

APPLICATION NUMBER: 25/00756/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO

25/00756/FUL

CASE OFFICER

Nick Brookman

DATE

6 October 2025

DETERMINATION DATE

8 October 2025

Address: OMC Ford Rochdale, Manchester Road, Rochdale, OL11 2TR

Proposal: Alterations to external site area from car display to van display, erection of new sliding gate with associated boundary treatments and landscaping works

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?	N

COMMENTS	Planning Panel comments received?	N
	Neighbour comments received?	N

EIA	Screening opinion completed and saved to Onbase?	N/A
-----	--	-----

CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N/A

RECOMMENDATION	GRANT SUBJECT TO CONDITIONS
----------------	-----------------------------

CHECKED AND SIGNED OFF BY: RK

DATE: 07/10/2025

SITE

The application site is previously developed land and the site is within the Urban Area as designated by Policy G/D/1 of the UDP.

The application site is located on Manchester Road with the showroom and workshops accommodating the northern area of the site and the forecourt and parking areas taking up the central and southern areas of the site.

The site currently bound on the Manchester Road elevation by existing steel swing gates, hoop barriers and planting beds. The Trows Lane elevation bounding the site to the south is delineated by an existing paladin fence for the south west corner of the site and galvanised steel palisade fencing for the remainder of the site boundary running east.

The surrounding area is predominantly residential with properties to the north, east, south and north west but Lomax Transport Services occupies a large site on the west side of Manchester Road opposite the application site.

The M62 motorway lies almost immediately to the south of the site just beyond Trows Lane and the application site is located immediately adjacent to the Castleton South Conservation Area.

PROPOSAL

The proposed development seeks full planning permission for alterations to the external site area from a car display to a van display as well as the erection of a new sliding gate at the existing access and egress point and associated boundary treatments and landscaping works.

The proposal effectively seeks to remove the existing hoop barriers and steel swinging gates fronting Manchester Road with the intention to replace them with a new sliding gate and palisade fencing in the colour blue (RAL 5017).

The existing galvanised steel fencing on Trows Lane is to be retained and painted blue (RAL 5017). The existing palisade fencing on Trows Lane will be removed and a new palisade fence will be installed in it's place connecting to the existing galvanised steel fencing.

New 3000mm wide planting beds will be incorporated into the scheme and they will be positioned in front of the new fencing to soften it's overall appearance in the street scene on Manchester Road. The beds will be planted with low level planting and shrubs. The existing planting bed in the south west corner of the site at the junction of Trows Lane and Manchester Road is being retained with the proposed new fencing to be located behind the bed.

The existing totem sign adjacent to the existing site access will be removed.

The external vehicular display area will predominantly remain the same in terms of layout and appearance but the vehicles will be vans instead of cars and the level of customer parking within the site is proposed to be increased.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)
National Planning Practice Guidance (NPPG)

Places for Everyone Joint Development Plan (PfE)

The Places for Everyone Joint Development Plan was adopted and became part of the statutory development plan for each of the 9 authorities covered by the plan on 21st March 2024. The following policies are relevant:

JP-P1	Sustainable Places
JP-S1	Sustainable Development

Adopted Rochdale Core Strategy (CS):

SD1	Delivering sustainable development
DM1	General development requirements
SO3	Improving design, image and quality of place
P1	Improving image
P3	Improving design of new development

Unitary Development Plan (UDP):

G/D/1	Defined Urban Area
--------------	--------------------

RELEVANT SITE HISTORY

08/D51608 – Erection of a 2m high paladin fence. Refused 9th February 2009:

Reasons

1. The application relates to a car showroom located off Manchester Road, Rochdale. The western boundary of site adjoins Castleton (South) Conservation Area. The fencing, by virtue of the height and extent proposed and its unduly prominent position abutting the footway of Manchester Road, would be incompatible with the surrounding area. The proposal would introduce an incongruous and dominant feature within the street scene which would detract from the character and appearance of the adjacent conservation area. The proposal fails to take the opportunities available for improving the character and quality of the locality and would have a harmful impact on visual amenity within the surrounding area. The proposal is therefore contrary to the requirements of Unitary Development Plan policies BE/17 (New Development Affecting Conservation Areas) and BE/2 (Design Criteria for New Development), and guidance contained within Planning Policy Statement 1.

CONSULTATION RESPONSES

Highways

No objection.

Conservation Officer

No objection subject to the implementation of a native hedgerow.

Environmental Health

No comments received.

REPRESENTATIONS

24 letters of notification were sent to neighbouring properties on the 14th August 2025. A press notice was published on the 20th August and a site notice was posted in the vicinity of the site on the 19th August 2025.

No comments were received.

ANALYSIS

Principle of Development

The application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP). New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside. In this instance the application site also lies immediately adjacent (but outside of) the Castleton South Conservation Area.

Paragraph 123 of the NPPF sets out that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. More specifically, paragraph 124 (c) states that *'planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land'*.

Paragraph 85 of the NPPF sets out that *'Planning policies and 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 both local business needs and wider opportunities for development'*.

The proposal in this instance primarily comprises of the construction of a new boundary treatment and works to existing boundary treatments with associated landscaping and planting bed works.

Given the intention of the proposed development coupled with the surrounding land uses and land allocation, the proposed development is acceptable in principle subject to adhering to other material planning considerations discussed below.

Appearance, Design and Heritage Matters

In terms of design Policies DM1 and P3 of the Council's adopted Core Strategy require development proposals to adhere to high quality design and enhance the borough's identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general.

In addition, paragraph 131 of the National Planning Policy Framework (NPPF) states 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 of the NPPF goes on to state that planning policies and decisions should ensure that developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate

and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

Paragraphs 207 and 208 of the NPPF require applicants to describe the significance of any heritage assets affected, including any contribution made by their setting; and that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance; local planning authorities should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 210 sets out three considerations which local planning authorities should consider when determining applications:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 212 notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Paragraph 213 follows that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification.

PfE Policy JP-J2 (Heritage) sets out that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.

Amongst other criteria, Policy P2 of the Core Strategy sets out that the Council will protect the boroughs heritage by conserving, enhancing and promoting key heritage assets both statutory and non-statutory, including consideration of their wider settings.

With regards to the design of the proposed boundary fencing, this would be of a Paladin design and it would measure 2.1m high. A new sliding gate would be inserted across the existing access and egress point to which the paladin fencing would connect to.

The new fencing would then span southwards parallel to Manchester Road before turning east towards the exiting galvanised steel fencing on Trows Lane. Presently,

as shown below, the steel hoop barriers on Manchester Road are sited immediately on the boundary of the site whereas the proposed fencing would be set back approximately 3m from the site boundary.



A new planting bed would be sited in front of the proposed fencing and be planted with a mature native hedgerow mix.

The new fencing would be coloured blue RAL5017 and the existing galvanised steel fencing on Trows Lane would be painted in the same colour.

Currently the application site is very open given the current design of the existing boundary treatments on Manchester Road. In terms of the appropriateness and design of the new fencing it is considered by Officers that the introduction of a 2.1m high palisade fencing would alter the appearance of the application site when viewed in the context of the surrounding highway and street scene in this location. However, by virtue of the design of palisade fencing which is typically slimline and not bulky, it would in this instance have the benefit of providing much needed security whilst also providing a modern appearance and uninterrupted view into the site which would assist in retaining the current open presence of the application site to an acceptable degree. An example of this in practice is provided on the submitted Drawing referenced 6645_115_P2.

This appearance is also substantially softened by the proposal to incorporate a 3m wide planting bed that would span the full length of the fencing along Manchester Road. The proposed development would introduce a much more aesthetically appealing appearance of the street scene on Manchester Road which would massively outweigh the dull appearance currently provided as demonstrated in the above photograph.

The proposed small additional span of palisade fencing on Trows Lane to connect to the existing galvanised steel fencing would be set back behind the existing planting bed in this location and this is considered to be an appropriate design.

Supporting evidence of the Officers point above on the appearance of palisade fencing is supported by the view from Trows Lane looking into the south west corner of the application site as demonstrated by the photograph below.



The proposed development combining the quality of the proposed design and appearance, as well as the introduction of the proposed landscaping scheme would mitigate any harm and reduce its impact on the adjacent Castleton South Conservation Area.

Overall, the proposed development would preserve the setting of the adjacent Conservation Area and the Council's Conservation Officer has not raised any objection as the proposed development has a neutral impact on the identified heritage assets.

Accordingly, the proposed development is acceptable and in accordance with Policy P2 and P3 of the Rochdale Core Strategy, PfE Policy JP-J2 and the NPPF.

Impact on Surrounding Land Uses & Residential Amenity

Core Strategy policy G9 sets out the Council's requirements approach to all forms of pollution including the risk of noise, as they relate to new development.

Paragraph 180 of the NPPF also states that planning policies and decisions should ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment, as

well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Paragraph 135 also seeks to ensure that planning decisions create places which promote health and well-being, with a high standard of amenity for existing and future users. Policies DM1 and G9 of the adopted Rochdale Core Strategy seek to ensure that new development is compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users, also requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution. Additionally, policy DM1 of the Core Strategy requires that proposals should not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.

PfE policy JP-P6 set out planning expectations for the protection of residential amenity. The “Guidelines & Standards for Residential Development” SPD also sets out guidelines for reducing or omitting the impact of new development on the amenities of residential occupiers.

The site is a well-established commercial business but it is noted that there are residential properties within relatively close proximity of the site. Nevertheless, given the nature of the proposed development, the proposed development would not give rise to unacceptable levels of pollution such as noise over and above those levels currently experienced on site.

Accordingly, the proposal would be in accordance with the amenity requirements of CS Policies DM1 and G9 and PfE policy JP-P6.

Highways

Paragraph 115 of the NPPF states ‘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.’ Paragraph 116 of the NPPF adds that applications for developments should:

- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Policy DM1 of the adopted Core Strategy sets out the general development requirements and establishes that proposals should not adversely impact on highway safety. Additionally, it requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided. 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 business in the area. Additionally,

Highways were consulted on this application and they raised no objection. Accordingly, the proposed development is acceptable and would comply with DM1 and T2 of the Core Strategy, PfE and NPPF.

Flood Risk and Drainage

The proposed development would not increase or re-direct surface water elsewhere and Officers consider that the proposed development would accord with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of PfE and the NPPF.

Ecology

Core Strategy Policy G7 sets out that it is expected that development proposals will protect and include existing biodiversity and take opportunities to promote biodiversity and create new habitats using landscaping and building and construction features wherever possible. CS Policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

PfE Policy JP-G9 seeks to deliver a net enhancement of biodiversity resources through a collective of measures which are broadly aligned with the approach to BNG outlined within the Environment Act (2021), the NPPF and supporting guidance documents. The provisions of the Environment Act in respect of BNG are now a statutory requirement for planning applications but given the urban and built environment on and around the application site, it is acknowledged that this site does not impact any biodiversity and the site has a completely sealed surface and therefore has a biodiversity value of **zero**.

Accordingly, it is not considered that the statutory requirement to provide 10% BNG is applicable here.

It is however recognised that the introduction of the proposed planting bed would provide a form of net gain for biodiversity on site and this is welcomed.

Accordingly, the scheme is considered to be acceptable in accordance with Core Strategy Policy G6 and G7, PfE Policy JP-G8 and the NPPF.

Conclusion

The proposed development would be acceptable in terms of impacts on design, residential amenity, highways safety and access arrangements, flood risk and drainage arrangements, ecology and biodiversity. For these reasons the proposal would comprise sustainable development because it complies with the development plan, and accordingly the application is recommended for approval, subject to conditions.

RECOMMENDATION

Grant 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 No 6645_001_P1
- ☐ Proposed Site Plan Drawing No 6645_115_P3
- ☐ Proposed Street Elevations Drawing No 6645_320-1_P1

and the development shall be carried out in accordance with these drawings hereby approved unless otherwise required by further conditions below.

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, the saved Rochdale Unitary Development Plan, Places for Everyone Joint Development Plan and the National Planning Policy Framework.

3. The proposed soft landscaping and planting as illustrated on Proposed Site Plan Drawing No 6645_115_P3 shall be carried out in accordance with the approved species mix and schedule of planting and be implemented within the next planting season following the installation of the new paladin fencing along Manchester Road.

Any new planting that is uprooted, destroyed, dies or becomes severely damaged or seriously diseased within 5 years of planting shall be replaced within the next planting season by shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Core Strategy Policies G6 and G7, Policies JP-G6 and JP-G7 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

BIODIVERSITY NET GAIN

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- a) A Biodiversity Gain Plan has been submitted to the planning authority,
- and;
- b) The planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Rochdale Borough Council.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements are considered to apply.

- De minimis exemption.

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 Nick Brookman