

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

24/00327/FUL

CASE OFFICER

Ryan Killeen

DETERMINATION DATE 19.07.2024 **EXT OF TIME** 08.11.2024

Address: St John C Of E Primary School Thornham Lane Rochdale M24 2SB

Proposal: Erection of two-storey extension including installation of emergency escape staircases, creation of a multi-use games area (MUGA) Alterations to existing car park area, new cycle shelter/ bin store and new perimeter fencing with associated hard and soft landscaping

PUBLICITY	Weekly list expired?	Y	Site notice expired?	Y
	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: 8 November 2024

SITE

The application relates to St John's C of E Primary School on Thornham Lane in the Slattocks area of the borough, set 250m north of the A627(M) spur and 300m west of the A627(M), circa 4.5km south of Rochdale Town Centre. The site is surrounded to all sides by agricultural pastures, which have recently been removed from the designated Green Belt through the Places for Everyone Joint Development Plan, as it forms part of the allocation JPA.2 Stakehill, which seeks to deliver 1,680 dwellings and 150,000 sqm of employment floorspace across approximately 200ha of land encompassing the land to the north of the site, and to the north, east and south of Stakehill Business Park.

The site itself measures 0.74ha and is broadly rectangular, including a single building at the eastern end of the site with a playground and playing field situated to the west and drop-off area centrally. The boundaries of the site are well vegetated with a mixture of hedgerows and trees to each side.

PROPOSAL

Planning permission is sought for various works to increase the intake of the school from 0.5 form entry to 1 form entry. The works are envisaged as a longer-term project to eventually increase the intake of the school to 2 form entry as the residential development as part of the PfE allocation comes forward. The works concerning this application include:

- The erection of a two storey extension comprising classrooms, library, WC facilities, offices and storage;
- A multi-use games area (MUGA) with football and netball markings;
- Cycle store and refuse store;
- Alterations to car parking; and,
- Soft and hard landscaping including the creation of an outdoor teaching area.

The two storey extension is to be formed with a part dual-pitched, part flat roof and is to be constructed from red brick to match the existing school.

RELEVANT PLANNING POLICY

National Guidance

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

Places for Everyone Joint Development Plan

4. Strategy

JP-Strat6	Northern Areas
JP-Strat7	North-East Growth Corridor

5. Sustainable and Resilient Places

JP-S1	Sustainable Development
JP-S2	Carbon and Energy

8. Greener Places

JP-G7	Trees and Woodland
JP-G9	A Net Enhancement of Biodiversity and Geodiversity

9. Places for People

JP-P1	Sustainable Places
JP-P2	Heritage
JP-P5	Education, Skills and Knowledge

10. Connected Places

JP-C1	An Integrated Network
JP-C4	Streets for All
JP-C5	Walking and Cycling
JP-C7	Transport Requirements of New Development

Adopted Rochdale Core Strategy (CS):

DM1 General development requirements
SD1 Delivering sustainable development

S02 Creating successful and healthy communities

C7 Delivering education facilities

S03 To improve design, image and quality of place

P1 Improving Image
P2 Protecting landscape, character and heritage
P3 Improving design of new development

S04 Promoting a greener environment

G8 Managing water resources and flood risk
G9 Reducing the impact of pollution, contamination and land instability

S05 Improving Accessibility and delivering sustainable transport

T2 Improving Accessibility

Appendix 5 - Schedule of Parking Standards

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area
G/3 Protection of Existing Recreational Open Space
EM/7 Development and Flood Risk
EM8 Protection of Surface and Ground Water

RELEVANT SITE HISTORY

07/D49690 Erection Of New School Hall Extension With Associated Parking And
Play Areas (Part Retrospective) - Resubmission D47961 – Granted STC

CONSULTATION RESPONSES

Highways And Engineering

25/09/2024 – Summary: Concerns that the increase in intensity of the use will give rise to pedestrian safety concerns. Particularly in respect of young people.

30/10/2024 – Summary: following a site meeting with the Head Mistress during the morning drop off period, despite road safety concerns the School are very pro-active in their management of traffic.

The school has outlined additional measures which could be implemented as part of a road safety travel plan to be secured via condition.

Transport For Greater Manchester

Summary: Comments over assumptions made in the Transport Statement and the 1FE and 2FE options. Recommend updated travel plan and construction management plan via condition.

Env Health - Noise/Odours

This section has no objections to the proposals

Environmental Control (Landfill Gas)

Summary: Recommend condition for phase II site investigation & remediation strategy where necessary.

The Coal Authority

Summary: No specific comments as development falls within low-risk area – Standing advice provided.

Schools Service

Summary: The Schools Organisation Team support this planning application. Cabinet approval was granted for the expenditure of Basic Need Funding towards capital works at St John's C of E Primary School in Thornham on 19th December 2023.

In 2021 the school expanded from a capacity of 80 places to a total capacity of 105 places. The school has also worked closely with the council to place in-year applicants and has continued to offer additional places in all year groups when requested. This application would see the school to expand to a 210 pupil capacity with a 30 place Reception intake.

United Utilities

Summary: Drainage Proposals acceptable – recommend condition.

Lead Local Flood Authority/Drainage

No comments received to date

Rights Of Way Officer

No comments received to date

Natural England

No comments

Gtr Manchester Ecology Unit

10/09/2024 Summary: I have no objection to the proposed solution to achieving 10% biodiversity net gain. The only issue to overcome for the applicant will be the registering of the off-site compensation, which consist of urban tree planting at St Anne's Academy. This is not an approach I have experienced in practice, however that is not a reason not to grant permission. It may however cause delays in the discharge of the statutory biodiversity condition whilst the land is registered as a habitat bank.

12/06/2024 Summary: A copy of the full statutory biodiversity metric should be provided prior to determination. Other ecological issues relating to great crested newts, bats and nesting birds can be dealt with via condition and or informative.

Conservation And Design

Summary: request further information on heritage assets. Concerns about the scale, form and design of the proposed extension and its relationship with the existing school. The existing school is single storey and relatively low level. The construction of a large two storey extension would make it far more prominent within the rural landscape and also risks overwhelming the more modest proportions of the existing school building. Given the openness of the current landscape, it is likely that there would also be a negative impact on the wider setting of the listed church.

Urban Design

Summary: Supported for approval based on the amended drawings and revised Design & Access Statement received in respect of future-proofing the design.

REPRESENTATIONS

Letters of notification were sent to all surrounding properties and a site notice was posted in the vicinity of the site. Seven letters of objection raised concerns over:

The capacity of Thornham Lane to accommodate increase number of pupils
Road safety impacts arising from the increased intensity of the use
Concerns over the assumptions in the travel plan
Queries over the need for additional school places, and over the validity of considering PfE and the site as not being in the Green Belt.

The matters relating to highway safety and capacity, and the travel plan are assessed in the 'Highways' section of the report. The matters relating to the need and principle of development are assessed in the 'Principle of Development'.

ANALYSIS

Principle of Development

The site forms part of the strategic allocation JPA.2 – Stakehill (referred to as JPA 2 hereafter) allocated as part of the Places for Everyone Joint Development Plan (PfE hereafter). JPA 2 seeks the delivery of up to 1,680 dwellings in addition to 150,000sqm of employment floorspace over an area of 200ha, of which this site falls within the 90ha parcel envisaged primarily for the delivery of residential dwellings.

JPA 2 (14) provides explicit reference for the requirement for residential development to provide monetary contributions and land for the expansion of St Johns C of E primary school, and the Council's Schools Service have acknowledged the need to expand the supply of primary school places within Middleton Township, to which this site will assist.

Since the adoption of PfE in March 2024, the site is removed from the Green Belt and thus a presumption in favour of sustainable development applies. The delivery of a substantial number of dwellings over the plan period exceeds the minimum threshold as having a reasonable prospect of coming forward and for the purposes of other development management matters is considered committed development in the understanding that it is to come forward over the plan period and the contents of JPA 2 therefore forms a material consideration in the determination of this application.

Core Strategy Policy C7 places education and skills as a high priority in order to improve productivity, social and community cohesion and the overall prosperity and quality of life in the borough, and seeks to achieve this in part by raising educational achievement through the provision of good quality primary and secondary education facilities in accessible locations. PfE Policy JP-P5 places a similar significance on the need to support the expansion of school places, and the NPPF is explicit in the great weight which is afforded to the need to expand or alter schools.

The supporting design and access statement sets out how the current proposals are a stepping stone in the expansion of the school to ultimately provide 2 form entry once the demand arises as is expected to occur through the delivery of a substantial number of dwellings on adjacent land.

Given the existing demand surplus highlighted by the Council's Schools Service, it is considered that the expansion of this existing education facility would make a valuable contribution to the provision of educational facilities in the borough and is as such acceptable in principle and would be afforded great weight in the overall planning balance.

Highways

The NPPF is clear that development should only be refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

In respect of this application, the proposals would increase the intake of the school from 0.5 FE to 1 FE, effectively doubling the number of pupils in attendance. The application is supported by a Transport Statement which considers that the local highway network

generally operates efficiently during the weekday morning and afternoon peak hours, with limited queuing and delay. It also notes that no accidents have been recorded on Thornham Lane, and an average of less than 1 per year on A664 Rochdale Road.

The TS estimates that the proposals would result in 128 during the morning peak hour, and 108 during the afternoon, an increase of 64 and 54 over the existing situation respectively; an additional arrival and departure broadly every two minutes, although it is noted that such movements are likely to be condensed closer to School start times, as opposed to being spread evenly throughout the peak hours. This is partially mitigated through the provision of breakfast and after-school clubs however.

Given the relative safety with which the junction of Thornham Lane and A664 Rochdale Road operates, no concerns are had in respect of the increase in the number of vehicles making the turn at this junction.

The constrained width of Thornham Lane and unmade surface does lend itself to vehicles moving at lower speed, or parking away from the site and completing the journey on foot. However, the Local Highways Authority has raised concerns over the potential for slow crush incidents due to the increase in vehicle movements along this stretch of highway.

Notwithstanding, the Local Highways Authority has visited the site over the morning drop-off period and has observed the initiatives currently undertaken by the school to enable the safe and efficient operation of Thornham Lane during this busy period. The LHA is satisfied that the school would be capable of safe operation even when expanded if they are to provide details of their intentions for the continued management of road traffic via condition.

A travel plan has also been submitted which sets out a number of initiatives to encourage sustainable travel to and from school. The measures set out within the plan are to be required by condition.

In respect of the longer-term ambition to increase the intake of the school to 2 FE, it is noted that the masterplan includes access from the north of the site, from within the substantial residential development currently under consideration by the Council. Given that the demand for a 2 FE intake school is generated by this development, many pupils in attendance will travel to school from the north and would therefore be unlikely to have any additional impact on Thornham Lane. Notwithstanding, full consideration of the highways impacts of any future expansion would be undertaken within any future planning application.

Overall, subject to the recommended conditions, the proposals are considered to comply with the requirements of the adopted Core Strategy, the Places for Everyone Joint Development Plan and the NPPF in respect of highways and pedestrian safety.

Visual Appearance

The revisions to the NPPF in July 2021 make it very clear that significant weight should be given to development which reflects local design policies and government guidance on design. In support of this, the Government have produced a suite of guidance documents including Building for a Healthy Life (BHL), the National Model Design Code (NMDC) and the National Design Guide (NDG) which form a material consideration in the assessment of the design of development proposals, and aid Local Authorities and developers alike in understanding if development proposals are well-designed.

At present, the site is undoubtedly rural in character, surrounded to all sides by agricultural pastures with only piecemeal development along Thornham Lane forming any visual break to the verdant character before it transitions to an urban context on A664 Rochdale Road.

The proposals include a two-storey extension to the existing single-storey school complex which would be set to the west of existing buildings. Given its scale and irregular part pitched, part flat roof form, it would form a relatively conspicuous feature when read in context which would give rise to minor harm. Furthermore, the irregular arrangements of windows to the southern elevation would raise concern, however their prominence is somewhat reduced by the mature hedgerow to Thornham Lane.

The supporting design and access statement sets out a masterplan for the development of the school to ultimately provide 2 form entry; this includes the development of a sports hall to the south of the proposed extension, which would subsequently obscure this elevation, with the main access to the school to be taken from the north as the residential development coming forward as part of JPA2 is delivered.

The delivery of such a large quantum of development as part of the PfE allocation would also alter the character of Thornham Lane; the masterplan submitted with application ref. 23/00650/HYBR places built form adjacent to Thornham Lane between the school and Rochdale Road and as such the context would be discernibly more urban.

As such, whilst there is a degree of visual harm identified, it is considered that this would be temporary in nature given the more than reasonable prospect of a significant number of dwellings being delivered within the vicinity of the site which would alter the context of the site and require further expansion which has been considered in the submission of this application. As such, the proposals comply with the requirements of Policies P3 and DM1 of the adopted Core Strategy, PfE Policy JP-P1 and the National Planning Policy Framework.

Impact on Heritage Assets

Nearby designated heritage assets include the Church of St John and the parish War Memorial which are listed due to their architectural, communal and historic interest. The Church is set within clearly defined and well landscaped grounds which accommodate a graveyard and the aforementioned War Memorial, with both the immediate and wider rural setting contributing to the Church's significance.

The primary school itself was constructed as a church in 1845 until the opening of St Johns Church in 1907. Unsympathetic alterations have taken place to the building over C20 & 21, however the building retains some architectural interest and is therefore included within the Council's list of NDHAs.

Immediately to the east of the school is the former parsonage, known as Thornham House. Dating from c. 1870, it originally served the church and school, before becoming the Parsonage for St John's Church in 1907. It is an attractive, two-storey building with a stone roof and contains a number of interesting features. It has also been identified as a non-designated heritage asset for its architectural and historic interest.

The former Toll House lies to the southern side of Thornham Lane, opposite the Church, and is considered as a NDHA due to its architectural significance and its age.

In light of the identified visual harm, the proposals would subsequently introduce an intrusive feature which would fail to fully integrate with the existing character of the site, and would reduce the visual openness of the area, bringing built form slightly closer to the listed structures. The development would subsequently give rise to less than substantial harm to the significance of both listed structures and the Toll House, albeit to a lesser degree given the separation, in addition to a moderate degree of less than substantial harm to the significance of the Primary School building and Thornham House.

Concerns have been raised by the Council's Conservation Officer over the scale and design of the extension in particular and the insufficient information on heritage assets which supports the application.

Having regard to paragraphs 206, 208 and 209 of the NPPF, it is considered that the harm identified is convincingly outweighed by the great weight afforded by the need to expand and alter schools, in addition to the temporary nature of the impacts, which will be reduced through changes to the existing context, and the further expansion of the school in the future.

As such, the proposals are considered to comply with the requirements of Policy P2 of the adopted Core Strategy, Policy JP-P2 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Ecology, Biodiversity and Trees

Paragraph 180 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Policy G6 of the adopted Core Strategy expects development proposals affecting green infrastructure to avoid the loss of existing features such as trees unless suitable alternative provision is made or they have limited value. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

The application is supported by a Preliminary Ecological Appraisal which notes the limited potential offered by the site for all species, with birds the species most likely to be impacted through loss of trees. The report recommends precautionary working methods for birds and great crested newts which can be adopted within a construction method statement.

The application is subject to statutory Biodiversity Net Gain requirements and on-site proposals are only sufficient to provide a 0.01 unit gain, or 1.07% increase over the 1.08 baseline.

In light of this, the applicant is seeking to deliver off-site compensation equal to 0.1 units in order to achieve the necessary 10% net gain. The permission will be subject to the standard BNG condition as per Schedule 7a of the 1990 Act, which will require the applicant to submit a biodiversity gain plan to the LPA for approval.

GMEU have reviewed the application and are content with the approach taken by the applicant. Conditions have been recommended in respect of the maintenance of new habitat.

In respect of trees, 4 trees are to be removed as part of the development, with two being transplanted elsewhere in the site. 15 replacement trees are proposed which far

exceeds the requirements of CS Policy G6 and PfE Policy JP-G7, which require replacement planting at a ratio of 2:1.

Subject to the recommended conditions, the application is considered to accord with the requirements of CS Policy G6 and G7, PfE Policy JP-G7 and JP-G9 and the National Planning Policy Framework.

Other matters

The site falls within Flood Zone 1 and as such there are no requirements in respect of Flood Risk. The site is served by existing drainage systems which connect with the combined sewer and any further drainage requirements arising from the development are to be subject to consideration under separate legislation.

In light of the Phase 1 Preliminary Risk Assessment and Phase 2 Site Investigation which have discounted the risk of ground contaminants, there are no further requirements in respect of ground contamination.

The site falls within a Coal Mining Development High Risk Area; the supporting Coal Mining Risk Assessment considers that coal seam outcrop is considerably beyond the depth range of the surface and therefore no remedial measures are required, which has been reviewed and agreed with the Coal Authority.

RECOMMENDATION

GRANT subject to the following conditions:

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 Plans

The development hereby permitted shall be carried out in accordance with the following approved plans and details:

- 5635-HMA-SJT-00-DR-A-00001_A - Location Plan
- 5635-HMA-SJT-00-DR-A-10001_B - Existing Site Plan
- 5635-HMA-SJT-00-DR-A-10101_A- Existing Ground Floor Plan
- 5635-HMA-SJT-00-DR-A-10211_A - Existing Elevations 1 of 2
- 5635-HMA-SJT-00-DR-A-10212_A - Existing Elevations 2 of 2
- 5635-HMA-SJT-01-DR-A-10102_A- Existing First Floor Plan
- 5635-HMA-SJT-02-DR-A-10103_A - Existing Roof Plan
- 5635-HMA-SJT-00-DR-A-00220_B - Proposed GF Plan
- 5635-HMA-SJT-00-DR-A-00221_B - Proposed FF Plan
- 5635-HMA-SJT-02-DR-A-00223_B - Proposed Roof Plan
- 5635-HMA-SJT-00-DR-A-00201_C - Proposed Site Plan 1FE
- 5635-HMA-SJT-00-DR-A-00203_C - Proposed Landscape 1FE
- 5635-HMA-SJT-ZZ-DR-A-00211_C - Proposed Elevations 1 of 2
- 5635-HMA-SJT-ZZ-DR-A-00212_C - Proposed Elevations 2 of 2

- 5635-HMA-SJT-ZZ-DR-A-00215_B - Proposed 3D views

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, the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

3 Construction Environmental Management Plan

No development shall take place (including any site clearance or preparation works) until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing by the Local Planning Authority. For the avoidance of doubt, this shall include the following:

- a. the parking of vehicles of site operatives and visitors;
- b. loading and unloading of plant and materials;
- c. storage of plant and materials used in constructing the development;
- d. the erection and maintenance of security hoarding; and,
- e. measures to protect surrounding sensitive receptors from fugitive dust and debris both during and after the construction phase.

The approved method statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise the detrimental effects to the natural environment through risks of pollution during the construction phase in accordance with Policies DM1, G7 and G9 of the Core Strategy, Policies JP-P1 and JP-G9 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Reason for Pre-Commencement: Site clearance poses a threat to the surrounding natural environment and to surrounding occupiers and a scheme therefore needs to be agreed in advance of any works taking place.

4 Materials

Notwithstanding any details provided within the application, no above ground works shall take place until full details of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in accordance with policies DM1, P1 and P3 of the adopted Rochdale Core Strategy, Policy JP-P1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

5 Windows, Doors and Rooflights

Notwithstanding any description in the application, no above ground works shall take place until full product specifications for the windows, external doors, roof lights, and detailed designs of the window and door reveals, at a scale of not less than 1:50, to be used on the development hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall be installed in accordance with the approved details thereafter.

Reason: In the interests of ensuring a satisfactory visual appearance to the development and in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy, Policy JP-P1 and JP-P2 of the adopted Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

6 Cycle Store

The development hereby approved shall not be occupied until such time as the cycle shelter “Apollo Cycle Shelter” as shown on the approved Site Plan has been installed and made fully available for use. These facilities shall thereafter be retained for their intended purpose at all times.

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

7 Refuse Store

The development hereby approved shall not be brought into use until the refuse and recycling storage facilities indicated on drawing no. 5635-HMA-SJT-ZZ-DR-A-90401 rev. T2 – Bin Store, have been fully implemented and made available for use. These facilities shall thereafter be retained for their intended purpose at all times.

Reason: To ensure the provision of satisfactory facilities for the storage of refuse and recycling and in the interests of visual amenity in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

8 Habitat Management Plan

The development hereby approved shall not be brought into use until such time as a Habitat Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Habitat Management Plan shall detail the ongoing maintenance of on-site habitat pursuant to the statutory Biodiversity Net Gain condition. The approved plan shall be adhered to for a period of 30 years following the completion of the development hereby approved.

Reason: To ensure that the requirements of The Biodiversity Gain (Town and Country Planning) (Modifications and Amendments) (England) Regulations 2024 are fulfilled and in order to ensure the delivery of a net gain in biodiversity in accordance with the requirements of Policy G7 of the adopted Rochdale Core Strategy, Policy JP-G8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

9 Parking

The development hereby approved shall not be brought into use until such time as the parking arrangement as shown on the approved site plan have been made fully available. The parking arrangements shall be retained as such thereafter.

Reason: In the interest of highways and pedestrian safety and in order to comply with the requirements of Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

10 Road Safety Travel Plan

The development hereby approved shall not be occupied until such time as a Road Safety Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of initiatives aimed at mitigating road safety issued along Thornham Lane and shall establish a timetable and mechanism for its review with the Local Highways Authority. The measures set out within the approved plan shall be implemented in full prior to the first use of the development and adhered to thereafter.

Reason: In order to ensure that the development does not give rise to unacceptable impacts to pedestrian safety in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

11 Travel Plan

The initiatives contained within the Travel Plan “St John’s CE Primary School Thornham Travel Plan April 2024” shall be implemented in accordance with the scheduling contained within the approved document and adhered to thereafter.

Reason: In order to ensure that the development encourages people to travel to the site by sustainable modes of transport and to ensure that the site will be provided with sufficient off-street car parking, in accordance with policies T1 and T2 of the adopted Rochdale Core Strategy, Policies JP-C3, JP-C6 and JP-C8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Statutory 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 the development of land in England is deemed to have been granted subject to the condition "(the 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 Metropolitan Borough Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed below are considered to apply.

Please see informatives and notes for further information in relation to the condition, exemptions, transitional arrangements, irreplaceable habitats and the effect of 73(D) of the Town and Country Planning Act 1990.

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:

Biodiversity Net Gain

Irreplaceable Habitat

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain

Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is

minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

The effect of section 73D of the Town and Country Planning Act 1990

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- i. do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and,
- ii. in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.