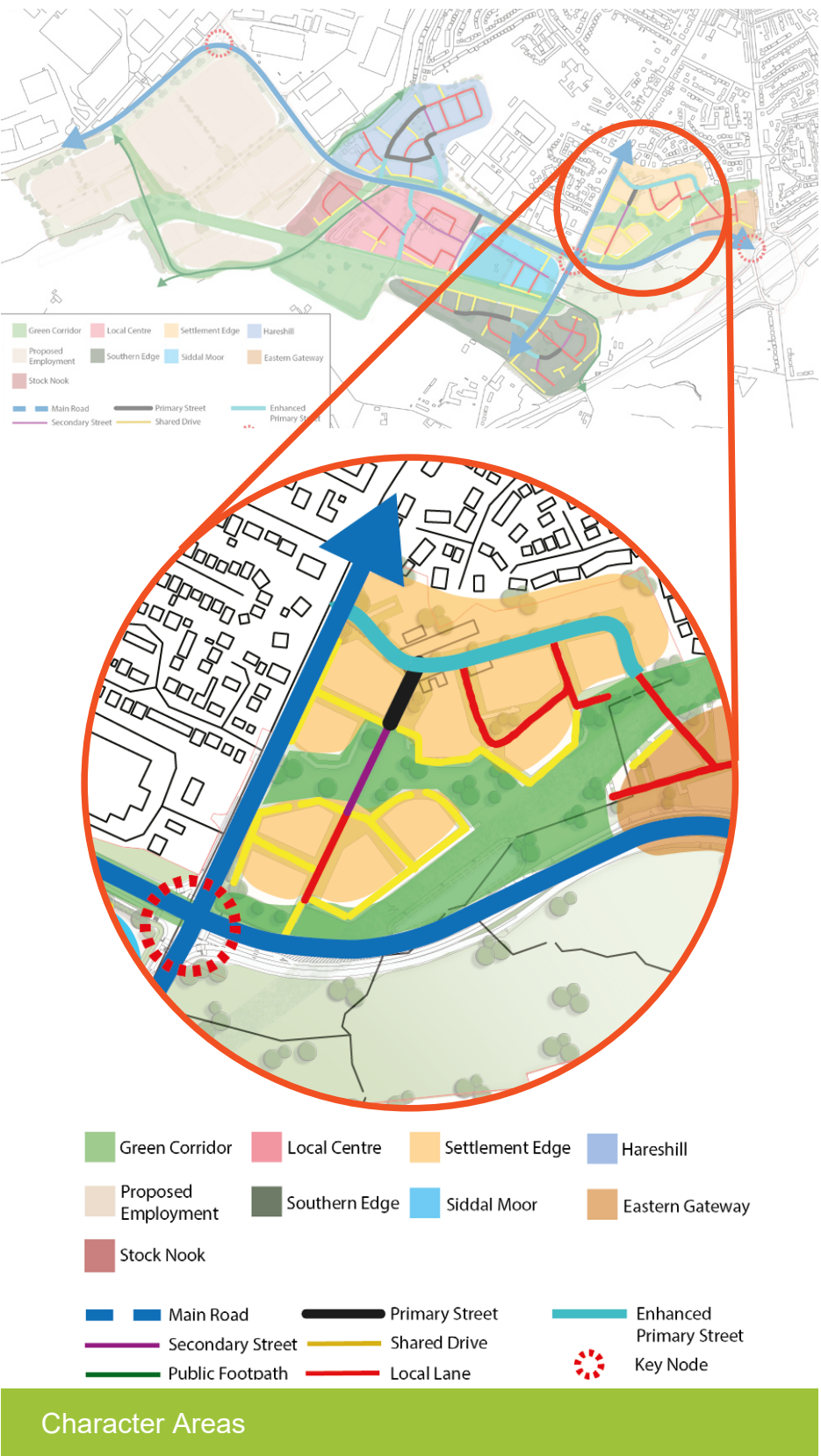


Uses: Open Space - Sport and recreation, landscape, ecology, drainage, and movement.

Scale: Linear corridor with wider areas to relate to the HSE Easement and where other Green Corridors meet to form focal points.

Layout: Legible linear form with direct, overlooked connecting paths.

Settlement Edge



The Settlement Edge comprises the Manchester Road Gateway and area bound by existing properties.

Manchester Road and the South Heywood Link Road are the main, vehicular access point into the eastern part of the development. This Character Area will be an attractive showcase for the development with a quality frontage onto Manchester Road, but must also respond to the constraints of this busy road, specifically the potential for noise issues. An existing hedge along Manchester Road can be removed to direct drives off Manchester Road, where this doesn't conflict with the Manchester Road junction. Alternatively, the hedge can be retained and the houses set back behind it. There are opportunities to use land constrained by former mines to provide informal open space.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape.

Longer rear gardens length will be required where houses back onto existing houses. Proposed dwellings in these areas will also be of a maximum 2 storeys (9m above FFL). This will help to minimise the impact of development upon existing dwellings.

A strong frontage to Manchester Road should be set back either behind the existing hedgerow or new boundary features that respect local character and materials.

There are opportunities for taller or focal point buildings to close key views in the landscape and aid orientation. For example, a 3 storey apartment building could define the junction of Manchester Road and the Link Road.

Parallel residential streets and shared drives can help to retain a public-facing residential frontage to the main road. Areas bounding the link road could feature a landscape bund and houses backing or fronting the route. The preference is for housing to face the carriageway, setback behind a landscape buffer.

The existing species poor hedgerows, and trees can be cleared across the site, but new replacement hedgerow and tree planting must be provided.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 - 2.5 storeys (and where proposed dwellings back onto existing dwellings, these should be 2 storey buildings). 2.5 or 3 storey buildings should be used to define entrances and termination views.

Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties.

Dwellings backing existing properties should form complete development blocks, (front-front and back-back)with longer rear garden lengths.

Character Areas

Settlement Edge

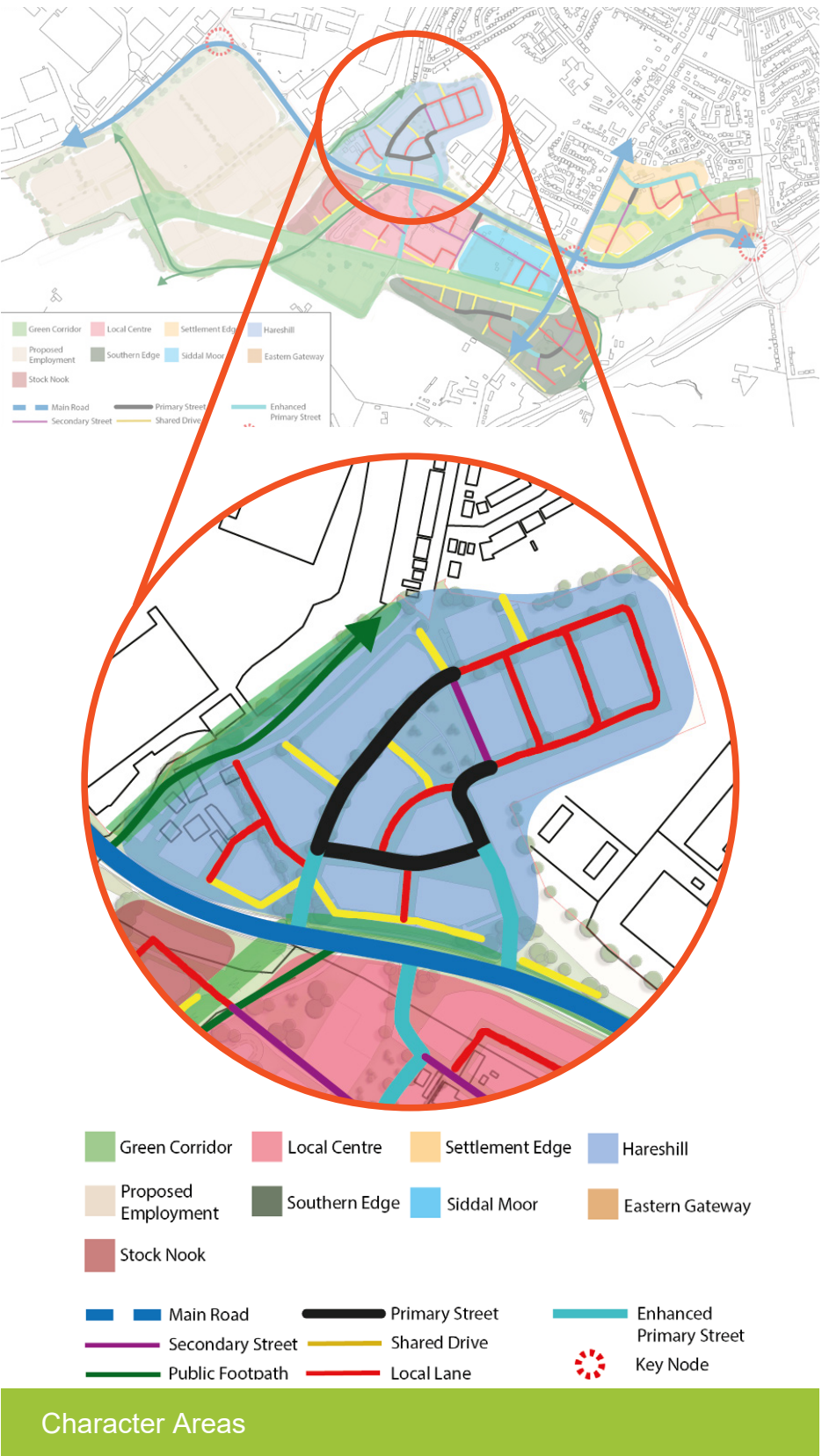
		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment	◐	○	◑	○	◐	○	○	○
	Townhouse	●	○	●	◐	◐	●	◐	◐
	Semi-Detached House	●	○	●	●	●	●	◐	●
	Detached House	◐	○	●	●	●	●	◐	●
	Non-Residential Buildings	●	○	○	○	◐	◐	○	○
OPEN SPACES	Local Green Spaces	◐	●	●	●	●	●	●	●
	Public Square	◐	○	○	○	○	○	○	○
	Linear Link	●	◐	◑	●	◐	●	◐	●
	Informal Green Space / Landscape Buffer	◐	○	●	●	◐	●	●	●
PLAY SPACES	Local Area for Play (LAP)	○	◐	○	◐	◐	○	○	◐
	Local Equipped Area for Play (LEAP)	○	◐	○	◐	◐	○	○	◐
	Neighbourhood Equipped Area for Play (NEAP)	●	○	○	○	○	○	○	○
	Multi-Use Games Area (MUGA)	●	○	○	○	○	○	○	○
	Playing Pitches	○	●	○	○	○	○	○	○
PARKING	On Street	●	○	◑	◐	◐	◐	◐	◐
	On Plot	◐	○	◑	◐	◐	◐	◐	◐
	Within Garage	○	○	◑	◐	◐	◐	◐	●
	Cut-Out / Drive Through	◐	○	◑	◐	◐	◐	◐	○
	Car Park / Rear Parking Court	◐	○	◑	◐	○	○	○	○

Area Matrix

- This component will be expected within the character area.
- ◑

This component may feature within the character area.
- This component is not expected to feature within the character area.
- * Refer to Component Library for details.

Hareshill



The Hareshill Character Area is situated to the north side of the Link Road and is adjacent to the existing employment areas at Hareshill Road.

The site's interface with the South Heywood Link Road will be one of the most visible elements of the development.

It will be an attractive showcase for the development but must also respond to the constraints of this busy road, specifically noise and air quality issues.

Design Principles

Connection between the site and Gloucester Road will be a prime consideration, as this will form a key walking/cycling access route towards Heywood Town Centre and existing community facilities. As a result, the primary route which runs through the site in a north-south alignment should feature buffer planting and facilitate walking and cycling. There should also be a strong relationship to the public right of way which is situated to the north east alignment of the site. Enhancement of existing public right of way, improved surfacing, enhanced landscaping to edge, leading to visual permeability to improve natural surveillance. The provision of this improvement may require tree/hedge loss. Replacement planting should be provided.

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape.

A strong frontage to the link road should be established, to help integrate the built up areas which are north and south of the link road. As most dwellings will not be directly accessed from the link road, parallel residential streets and shared drives can help to retain a public-facing residential frontage to the main road. Housing should face the link road providing appropriate landscape buffers and boundary treatment.

It will be acceptable to remove hedgerows to open up views of the site, create adequate visibility splays and to accommodate development. New species rich native hedgerows or other planting that adds to ecological and landscape enhancement should be planted to compensate for loss.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2-2.5 storeys. 2.5 or 3 storey buildings should be used to define entrances and termination views.

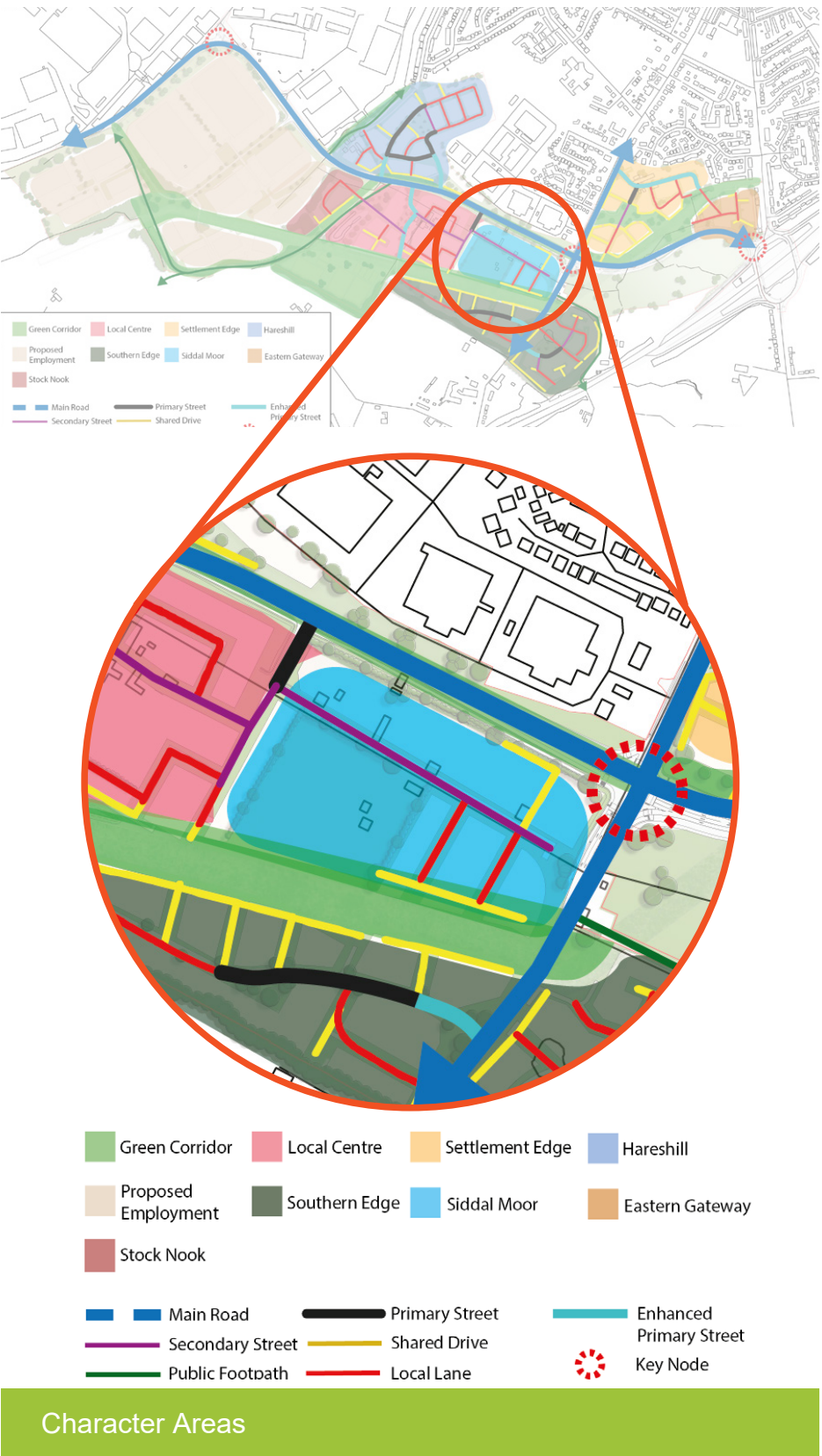
Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties. Housing shall provide a strong frontage to the link road, with landscape (including tree planting and/or hedges) providing separation from road and housing.

Hareshill

		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment								
	Townhouse								
	Semi-Detached House								
	Detached House								
	Non-Residential Buildings								
OPEN SPACES	Local Green Spaces								
	Public Square								
	Linear Link								
	Informal Green Space / Landscape Buffer								
PLAY SPACES	Local Area for Play (LAP)								
	Local Equipped Area for Play (LEAP)								
	Neighbourhood Equipped Area for Play (NEAP)								
	Multi-Use Games Area (MUGA)								
	Playing Pitches								
PARKING	On Street								
	On Plot								
	Within Garage								
	Cut-Out / Drive Through								
	Car Park / Rear Parking Court								
Area Matrix									

- This component will be expected within the character area.
- This component may feature within the character area.
- This component is not expected to feature within the character area.
- * Refer to Component Library for details.

Siddal Moor



The Siddal Moor Character Area is bound by the Link Road to the north, Manchester Road to the east, and the green corridor to the south.

Hareshill Road is the primary vehicular access point into the existing single-detached residential neighborhood. The provision of high quality frontages is critical, and as such, new development should front onto Hareshill Road and the Green Corridor where possible. New developments must also respond to the constraints of the Link Road to the north, specifically noise issues. Acoustic mitigation along the northern edge of the site is required to provide adequate noise protection for existing dwellings.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding areas.

A strong frontage and the green corridor should be set back behind a landscaped edge including hedgerow or the planting.

There are opportunities for focal buildings to define Hareshill Road and Manchester Road, to provide definition in the public realm and to aid orientation.

As most dwellings will not be directly accessed from Manchester Road, parallel residential streets and shared drives can help to retain a public-facing residential frontages to Hareshill Road and the green corridor.

Hedgerows along the frontages of Manchester Road will be retained where possible. These will feature some punctuation where appropriate to facilitate development.

It will be acceptable to remove hedgerows to open up views of the site, create adequate visibility splays and to accommodate development. New species rich native hedgerows or other planting that adds to ecological and landscape enhancement should be planted to compensate for loss.

Uses: Dwelling Houses and Extra Care (C3)

Scale: Typically 2-2.5 storeys. 2.5 storey buildings should be used to define entrances and termination views.

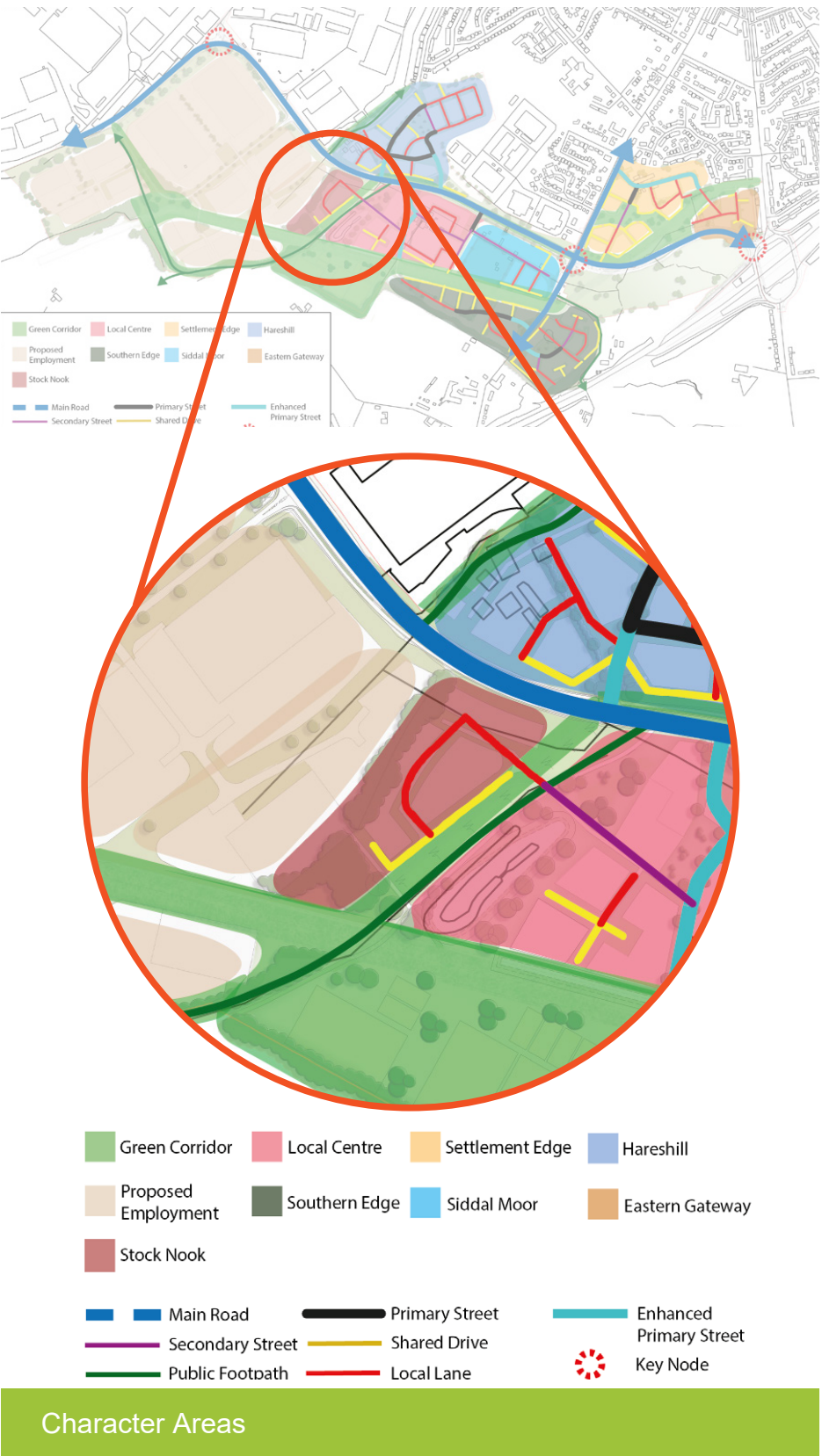
Layout: Strong urban blocks and enhanced frontages along major streets. Parallel streets/shared drives and landscape buffers can soften the transition between main roads and residential properties.

Siddal Moor

		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment								
	Townhouse								
	Semi-Detached House								
	Detached House								
	Non-Residential Buildings								
OPEN SPACES	Local Green Spaces								
	Public Square								
	Linear Link								
	Informal Green Space / Landscape Buffer								
PLAY SPACES	Local Area for Play (LAP)								
	Local Equipped Area for Play (LEAP)								
	Neighbourhood Equipped Area for Play (NEAP)								
	Multi-Use Games Area (MUGA)								
	Playing Pitches								
PARKING	On Street								
	On Plot								
	Within Garage								
	Cut-Out / Drive Through								
	Car Park / Rear Parking Court								
Area Matrix									

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Stock Nook



The Stock Nook area is situated between the Link Road to the north, the Local Centre to the east, the Green Corridor and Open Space to the south and Employment to the west.

This area will be accessed by vehicles via the Local Centre to the east. The parcel will be defined in part by its relationship to the adjacent open space networks and buffer planting and a sensitive layout approach which will create a transition between residential and employment uses. As a result, the density here will be anticipated to be lower. The area will have a defined frontage towards the Link Road with properties facing towards this carriageway.

Design Principles

Development should take the form of generally outward facing blocks providing good passive surveillance to areas of surrounding landscape. The site's interface with the open space networks and employment uses will mean that an approach which provides buffer planting treatments and sensitive layout design will be key.

As the site bounds the employment uses, sensitivities around noise and the desire to shield large employment units with buffer planting will require consideration.

The surrounding constraints within this character area suggest that this area may come forward with one of the lowest densities within the South Heywood area.

A strong frontage to the Link Road should be set back behind a landscaped edge, including hedgerow and boundary features that respect local character and materials.

Hedgerows along the frontages of the Link Road will be retained where possible. These will feature some punctuation where appropriate to facilitate development.

These character areas will also feature the replacement of hedgerows lost in parts, it will be acceptable to remove hedgerows to open up views of the site and create adequate visibility splays. New species rich native hedgerows should be replanted to compensate for loss.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2-2.5 storeys.

Layout: Enhanced frontages along major streets and fronting green spaces. Possible lower density areas and landscape treatments should soften the transition between employment, residential and other uses.

Stock Nook

 COMPONENT LIBRARY		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment								
	Townhouse								
	Semi-Detached House								
	Detached House								
	Non-Residential Buildings								
OPEN SPACES	Local Green Spaces								
	Public Square								
	Linear Link								
	Informal Green Space / Landscape Buffer								
PLAY SPACES	Local Area for Play (LAP)								
	Local Equipped Area for Play (LEAP)								
	Neighbourhood Equipped Area for Play (NEAP)								
	Multi-Use Games Area (MUGA)								
	Playing Pitches								
PARKING	On Street								
	On Plot								
	Within Garage								
	Cut-Out / Drive Through								
	Car Park / Rear Parking Court								
Area Matrix									

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* Refer to Component Library for details.

Eastern Gateway



Development at the Eastern Gateway will be highly visible on entry to the link road from junction 19 off the M62. This will be a major gateway for both private car and employment traffic and the challenge in this location is to ensure a successful relationship between residential development, the spine road, and open, undeveloped land to the south.

Acoustic mitigation along the northern edge of the new link road is required. The preference is to front housing with a sufficient landscape buffer, with the housing acting as the noise barrier. However, houses can back onto this edge, with bunds or combination of bunds and acoustic fencing provided, but only where appropriate landscape is provided to enhance or screen respectively.

The design of the noise mitigation and landscaping within the parcel and in proximity of the link road will defines key views into the area from J19.

Design Principles

Development should take the form of small clusters of generally outward facing blocks providing good passive surveillance. New homes should generally back onto existing residential development and should not exceed 2 storeys in height in this situation.

An exception would be where development adjoins the South Heywood Link Road and Junction 19 of the M62. Landscape design to the road corridor should be of a particularly high quality in this location.

Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 storeys with up to 3 storey elements to define key spaces and corner units.

Layout: Landscape buffer to define views from the Link Road.

Areas adjacent to existing buildings should attempt to form complete development blocks (front-front and back-back) while minimising loss of amenity through sensitive scale and/or back garden lengths

Eastern Gateway

		CHARACTER AREAS							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment								
	Townhouse								
	Semi-Detached House								
	Detached House								
	Non-Residential Buildings								
OPEN SPACES	Local Green								
	Public Square								
	Linear Link								
	Informal Green Space / Landscape Buffer								
PLAY SPACES	Local Area for Play (LAP)								
	Local Equipped Area for Play (LEAP)								
	Neighbourhood Equipped Area for Play (NEAP)								
	Multi-Use Games Area (MUGA)								
	Playing Pitches								
PARKING	On Street								
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	Within Garage								
	Cut-Out / Drive Through								
	Car Park / Rear Parking Court								
Area Matrix									

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Southern Edge



The southern edge of the development faces out across open, undeveloped land which slopes away to the south, albeit the land may come forward in the future as part of the Greater Manchester Spatial Framework, given this whole area is allocated for future employment and residential development. The development in this location will be flanked by a 5m landscape edge, using the retained hedge and adding planting to this. Development can back onto the greenbelt edge, and the landscape buffer should be retained. Gardens can form part of this buffer, but with the requisite tree planting.

Design Principles

Development should take the form of complete development blocks which are generally outward facing blocks which provide good passive surveillance.

Housing should back on to the south western boundary to the Green Belt.

Existing hedgerows along the edges of the site, should be retained where possible, particularly along the interface between the development edge and open land to the south, and along Manchester Road. Removal of hedgerows along Manchester Road, should either be replaced with new hedgerow planting, or hedge and rail, or a boundary wall.

Landscape features along the development edge should be reinforced with additional buffer planting. This will reinforce the 'Settlement Edge' character and soften the transition between the settlement and Green Belt.

Street trees and a greater number of detached and semi-detached dwellings will help to reinforce the more suburban feel here. Street trees will line the road at its entrance.

Housing should provide a strong frontage along the Green corridor.



Uses: Predominantly Dwelling Houses (C3)

Scale: Typically 2 - 2.5 storeys with up to 2.5 storey elements to define key spaces and corner units. No 2.5 storeys on parcel between Manchester Road and M62

Layout: Predominantly detached and semi-detached dwellings. 'Neighbourhood Street - Village' and paths along the green corridors will reinforce accessibility to green infrastructure. For noise requirements along Manchester Rd there will be gaps of 2-3m between dwellings.

Southern Edge

		CHARACTER AREAS							
		COMPONENT LIBRARY							
		Local Centre	Green Corridor	Settlement Edge	Hareshill	Siddal Moor	Stock Nook	Eastern Gateway	Southern Edge
BUILDINGS	Apartment								
	Townhouse								
	Semi-Detached House								
	Detached House								
	Non-Residential Buildings								
OPEN SPACES	Local Green								
	Public Square								
	Linear Link								
	Informal Green Space / Landscape Buffer								
PLAY SPACES	Local Area for Play (LAP)								
	Local Equipped Area for Play (LEAP)								
	Neighbourhood Equipped Area for Play (NEAP)								
	Multi-Use Games Area (MUGA)								
	Playing Pitches								
PARKING	On Street								
	On Plot								
	Within Garage								
	Cut-Out / Drive Through								
	Car Park / Rear Parking Court								
Area Matrix									

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- This component may feature within the character area.
- This component is not expected to feature within the character area.

* Refer to Component Library for details.

Russell Homes
13 Westpoint Enterprise Park
Clarence Avenue
Manchester, M17 1QS

+44 (0)161 868 4310
russellhomes.co.uk

IBI Group
One Didsbury Point
2 The Avenue, Didsbury,
Manchester, M20 2EY

+44 (0)161 696 4980
ibigroup.com



APPENDIX 8 South Heywood Planning History Schedule August 2024

South Heywood Masterplan - Chronological Planning History

Planning History		
Reference	Description	Decision Date
16/01399/HYBR	Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m ² Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m ² GIA which includes no more than 499m ² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement)	31st March 2020
20/00417/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR relating to the full construction of the new link road.	22 nd July 2020
20/00464/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for changes to layout and alignment of sections of Link Road and conversion of junction connections from South Heywood Employment Zone and Hill Top Road to traffic-signal control.	27 th July 2020
20/01270/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for amended wording to Schedule 2 Condition 33 and insertion of new Condition regarding submission of Travel Plans	28 th October 2020
20/01413/ANM	NMA. Application for non-material amendment to planning permission 18/01399/HYBR to amend the wording of Schedule 2 Conditions 32 (Junction Improvements) and 42 (BREEAM)	11 th December 2020
20/00933/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for proposed amending wording to Schedule 2 conditions 11, 12, 13, 14, 18 and 37.	23 rd December 2020
20/01338/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for amended	22 nd March 2021

Planning History		
Reference	Description	Decision Date
	wording to Schedule 1 Conditions 2 and 4, and Schedule 2 Conditions 11 and 13.	
21/00390/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for amendments to wording of Schedule 2 Conditions 10, 11 and 13.	29 th April 2021
20/01480/REM L'Oreal	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	17 th June 2021
21/01210/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR to remove the two storey height parameter.	17 th September 2021
21/01738/ANM	Non-material amendment to planning permission 20/01480/REM for reduction in finished levels to Eastern Plateau earthworks and substitution of updated Schedule of Plans under Condition 1	23 rd December 2021
21/00909/REM Bellway	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 156 dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	27 th May 2022
20/01524/REM Phase 6	Reserved Matters Approval for appearance, landscaping, layout and scale (with access already approved) for 61 dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR.	27 th May 2022
22/00283/ANM	Non-material amendment for planning permission 16/01399/HYBR for the re-wording of condition 34 (external lighting).	10 th June 2022
22/00500/ANM	NMA. Application for a non-material amendment to planning permission 16/01399/HYBR for revisions to approved parameters plan, comprising commercial buildings height and landscape buffer amend.	10 th June 2022
21/01811/REM	Submission of Reserved Matters for the construction of extension to spine road, pumping station, landscaping and other associated works pursuant to 16/01399/HYBR	25 th August 2022
22/00787/REM Plot 1 Spec	Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, attenuation ponds, landscaping, spine road and other associated works, together with preparatory earthworks and landscaping on adjoining development plots pursuant to 16/01399/HYBR.	8 th September 2022
22/00130/REM ANWYL	Reserved matters application for appearance, landscaping, layout and scale (access already approved) for 120 residential dwellings and associated works pursuant to Hybrid Permission 16/01399/HYBR	13 th September 2022

Planning History		
Reference	Description	Decision Date
22/00989/ANM	NMA. Application for non-material amendment to planning permission 16/01399/HYBR for amended wording of conditions 11 and 13 (Schedule 2) in relation to height parameters (commercial area only).	9 th January 2023
22/00924/ANM	Application for non-material amendment to planning permission 20/01524/REM comprising amended Boundary Treatment Layout and Condition 1 wording	23 rd January 2023
23/00100/ANM	Application for non-material amendment to planning permission 16/01399/HYBR which seeks changes to the boundaries of the local centre and commercial area (Amendment to conditions 11 and 13) [Parameters Plan Rev X]	23 rd June 2023
22/01569/OUT	Outline application (means of access only) for the erection of a Class B8 (storage or distribution) development and associated works	10 th November 2023
23/00815/ANM	Application for non-material amendment to planning permission 20/01524/REM for amendments to shared surfaces, introduction of a turning head, relocation of plots, alterations to boundary treatment, alterations to landscaping plan, plot substitutions and minor alterations to elevations and floorplans.	29 th November 2023
23/00981/ANM	Application for non-material amendment to planning permission 16/01399/HYBR which refers to the updated land use and parameters plan (Amendment to conditions 11 and 13) [Parameters Plan Rev Z]	5 th December 2023
23/00982/ANM	Application for non-material amendment to planning permission 22/00787/REM relating to condition 1 changes to the ground levels and sections.	5 th December 2023
22/00467/REM	Reserved matters application for landscaping (with access already approved) for the area of Public Open Space between the residential phases of Hareshill Road North and Manchester Road West, pursuant to Hybrid Permission 16/01399/HYBYR	12 th March 2024

**APPENDIX 9 E3P Response to Noise Aspects in Committee Report
November 2023**

RESPONSE TO NOISE ASPECTS IN COMMITTEE REPORT 23RD NOVEMBER 2023

TRAMMELL CROW, DEPARTMENT OF WORK AND PENSIONS DCS DISTRIBUTION CENTRE, MANCHESTER ROAD, HEYWOOD

E3P note that the technical issues, highlighted in the Technical Review (50-767-R1-5) and BS 4142 Noise Assessment (50-767-R3-3) have not been directly responded to from a technical perspective by the Council, including within the November Officers Committee Report. Indeed, E3P note that additional comments have been provided by the Environmental Health Officer (EHO) as noted in paragraph 162 of this Officers Committee Report, which only highlights the potential difference in measured background sound levels by E3P and BWB in comparative noise measurement locations, importantly upon which the operational noise limits are set.

Here, the EHO stated a difference of between 1 and 5 dB as considered negligible and within an expected tolerance. This is fundamentally and technically incorrect with anything more than 2 dB difference significant, considering the outcome of the BS 4142 assessments. Indeed, a 3 dB difference equates to as much as halving or doubling of sound at the measurement position. Multiple factors could result in this difference, but it will most likely be prevailing traffic and weather conditions. But considering the potential variance, a more robust stance on the use of the lower measured background sound levels, especially considering that once the residential development is built, lower background sound levels would result at rear gardens.

There is still the issue of the Applicant's noise assessment assuming low utilisation of loading bays, no allowance for vehicle movements in car parks or of HGV movements in the parking areas to the north and west of the loading bays. Indeed, as within the previous committee report, mitigation is included for the minor car park adjacent to existing housing receptors, due to this impact. The same protection or consideration is not given to the much more substantial, and thus louder car park, adjacent to Russell Homes' approved housing site.

This also leads us onto the consideration of low utilisation and lack of assessment of all sources that will result in adverse impact, highlighted by our assessment, but now also the proposed planning condition, noted below:

The cumulative effect of all external plant and noise breakout from the development does not exceed the lowest background sound levels (LA90) at the nearest noise sensitive locations –

- o 50 dB during the daytime and 46 dB during the night-time at the nearest noise sensitive receptors to the south and southwest of the site.*
- o 42 dB during the daytime and 40 dB during the night-time at the nearest noise sensitive receptors to the north and east of the site.*

I have highlighted the relevant limits as shown above. One omission of note is that the condition does not directly relate to the Rating Level, which is extremely important and ensures protection of amenity of residents and avoidance of adverse impact. This is in accordance with BS 4142 which should also be made clear in the condition.



With the noise limits set within the newly suggested planning condition, E3P highlight the outcome of the BWB assessment, with all mitigation measures in place, as shown in the Committee report at para 53 and given below:

Table 5.1: Predicted Noise Levels from HGV movements with Mitigation

Assessment Location	Predicted Specific Noise Level (dB LAeq,1)	Predicted Rating Level (dB LAeq,1)	Background (day/night) (dB LAeq,1)	Difference (day/night)
AL1	39	42	50 / 46	-8 / -4
AL2	39	42	42 / 40	0 / +2
AL3	31	34	42 / 40	-8 / -6
AL4	34	37	42 / 40	-5 / -3
AL5	43	47	50 / 46	-3 / +1

As is shown at Table 5.1, AL2 and AL5, at the boundaries with Russell Homes' approved residential site, already exceed the criteria during the night, by 2 dB and 1 dB respectively. This is before consideration of the technical issues raised by E3P; and difference in background sound levels, which would result in much higher exceedances. This fundamentally suggests that the proposed development is unsuitable, even when only half the loading bays are in use, in its current form as it cannot achieve the proposed limits set.

This would require a redesign or additional mitigation measures.

Even considering the above additions, it is unlikely that the exceedances can be addressed without strict night-time controls on usage and numbers.

One final note is that within para 49 of the Committee Report, it is suggested that a Travel Plan is required in order to mitigate potential noise impacts:

To further ensure that the users of the proposed car parking areas are sensitive to nearby residential dwellings, particularly during the night time, a condition will be added to any approval requiring a full travel plan, which will include information on the best practice use of the car parking facilities, with users/employees of the application site made aware of the sensitivity of nearby residential dwellings to noise, with a 'best practice' use of the car parking facilities set out. An additional section in the travel plan will be required specifically for HGV drivers that access/egress from the site and move around on the site's access roads, with due consideration to nearby residential dwellings. Information as to best practice behaviour will be expected, including but not limited to operation of the vehicles (no idling, use of horns/alarms, high beam etc.).

This clearly suggests that noise from car parking areas has the potential to adversely impact residential receptors at night, despite no assessment or consideration of this given in the BWB NIA. This needs to be addressed.

A Travel Plan is in no way suitable to combat noise impact, as it relies on users to be 'quieter' rather than putting in robust physical noise mitigation measures, to combat noise impact.



Given the implications of noise on the approved Russell Homes' housing site (with the loss of a minimum of 66 homes), as modelled within the E3P Report Ref: 50-767-R3-3 (12th October 2023), then it is vital that the noise EHO provide a response to each of the above points in turn.

Russell Homes has an approved outline application abutting the Heywood Stores Application site. This Trammel Crow proposal must fully mitigate for noise impact on existing and future approved housing surrounding their application site. Russell Homes should not in anyway be faced with adverse noise impacts that results in the loss of housing or be required to provide any form of additional noise mitigation as a result of the Trammel Crow proposal. We reiterate that Report Ref: 50-767-R3-3 notes that it is not possible for the housing at the Russell Homes site to mitigate for noise from the Trammel Crow proposal, nor should it be.



APPENDIX 10 Barnes Walker Further LVIA Review



Landscape and Visual Representations

Objection to planning application 22/01410/FUL
Trammel Crow - Heywood Stores, Rochdale - Additional
comments relating to the updated proposals

For: Russell Homes

Ref: M3627-LVR-23.04-V4



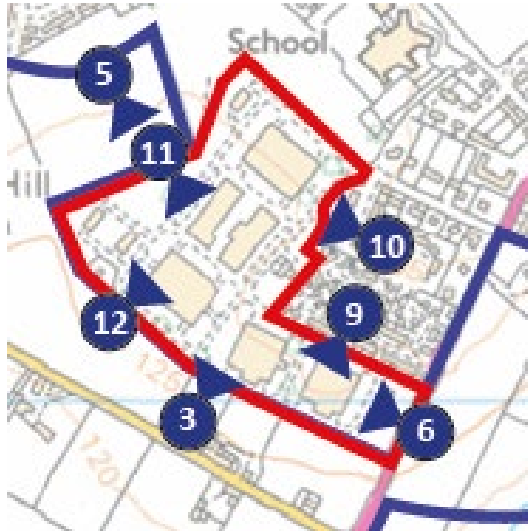
1. INTRODUCTION

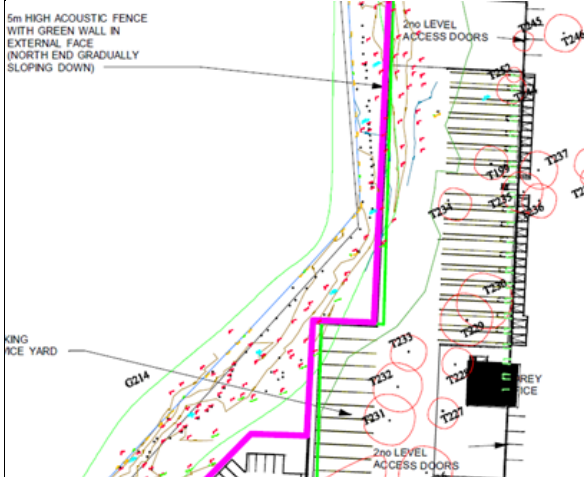
- 1.1 Barnes Walker Ltd has prepared this report on behalf of Russell Homes, who have land interests at South Heywood abutting the Trammel Crow, Heywood Stores Site (planning application 22/01410/FUL). Russells have previously expressed concerns associated with the amenity of future residents of the South Heywood site, due to the scale and proximity of the proposed built form within the Trammel Crow site.
- 1.2 In December 2022, Barnes Walker prepared Landscape and Visual Representations on behalf of Russells, which considered the landscape and visual aspects of the Trammel Crow application. A site visit was undertaken to assess the visual baseline and the Heywood Stores proposals and Landscape and Visual Impact Appraisal (LVIA) were reviewed. The representations raised a number of issues including the omission of landscape effects associated with the loss of existing landscape features; the failure of the LVIA to take into account the views of future residents and concerns about the amenity of these views; the inadequacy of the landscape buffers at mitigating the visual effects and concerns about the establishment and maintenance of proposed green walls.
- 1.3 Following engagement with Rochdale Borough Council, the proposals have been revised in January 2023 and subsequently in March 2023. The covering letter from Geraldeve sets out the amendments to the scheme as follows:
- *“A reduction in building length to the south by an additional 5.05m (so a total of 13.05m from the original scheme). As a result, Unit 3 is now set further back than the existing units on site and achieves a separation distance of 47m to the nearest future residential property to the south;*
 - *Increasing the bunding width and height, which allows for additional landscaping to be incorporated;*
 - *Increasing the width of the unit by 2m to the west in order to balance the floorspace of the scheme; and*
 - *Altering the unit’s orientation by 1 degree, which moves the unit further away from the pinch point on the western boundary”.*

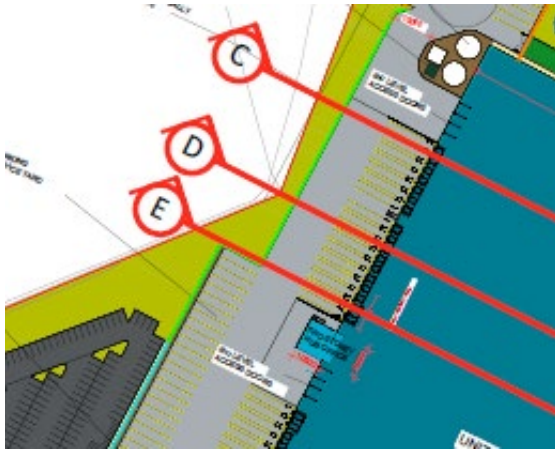
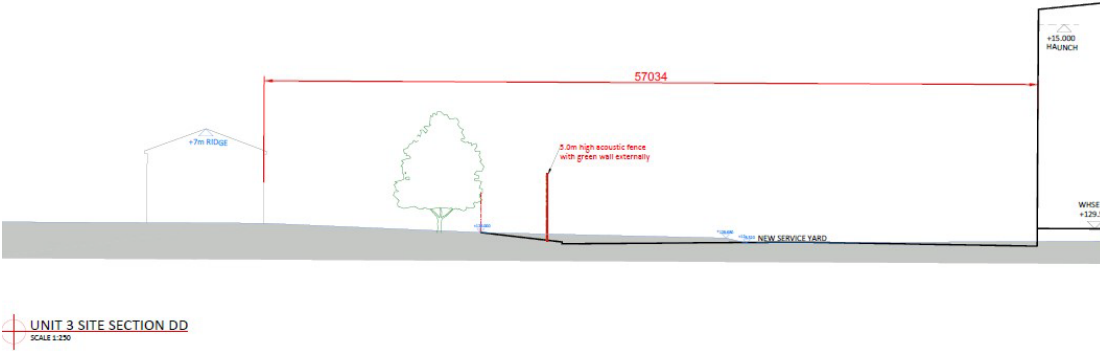
- 1.4 This report reviews the updated proposals and comments upon the updated LVIA, to consider whether the amendments to the scheme allay the concerns relating to landscape and visual issues. The table below includes relevant comments from the BW Landscape and Visual Representations Report (M3627 – LVR -22.12 – V3); relevant amendments made to the proposals/LVIA are set out in the third column and a comment about the adequacy of the updated proposal/LVIA is included in column four.

Comments on the updated proposals and updated LVIA			
Issue	BW Comment (Landscape and Visual Representations Report)	Amendments made (Landscape Proposals and LVIA March 2023)	Comment on the adequacy of the updated proposals / LVIA update
LVIA Landscape receptors	<i>4.3 According to GLVIA, landscape receptors should include ‘constituent elements of the landscape’ and the LVIA methodology recognises this (section 2.2). However, the LVIA fails to include the existing features of the site either as landscape receptors in their own right, or as important elements which contribute to the landscape of the immediate locality.</i>	No change, the LVIA still fails to take into account the existing features (particularly existing trees) and effects upon these as a result of the proposals.	The updated LVIA is inadequate as it does not fully assess the landscape effects. The LVIA should be revised to take account of the effects upon the landscape features (particularly existing trees – a significant number of existing trees will be lost).
LVIA Sensitivity of the landscape	<i>4.6 The LVIA includes a local character appraisal carried out by TPM. The site is included within Character Area 3 - Commercial and Industrial.</i> <i>4.7 The LVIA does not justify the assessment of “low value” for this LCA. The landscape is not designated and as such the Landscape Institute Technical Guidance Note 02/21 ‘Assessing landscape value outside national</i>	No change, the LVIA still assesses the sensitivity of the site as ‘low’ despite the value of the existing mature landscape features, particularly the existing trees on the site.	The LVIA understates the sensitivity of the landscape within the site in terms of its landscape features, particularly the existing trees on the site. The LVIA should be revised to include an assessment of the landscape value in accordance with Landscape Institute Technical Guidance Note 02/21 ‘Assessing landscape value outside national designations’.

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	<i>designations' applies. This guidance is not referenced by the LVIA.</i> <i>4.8 The existing trees add value and should be considered as a constraint to development, increasing the sensitivity of the landscape within the site and its context. The assessment of 'low' landscape sensitivity is therefore understated.</i>		
LVIA effects due to the loss of landscape features	<i>4.9 Section 6.7 of the LVIA deals with "change in elements, characteristics, character and qualities of the landscape as a result of development".... The change is assessed as 'low'.</i> <i>4.10 This statement fails to take into account of the loss of "Three group, sections of seven groups and one hundred and ninety-two individual trees" as set out in the AIA. This is 67% of the total individual trees within the site, as well as the loss of the large tree group near to the north-western boundary. Tree loss would have a significant detrimental effect upon the natural heritage and landscape condition of the site, as well as changing its character and opening up the views into the site.</i>	The updated AIA reports the loss of <i>"Three group, sections of seven groups and one hundred and seventy-seven individual trees are expected to be removed to facilitate the development"</i>. This is still a significant tree loss which would have a significant detrimental effect upon the natural heritage and landscape condition of the site, as well as changing its character and opening up the views into the site. This is not taken into account in the LVIA.	The LVIA fails to address the significant loss of landscape features which would lead to adverse effects upon the natural heritage, landscape condition and character of the site. The LVIA should be revised to take account of the effects as a result of the significant loss of existing vegetation.

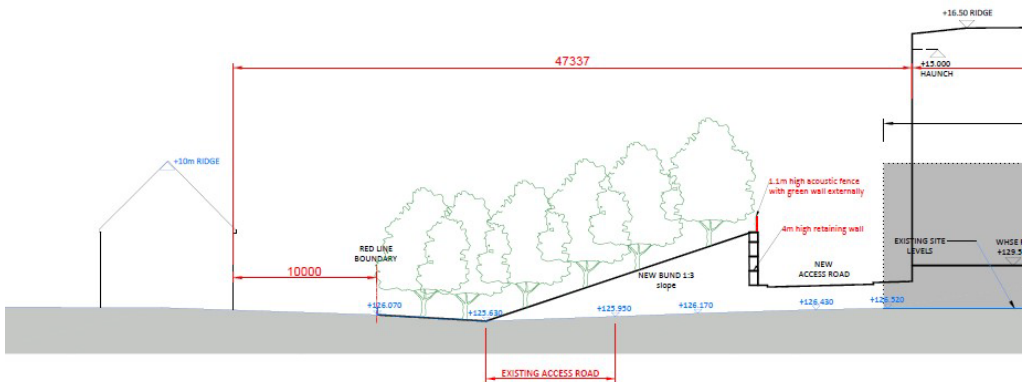
Comments on the updated proposals and updated LVIA			
Issue	BW Comment (Landscape and Visual Representations Report)	Amendments made (Landscape Proposals and LVIA March 2023)	Comment on the adequacy of the updated proposals / LVIA update
LVIA Visual Receptors	<i>4.17 The LVIA fails to include the future residents of the approved Russell's residential scheme. This is a fundamental omission within the LVIA.</i>	The LVIA has been updated in March 2023 to provide two additional viewpoints located in the adjacent land taking into consideration future housing as part of the South Heywood Masterplan (views 11 and 12). 	Whilst it is good that these views are included, it is noted that the viewpoint photograph 12 appears to have been taken from a greater distance than 10m away from the Trammel Crow site boundary, where proposed housing would be located. Viewpoint 12 is therefore unlikely to be entirely representative of the views of future residents.
LVIA Visual sensitivity	<i>4.18 In line with other residential receptors included (views 9 and 10) the sensitivity of the views for future residents would be high.</i>	The LVIA (p41) classifies the sensitivity of the views from VPs 11 and 12 (views of the future residents of the South Heywood site) as 'Medium-High Sensitivity' whilst views for residents of White House Close and Bader Drive (VPs 9 and 10) are classified as 'High Sensitivity'. There is no explanation as to why the views of the	The LVIA understates the sensitivity of the views from VPs 11 and 12. The sensitivity of these views should be 'High' in line with views from other residential receptors. GLVIA states that visual effects are assessed based on a combined

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		future residents are less sensitive than those of existing residents.	consideration of the sensitivity and the degree of change. By understating the sensitivity, the level of visual effect is lowered. The visual effects upon future residents is therefore understated. The LVIA should reassess the effects based on a sensitivity rating of 'High' for all residents.
North-western landscape buffer	4.24 The boundary is defined largely by mature pine trees, which provide limited screening. The pine trees would be retained and landscape buffer planting is proposed, but this strip is around 12-15m wide and not sufficient enough to provide screening of the much taller proposed buildings.	The AIA reports that part of G214, which runs along the north-western boundary, would need to be removed. This would thin the buffer down to less than 10m wide in places (see below). 	The proposals should be revised to retain all existing trees along the north-western boundary.

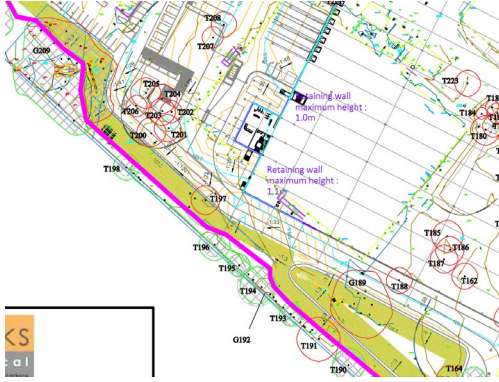
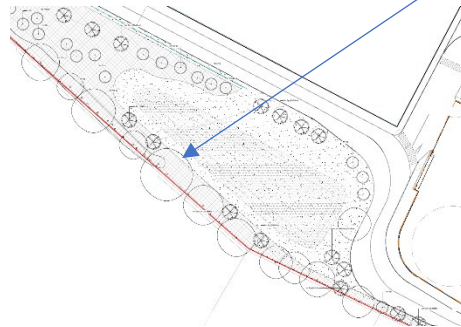
Comments on the updated proposals and updated LVIA			
Issue	BW Comment (Landscape and Visual Representations Report)	Amendments made (Landscape Proposals and LVIA March 2023)	Comment on the adequacy of the updated proposals / LVIA update
		Sections have been prepared. The plan below shows that section DD runs through the narrowest part of the buffer. 	The width of landscape buffer is inadequate. At its narrowest the buffer is around 5m wide, but other parts of the buffer are also too narrow. The section line indicates that the ground levels along the north-western boundary would be lowered and therefore none of the existing trees in this area could be retained. This would open up the views into the site for future residents. The section line shows a tree within the garden of a house in the South Heywood site and none within the Trammel Crow site. Relying on trees within the South Heywood site for screening is not acceptable.
		 UNIT 3 SITE SECTION DD SCALE 1:250	Future residents of the South Heywood site would overlook a 5m high acoustic fence. The building is set back by around 57m, but in the absence of any intervening planting would be highly visible. Points relating to the acoustic fence are detailed further below.

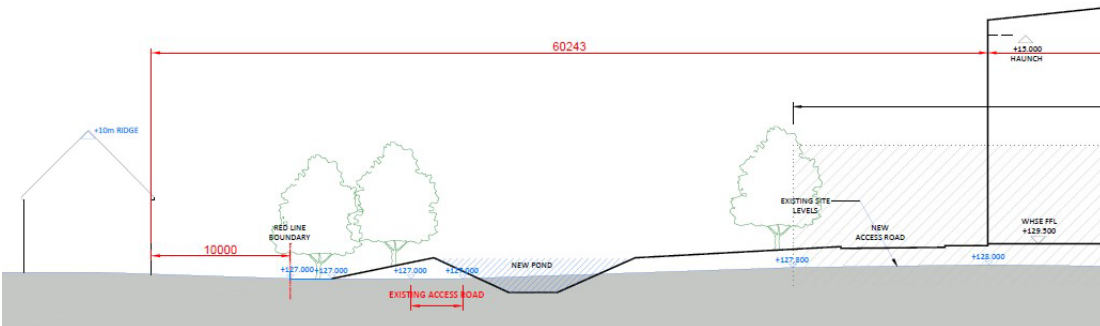
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				Section DD shows a narrow buffer of less than 5m between the site boundary and 5m high acoustic fence. The ground levels within the site are shown to be reduced, which would mean that no existing trees within this buffer could be retained. No proposed trees are shown within the buffer on the section. The Landscape Masterplan shows 'Proposed Native Shrub Mix with Feathered Native Trees' within the buffer. These are to be planted at 1m centres. A 5m wide landscape buffer would therefore include a depth of 4 plants. The table below shows the sizes of the proposed planting. 70% of the plant mix would only be 0.8m tall.			The buffer is too narrow to accommodate sufficient planting. The planting stock is too small, and four rows of whip/feathered shrubs and trees would be too sparse to provide sufficient visual screening both initially and in the longer term. The buffer needs to be wide enough to incorporate trees further from the boundary to avoid overshadowing of south facing gardens. More larger stock trees are required to supplement the native shrub – feathered tree mix which the planting notes as having a 'minimum final growth height of 5-7m'.																																																															
	Native Shrub - Feathered Trees Mix			<table border="1"> <thead> <tr> <th>Nr</th><th>Code</th><th>Plant Name</th><th>Mix%</th><th>Height/Spread/Grade</th><th>Girth</th><th>Age</th><th>Root</th></tr> </thead> <tbody> <tr> <td>1348</td><td>Ag</td><td>Alnus glutinosa</td><td>10.00 %</td><td>120-150cm</td><td></td><td></td><td>BR</td></tr> <tr> <td>6066</td><td>Crtg mn</td><td>Crataegus monogyna</td><td>45.00 %</td><td>60-80cm</td><td></td><td></td><td>BR</td></tr> <tr> <td>1348</td><td>Fs</td><td>Fagus sylvatica</td><td>10.00 %</td><td>120-125cm</td><td></td><td></td><td>BR</td></tr> <tr> <td>1348</td><td>Il aq</td><td>Ilex aquifolium</td><td>10.00 %</td><td>60-80cm</td><td></td><td></td><td>B</td></tr> <tr> <td>1348</td><td>Psp</td><td>Prunus spinosa</td><td>10.00 %</td><td>60-80cm</td><td></td><td></td><td>BR</td></tr> <tr> <td>1348</td><td>Qr</td><td>Quercus robur</td><td>10.00 %</td><td>120-125cm</td><td></td><td></td><td>BR</td></tr> <tr> <td>674</td><td>Rca</td><td>Rosa canina</td><td>5.00 %</td><td>60-80cm</td><td></td><td></td><td>BR</td></tr> </tbody> </table>			Nr	Code	Plant Name	Mix%	Height/Spread/Grade	Girth	Age	Root	1348	Ag	Alnus glutinosa	10.00 %	120-150cm			BR	6066	Crtg mn	Crataegus monogyna	45.00 %	60-80cm			BR	1348	Fs	Fagus sylvatica	10.00 %	120-125cm			BR	1348	Il aq	Ilex aquifolium	10.00 %	60-80cm			B	1348	Psp	Prunus spinosa	10.00 %	60-80cm			BR	1348	Qr	Quercus robur	10.00 %	120-125cm			BR	674	Rca	Rosa canina	5.00 %	60-80cm			BR
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LVIA Visual effects VP 11	<i>4.24 There are likely to be filtered views of the proposed 5m tall acoustic barrier and car parking areas, particularly until any proposed buffer planting matures. The proposals would be noticeable and would have an adverse effect upon the existing views and those of the future residents. It is expected that the effects would be significant, at least until the proposed planting matures.</i>	The LVIA includes Viewpoint 11 from the north-western boundary. With regard to the change to the view the LVIA states (Appendix 1) <i>“The change to the view will be low and be limited to glimpsed views through the existing vegetation. There will be an increase in scale and height of the new building, however, the nature of the change of industrial buildings will remain. The view through the trees will reduce once the existing trees are in leaf during the summer seasons”</i> .	The change to the views from viewpoints on the north-western boundary, which represent the views of future residents, would be greater than the assessed ‘low’. The buildings are of a much greater scale and would be more prominent and overbearing within the view than the existing buildings. The 5m high acoustic fence would be positioned within 5-15m of the rear garden fences of future residents and would also be prominent in the views. The existing trees would be partially lost and the landscape buffer would be of an inadequate width to allow sufficient planting. The LVIA therefore very much understates the change to the views of future residents.
Southern landscape buffer	<i>4.23 The proposed building would be over twice as tall as the existing buildings and would be located around 11m closer to the boundary. In addition a 5m tall acoustic barrier would be located around 11m from the boundary and would appear taller, as it would be</i>	Unit 3 has been pulled back from the southern boundary and the landscape buffer has been widened. The sections have been revised (see below).	Positioning unit 3 further away from the future housing than the existing buildings is an improvement on the previous scheme but is still nowhere near enough to provide suitable

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	<i>located upon an embankment. There is insufficient landscape buffer along the boundary and not enough space for adequate bunding or tree planting.</i>		separation between the proposed buildings and approved residential. The building requires much further movement into the centre of the site, further away from the western and southern site boundaries, thus requiring the building footprint, as well as the building height to be reduced significantly.
	 UNIT 3 SITE SECTION FF (CONTINUED) SCALE 1:250	In order to properly screen the full height of the building, the width of the bund would benefit from being wider than proposed, however it would be effective at screening the lower parts of the building and vehicular movements. In the sections, it is unclear at what time frame the trees are shown. They are around 10m tall but it would take at least 15years for the trees to reach these heights. There would be clearer views of the proposed buildings until these trees have matured.	

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Issue	BW Comment (Landscape and Visual Representations Report)	Amendments made (Landscape Proposals and LVIA March 2023)	Comment on the adequacy of the updated proposals / LVIA update
		On section FF, the height of the building ridge at its southern end is shown as being reduced from 17.10m to 16.5m. The building is still located around 3m higher than the existing ground level, but would now be further away from the southern boundary. The width of the landscape buffer is around 28m wide and forms a bund, retained on its northern face by a retaining wall.	Section line shows FF shows a level of '16.50 Ridge'. However the continuation of the section line (shown above this part of the section, on the Existing and Proposed Site Sections sheet 2 of 2) shows a ridge height of 17.60. There is no step up in the roofline, but running broadly east west the roof is a series of 4 pitches, as shown on Section GG. It is therefore presumed that the ridge is actually 17.60 and the level of 16.50 refers to the lowest parts of the roof and not the ridge. In addition, the proposed building is to be placed on a raised plateau with a FFL of 129.5m, as a result the building would be around twice as tall as the existing building and as such it is considered that it will be unacceptably overbearing. Given the topographic information associated with the boundary in this location, the height difference between the residential plot and the proposed building could be even greater. Refer to Russells Building Heights Comparison Plan OB/002 Rev B and associated Russell Homes objection letter.

Comments on the updated proposals and updated LVIA			
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		The AIA indicates that T191 and T197 and part of G209 would need to be removed and there would be some disturbance to the root protection areas of existing trees due to the proposed level changes. See below  The planting plans show that T191 is retained which is contrary to the AIA. 	All existing trees should be retained where possible. The Planting Plans and Proposed Levels Plan need to be updated to accurately reflect the existing trees which would be lost, such as T191 a mature, moderately valued Sycamore. The loss of T191, G189 and T188 would open up the views into the Trammell Crow site and views of the much larger proposed building. Generally there is not enough tree planting, but particularly this is the case in the vicinity of the attenuation pond. Further, larger stock trees should be planted as compensation for those lost and to provide more effective visual screening. The landscape buffer should be wide enough to incorporate trees further from the boundary to avoid overshadowing and the effect of a wall of trees, which would be overbearing for future residents. The bund should extend along the entire southern boundary and not be

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		The Proposed Levels Plan (21194-BGL-XX-XX-DR-C-00200) is also inaccurate as it shows T191 as retained. The planting plans show that some medium sized trees, planted as extra heavy standards have been incorporated in addition to the native shrub mix with feathered trees. Section HH below is a section through the buffer in the vicinity of the attenuation pond.	compromised by the positioning of an attenuation pond. The absence of any bund in this location will elevate the visual prominence of the proposed building to unacceptable levels for adjacent future residents.
	 UNIT 3 SITE SECTION HH SCALE 1:250	The proposed bund is only just over 1m high in this location, which would not be tall enough to help with screening. The landscape buffer should be made wider, so that higher bunding can be incorporated. The space available for planting around the attenuation pond is very limited and should be made wider so that more trees can be planted, including trees in locations further away from the boundary to avoid overshadowing.	

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Issue	BW Comment (Landscape and Visual Representations Report)	Amendments made (Landscape Proposals and LVIA March 2023)	Comment on the adequacy of the updated proposals / LVIA update
LVIA Visual effects VP 12	<i>4.23 The proposals would be dominant and overbearing and the effects on the existing views, and those of future residents, would be significantly adverse.</i>	The LVIA includes Viewpoint 12 from the southern boundary. With regard to the change to the view the LVIA states (Appendix 1) <i>"The change to the view will be noticeable due to the increase in scale and height of the buildings and elevated land form. However, the development will be set behind the retained existing trees that border the site boundary and a new raised batter up to 4m high with 1m acoustic fence. The nature of the change will remain as the industrial character will remain"</i>. The magnitude of change is assessed as 'Medium' with the summary of visual effects stating <i>"Moderate-Substantial adverse reducing to Slight-Moderate neutral following establishment of mitigation measures"</i>.	The existing tree cover along the southern boundary is gappy in places and there would be the loss of some trees due to the earthworks. The Planting Plans show T191 as being retained, which conflicts with the AIA. The loss of existing trees, including T191 (a mature moderately valued sycamore up to 18m tall) would open up the views into the Trammel Crow site. As T191 is shown as retained on the Planting Plans, the LVIA potentially does not take into account the more open views into the site as a result of it's loss. The buildings are of a much greater scale and, coupled with the elevated FFL, would be more prominent. Upon completion the levels of harm would be at least moderate-substantial, as reported in the LVIA. This visual effect would likely prevail for a number of years, and would be unacceptable for the future residents of the adjacent proposed houses. The building requires relocating further into the centre of the site, further away

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			from the western and southern site boundaries, thus requiring the building footprint, as well as the building height to be reduced significantly. In the vicinity of the attenuation pond the bunding is too low and the planted strips too narrow, resulting in more open views into the Trammell Crow site. From this location, even mature planting would not mitigate adverse effects. The <i>“Slight-Moderate neutral effects following establishment of mitigation planting”</i> cited in the LVIA is, in our opinion, understating the level of the visual effect. More must be done to mitigate the adverse effects of the development with the planted bund extending along the entire length of the southern boundary. The landscape buffers should be wider, with higher bunds in the vicinity of the attenuation pond. Further larger stock trees should be planted to compensate for the tree losses and provide screening.

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Visualisation	<i>4.28 Appendix 1 of the LVIA includes photographs and 'Visual Montages' from viewpoints 1, 2 and 4. These are 'indicative only' as the text (section 7.5) explains that they are not verified views. For a scheme of this nature, and a full planning application, accurate verified views should be included. The viewpoints selected should include the views of existing residents (viewpoints 9 and 10) and future residents of the South Heywood Masterplan.</i>	Section 10 of the LVIA is an Addendum which includes wireframe overlays to illustrate how the development will sit in the view from viewpoints 9, 10 and 12. The LVIA methodology does not set out how these wireframes have been put together or whether the method complies with LI Guidance (Technical Guidance Note 06/19 Visual Representation of Development Proposals 2019). However, page 43 of the LVIA states "The methodology to incorporate the proposal into the view uses a SketchUp model of the built form, superimposed in place over a 3D terrain model using topographical survey information. The model then identifies key features on the horizon such as overhead pylons and existing buildings to locate where the proposed buildings will sit in the view. These views are considered to be a visual representation of the proposal and are not a verified view. Views 9, 10 and 12 have been modelled in February 2023 following comments from the Local Authority. It was not possible to produce a wireframe for view 11 due to a	Our original comments still apply. The wireframe overlays are not accurate enough to convey the true nature of the effects. For a scheme of this nature, and a full planning application, accurate verified views should be included.

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		<i>lack of available reference points in the view".</i>	
Green Wall Acoustic Barrier	<i>3.21 There are concerns about the establishment of the vegetation on the walls, how the walls would be constructed and their appearance.</i> <i>3.22 It is unclear whether the vegetation on the wall would die back in the winter and, if this is the case, what it would look like. In our experience green walls are inherently difficult to successfully establish, can often fail and present an unkempt appearance.</i> <i>3.23 Green walls need an artificial water source and it is unclear how this would be provided. There does not appear to be a landscape management and maintenance plan. Maintenance and irrigation is fundamental to keeping living walls in good condition.</i>	The latest proposals do not present further information on the green walls. For the 5m high acoustic barrier with green screen, the planting plans refer to <i>"green screen to be a combination of instant hedging and climbers with Jakob's Rope and Rod tensile wire system".</i> For the 3m high acoustic barrier with green screen, the planting plans refer to <i>"Green screen to be Mobaline's Green Screen (3m) or similar approve."</i> There doesn't appear to be a management and maintenance plan.	Our original concerns regarding the green walls apply. It is considered that the green walls would be prominent, have a high risk of failure and are not a robust or appropriate solution in this instance.

2. SUMMARY

- 2.1 In summary, although some changes have been made, many of the original concerns raised in the Landscape and Visual Representations M3627-LVR-22.12- V3) still apply.
- 2.2 The LVIA fails to consider the effect of the proposed development upon the existing landscape features and landscape character of the site and immediate setting. The site has a well treed character and the existing trees add value, increasing the sensitivity of the landscape. The LVIA understates the landscape sensitivity and does not take into account that there would be large scale tree removal. The larger building footprint, service yards and parking would significantly reduce the areas of green space and proposed planting would not compensate for that lost. The loss of the trees internally to the site, would in turn, reduce the existing levels of screening provided by the trees and change the perceptual quality of the landscape. There would be significant adverse landscape effects associated with the loss of existing trees as a result of the proposed development, which the LVIA does not identify.
- 2.3 The LVIA has now taken into account the visual effects upon future residents of the South Heywood site. However, the LVIA understates the change to the views of future residents located to the north-west of the Trammel Crow site, considering the loss of trees, inadequate width of the landscape buffers and scant tree planting. The LVIA finds that effects upon the views of future residents to the south of the Trammel Crow site would be 'moderate-substantial adverse' at completion, reducing to 'slight-moderate neutral' following establishment of mitigation measures. Firstly, a 'moderate-substantial adverse' visual effect, that would likely prevail for a number of years, is unacceptable for the future residents of the adjacent proposed houses. Secondly, given the inadequacies associated with the proposed landscape works in the vicinity of the attenuation pond (as set out above), the anticipated reduction in the level of adverse effect is considered to be somewhat overstated. It is likely therefore, that higher levels of adverse visual effect will prevail, despite proposed planting works becoming established.

- 2.4 More must be done to mitigate the visual effects, including the provision of wider buffers, higher bunding and more robust planting. The only way of achieving this is by reducing the building footprint, which in turn would increase the distance between the future residents and the proposed building, along with a reduction in its height. The boundary treatments should be consistent with those of similar developments in the vicinity, such as those implemented for the industrial units located off Hill Top Road. The proposals must not be reliant on green walls, which are not a robust solution, to mitigate visual effects.
- 2.5 The site is considered to be overdeveloped with buildings of an unsuitable scale, mass and height, resulting in unacceptable and significant effects upon landscape and visual receptors. In its current form, the opportunities to mitigate these significant landscape and visual effects are limited due to the large-scale footprint of the proposed buildings and extensive areas of hardstanding, which restrict the space available for landscape buffers.