

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
24/00331/FUL	Claire Ringwood	14 th January 2025

Address: The Site Comprises An Area Of Pavement And Some Amenity Grassland Located To The North Of The River Irk And Grassland Located To The South Of The River Irk Around The Existing Combined Sewer Overflow (CSO), Off Boothroyden Road, Middleton

Proposal: Construction of a temporary bridge crossing over the River Irk, extended 2.4m high palisade boundary fencing and pressure relief column to facilitate permitted development works to provide a below ground storm water storage tank

PUBLCITY	Weekly list expired?	Y	Site notice expired?	N/A
	Neighbour letters expired?	Y	Press Notice expired?	N/A

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?	Y

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

RECOMMENDATION	GRANT subject to conditions
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CHECKED AND SIGNED OFF BY: RG

DATE: 17 January 2025

SITE

The application site comprises land located to the southwest of Boothroyden Road in Middleton and includes an area of pavement and some amenity grassland located on the north of the River Irk and grassland to the south of the River Irk around the existing combined sewer overflow.

The site is located between two Local Planning Authority areas, the part of the site located to the north of the River Irk is within the Rochdale Borough boundary whilst the part of the site located south of the River Irk is within the Manchester City boundary. A planning application has been submitted to both authorities.

The site is within the Defined Urban Area as identified in the Proposals Map of the saved UDP and is within Flood Zone 3 (land with a high probability of flooding).

PROPOSAL

Permitted development works

The submitted Planning Statement explains that the primary component of the proposed development is the installation of a below ground tank required to store storm flows from the existing combined sewer overflow prior to the release back into the sewer network. The below ground tank benefits from permitted development rights set out in Part 13 Class B (a) of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO) which states “*development not above ground level required in connection with the provision, improvement, maintenance or repair of a sewer, outfall pipe, sludge main or associated apparatus*” (Part 13 Class B (a)).

A control kiosk is also required to operate the new infrastructure and this also benefits from permitted development rights in Part 13 Class B (a) on the basis that its cubic content is less than 29m³.

A compound area to the north of the River Irk is initially required to enable the setup of the proposed temporary bridge. Once the temporary bridge has been installed, the compound area would be utilised for material deliveries, parking, stores and refuelling. The Planning Statement in 3.1.3 states that ‘*the contractor has sought to maximise space for temporary works in the areas surrounding the new tank location to the south of the river, however, due to space constraints, requires a compound area to the north of the river throughout construction*’. The temporary construction compound and other temporary construction works on land adjacent to the proposed development benefit from permitted development rights in Part 4 Class A (a) of the GPDO.

As a result of a public consultation undertaken prior to the submission of the planning application where local residents raised concerns with the removal of vegetation between the compound site and neighbouring properties the proposal now accommodates the retention and protection of trees and vegetation along this boundary.

Works requiring planning permission

To facilitate the installation of the tank, a temporary bridge across the River Irk is proposed. The proposed bridge measures approximately 30m in length and would

be approximately 6m wide. The bridge would be required for access to the site during construction and would be removed as part of the reinstatement works.

A 2.4m high steel palisade boundary fence with lockable access gate is proposed around the new permanent site boundary which would be extended to encompass the below ground storage tank and ancillary infrastructure. The fencing would be Holly Green to match the existing boundary fencing.

The proposal includes a 5m high pressure relief column which would be sited within the new permanent site boundary. The pressure relief column would allow the release of air from the storage tank as it fills with storm water during high rainfall events.

An existing Public Right Of Way running along the southern bank of the River Irk would need to be temporarily closed and diverted during construction for safety reasons. On completion of construction works the Public Right of Way would be reopened along its definitive route.

Subject to the granting of planning permission, construction works for the access would commence in autumn 2024 with the proposed works being completed by winter 2026.

The submitted Planning Statement advises in paragraph 3.4.2 that the hours of work on site would be between 07:30 to 18:00 Monday to Friday and 07:30 to 13:00 Saturday with no works on Sundays and Bank Holidays unless otherwise agreed in writing by the Local Planning Authority. By exception there may be a need for works outside of these hours, for example to enable any large concrete pours which cannot stop once started. In such situations local residents would be notified prior to works taking place and agreement would be sought from the Local Planning Authority.

On completion of construction, reinstatement works would be completed and replacement trees and vegetation planted in the first available planting season.

PLANS AND DOCUMENTS SUBMITTED

Drawing No: ROC0018-80065149-COMPOUND-REVA-001 Rev B – Proposed Compound Area

Drawing No: 70114053-LUD-001 Rev C03 – Landscape General Arrangement Plan
Planning Statement

Drawing No: 48304-ECE-XX-XX-DR-C-0105 Rev P02 – Proposed Temporary Site Access Bridge

Drawing No: 48304-ECE-XX-XX-DR-C-0106 Rev P01 – Proposed MCC Kiosk and Vent Stack Plan and Elevations

Arboricultural Impact Assessment Report by WSP, Project No: 70114053, Rev 1, Date 28/03/2024

Aquatic and Otter Report by WSP, Project Ref: 70114053, Our Ref: 002, Date: March 2024

Preliminary Ecological Appraisal by WSP, Project Ref: 70114053, Date: December 2023, Report number: 001

Biodiversity Net Gain Assessment by WSP, Project No: 70114053, Date: March 2024, Report number: 001

Invasive Species Method Statement by Morrison Water Services, Rev 0, January 2024

Boothroyden Road Flood Risk Assessment by Jacobs UK Ltd, Document Ref: UU-80065519-JAC-ZZ-00-AS-Z-0001, Version: P02, Date: 2 April 2024

Received 8th April 2024

Biodiversity Net Gain Assessment Appendix 8 Metric Calculation Tool
Received 29th April 2024

Drawing No: 48304-ECE-XX-XX-DR-C-0102 Rev P05 – Proposed Site Plan
Received 8th May 2024

Drawing No: 80065149-ECE-XX-XX-DR-C-0100 Rev P05 – Site Location Plan
Drawing No: 80065149-ECE-XX-XX-DR-C-0101 Rev P05 - Existing Site Layout Plan
Drawing No: 80065149-ECE-XX-XX-DR-C-0104 Rev P04 – Temporary Footpath
Diversion
Drawing No: ROC0018-80065149-COMPOUND-REVA-001 Rev A – Proposed
Compound Area
Drawing No: 80065149-ECE-XX-XX-DR-C-0102 Rev P06 – Proposed Site Plan
Received 22nd May 2024

Technical Memo (UU Response) dated 14 October 2024
Received on 26th November 2024

Drawing No: ROC0018-80065149-COMPOUND-REVA-001 Rev 02 – Proposed
Compound Area
Received on 11th December 2024

RELEVANT PLANNING POLICY

National Guidance

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

Sub-Regional

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-S1 Sustainable Development
JP-S4 Flood Risk and the Water Environment
JP-G7 Trees and Woodland
JP-G8 A Net Enhancement of Biodiversity and Geodiversity
JP-C8 Transport Requirements of New Development

Adopted Rochdale Core Strategy (CS):

P2 Protecting and enhancing character, landscape and heritage
G1 Tackling and adapting to climate change
G6 Enhancing green infrastructure
G7 Increasing the value of biodiversity and geodiversity
G8 Managing water resources and flood risk
G9 Reducing the impact of pollution, contamination and land instability
T2 Improving accessibility
DM1 General development requirements

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

EM/7 Development and Flood Risk
EM/8 Protection of Surface and Ground Water

RELEVANT SITE HISTORY

03/D41475 - Construction Of A New Access Road Off Boothroyden Road, Bridge Crossing Over River Irk And Erection Of A Control Building As Part Of Infrastructure Improvement Works. Approved 09/07/2003.

24/00476/CON - Construction of a temporary bridge crossing over the River Irk, extended 2.4m high palisade boundary fencing and pressure relief column to facilitate permitted development works to provide a below ground storm water storage tank. No objection 12/07/2024.

SUMMARY OF CONSULTATION RESPONSES

Environment Agency

We have no objection in principle to the proposed development, but we wish to make the following comments. The proposed bridge will span the main river; therefore, the developer must obtain a flood risk activity permit from the Environment Agency. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

Biodiversity

Regarding the biodiversity net gain deficit (WSP, Mar 2024), we would highlight the BRIL (Bringing the River Irk to Life) project, that has highlighted extensive restoration opportunities to improve the River Irk waterbody across its catchment and which could potentially be utilised by United Utilities to help meet the BNG requirements of this scheme in local area. Of particular interest, there are actions to address fish passage over the large weir (that sits immediately upstream of the UU asset); by creation of a natural bypass channel; which would result in significant environmental benefits along this reach of waterbody and key ecological network.

National Highways

Referring to the consultation on a planning application referenced above, in the vicinity of the M60 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we offer no objection subject to relevant conditions.

Highways

The details of the interaction with the highways will be agreed separately under a S278 Agreement.

Drainage & Flooding Officer

Overall, the development has minimal effect. The new Large Attenuation chamber will be underground. The assessment finds a minimal loss of volume in the flood plain. The access track will be partially permeable. The Applicant's details have considered all flood risk aspects and minimised the effect. There is no need to have any drainage condition(s) applied to this application.

Greater Manchester Ecology Unit

No objection subject to conditions.

Environmental Health

No objection.

Environmental Protection (Air)

No comments at the time of writing.

Rights of Way Officer

No comments at the time of writing.

Manchester City Council

Discussions have been ongoing between Manchester City Council and Rochdale Borough Council throughout the course of the application.

REPRESENTATIONS

The application was advertised by way of neighbour notification letters. One letter of representation has been received requesting confirmation as to whether the pedestrian access across the river via utilisation of the bridge will be maintained throughout the entirety of the development. 4 letters of objection have been received in regards to:

1. Noise and disturbance during construction and from the use of the compound especially if there are generators running 24 hours;
2. Air pollution in the summer and dirt on the road;
3. The south side of the river should be used as the site compound to protect neighbouring properties;
4. Inconvenience caused due to large amounts of traffic;
5. Barriers/gates to the compound shown will block access to neighbouring properties;
6. Accessing and turning concerns;
7. Deliveries should be outside the hours of 8am to 5pm;
8. There are more active storm overflows upstream. Why was Boothroyden chosen?
9. The proposed diversion includes a steep incline over the motorway bridge which may deter people from using it;
10. There is severe infestation of Japanese Knotweed upstream that could contaminate the construction works under flood conditions;
11. There is a fine example of a Manchester Black Poplar overhanging Boothroyden Bridge that needs to be protected during construction;
12. Are the cabins single storey to avoid overlooking; *[Officer Note: the agent has confirmed they are single storey]* and
13. Compensation should be paid for the intrusion this work will have on neighbouring residents *[Officer Note: this is not a material planning consideration]*.

ANALYSIS

Principle of development

The submitted Planning Statement advises that United Utilities are required to comply with the Water Framework Directive to improve water quality standards in the

River Irk as agreed with the Environment Agency. The proposed development would facilitate the installation of a below ground storage tank within which storm flows from the combined sewer network would be stored before being released back into the sewer network, reducing the frequency of spills during periods of high rainfall and improving water quality in the River Irk.

Saved Policy EM/8 of the UDP requires developments to *'avoid exacerbating existing problems such as premature or increased frequency of discharges through storm sewer overflows due to inadequate infrastructure or lack of capacity'*.

Taking the above into consideration the proposed development is considered in accordance with planning policy and as such, the principle of development is acceptable.

Highways and Access

Construction access would be gained via an existing turning head at the end of Boothroyden Road. A new dropped kerb would be formed to enable access directly into the site from the highway. A temporary bridge from Boothroyden Road across the River Irk is proposed for the purpose of access to the site to facilitate construction.

The Council's Highways Officer has reviewed the application and raised no objection stating that details of the interaction with the highways will need to be agreed separately under a S278 Agreement.

The application site is in the vicinity of the M60 that forms part of the Strategic Road Network. National Highways do not have any objection to the proposal but have advised on conditions required in respect of its assets. It is not considered necessary to attach these conditions for the development within Rochdale as these relate solely to land within Manchester.

Concerns have been raised by local residents in terms of inconvenience caused due to large amounts of traffic using Boothroyden Road and potential accessing and turning issues. Although there may be some inconvenience caused to neighbouring properties, this is the case with any new development and is a temporary impact. The Council's Highways Officer has not identified any road safety issues, however a Construction Traffic Management Plan will be required by condition.

The agent has confirmed that barriers/gates to the compound shown on the submitted plans will not be installed and a condition restricting this will be included to ensure that neighbouring properties are not restricted access to the properties.

Subject to the above conditions, the application is considered in accordance with Policy DM1 of the Rochdale Core Strategy, JP-C8 and Paragraph 115 of the NPPF.

There is an existing Public Right of Way running along the southern bank of the River Irk which would need to be temporarily closed and diverted during construction for safety reasons. On completion of construction works the Public Right of Way would be reopened along its definitive route. It is expected that this may cause some disruption to the Right of Way during the course of the works being undertaken which would be unavoidable. Stopping up and diversion will be subject to separate orders made under the relevant regulations.

Ecology, Landscaping and Biodiversity Net Gain

The proposed development would require the removal of nine trees to facilitate access for the temporary works along with the retention and protection for others during the construction phase. Various reports have been submitted with the application which have been reviewed by the Council's Ecologist who originally advised that the proposed development failed to achieve 10% BNG.

Other potential ecological issues identified by the Council's Ecologist:

Protected Sites

It is very unlikely that there will be any significant effect on any statutory protected sites or sites of biological importance. Whilst there is hydrological linkage with Blackley Forest, measures that will be required to protect the River Irk will remove any residual risk. No further information or measures are required.

Otter

No evidence of otter was recorded on the site, but it is likely that the River Irk now forms part of the territory of otter and therefore otter will pass through the construction area on occasion. A precautionary working method statement should be prepared as outlined in the Aquatic and Otter Report. This matter can be dealt with by way of a condition.

Bats

The site has been assessed for bat roosting and foraging potential. Two bridges could not be fully assessed due to health and safety concerns at the time. All trees were regarded as no risk or where inaccessible and likely no risk. No further surveys are required for the trees. Further survey was recommended for both bridges however, the Council's Ecologist thought this unreasonable for the bridge over the M60 which will not be directly affected by the development and is already subject to high levels of noise, light and vibration disturbance. The other bridge is the existing access bridge over the River Irk. The Council's Ecologist accepts that there will likely be an increased level of disturbance to this bridge, though presumably this will be minimised by the construction of the temporary bridge next to it and feel that it is therefore reasonable to request further information. Additional information was provided following a meeting with the agent, Manchester City Council and the Council's Ecologist on 15th August 2024 which was agreed as being acceptable.

The River Irk is also likely to be utilised by bats for foraging and commuting purposes. Activity surveys could be requested but as the risk would be associated with any external lighting/night working, the Council's Ecologist regards this as unreasonable with the risk dealt with via an external lighting strategy/no night working during the peak bat activity season. It is not clear whether any external lighting or night working is proposed however, this matter can be dealt with by way of condition.

Badger

No evidence of badger was recorded on the site, but there is a potential risk of badger moving in to the site and foraging across the site prior to or during construction. The Council's Ecologist has requested that a pre-commencement walkover survey of the site is reasonable. This matter can be dealt with by way of condition.

Great Crested Newts (gcn)

One pond was identified within 500m of the site but over 250m from the development to the west on the north side of the River Irk and further survey work was recommended however, the Council's Ecologist, whilst accepting there is ecological connectivity between the pond and the works site, regards it as very unlikely that there is any risk to gcn, the rapid risk assessment tool provided by Natural England

indicating that even if gcn were present the risk would be regarded as very low. The Council's Ecologist also advised that there is a large amount of suitable terrestrial habitat between the pond and site for any amphibians to utilise with gcn primarily found to stay within 50m of the pond and rarely straying more than 250m from the pond. The Council's Ecologist therefore considers it unreasonable to request further surveys and that any residual risk dealt with via general precautionary working measures for other priority species such as hedgehog and common toad.

Other Protected Species

The Council's Ecologist is satisfied that it is very unlikely that any other protected species such as water vole and kingfisher will be adversely effected and no further information or measures are required.

Nesting Birds

The development will result in the loss of trees and scrub, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. A condition is recommended to restrict any clearance between 1st march and 31st August.

Other Wildlife

The dense scrub and tussocky grassland on the site will provide high value habitat for species such as hedgehog and common toad, the latter known to breed in the Rhodes Lodges and capable of wandering large distances from breeding sites. Both are UK biodiversity priority species and the Council's Ecologist advises that clearance should be carried out under a precautionary working method statement for amphibians and sensitively for hedgehog. This matter can be dealt with by way of a condition.

River Irk & Fish

The installation of the temporary bridge will create the risk of negative effects on the ecological potential of the River Irk as defined under the Water Framework Directive, such as damage to the riparian habitat, sediment release, pollution spillage and dust, which could adversely affect fish. There are no records of migratory fish or eel in the River Irk and it is regarded as very unlikely that any fish or eel covered by legislation are present, the locks along the Manchester Ship Canal preventing fish movement up the River Irwell to the Irk. The Council's Ecologist is therefore satisfied that no special measures for fish are required, with any coarse fish present protected by measures to protect the River Irk.

The Council's Ecologist advises that the proposed works should adhere to best practice with storage of materials and chemicals away from the river, (which is what is proposed), measures put in place to prevent surface water run-off from the development site in to the river as well as measures to prevent dust. This matter can be dealt with by way of condition.

Invasive Species

Japanese knotweed and Himalayan balsam are confirmed as present with an unnamed Cotoneaster spp also present. Japanese knotweed and Himalayan balsam and certain Cotoneaster are listed under schedule 9 part 2 of the Wildlife & Countryside Act 1981 (as amended). Given the extent of the balsam and knotweed upstream and around the development, eradication is not possible, with all that can be reasonably requested is control within the site and biosecurity measures during construction to ensure contaminated material is not transferred off-site and an offence committed. The Council's Ecologist advises this matter can be dealt with by way of condition.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)

Section 180 of the NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of widespread moderate value habitats to landscape planting and development. Wildlife issues include loss of bird nesting habitat and potential loss of habitat for other wildlife such as hedgehog.

The development is subject to mandatory 10% biodiversity net gain. A biodiversity net gain assessment has been provided with a net loss predicted of 59.69% of area-based habitats along with a 1.81% loss of watercourse units. In terms of actual biodiversity units there is a shortfall of 1.03 biodiversity units to achieve 10% net gain for area based habitat and 0.06 watercourse units to achieve 10% BNG.

Compensation will be achieved through a mixture of onsite habitat creation and off-site contributions. The area within Rochdale is limited to the area for the temporary bridge where amenity grassland will be reinstated following the works.

With regards wildlife, bird boxes should be provided for loss of nesting habitat, with bat boxes also provided as mitigation/enhancement on, for instance, the existing bridge over the River Irk. Other wildlife mitigation may also be required for species such as hedgehog and otter. These details can be conditioned.

With regards the landscape proposals, given the sites location in the Irk Valley and existing priority woodland, which is oak/birch with an understorey primarily of holly with species such as rowan, elder and hawthorn also present. Some non-native species are suggested which should be substituted with holly and or elder and or hawthorn. This matter can be dealt with by way of condition.

Subject to relevant conditions as detailed below, Officers are satisfied that the proposed development would have an acceptable impact on trees and landscaping and would accord with Policy G6 of the adopted Rochdale Core Strategy and Policy JP-G7 of PfE.

Drainage & Flooding

The application site is within Flood Zone 3 and therefore there is a high probability of flooding. The Council's Drainage Officer has reviewed the submitted information and advised that the submitted details are well thought out and have considered all flood risk aspects and minimised the effect. The Environment Agency were also consulted and they have raised no objection but advised the proposed bridge will span the main river; therefore, the developer must obtain a flood risk activity permit from the Environment Agency. An informative will be used to inform the applicant of this requirement.

The Environment Agency raised an objection with Manchester City Council in respect of the soffit levels of the temporary bridge, which is below the 1 in 100 year, and does not include any freeboard. Following further consultation between Manchester City Council and the Environment Agency, a Technical Memo was submitted which provided further clarification on the soffit levels of the temporary bridge. Environment Agency thus withdrew their previous objection on the basis that as outlined in the Technical Memo, the soffit level of the temporary bridge is set at a minimum of 69.56m and that the Technical Memo is listed as part of the approved plans which will be secured by condition. An amended Proposed Compound Plan was also submitted which repositioned the Welfare location once the temporary bridge is built to the north of the compound area.

With the above in mind, the proposal accords with policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of PfE and the NPPF.

Impact on neighbouring properties

Policy DM1 of the Rochdale Core Strategy states that *'all development proposals, including changes of use of land and buildings, extensions and alterations, will be expected to demonstrate that they....do not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy....mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary'*.

The closest residential properties are located on Boothroyden Road and Boothroyden Close. 23, 25 and 27 Boothroyden Road will face onto the compound area whilst those on Boothroyden Close will back onto the compound area.

Concerns have been raised in regards to noise and disturbance during construction and from the use of the compound area, air pollution in the summer and dirt on the road. The agent has advised that there will be one single storey welfare cabin and the compound area will have Heras (temporary anti-climb) fencing around it.

The welfare unit will be generated intermittently however, a Pre-Construction Noise Survey will be carried out to establish background noise levels allowing for the implementation of appropriate measures to control noise and vibration during construction. Any required mitigation would be developed by the appointed contractor which could include acoustic barriers, use of appropriately silenced generators etc to ensure compliance with established standards. This matter will be dealt with by way of a suitable condition.

Concerns have also been raised as the submitted plans suggest that there would be a barrier /gates across a section of Boothroyden Road which would restrict access to neighbouring driveways. The agent confirmed in an email dated 28th August 2024 that there will be no closing/fencing off of the road and residents will have full access to their properties (secure by condition).

As with all development, there will be some noise and disturbance whilst the works are under construction which is unavoidable. Environmental Health (Noise) were consulted and raised no objection to the proposal however, to ensure residential properties are not unduly impacted from the development, a condition will be imposed to restrict the hours of working along with a condition requiring a Pre-Construction Noise Survey to be provided as detailed above.

Taking the above into consideration, the impact on neighbouring properties in terms of noise and disturbance, overlooking or loss of privacy is in accordance with Policy DM1 of the Rochdale Core Strategy.

RECOMMENDATION

GRANT subject to the following condition(s):

1 TIME LIMIT

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 TEMPORARY PERMISSION

The permission hereby granted, so far as it relates to the temporary bridge, is for a limited period only, expiring on 31 January 2026, following which the temporary bridge is required to be respectively removed and discontinued. The area forming the site of the temporary bridge shall be reinstated within 3 months of the expiry date.

Reason: Some of the works are of a temporary and to ensure the site is appropriately reinstated, pursuant to Policy DM1 of the Rochdale Core Strategy.

3 APPROVED PLANS

This permission relates to the following plans and documents:

Drawing No: 70114053-LUD-001 Rev C03 – Landscape General Arrangement Plan
Drawing No: 48304-ECE-XX-XX-DR-C-0105 Rev P02 – Proposed Temporary Site Access Bridge

Drawing No: 48304-ECE-XX-XX-DR-C-0106 Rev P01 – Proposed MCC Kiosk and Vent Stack Plan and Elevations

Received 8th April 2024

Drawing No: 80065149-ECE-XX-XX-DR-C-0100 Rev P05 – Site Location Plan

Drawing No: 80065149-ECE-XX-XX-DR-C-0102 Rev P06 – Proposed Site Plan

Drawing No: 80065149-ECE-XX-XX-DR-C-0104 Rev P04 – Temporary Footpath Diversion

Received 22nd May 2024

Drawing No: ROC0018-80065149-COMPOUND-REVA-001 Rev 02 – Proposed Compound Area

Received on 11th December 2024

Technical Memo (UU Response) dated 14 October 2024

Received on 26th November 2024

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

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 and the National Planning Policy Framework.

4 CONSTRUCTION MANAGEMENT PLAN

Notwithstanding details submitted, prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the Local Planning Authority, which for the avoidance of doubt should include:

- Quantification / classification of vehicular activity associated with construction including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway;
- Noise mitigation to ensure suitable mitigation takes into account all activities likely to take place in the compound area in order to ensure there will be no

- break-out noise or vibration from the proposed generator(s) or compound area likely to give rise to disturbance to surrounding residents;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Storage of plant and materials;
- A highway dilapidation survey and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site;
- Community consultation details.

The development shall only be carried out in accordance with the approved construction management plan.

Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase in accordance with Policies DM1, T2, G7, G8 and G9 of the Core Strategy, JP-C8 of PfE and the National Planning Policy Framework.

Reason for pre-commencement condition: As the proposals require ground works and engineering works an understanding will therefore be necessary of what measures will be put in place to protect the amenity of nearby residents prior to commencement of any building or engineering works on site.

5 SITE INVESTIGATIONS

Notwithstanding details submitted, before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the Local Planning Authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the Local Planning Authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the Local Planning Authority.

Thereafter the development shall be carried out in accordance with any agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved by the Local Planning Authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to

remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason: These details are required due to insufficient information being contained within this submission and to ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas in accordance with Policy G9 of the Core Strategy and the NPPF.

Reason for pre-commencement condition: Due to insufficient information being contained within this submission and to ensure the development is suitable for its end use and the wider environment and does not create undue risks to occupiers of the site or surrounding areas.

6 ACOUSTIC REPORT

Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the Local Planning Authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the development is brought into use.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason: In order to safeguard the amenities of the area and to prevent nuisance arising in accordance with Policies DM1 and G9 of the Rochdale Council Core Strategy and the National Planning Policy Framework.

7 LANDSCAPING SCHEME

Notwithstanding details submitted, no above ground development shall commence until a revised landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the development is brought into use. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the Local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with Policies G6 and DM1 of the Rochdale Core Strategy and JP-G7 of PfE. Amendments to the shrub planting is required as advised by Greater Manchester Ecology Unit.

8 BIRD NESTING

No works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats in accordance with Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

9 VEGETATION CLEARANCE

Prior to any vegetation clearance, earth works or machinery being brought onto the site, a precautionary working method statement for otters, in line with the recommendations of the submitted Aquatic and Otter Report (Ref: 002), prepared by WSP, received by the Local Planning Authority on 8th April 2024 shall be submitted to and agreed in writing by the Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - In order to protect otters from works that may impact on their habitats, pursuant to Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

10 BADGERS

Prior to any vegetation clearance, earth works or machinery being brought onto the site, a resurvey for badgers within the area of the proposed works and within 30 metres of the site where accessible, should be submitted to and agreed in writing by the Local Planning Authority. The development shall only be implemented in accordance with the agreed details. If a badger sett or signs of badgers are found, a badger mitigations strategy should also be provided and complied with.

Reason - In order to protect badgers from works that may impact on their habitats, pursuant to Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

11 PRECAUTIONARY WORKING METHOD STATEMENT FOR AMPHIBIANS

Prior to any vegetation clearance, earth works or machinery on the site, a precautionary working method statement for amphibians including the Common Toad, as well as mammals, including hedgehogs shall be submitted to and agreed in writing by the Local Planning Authority in line with the recommendations contained within the submitted Preliminary Ecological Appraisal, prepared by WSP, received by the Local Planning Authority on 8th April 2024 shall be submitted to and agreed in writing by the Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

12 METHOD STATEMENT FOR RIVER IRK

No development, site clearance or earth moving shall take place or material or machinery brought onto the site until a method statement to protect the River Irk from accidental spillages, dust and debris has been submitted to and agreed in writing by the Local Planning Authority. The development shall only be implemented in

accordance with the agreed measures and maintained for the duration of the construction period.

Reason - In order to protect river wildlife from works that may impact on their habitats, pursuant to Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

13 INVASIVE SPECIES METHOD STATEMENT

The development hereby approved shall only be implemented in strict accordance with the details contained within the submitted Invasive Species Method Statement (Rev 0, January 2024), received by the Local Planning Authority on 8th April 2024 prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

14 ARBORICULTURE IMPACT ASSESSMENT

The development hereby approved shall only be implemented in accordance with the recommendations and measures contained within the submitted Arboriculture Impact Assessment Report (Ref: 70114053-ARB-BOO-AIA-001, March 2024) prepared by WSP, received by the Local Planning Authority on 8th April 2024.

Reason: In order to ensure that retained trees are adequately protected, in the interests of the visual amenities of the locality in accordance with Policy G6 of the Rochdale Core Strategy and JP-G7 of PfE.

15 RETAINED TREES

The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To ensure that retained trees are adequately protected, in the interests of the visual amenities of the locality in accordance with Policy G6 of the Rochdale Core Strategy and JP-G7 of PfE.

16 EXTERNAL LIGHTING

Prior to the installation of any external lighting, an external lighting design strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall:

- Demonstrate protection of residential amenity at relevant receptors
- Identify areas/features on site that are potentially sensitive to lighting for bats;
- Show how and where external lighting will be installed and through appropriate lighting contour plans demonstrate clearly that any impacts on bats and other nocturnal wildlife is negligible;
- Specify frequency and duration of use.

All external lighting shall only be installed in accordance with agreed specifications and locations set out in the agreed strategy.

Reason: In order to protect the privacy and amenity of adjoining and future occupiers and enhance the appearance of the development in accordance with Policies DM1 and G9 of the Rochdale Core Strategy.

17 WILDLIFE MITIGATION AND ENHANCEMENT PLAN

Prior to restoration of the site, a wildlife mitigation and enhancement plan, including but not restricted to nesting birds and roosting bats, shall be submitted to and agreed in writing by the Local Planning Authority. The measures contained within the agreed plan shall be implemented in full within 1 month of site restoration being completed.

Reason - In order to promote wildlife from works that may impact on their habitats, in accordance with Policy G7 of the Rochdale Core Strategy, JP-G8 of PfE and the National Planning Policy Framework.

18 HOURS OF WORK

No construction, demolition or associated deliveries shall take place outside the hours of 0800hrs to 1800hrs Mondays to Fridays, and 0900hrs to 1400hrs on Saturdays, and not at any time on Sundays and Bank or Statutory Holidays without prior written approval from the Local Planning Authority.

Reason: In order to protect occupiers of nearby properties from unreasonable disturbance from works connected with implementing this permission in accordance with Policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

19 NO BARRIERS OR GATES TO BE ERECTED ALONG BOOTHROYDEN ROAD

Notwithstanding the details shown on the approved plans, no barriers or gates shall be installed across Boothroyden Road at any time during the construction of the development hereby approved to ensure that local residents can access their driveways and properties.

Reason: In order to protect occupiers of nearby properties from unreasonable disturbance from works connected with implementing this permission in accordance with Policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Procedure Statement

The Local Planning Authority worked proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition.

Notes for Applicant:

1. The applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should

cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2. Regarding the submitted invasives method statement (Morrison WS, Jan 2024) it should be clarified that any Japanese knotweed control should be in accordance to best practice (Japanese Knotweed Management - Professional Guidance - PCA (property-care.org)) and ensure appropriate approval from the Environment Agency regarding the herbicide control along River Irk (Application to use herbicides in or near water - GOV.UK (www.gov.uk)). Where the excavation method is proposed along existing riverbanks, these will need to be appropriately reinstated; in consultation with the Environment Agency; to ensure they are sensitively restored and stabilised whilst minimising any re-infestation from upstream sources.
3. The applicant is advised that details of the interaction with the highways will need to be agreed separately under a S278 Agreement.
4. The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
 - on or within 8 metres of a main river (16 metres if tidal)
 - on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
 - on or within 16 metres of a sea defence
 - involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
 - in the floodplain of a main river if the activity could affect flood flow or storage and potential impacts are not controlled by a planning permissionFor further guidance please visit https://www.gov.uk/guidance/flood-risk-activities_environmental-permits or contact the National Customer Contact Centre on 03708 506 506.
5. The applicant/occupants should phone Floodline on 0345 988 1188 to register for a flood warning or visit <https://www.gov.uk/sign-up-for-flood-warnings>. It's a free service that provides warnings of flooding from rivers, the sea and groundwater, direct by telephone, email, or text message.
6. The attention of the applicant is drawn to Section 59 of the Highways Act 1980, which enables the Highway Authority to recover expenses due to damage caused by extraordinary traffic. Any works affecting the Highway shall be in accordance with Rochdale Borough Council's guidance. The applicant is advised to contact the Council's Highways Network Management Team on 0300 303 8879.
7. BRIL (Bringing the River Irk to Life) project, that has highlighted extensive restoration opportunities to improve the River Irk waterbody across it's catchment and which could potentially be utilised by United Utilities to help meet the BNG requirements of this scheme in local area. Of particular interest, there are actions to address fish passage over the large weir (that sits immediately upstream of the UU asset); by creation of a natural bypass channel; which would result in significant environmental benefits along this reach of waterbody and key ecological network. The BRIL steering group comprises several different organisations, including a representative from UU, and the Environment Agency and they would welcome the opportunity to explore partnership working at this site.