

APPLICATION NUMBER: 22/01381/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
22/01381/FUL	Tom Hiles	11 April 2023

Address: Rakewood Mill Rakewood Road Littleborough Rochdale OL15 0AP

Proposal: Change of use of Workshop to Sports space (Use Class E) and erection of exterior staircase to access first floor and 1no External door on ground floor

PUBLICITY	Weekly list expired?	Y	Site notice expired?	Y
	Neighbour letters expired?	Y	Press Notice expired?	Y

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	N
	Major with 10 or more objections and recommending approval?	N	Called in or Planning Panel objection?	Y

COMMENTS	Planning Panel comments received?	Y
	Neighbour comments received?	Y

EIA	Screening opinion completed and saved to Onbase?	N/a
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CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N/ A

RECOMMENDATION	Approve with conditions
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CHECKED AND SIGNED OFF BY: LA

DATE: 09.05.23

SITE AND SURROUNDINGS

The site relates to a complex of buildings known as Rakewood Higher Mill, located in a rural area with green belt, to the east of Rochdale, positioned between Hollingworth Lake and the M62.

The mill was originally built for textiles manufacture, and parts of the site are still in this use.

The site forms part of the Rakewood Conservation Area. The mill complex is a Local Interest Building, a non-designated heritage asset. A row of cottages to the west on Rakewood Road are Grade-II listed, and the site can be considered to be within their setting.

The site is accessed via Rakewood Road onto the B6225. Rakewood Road runs alongside Hollingworth Lake Country Park, and also serves Littleborough Cricket Club and Rugby Club, located to the immediate west of the site. A network of public rights of way run around Rakewood Road and the surrounding countryside, including along the road itself, part of which forms part of the Pennine Bridleway.

The site is surrounded by dwellings at the north, west and south-west, with the last of these being in the same ownership of the mill. Land to the south and east is agricultural and equestrian in use, with a large stables block and menage at the immediate east.

Permission was granted at appeal in 2012 for the partial change of use of the complex to an 'energy centre', comprising education and exhibition spaces focussing on renewable energy and heritage, together with micro business units within existing buildings, and the installation of a freestanding wind turbine, roof-mounted solar panels and a water turbine in an existing millpond. Some elements of the approved scheme are understood to not have been implemented, and this and other aspects of the approved have previously been subject of enforcement action. The approved scheme

included the retention of parts of the complex in textile making.

PROPOSAL

The application relates to parts of the ground and first floor of a mill building on the site, specifically a two-storey flat-roofed extension, understood to have been added in the 1950s, at the north side of the complex.

Planning permission is sought to change the use of the first floor and part of the ground floor of the two-storey extension to provide an indoor sports space. A portion of the ground floor would provide a waiting area measuring 2.5m x 3.2m. The first floor space to be used measures approximately 5.3m by 24m.

A supporting statement submitted with the application notes that:

This new space will have a specific sports flooring and be available for groups, teams, individuals and coaches to hire out for delivery of sports training/coaching and also the provision of fitness/wellbeing classes. It will be a flexible, simple space to enable a variety of sports.

And further notes that:

It is envisaged that the space will be used by sports, fitness and well-being groups during the week days along with 1 to 1 training providers. During the out of school/work hours (evenings and weekends) the space will be used by groups/teams for training and again by 1 to 1 providers.

It is envisaged that the space is booked privately for sports clubs and groups with a waiting area on the ground floor. Bookings will be taken by the applicant to ensure that they are appropriate for the facility space and location.

The previous approval had this part of the complex retained in its existing use as an operational part of the mill. Access to the first floor is currently from within the building, but the space would be partitioned off from the rest of the mill, and an external staircase would be formed at the west elevation to provide separated access to users of the sports space. An existing parking area and vehicular access, understood to have been approved as part of the renewable energy centre, would be utilised by users.

Customer parking would be provided in an existing area to the immediate north of the building, accessed via an existing track which runs along the east side of the site and joins Rakewood Road to the south of the site. Visitors would therefore drive along Rakewood Road before turning onto the track. The extent of Rakewood Road in the vicinity of the site (south of Schofield Hall Road) is unadopted.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):

SP3/P - The Strategy for Pennines

E6 - Supporting and diversifying the rural economy

P1 - Improving image

P2 - Protecting and enhancing character, landscape and heritage

P3 - Improving design of new development

G4 - Protecting Green Belt

G7 - Increasing the value of biodiversity and geodiversity

T1 - Delivering sustainable transport

T2 - Improving accessibility

DM1 - General development requirements

Unitary Development Plan (UDP):

G/D/2 – Green Belt

RELEVANT SITE HISTORY

11/D54253 - Change Of Use To Form A Renewable Energy Centre, To Include Roof Mounted Solar Panels And The Erection Of One 100KW, 30 Meter High Wind Turbine, On Land To The East Of The Mill. Appeal upheld, 2012-11-07

- **16/00555/DOC** – condition 12 – made invalid

- **14/01514/DOC** – conditions 7, 13, 20
- **13/00969/DOC** – conditions 6, 10, 12

13/00428/ANM - Non material amendment to planning permission D54253 for revisions to wind turbine to allow a blade tip height of 41.8m and a rotor diameter of 23.6m. Approved, 2013-05-21

11/T0146 - Works To Trees Within A Conservation Area - Proposal To Fell Trees At Rakewood Mill. Approved, 2013-06-07

10/D53862 - Screening Opinion In Respect Of The Proposal To Erect A 40 Metre High Wind Turbine. Issued, 2010-11-23

87/D20554 - Extension To Factory. Approved, 1988-10-13

87/D20553 - Erection Of Roof Over Yard Area. Approved, 1987-08-20

86/D19552 – Workshop Extension To Mill. Approved, 1986-10-16

79/D08123 - New Boiler House With Associated Chimney. Approved, 1979-02-02

CONSULTATION RESPONSES

Highways And Engineering

(I) The main highways concern regarding this application is parking provision for the proposed use.

The development site is in a rural location and does not have good public transport links therefore the proposed users are likely to access the site by private car. The planning application form indicates that development would result in the loss of 40 car parking spaces and the submitted plans do not indicate any parking provision.

The size of the development would require 12 off street parking spaces to meet Council standards and Highways would require that these spaces are provided before we can support this application.

The existing mill and its current use would generate vehicle movements and we would not expect that the proposed use would generate an excessive number of vehicle movements over the existing use.

We would not expect that there would be any detrimental impact on road safety if the development were to be approved.

We would not expect that the proposed use would require any additional servicing over the current use.

If the parking issue could be resolved we would not raise any objection to this application.

(II) (following submission of a parking plan):

I have been forwarded the attached car parking plan by Peter Clegg which would appear to be acceptable.

(III) (clarifying regarding highway network impact)

In terms of traffic generation and access we would compare the proposed use to the existing use and as the existing mill is long established it has an existing access and could generate traffic without the need for a planning permission. The traffic levels generated from the proposed use would be similar to that of the existing use albeit at different times during the day, more likely in the off peak periods.

Having consider the above we do not think that a refusal on the grounds of traffic and access would be sustainable.

Conservation Officer

Assessment

Use as an indoor sport centre

Rakewood (Upper) Mill has a complex planning history. While parts of the site are still used for the production of textile, other areas lay vacant. The 2017 Buildings at Risk Survey into Greater Manchester's mills found Rakewood (Upper) Mill to be in a poor condition overall.

The proposed use an indoor sports centre would provide a use for one of these vacant areas, which was formerly a drying room. It would assist in increasing footfall and activity to this historic mill building, helping to secure its long term future.

In heritage terms the principle of reusing this space for indoors sports is supported.

External works

The proposed external works include the removal of the large hood vent, the replacement of two windows with doors and the installation of an external staircase. The works are all proposed along the eastern elevation of the building, which faces away from Rakewood Road. This elevation is not readily visible in shared viewpoints with the nearby listed buildings.

The removal of the vent hood would be an enhancement. While there would be some minor harm to the non-designated heritage asset from the installation of the external staircase, this could be lessened through a high quality design. It is also noted that this is required to provide emergency access.

The removal of the ground floor window would also result in some minor harm to the significance of the non-designated heritage asset. Details of new doors should be required by condition to ensure that they are appropriate to the building

The proposed external works would result in a minor degree of harm to the significance of the non-designated heritage asset. This harm could be partially mitigated through securing appropriate detailing (doors, staircase and brick repairs by condition). The proposal would also provide a use for a currently vacant part of the mill complex, helping to secure its long term future.

Overall, the benefits of the proposal would outweigh the minor degree of harm, to the non-designated heritage asset. Taking a balanced judgement, the proposal would clearly comply with NPPF paragraph 203.

Given the position of the external works along a secondary elevation and their minor nature, it is considered that they would have a neutral impact on the significance of the designated heritage assets: 63 to 69 Rakewood Road and Rakewood Conservation Area. The proposal would comply with the requirements of the Planning (listed buildings and conservation areas) Act 1990, NPPF chapter 16 and Rochdale CS policy P2.

Pennines Township Planning Panel

Following conversations with residents the ward councillors have concerns that the situation with the single track road, limited passing places and shared pedestrian access combined will impact negatively on local residents if this application was approved.

REPRESENTATIONS

Letters of notification were sent to surrounding neighbours and a site notice was placed on 19th January 2023.

61 letters of objection were received. 140 comments in support of the application received. Two further supporting comments were mistakenly logged as objections.

Two comments were logged as neither objecting to nor supporting the application.

Objections raised related to:

- ❑ Traffic impact on Rakewood Road and on the bridleway – would be dangerous for the public walking on the road, horse riders and cyclists, dog walkers, wildlife including deer. The road is a bridleway for horse riders.
- ❑ There is a blind bend near to the junction with Schofield Hall Road.
- ❑ The unadopted section of Rakewood Road is in poor condition which the proposal will worsen. The owner of the access road has not maintained or improved it.
- ❑ Will cause pollution and litter.
- ❑ Objections note that Rakewood Road is a narrow road with only one passing place and no pavement or footpath, and is already very busy at times (in the summer and at weekends) causing conflict between vehicles and pedestrians on the road, which the proposal will worsen. There have been numerous small accidents and scrapes.
- ❑ The site is in an unsustainable location, being 18 minutes walk from the nearest public transport. The application is not supported by a Transport Assessment or Travel Plan as required by policy T2.
- ❑ The additional traffic will spoil the peaceful nature of Hollingworth Lake.
- ❑ Traffic to the sports club is heavy on weekends and training days, which has caused traffic and access problems
- ❑ Rakewood Road is in poor condition and increase in traffic would worsen this
- ❑ There will not be enough parking available at the mill for the activities proposed, customer will therefore need to park elsewhere – on the street in the village.
- ❑ Proposal will detract from the beauty of the Conservation Area.
- ❑ Could impact the long-term viability of existing clubs
- ❑ Hours of operation are greater than the working hours of the mill, and there will be noise from cars arriving and departing, car doors and chatting in the car park, together with noise from teams and potentially supporters during matches.

- ☐ Change of use to Class E would mean it would become a commercial property
- ☐ There are existing facilities – rugby club, rowing club and water sports facilities at the lake - another sports centre is not needed or wanted
- ☐ Previous applications refused on highways grounds, greenbelt and wildlife grounds
- ☐ Previous approval not completed / conditions not complied with
- ☐ Issues relating to existing wind turbine and other elements of previous approval
- ☐ Lights on staircase will impact insects, bats and birds, contrary to policy G9.

Supporting comments noted that:

- ☐ The area needs improved sporting facilities. There is a shortage of indoor football areas where local teams can train in the winter, particularly since the closure of Soccer Village in Milnrow. Would be used by several successful local cricket teams.
- ☐ Nice to see mills being re-purposed and not left to fall down. This will bring development to an old mill which is a landmark in the area. Great to see a historical building repurposed for the community. Would be a great way to make use of the mill for the benefit of the community as opposed to it potentially falling into disrepair and becoming an eyesore.
- ☐ Proposal will bring health and fitness benefits to residents and encourage healthier lifestyles.
- ☐ Would prevent people having to travel out of the area to train. Littleborough Cricket Club travel to West Yorkshire for indoor training. Travelling to Sowerby Bridge or Ashton Under Lyne for cricket practice is not possible or viable for most people. Would cut transports costs and time for teams.
- ☐ Will be a great asset to Littleborough

ANALYSIS

Principle of development – Green Belt

The site lies within the Green Belt. Local policy G4 *Protecting Green Belt land* notes that development will be restricted to those limited types of development which are deemed not to be inappropriate by national planning policies unless very special circumstances can be demonstrated.

NPPF Paragraphs 147-150 note that local planning authorities should regard the construction of new buildings as inappropriate in the Green Belt, with some exceptions.

These include the re-use of buildings provided that the buildings are of permanent and substantial construction and provided they preserve its openness and do not conflict with the purposes of including land within it.

The change of use would comprise the re-use of a permanent and substantial building, together with the addition of an external staircase to first-floor height.

It is considered that the proposal would preserve the visual and spatial openness of the Green Belt. In terms of the purposes of the Green Belt, which are set out at NPPF para. 138, as follows:

- a) to check the unrestricted sprawl of large built-up areas;*
- b) to prevent neighbouring towns merging into one another;*
- c) to assist in safeguarding the countryside from encroachment;*
- d) to preserve the setting and special character of historic towns; and*
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

Given that the proposal would:

- relate to an existing building
- be located well away from existing large built-up areas and towns
- not involve development of undeveloped land, and would be contained within the existing curtilage of the mill complex,
- not relate to the setting of any historic towns, and;
- comprise a relatively small facility, likely to be used mainly by local residents

It is not considered that the proposal would conflict with the purposes of including land within the Green Belt.

For the above reasons, it is considered that the proposed development of a sports space would comprise an appropriate form of development in the Green Belt as set out within the NPPF, and therefore to comply with local policy G4. The proposal is therefore considered to be acceptable in basic principle, subject to all relevant material planning considerations, which in this case are heritage and design, highway safety, and residential and public amenity.

It is noted that the proposed facility would fall under Use Class E(d) 'indoor sport, recreation or fitness' within the revised Use Class Order, and therefore that the converted space could potentially be used as any other use falling within Use Class E, which includes retail shops, cafes and restaurants, financial and professional services, medical and health services, creches and day nurseries, administrative offices, research and development, and light industry. Given the constraints of the site, particularly in terms of Green Belt, town centre uses, and access arrangements, it is considered that other potential uses under Class E could potentially give rise to

material planning harms which should be subject of separate assessment. As such, it is considered that permission for the proposed change of use should be subject to a condition restricting the building to uses falling within Use Class E(d) only.

Design and Heritage Conservation

CS policy P2 *Protecting and enhancing character, landscape and heritage* notes that the Council will protect the borough's heritage by measures including conserving, enhancing and promoting key heritage assets, both statutory and non-statutory, including consideration of their wider settings.

Core Strategy policy P1 *Improving image* notes that the Council will require high quality design in all new developments, and will ensure new development improves the image of the borough by measures including requiring design which is of a high standard, demonstrating innovation and originality. Policy P3 *Improving design of new development* notes that the Council will require all new developments, regardless of location in the borough, to adhere to high standards of design. NPPF paragraph 130 notes that planning decisions should ensure that developments will add to the overall quality of the area, and are visually attractive as a result of good architecture and layout, and are sympathetic to local character and history, including the surrounding built environment.

The application site is a non-designated heritage asset, and falls within the Rakewood Conservation Area and within the setting of listed buildings at the west of the site. Potential impacts on these heritage assets would only arise from the change of use and the limited external alterations, comprising the replacement of a ground floor window with a doorway, and the addition of the external staircase to provide separated access to the facility.

The heritage officer's comments are noted above and has concluded that, on balance, the proposals would have a neutral impact upon the designated heritage assets, and an acceptable impact on the non-designated heritage asset (the mill itself), subject to approval of details relating to the external changes. The heritage officer has further noted that the proposal would in general help to sustain the heritage asset.

In light of this advice it is considered that the proposed development would support the objectives of policy P2 and paragraphs 199-200 of the NPPF, and would therefore be acceptable in heritage terms. Likewise the proposed external works are considered to be acceptable in terms of building design considerations and therefore to comply with policy P1 and P3, subject to approval of further details of these works. Indicative details of some external elements (external door, external lights, and the staircase) were provided informally during determination but it is considered that more appropriate details need to be confirmed by condition.

Visual and residential amenity

Core Strategy policy DM1 *General development requirements* notes that all development proposals should not adversely affect the amenity of residents or users through impacts including visual intrusion, overbearing impact, overshadowing or loss of privacy.

Paragraph 127 of the NPPF notes that:

Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

New development on the site has the potential to have impact on the residences located in close proximity located to the north and west of the mill complex. The closest neighbouring dwelling is Rakewood House, located around 30m to the north of the building, and adjacent to the area to be used for parking. All other dwellings are positioned further away from the application site, or are screened from the site by woods.

Owing to the nature of the proposal, it would not result in any harm in terms of visual intrusion or loss of light. The proposed external staircase would give some elevated views towards the neighbouring property, but these are likely to be momentary as facility users enter and leave the building, and as such are unlikely to result in a significant loss of privacy to neighbouring occupants, particularly bearing in mind the separation distances.

The proposed uses could potentially involve the use of amplified music and PA systems, which owing to the first floor height of the facility and the construction of the building, could give rise to noise nuisance to nearby residents. In the event of approval is suggested that this be subject to a condition controlling the use of such equipment, in order to manage the potential nuisance impact to nearby residents.

Subject to this, it is considered that any other noise arising from the use of the site – including sound associated with sports activities and users coming and going from the site - would be unlikely to result in significant noise nuisance to neighbouring residents, particularly bearing in mind the modest scale of the proposed facility and the distances to the neighbouring residences. It is considered that the level of noise and activity would be acceptable within the proposed operating hours of 8am to 9pm.

It is not considered that the proposal would have any material impact upon the residential amenity of the occupants of any other nearby dwellings, including Rydal Mount at the northeast and 2 Schofield Hall Road and 63-69 Rakewood Road at the west.

For the above reasons, it is considered that the development would protect neighbouring residents from significant harm in terms of amenity considerations. The application is therefore acceptable in this respect and would meet with the expectations of Policies DM1 and G9 of the Rochdale Core Strategy, along with the relevant requirements of the National Planning Policy Framework.

Highway Safety

Policy DM1 *General development requirements* requires an assessment into highway safety with applications required to demonstrate that they provide satisfactory vehicular access with adequate parking, manoeuvring and servicing

arrangements, taking into account the proposed use and location. Paragraph 111 of the NPPF notes 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.

Access to the site would be from Lake Bank/Hollingworth Road via Rakewood Road, running alongside the east bank of Hollingworth Lake, to a track into the site from a junction at the south end of the site. A public right of way runs along an extent of Rakewood Road, running past the site into the countryside to the south. The road is used as a walking route by walkers, cyclists, horse riders and visitors to the facilities at Hollingworth Lake and the surrounding countryside. Vehicle traffic along the road therefore shares the road with these users on stretches where there is no segregated footpath.

To assess the impacts on highway safety, consultations have been undertaken with the Councils Highway Service. Their comments are noted above, concluding that a refusal on the grounds of traffic and access would not be sustainable.

Objections from members of the public in relation to highways safety are noted, as are the concerns raised by the Township Planning Panel. It is understood that Rakewood Road experiences congestion at times from visitors to the Country Park and the nearby rugby club, which creates conflict with other users of the road. However, it is not considered that the proposal would significantly worsen the existing situation, given the relatively modest scale of the facility.

It is noted that the usable space would be fairly modest at 24m by 5.3m, which would significantly constrain the numbers of users that would be accommodated at any one time. With this in mind, it is considered unlikely that the development would give rise to a significant increase in traffic to the site.

In any case, it is considered that any realistic re-use of the disused parts of the mill is likely to give rise to at least an equivalent increase in traffic levels to the site.

Given the heritage significance of the complex (as a non-designated heritage asset which contributes to the character and significance of the Conservation Area, and the setting of the nearby listed buildings), weight should be given to any re-use of the buildings in the interest of sustaining the complex.

Public comments regarding the requirement for Transport Assessments are noted. Policy T2 notes that Transport Assessments and Travel Plans will be required in a range of circumstances, including where local transport infrastructure is inadequate (including substandard roads) or where additional traffic is likely to increase accidents or conflicts between road users. The highways officer has not indicated that the proposed access arrangements are inadequate or that the proposed development is likely to increase accidents or conflicts. As such, a need for a Transport Assessment or Travel Plan is not considered to have arisen in this case.

Whilst it is noted that the site is not served conveniently by public transport services, it is considered that the benefits of sustaining the use of the building would outweigh the requirement in this case for development to be sustainably located.

Public comments regarding the condition of the unadopted section of Rakewood Road are noted. As this relates to a privately maintained section of road, this is considered to be a civil matter between the owners and users of the road.

It is noted that the area of the site intended for visitor parking has already been cleared to serve this purpose as part of the previous energy centre approval, but that

part of this area is currently in use storing materials. Accordingly it is recommended that a condition be imposed to ensure the full area is cleared and available for parking.

For the above reasons, it is considered that the proposal would be satisfactory in terms of the access and highway safety requirements of policy DM1 and NPPF paragraph 111.

Ecology

G7 Increasing the value of biodiversity and geodiversity notes 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, and goes on to note that the Council will expect development proposals and improvements to protect existing biodiversity within new developments.

Given the rural location and close proximity of groups and lines of trees near to the site, it is considered that there is potential for harm to bats and birds arising from any new external lighting. It is therefore considered that full details of new lighting should be subject to approval by condition prior to installation. Given the nature of the building, its current condition and the limited scale of the proposed building works, it is not considered likely that the proposed works would give rise to harm to bat roosts.

Subject to a condition controlling external lighting and to secure net gain (for example the provision of bat and bird boxes), it is considered the impacts on ecology considerations would be acceptable and that the proposal would accord with policy G7.

Other matters

Public comments regarding the implementation and operation of the previously approved scheme are noted. These matters have been subject of separate enforcement action which is now closed, and in any case are not considered to be directly relevant to the assessment of the current proposals, which would operate in a different section of the building and would not appear to have any impact on the operation of the previously approved scheme

CONCLUSIONS

The proposed change of use is considered to be an appropriate form of development in the Green Belt and is therefore acceptable in principle. It is considered that a small indoor sports facility would be appropriate to this rural location, but that other potential uses within the same Use Class could potentially give rise to conflicts with strategic and other development management policies within the development plan, and therefore that the use of the building should be limited to that specified in the application to allow for other uses to be separately assessed.

It is considered that the proposed use would be acceptable in terms of impacts upon highway safety and residential amenity, and to be acceptable in terms of design and impacts upon heritage assets and nature conservation, subject to further details to be approved by condition. The proposed development is not considered to give rise to any other planning considerations, and the proposal is therefore considered to comply with the policies of the development plan, and is considered to comprise sustainable development. Accordingly, the application is recommended for approval.

RECOMMENDATION

Approve 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:

- ☐ Rakewood Higher Mill – Site Location Plan (*with Parking Area indicated*)
- ☐ Ground Floor Plan – Proposed Floor Plan
- ☐ First Floor Plan – Proposed Floor Plan
- ☐ New Access Stairs to Former Drying Room – Elevation as Proposed
- ☐ New Access Stairs to Former Drying Room (*proposed plan and side elevation*)

and the development shall be carried out in complete accordance with these drawings hereby approved.

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

3. The use of the building to which the permission relates shall be limited to the areas shown on the approved ground floor and first floor plans and those falling within Use Class E(d) 'indoor sport, recreation or fitness' and shall not be used for any other uses falling within Use Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended) without the written approval of the Local Planning Authority.

Reason: To define the permission and in order to retain control of the use of the building in the interests of protecting residential amenity and highway safety in accordance with the objectives of Core Strategy policy DM1, and in the interest of promoting the viability and vitality of the borough's town centres in accordance with Core Strategy policy E1 of the Rochdale Core Strategy.

4. The hours of operation of the development hereby approved shall be:
08:00-21:00, all days

And shall not be open to the public beyond these hours.

Reason: In the interest of protecting the amenity of neighbouring residents in accordance with policy DM1 of the Rochdale Core Strategy.

5. No loudspeakers, public address systems or music amplification, or any similar equipment, shall be used as part of the use hereby approved without the approval of the Local Planning Authority

Reason: In the interest of protecting the amenity of neighbouring residents from excessive noise nuisance, in accordance with policy DM1 of the Rochdale Core Strategy.

6. Prior to first occupation of the use hereby approved, full design details of the following elements shall be submitted to and approved in writing by the Local Planning Authority:

☐ External doors, staircase and brick repairs

The external works shall be completed strict accordance with the approved details prior to first use of the approved development.

Reason: In order to protect the significance of the non-designated heritage asset, in accordance with policy P2 of the Rochdale Core Strategy.

7. No external lighting to be used in association with the development hereby approved shall be installed prior to the submission and approval of full details of the design of all such lighting, by the Local Planning Authority. All external lighting shall be designed to minimise light spill to the surrounding environment.

Reason: In the interest of avoiding an adverse impact on wildlife and protected species in accordance with Core Strategy policy G7.

8. Prior to the approved facility being brought into first use, the area of visitor parking indicated on the approved parking plan shall be fully cleared of all stored materials and items and be made available for visitor parking, and permanently retained in the same condition.

Reason: In order to ensure sufficient off-street parking for users of the approved facility, in the interest of protecting highway safety in accordance with policy DM1 of the Rochdale Core Strategy.

9. Prior to the approved facility being brought into first use, details of measurable biodiversity net gain features (such as bat and bird boxes) shall be submitted to and approved in writing by the local planning authority. The details shall include timescales for their implementation which shall be adhered to.

Reason: To secure biodiversity net gain as required by policy G7 of the Rochdale Core Strategy and the National Planning Policy Framework.

Procedure Statement

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.

Report Author Tom Hiles