

PLANNING STATEMENT

**PROPOSAL : PARTIAL DEMOLITION, ALTERATION AND
EXTENSION TO FORM COMMERCIAL VEHICLE
WORKSHOP, AUTHORISED TESTING FACILITY AND
EXTERNAL HGV STORAGE AREA**

**ADDRESS : UNIT 2, STAKEHILL INDUSTRIAL ESTATE,
MIDDLETON, MANCHESTER, M24 2GP**

APPLICANT : MONTGOMERY DEVELOPMENTS LTD

DATE : OCTOBER 2025 JOB No. : 2025-3012

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1.0 INTRODUCTION

1.1 This statement is submitted in support of a full planning application which seeks consent for the partial demolition, alterations and extensions of an existing building to form a commercial vehicle workshop, authorised testing facility with external HGV storage area at Unit 2, Stakehill Industrial Estate, Middleton. The application is submitted by Sammons Architectural Ltd on behalf of Montgomery Developments Ltd and is accompanied by the following drawings and technical reports, all of which should be read in conjunction with this statement:

2025-3012-01 Existing Conditions Floor Plan
2025-3012-02 Existing Conditions Sections and Elevations
2025-3012-03 Existing Conditions Outbuilding
2025-3012-04A Existing Conditions Site Plan
2025-3012-20A Planning Proposal Floor Plan
2025-3012-21A Planning Proposal Sections and Elevations
2025-3012-22C Planning Proposal Site Plan
2025-3012-23 Planning Proposal Site Sections
2025-3012-24 Planning Proposal Location Plan
2025-3012-29 Planning Proposal BNG Baseline Plan
Noise Impact Assessment undertaken by E3P (October 2025)
Transport Statement undertaken by CBO Transport (October 2025)
Drainage Strategy undertaken by NC29 Ltd (October 2025)
Flood Risk Assessment NC29 Ltd (October 2025)
Geotechnical Investigation undertaken by GIS Ltd (October 2025)
Preliminary Roost Assessment and Bat Survey Report (September 2025)

1.2 This statement analyses the site, the proposals and the policy context within which the proposals are made. It provides a technical assessment of the suite of supporting documents and thereafter, it provides justification for approval of the proposed development on the basis that it would provide clear social, economic and environmental benefits in relation to the provision of industrial development within an accessible and sustainable location. It also sets out that there would be no adverse harm upon the character and appearance of the application site or the wider surrounding area, nor would it be prejudicial to any of the neighbouring land uses or detrimental to highway safety. The Planning Statement concludes that there are no significant and demonstrable adverse impacts that would outweigh the benefits of granting permission when assessed against adopted local and national planning policies. Furthermore, the proposals constitute sustainable development in the context of the three dimensions of sustainable development; environmental, social and economic and should therefore be approved without delay.

2.0 SITE DESCRIPTION

2.1 The application site comprises of a broadly rectangular parcel of land which extends to circa 6,405 sq metres and lies on the southern side of Bentley Avenue, close to its junction with Whitbrook Way. To the north of the application site, on the opposite side of Bentley Avenue, lies a row of semi-detached residential dwellings whilst commercial / industrial development abuts the site to its eastern, southern and western boundaries.

2.2 The application site currently contains a number of detached structures. A large commercial unit comprising of a two storey brick and render flat roof structure with attached large single span portal framed building is located on the western half of the site whilst the eastern side contains a further three, albeit slightly smaller structures. The first is a flat roof two storey structure situated

close to the highway with a brick and sheeted pitched roof projecting gable at the rear and a smaller flat roof structure attached to both of these buildings. The other two buildings are smaller, more temporary gabled buildings both constructed from composite panels with one having a metal sheeted roof and the other a canvas sheeted roof.

2.3 Access to the site is directly off Betley Avenue with car parking at the front between the buildings and the highway with the areas between the buildings comprising of hard standing. Accessed via Slattocks Roundabout immediately east of the site, the A627(M) leads northbound into the centre of Rochdale and to the M62. The M62 provides direct links to key towns and cities in the north of England, including eastbound to Huddersfield, Leeds and Hull, and westbound to Warrington, St. Helens and Liverpool (via a short section on the M60 Manchester Ring Road).

2.4 The site is located within Flood Zone 1, which indicates a low risk of flooding.

2.5 There are no trees within or adjacent to the site that are subject to a Tree Preservation Order.

2.6 There are no local or statutory listed assets within or adjacent to the site, nor is the site within a conservation area.

2.9 The site is not within a designated Air Quality Management Area (AQMA).

3.0 BACKGROUND

3.1 The applications most relevant to the development proposal are:

25-00939-DEM Prior approval application for partial demolition of buildings. Granted conditionally. 23rd October 2025.

4.0 PROPOSAL

4.1 The existing B2 use class site is to be utilised as an extension to the West Pennine Trucks Ltd Scania dealership located on the adjacent site to the south. The application site is to be used for the storage/display of new and used trucks which are for sale. The application seeks to demolish three bays of the existing large commercial unit located on the western part of the application site in order to provide a larger yard area. An extension will be added to the western elevation of the building to provide a dedicated ATF (Authorised Testing Facility) Lane. A number of internal and external alterations are proposed to facilitate the use of this building as a commercial pre-delivery inspection workshop, offices and facilities building as shown on the submitted drawings. The building will be used for pre-sale checks etc and minor repairs before the customer takes ownership. The ancillary offices at the front of the site will be used for admin, new sales, used sales staff. The ATF lane will be used predominately by West Pennine Trucks which is located to the south of the site but will also be offered externally. Due to changes in ground levels between the two sites a 1 in 20 concrete ramp will be formed to facilitate internal access between the two. Existing boundary treatments are to be replaced where indicated with new palisade fencing and concrete panel/concrete block retaining walls where required.

4.2 A separate prior approval application for demolition of the three buildings on the eastern part of the site has already been submitted and conditionally granted by the Council under application reference 25-00939-DEM. The removal of these building will provide additional storage provision for vehicles awaiting PDI/sale. The preliminary roost assessment and bat report which was submitted as part of the prior approval application has been resubmitted in support of this application. Whilst evidence of bats was found in the front part of the office building on the eastern part of the site it was agreed that the demolition works on the other buildings could be undertaken. Additional bat surveys will be undertaken once the optimal survey period commences in April in order to establish the nature and size of any roost located therein. Depending on the survey results returned it is anticipated that a further prior approval application to demolish the remainder of the frontage building will be submitted subject to any appropriate mitigation which may or may not be required.

4.3 The floor area of the existing buildings on the site currently equates to circa 2,892 sq metres. The three bays of the existing building to be demolished as part of this application equates to some 261 sq metres. The buildings already scheduled and approved for demolition under the prior approval notice equate to a further 959 sq metres meaning that a total of 1,220 sq metres of building will be lost on the site. The proposed ATF would add 188 sq metres resulting in a resultant footprint of some 1,860 sq metres which is 1,032 sq metres less than the existing provision.

4.4 Externally, the proposals would provide 8 car parking spaces, 2 x 2 wheeled vehicle parking spaces, 13 rigid HGV spaces, 13 articulated HGV tractor unit spaces and 4 externally covered cycle spaces. The proposed site layout plan submitted in support of the application shows the location of these within the site.

4.5 It is anticipated that 12 employees would be required to run the site with 6 of these being new jobs created and 6 being transferred from the existing West Pennine Truck site adjacent. The existing staff will continue to park on the adjacent West Pennine Trucks site whilst new staff will be accommodated for within the application site. Details of working hours and utilisation of staff is set out within the accompanying Transport Statement and in the interests of brevity it is not intended to replicate these here.

5.0 Planning Policy

5.1 Section 38(6) of the Planning and Compulsory Act 2004 requires proposals to be determined in accordance with the Development Plan taking into consideration any material considerations relevant to the determination of the application.

5.2 The National Planning Policy Framework (NPPF) was last revised in February 2025. It is the Government's clear intention that the document should be considered as a material consideration and as such carries particular weight where development is not addressed by planning policies in the existing Development Plan which in this instance is comprised of the Places for Everyone Joint Plan 2022-2039 and Rochdale core Strategy 2016-2028. Other material considerations include the National Planning Policy Framework (NPPF), Supplementary Planning Documents (SPDs), National Design Guide (NDG) and Planning Practice Guidance (PPG).

National Planning Policy Framework (2025)

5.3 The National Planning Policy Framework places a strong emphasis on promoting economic growth and sets out policies for the control of development. The NPPF confirms that at the heart of the guidance is a presumption in favour of sustainable development and that for decision making this means approving development proposals that accord with the Development Plan without delay unless material considerations indicate otherwise. It goes on to support economic development throughout the country and sets out requirements for Local Authorities to assist with this aim. It also sets out guidance inter alia in respect of making effective use of previously developed land, securing high quality design and assessing impacts on highway safety. The content of this document has been taken into account in the preparation of this application and the most relevant sections of the NPPF are considered to be:-

- 1 Introduction paragraphs 1-14
- 2 Achieving sustainable development
- 4 Decision making
- 6 Building a strong competitive economy
- 9 Promoting sustainable transport
- 11 Making effective use of land
- 12 Achieving well designed places
- 14 Meeting climate change, flooding and coastal change challenge

5.4 In addition to the above the National Planning Practice Guidance (NPPG) and National Design Guide (2021) are also considered to be relevant to the application.

Rochdale Borough Council Core Strategy (2016)

5.5 Policy SD1 'Delivering sustainable development' confirms that planning applications that accord with the policies in the local plan will be approved without delay, unless material considerations indicate otherwise. Policy DM1 'General development requirements' highlights that all development proposals should be of high-quality design, enhance the quality of the area, be compatible with surrounding land uses and do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.

5.6 Policy SO3 'Improving design, image and quality of place' focuses on raising design quality and promoting sustainable developments as well as improving gateways into the borough and main transport corridors to improve the image of the borough.

5.7 Policy SO4 'Promoting a greener environment' seeks to ensure that development is energy efficient and contributes to carbon reduction, maximising green open areas and biodiversity.

5.8 Policy SO5 'Improving accessibility and delivering sustainable transport' highlights development should be directed to the most accessible locations.

5.9 Policy P1, 'Improving image', requires high quality design for all new development to ensure new development improves the image of the borough. Policy P3, 'Improving design of new development', requires all new development to adhere to design principles including ensuring it contribute positively to the townscape in addition to ensuring the impact upon the environment is minimised.

5.10 Policy G1, 'Tackling and adapting to climate change', aims for new developments to address climate change and ensure the development does not increase CO2 emissions.

5.11 Policy G7, 'Increasing the value of biodiversity and geodiversity', outlines sites and features of biodiversity and geodiversity importance will be given full and appropriate recognition and protection and no development should result in a net loss of biodiversity or geodiversity interest in the borough and overall development in the borough should result in a net gain.

5.12 Policy G8, 'Managing water resources and flood risk', seeks to ensure that new development does not lead to any form of increased flooding locally, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, and is well protected from flood risk.

5.13 Policy G9, 'Reducing the impact of pollution, contamination and land instability', requires that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution; seeks to ensure that new residential development is not adversely affected by existing sources of pollution or ground contamination or land instability.

5.14 Policy G10 'Managing Mineral Resources', seeks to ensure the sustainable management of mineral resources and make an appropriate contribution towards helping Greater Manchester to meet its contribution to the regional apportionment for land-won aggregate and maintaining an appropriate land bank.

5.15 Policy T1 and T2 seeks to ensure that new development satisfies the Council's accessibility hierarchy

Places for Everyone Joint Plan (March, 2024)

5.16 Provides a long-term strategic plan for sustainable inclusive growth across the nine Greater Manchester districts including Rochdale. PfE will guide how the city region will grow up until 2039, including by:

- Identifying the amount of new development that will come forward across the 9 districts;
- Supporting the delivery of key infrastructure, such as transport and utilities;
- Protecting important environmental assets across the city region; and
- Allocating sites for employment and housing outside of the existing urban area.

5.17 Climate Change and Carbon and Energy (Policies JP-S1, JP-S2 and JP-S3) aims to deliver a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions in both construction and operation.

5.18 Policy JP-S4: Flood Risk and the Water Environment requires developments to manage surface water runoff through sustainable drainage systems as close to source as possible.

5.19 Policy JP-S5: Clean Air seeks to determine planning applications with regards to most recent development and planning control guidance published jointly by IAQM and EPUK.

5.20 Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity development will be expected to follow the mitigation hierarchy and achieve a measurable net gain in biodiversity of no

6.0 ASSESSMENT

6.1 There is considerable planning policy and guidance relevant to the planning application proposal at both local and national levels. The NPPF is significant as it sets out the Government's commitment for a positive response to planning proposals that would deliver sustainable development in order to assist growth to the economy. It has been made clear that the planning system has a key role in facilitating growth and development should be supported with a presumption in favour of granting planning permission. This change of emphasis provides an important background to the application proposal.

6.2 Paragraph 85 of the National Planning Policy Framework confirms that the Government is committed to securing economic growth in order to create jobs and prosperity in the UK and confirms

that planning policies and decisions should help create 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 both local business needs and wider opportunities for development.

6.3 Paragraph 124 of the NPPF states that planning decision should promote an effective use of land. Policy SD1 of the Rochdale Borough Council Core Strategy states that 'Delivering sustainable development' confirms planning applications that accord with the policies in the local plan will be approved without delay, unless material considerations indicate otherwise.

6.4 The application site has been vacant since earlier this year. The redevelopment of the site would bring an existing brownfield site, which lies within a sustainable location within a designated development boundary, back into active economic use. It would also safeguard the existing West Pennine Trucks site by providing a suitable expansion opportunity whilst allowing the business to remain within the locality.

6.5 Whilst the application site does not form part of it, it does lie adjacent to the JPA 2 Allocation for mixed use development as set out in the PfE Joint Plan. The Stakehill allocation is a vital component of the Atom Valley Mayoral Development Zone which has the potential to provided 20,000 new jobs and 7,000 new homes. The construction of new jobs and the regeneration of the application site would further contribute to this aim.

6.6 Therefore on the basis of the above and having regard to the established lawful use of the site and its sustainable location within a mixed use area it is considered that the principle of development is acceptable subject to compliance with other criteria discussed below.

The impact upon the character and appearance of the area

6.7 Policy DM1 of the Rochdale Borough Council Core Strategy states 'General development requirements' highlights all development proposals should be of high-quality design, enhance the quality of the area, be compatible with surrounding land uses, do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.

6.8 Policy P1, 'Improving image', requires high quality design for all new development to ensure new development improves the image of the borough. Policy P3, 'Improving design of new development', requires all new development to adhere to design principles including ensuring it contribute positively to the townscape in addition to ensuring the impact upon the environment is minimised.

6.9 The above guidance is reflected in the NPPF which confirms in paragraph 131 that "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

6.10 Paragraph 135 ensures that developments will function well and add to the quality of the area; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place; accommodate and sustain an appropriate amount and mix of development including greenspace and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and wellbeing.

6.11 The existing buildings are industrial in nature and character and are reflective of their use and the site, and adjacent sites, commercial nature. The proposed development would actually result in a significant reduction in floor space within the site (-1,032 sq metres) and would in effect therefore open up and improve the character and appearance of the site and wider area. Whilst the resultant area would be used for the storage of vehicles awaiting PDI checks and / or repairs this use would be transient in nature. It would also not be out of character with the site or wider area. The proposed extension to form a dedicated ATF lane is of an appropriate size, scale, form and design and has been positioned on the western side of the building which reduces its visual impact whilst maximising circulation within the application site. The use of matching facing and roofing materials will ensure that any visual impact will be quickly assimilated. The proposed development proposes a number of external alterations including but not limited to the removal of overhead gantries, replacement of more appropriate boundary treatments and enhanced frontage landscaping all of which would result in a positive enhancement and betterment to the character and appearance of the application site and wider street scene.

The impact on residential amenity

6.12 In respect of noise impacts upon nearby residential development, Paragraph 174 of the NPPF (2025) requires “planning policies and decisions [to] contribute to and enhance the natural and local environment by preventing new 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.

6.13 A Commercial Noise Impact Assessment undertaken by E3P (October 2025) considers the potential noise impact from the site at nearby receptors and concluded that rating levels are expected to fall below the background sound levels during daytime and night-time periods. As such, no adverse impact is predicted. In addition no mitigation measures are recommended beyond assumptions that the ATF northern shutter door would remain closed during testing and all other roller shutters would be closed at night.

6.14 The application site comprises of an existing industrial unit within which commercial uses are already undertaken and within a mixed use area where other surrounding commercial / industrial uses are evident. Whilst a number of residential properties lie on the opposite side of Bentley Avenue it is not considered that the proposed development would be prejudicial to their reasonable enjoyment having regard to the established lawful use of the site and adjacent land uses and the proposal is therefore compliant with both local and national planning policies in this regard.

Highways

6.15 Paragraph 109 of the NPPF requires transport issues to be considered from the earliest stages of development proposals, so that the potential impacts on transport networks can be addressed; opportunities from existing or proposed transport infrastructure, technology and usage are realised; opportunities to promote walking, cycling and public transport use are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account; and patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

6.16 Paragraph 115 of the NPPF states that development should provide a safe and suitable access for all users with paragraph 116 stating that development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety or the residual cumulative impacts of development are severe. Paragraph 117 sets out that developments should be located and designed where practical to give priority to pedestrian and cycle movements and have access to high quality public transport facilities. Paragraph 118 requires all developments that generate significant amounts of movements to be supported by a Transport

Assessment and Travel Plan. Decisions on proposals should take account of whether opportunities for sustainable transport modes have been taken up, safe and suitable access can be achieved, and improvements can limit the significant impacts of the development.

6.17 This guidance is reflected in policy Core Strategy policy SO5 which states that improving accessibility and delivering sustainable transport' highlights development should be directed to the most accessible locations. Policies T1 and T2 also seek to ensure that new development satisfies the Council's accessibility hierarchy.

6.18 A Transport Statement undertaken by CBO Transport has been submitted in support of the application. Whilst it is not the intention to replicate the findings of that report here the salient points are noted below.

6.19 The application site is considered to be in a sustainable location which permits access via a range of sustainable travel modes including walking and/or cycling. Having regard to this and in order to encourage cycling as much as possible, the proposals will include showers and locker facilities in the building, as well as 4 external, covered cycle parking spaces. Staff will also be able to park cycles in the building;

6.20 The number of parking spaces proposed accords with Rochdale Council's parking standards and is appropriate to meet the needs of West Pennine Trucks and the demands associated with the proposed operation.

6.21 The retained accesses to the site from Bentley Avenue are of an appropriate geometry to accommodate the vehicles that would use them and are sufficient from a design and safety perspective to serve the proposed development;

6.22 The traffic associated with the proposals would not have a material impact on the operation of the local highway network and could not be considered severe.

6.23 In conclusion it is not considered that there are no traffic or transportation grounds on which to refuse the application.

Biodiversity

6.24 Paragraph 193 of the NPPF sets out that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity and seek opportunities to incorporate biodiversity in and around developments.

6.25 Core Strategy Policy G7, 'Increasing the value of biodiversity and geodiversity', outlines sites and features of biodiversity and geodiversity importance will be given full and appropriate recognition and protection and that no development should result in a net loss of biodiversity or geodiversity interest in the borough and overall development in the borough should result in a net gain.

6.26 The proposed development would result in a significant decrease (-1,032 sq m) in built development within the application site. Furthermore, the areas which would become available following the previously approved demolition approval application and that proposed as part of this application would reveal existing areas of hardstanding. The site currently does not have any biodiversity value as demonstrated on the biodiversity net gain baseline plan although some enhancement will be secured through the strengthening of the existing roadside planting adjacent to Bentley Avenue.

6.27 In relation to protected species a preliminary roost assessment and bat report has been undertaken by Pioneer Environment. The demolition of the structures on the eastern part of the application site has already been secured under the previously approved prior approval application reference 25-00939-DEM. The additional demolition proposed as part of this current application relates to the removal of three bays of the large portal framed building on the western side of the application site (referred to as B3 in the bat report). The suitability of this building to support roosting bats was assessed as none in the accompanying PRA. Furthermore, no bats were seen emerging from or using this building as part of the subsequent activity surveys and the report therefore concludes that “works can continue to these structures with no further constraints”.

Flood Risk & Drainage

6.28 Paragraph 170 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Paragraph 175 ensures that flood risk is not increased elsewhere and requires development to be supported by a site-specific flood-risk assessment. Paragraph 181 expects major developments to incorporate sustainable drainage systems (“SuDS”), unless there is clear evidence they would be inappropriate

6.29 Policy G8, ‘Managing water resources and flood risk’, seeks to ensure that new development does not lead to any form of increased flooding locally, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, and is well protected from flood risk.

6.30 A flood risk assessment and comprehensive drainage strategy has been undertaken by NC29 to support the application. The flood risk assessment confirms that the site is located within Flood Zone 1 and that the majority of it comprises of impermeable surface. The proposed development will actually result in a decrease in built development within the application site, some of which is located on the lowest area. The proposed development would therefore actually decrease the risk of pluvial flooding overall. The report proposes a number of flood risk mitigation measures which would further reduce the likelihood and consequence of internal flooding and will facilitate a quicker recovery in the unlikely event of a flood. Such mitigation measures can be secured via an appropriately worded planning condition.

6.31 An accompanying Drainage Strategy report also undertaken by NC29 Ltd confirms that the site is drained appropriately and that the proposals do not increase the risk of flooding and are therefore compatible with the requirements of NPPF. A proposed drainage layout plan has been provided as part of the submitted drainage strategy.

Contamination

6.31 Policy G9 of the Core Strategy, ‘Reducing the impact of pollution, contamination and land instability’, requires that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution; seeks to ensure that new residential development is not adversely affected by existing sources of pollution or ground contamination or land instability

6.32 A Ground Investigation Report undertaken by GIS Ltd submitted in support of the application confirms that the samples of made ground and topsoil presented showed no contaminants or presence of asbestos accordingly no further risk assessments or mitigation measures are required. Furthermore, the WAC test results reveal that none of the determinants tested for had a

concentration that exceeded their relevant Inert Waste Limit Values and therefore, made ground removed from the site would be acceptable as inert waste and may be taken to an Inert Waste landfill site. No methane, hydrogen sulphide, carbon monoxide or steady positive flow was detected on either of the two monitoring occasions. Normal to near normal concentrations of carbon dioxide and oxygen were detected in the boreholes.

7.0 CONCLUSION

7.1 The Government has a strong commitment to growth and provides a strong presumption in favour of development and is committed to increasing levels of growth. The NPPF states that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The proposal is considered to constitute a sustainable form of development which will support and enable the continued growth and expansion of a well established local business. The scale of development is appropriate for the size of the site and local infrastructure capacity and its location on an existing brownfield site within an area characterised by mixed employment and commercial uses is in accordance with local and national planning policies.

7.2 It is not considered that the proposal would be detrimental to the residential amenity of any of the surrounding residential properties nor adversely affect any neighbouring land uses having regard to the established use of the site and wider surrounding area. The proposed development would also not be prejudicial to highway safety. The proposed development therefore accords with the provisions of the adopted development plan and guidance contained within the NPPF and the Local Authority is therefore respectfully requested to endorse this application and grant planning permission accordingly