

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO	CASE OFFICER	DETERMINATION DATE
25/00045/REM	Nick Brookman	13 May 2025

Address: Land on Plot 3 of the South Heywood Masterplan, Off Pilsworth Road, Heywood

Proposal: Submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a Class B8 (storage or distribution) distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, landscaping, spur road and other associated works, pursuant to 22/01569/OUT.

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

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

DATE: 12 May 2025

SITE

The application site relates to an area referred to as Commercial Plot 3 of the South Heywood Masterplan (Referring to the development proposals approved under 16/01399/HYBR). It is an approximately 8.8 hectare parcel of land at the most westerly point of the masterplan, bound by Pilsworth Road and Heywood Distribution Park to the north and open fields to the east, west, and south.

Plot 3 is located in close proximity to the M66 Motorway which connects the immediate area with the M60 Motorway which is Manchester's orbital motorway and the M62 linking Liverpool to Leeds with connections to the M6 and M1 Motorway's.

The site currently comprises undeveloped agricultural land. The Public Right of Way HEY FP75 travels along (but outside of) the eastern boundary of the site.

The site features minor watercourses to the north and west of the site containing Brightley Brook and its Tributary. Utilities infrastructure is also present underground crossing the site, including gas and water mains.

The site lies on the rural urban fringe, however benefits from the existing permission 22/01569/OUT which sits alongside 16/01399/HYBR, and now forms part of the Places for Everyone Joint Development Plan as an allocated site known as JPA 1.1 Northern Gateway.

PROPOSAL

This application seeks consent for the submission of reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a Class B8 (storage or distribution) distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, landscaping, spur road and other associated works, pursuant to 22/01569/OUT.

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-J1	Supporting Long-Term Economic Growth
JP-J4	Industry and Warehousing Development
JP-S4	Flood Risk and the Water Environment
JP-C8	Transport Requirements of New Development
JP-C7	Freight and Logistics
JP-S1	Sustainable Development
JP-G6	Urban Green Space
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Adopted Rochdale Core Strategy (CS):

DM1	General Development requirements
SO1	To deliver a more prosperous economy
E2	Increasing Jobs and Prosperity
E3	Focus on economic growth corridors and areas
E4	Managing the release of land to meet future employment needs
SO3	Improving design, image and quality of place
P1	Improving image
P2	Protecting and enhancing character, landscape and heritage
P3	Improving design of new development
SO4	Promoting a greener environment
G1	Tackling and Adapting to Climate Change
G2	Energy and new Development
G4	Protecting Green Belt
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
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

Saved Policies of the Unitary Development Plan (UDP):

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

Greater Manchester Joint Minerals Plan

Policy 8	Prior extraction of mineral resources within Mineral Safeguarding Areas
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RELEVANT SITE HISTORY

22/01569/OUT - Outline application (means of access only) for the erection of a Class B8 (storage or distribution) development and associated works – Approved with Conditions on 10th November 2023.

16/01399/HYBR – Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m² Gross Internal Area(GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2500m² GIA which includes no more than 499m² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement) – Approved with Conditions on 31st March 2020

Further to the above permission a number of Non-Material Amendments have subsequently been granted: 20/00417/ANM, 20/00464/ANM, 20/00933/ANM, 20/01270/ANM, 20/01413/ANM, 20/01388/ANM, 21/00390/ANM, 21/01210/ANM, 22/00283/ANM, and 22/00500/ANM, and 23/00100/ANM. These amendments have covered a variety of non-material matters that have come about as the masterplan has progressed. These have included minor changes to the planning conditions and parameters plan, often dealing with matters prior to specific plots being brought forward through reserved matters.

CONSULTATION RESPONSE SUMMARIES

Highways and Engineering

The design and impacts of the development are all considered to be acceptable. No objection.

Environmental Health (Noise)

No further comments to make on Reserved Matters submission.

Environmental Health (Land Contamination)

No objection subject to condition.

Greater Manchester Ecology Unit (GMEU)

No response received.

United Utilities

Can confirm the drainage proposals are acceptable in principle. UU outline that detailed protection / diversion measures have yet to be agreed so the applicant is advised to continue discussions, consistent with the requirements of condition 9 and 16 of 22/01569/OUT. As part of these conversations regarding the wider development of the area should be considered holistically in regards to crossing or diverting the mains.

Environment Agency

From review of the revised/additional details provided by the applicant the EA are satisfied that their outstanding concerns regarding the proposed planning scheduled (removal of cotoneaster invasive) and riparian design of Brightley Brook (northern main river watercourse) and Brightley Brook Tributary (southern main river watercourse) have been sufficiently addressed via the additional and revised plans/drawings submitted.

The EA have no objection.

Lead Local Flood Authority/Drainage

No objection.

Rights Of Way Officer

No response received.

GMP - Design for Security

No response received.

The Coal Authority

On the basis that the Coal Mining legacy related issues as required by condition 8 of the outline planning permission are able to be addressed as part of a subsequent discharged of condition application, the Coal Authority has no objection to this application.

REPRESENTATIONS

Letters of notification were sent widely to surrounding neighbours and businesses, Site notices were displayed in the vicinity of the site and a notice placed in the local press.

No comments were received.

ANALYSIS

Principle of Development

Paragraph 85 of the NPPF requires that '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 principle of the development has already been established through the approval of outline planning application 22/01569/OUT.

Nevertheless, this application is a reserved matters (including Appearance, Landscaping, Layout and Scale) for the construction of a Class B8 (storage or distribution) distribution centre with ancillary office accommodation, gatehouse and access arrangements, car parking, HGV bays, sprinkler tanks and pump house, landscaping, spur road and other associated works, pursuant to 22/01569/OUT.

The proposed application site is sited within the Heywood / Pilsworth (Northern Gateway) allocated under PfE JPA 1.1. This proposal would contribute to the delivery of this allocation and contribute to the proposed 1,200,000 sqm of industrial and warehousing space across the wider allocation.

In accordance with Paragraph 7 of the NPPF, the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner.

This application would deliver a high quality sustainable development and as such, the proposal is in accordance with the relevant adopted Rochdale Core Strategy Policies, Places for Everyone Policies JP-S1 and the National Planning Policy Framework.

Appearance, Layout and Scale

Paragraph 131 of the NPPF states that *"the creation of high quality, beautiful and sustainable buildings is fundamental to what the planning and development process should achieve"*. Paragraph 135 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.

Additionally, paragraph 139 sets out that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

CS Policy P1 sets out that high quality design will be required in all new developments and CS Policy C3 requires new development to adhere to high standards of design, respecting context (scale, density, massing, height, layout). CS Policy DM1 states that all development proposals should be of a high quality design and take the opportunity to enhance the quality of the area.

This Reserved Matters application seeks approval for a B8 use distribution unit with ancillary office space, parking, landscaping and associated services. Overall there is therefore one industrial unit within the proposed layout and an associated gatehouse and office space.

Appearance

The proposed appearance of the development proposed echoes a similar form and palette of materials to the neighbouring Plot 1 scheme which obtained planning consents under applications 22/00787/REM and 20/01480/REM.

The main warehouse area will be clad in horizontally laid panels which will gradually lighten in grey tones from ground level up to top of parapet. In some areas, vertically laid black panels will break up the long façades. These pockets of darker cladding will run from ground level to a height which aligns with the top of the office block, creating continuity and a visual connection between the two main elements of the proposal. To create further continuity, vehicle loading doors will be coloured yellow to match the feature banding which addresses the offices and entrance area.

The yellow banding borders areas of curtain wall glazing to the office façades and highlights where the main entrance is located. The glazing runs in vertical rhythmic strips, providing visual interest and active frontage, whilst reducing the perceived massing of the building.

Opaque glass infill panels cover the floor construction whilst the glazing to the office areas runs from floor to ceiling in vertically orientated strips. The amount of glass is balanced to provide ample natural light while mitigating the risk of solar gain. Cladding in between the glass strips will also be vertically laid, matching pockets of cladding to the main warehouse for continuity and reinforcing the vertical language to the office areas which creates a sense of hierarchy and prominence.

The proposed materials, building profile and overall design of the proposed unit and associated gatehouse is in keeping with the prevailing character of the wider business park site.

Layout

The proposed principal access to the site is from Pilsworth Road and the proposed building is largely aligned parallel to this road.

Upon entering the site, lorry drivers drive straight on to access the service yard via a security gatehouse to the south of the building first of all where level access, dock levellers and lorry turning and parking spaces are provided. Similar facilities are provided on the north elevation of the building also, accessed via the proposed roadway running south to the rear of the building along to the east of the building.

A sprinkler tank, pump house and substation are proposed within the southern access yard while the bin store and compactor are to be located in the northern yard.

Staff and visitor car parking including accessible, electric vehicle, cycle and motorcycle spaces have been positioned on the west side of the Site, adjacent to the site entrance from Pilsworth Road for ease of access.

The building entrance is positioned at ground floor level with office accommodation on the first floor overlooking the car park providing passive security measures and an active frontage to both the site access and Pilsworth Road. The building and yards have been positioned to provide ample space for both the northern and southern watercourses, minimising engineering works. Adjacent to the entrance, a Padel Court is provided for the benefit of staff wellbeing.

The proposed development accords with the hybrid permission in that the building and its surrounding infrastructure are wholly within the area of the masterplan permitted for commercial uses and the layout is appropriately designed for the development proposed.

Scale

The height of the main warehouse has been designed in accordance with institutional standards, ensuring the building remains desirable for prospective tenants and offers modern day specifications. The roof pitch is set at a shallow angle of 6°, limiting the height as much as possible, and a parapet runs along the length of the perimeter to create a crisp finish to the building line. The overall height of the building from ground level is up to 23m, which is in accordance with the parameters set out in the approved new outline application for the land on Plot 3 (ref: 22/01569/OUT) and in keeping with the surrounding building types.

A sensitive mixture of colour and cladding types are carefully orientated to break up the long elevations and to reduce the massing of the building. To the northern elevation, the office accommodation is extruded from the main building envelope to create interest and respond aesthetically to Pilsworth Road.

The proposed development is broken down as follows in the schedule of accommodation:

Accommodation	Sqm	Sqft
Warehouse	29640	319045
Office (Ground Floor)	126	1356
Officer (1 st and 2 nd Floor)	2084	22432
Hub Office (North)	320	3444
Hub Officer (South)	320	3444
Gatehouse	28	300
Total	32518	350021

There would be 56 dock levellers and 8 level access delivery points have been provided which are split equally between the north and south elevations.

As a whole, the application site is approximately 21.81 acres (8.83ha) and the footprint of the proposed distribution unit is 32,518sqm resulting in an approximate site density of 37%.

Overall, the proposal involves the development of a single industrial unit and associated paraphernalia on an established industrial area on an allocated site and having regard to the location of the proposed development in this setting, it is not considered that the proposed scale of the building would be inappropriate.

Given the above, the proposals are considered to be in total accordance with the development parameters previously established at outline.

Summary

Overall, the building appearance, layout and scale provides a contemporary proposal that will set a high standard going forward with the remainder of the masterplan, with design choices that will not dominate the landscape and colour choices which create visual interest and break up the building's massing whilst being sympathetic to its setting. The development therefore accords with Core Strategy Policies P1, P3 and DM1, PfE and the NPPF.

Hard and Soft Landscaping

Core Strategy Policy G7 requires that sites and features of biodiversity and geodiversity importance are given full and appropriate recognition and protection and that opportunities for enhancing biodiversity and geodiversity will be supported. 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-G8 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.

When determining planning applications paragraph 193 of the NPPF sets out that if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused. Opportunities to improve biodiversity in and around developments should also be integrated as part of their design, especially where this can secure measureable net gains.

Whilst the approval of reserved matters are not within the scope of statutory biodiversity net gain as they are not themselves a grant of planning permission, the application is still subject to policies PfE Policy JP-G8 and CS Policy G7 insofar as providing a gain or enhancement in biodiversity.

In this instance, comments have not been received by GMEU, however they have been involved at outline stage and within the context of delivering the wider allocation area. Planning Officers are strongly supportive of the proposals and the wider intentions for a coherent scheme of green infrastructure throughout the masterplan which this scheme contributes to positively.

Amongst other matters, comments received from the GMEU as part of the original outline permission required:

1. The existing hedgerows to be retained and protected or compensation provided for their removal.
2. Watercourses to be retained and protected.
3. RAMS to be implemented during site clearance.

4. No site clearance during the optimum time of year for bird nesting.

The above measures have all been taken into consideration with the proposed development either through this application for reserved matters or by condition associated with the outline permission.

The application proposals for this reserved matters application are supported by a substantial landscaping package that has carefully considered how the proposals can be adapted to its setting and how the landscaping features can provide a multitude of important purposes for the development.

The proposed development allows for the delivery of a high quality contemporary landscape scheme along the site boundaries and access road into the site which includes the provision of avenue trees, native trees, shrubs, pre-planted coir rolls, aquatic planting, wildflower meadows, highway embankment and verge planting and wetland seed.

Additional formal planting is provided within the car park and adjacent to the workers entrance area by the main building entrance. This will create structured and attractive spaces that lead employees and visitors to key areas and provide legibility in the design.

Moving away from the formalised landscape areas, the proposals then give way to a more naturalistic planting scheme with substantial tree planting that is laid out in an informal way to differentiate from the structured areas. These naturalistic areas provide a different function in tying the proposals to the surrounding landscape character, offering native species with ecological benefits and providing a general softening of the character of the area.

The landscaping scheme is also a key feature in ensuring the site levels created by the development plateaus are treated sympathetically to reduce the visual impact of elevated areas. This point is especially considered to the northern and southern watercourses where the respected embankments will feature extensive planting to break up these spaces visually and provide screening of the proposed development.

Overall the scheme appears to have adopted a soft landscape led approach and the landscape proposals are a strong feature of the development with careful consideration given to the formal and structured areas within the access road and car park alongside the informal and naturalistic planting areas surrounding the unit and application site on all sides.

With regards to hard landscaping and boundary treatments, the application site will be bound by a 2.4m high black paladin fence. Lorry parking spaces will be built with proprietary wheel stops, a 1.1m high timber knee rail will be incorporated into the northern boundary of the staff car parking area and other ancillary barriers and manual gates will be incorporated into the scheme.

On the basis of the above, the landscaping proposals for the scheme are considered to be acceptable and in accordance with policies P1, P3 and Policies G6 and G7 of the adopted Core Strategy, JP-G8 of PfE, and the National Planning Policy Framework.

OTHER ANALYSIS

Highways, Access and Public Rights of Way

Access to the site will be via a new bell-mouth access created as part of Pilsworth Road enhancements and approved under Outline application (means of access only)

for the erection of a Class B8 (storage or distribution) development and associated works (22/01569/OUT).

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,

Policy JP-C7 of the PfE, states that we will support development that makes appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts, in accordance with Policy JP-C8.

Policy T2 of the Core Strategy requires developments to comply with the parking standards set out in Appendix 5 of the adopted Core strategy.

Public Right of Way Hey FP75 runs along the eastern boundary of the site but it would not be directly affected by the proposed development. The route is therefore to be maintained in its current location and the developer is reminded that the route of the footpath must not be obstructed by vehicles, machinery or materials.

Highways and Public Rights of Way were consulted on this application and they raised no objection subject to the addition of the relevant conditions. Accordingly, the proposed development is acceptable and would comply with DM1 and T2 of the Core Strategy, PfE and NPPF.

Drainage

Core Strategy Policy G8 requires that new development does not lead to any increased form of flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk and is itself well protected from flood risk and ensures prudent use of water resources.

Policy JP-S4 (Flood Risk and the Water Environment) of PfE expects developments to manage surface water runoff through sustainable drainage systems and development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.

The site is located within Flood Zone 1, having a less than 1 in 1,000 annual probability of flooding.

The Environment Agency were consulted on this application and following submission and review of revised and additional information, the Environment Agency are satisfied that this information has addressed outstanding concerns. The Environment Agency have no objection in principle to the grant of planning permission but they have recommended several general informatives of relevance for the development of the site.

The LLFA have no objection to the proposed development and United Utilities consider the drainage strategy to be acceptable in principle with other matters in relation to the water main diversion not material to this application and is instead controlled by conditions 9 and 16 of the outline permission.

As such, the development accords with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of PfE and the NPPF.

Land Contamination

Policy G9 requires that any risks associated with contaminated land are identified and addressed prior to development. In addition, the borough has been subjected to past coal mining activity, which has left a legacy. It is therefore important that ground conditions are fully considered by developers as part of new development proposals and, where necessary, appropriate remedial measures must be set out and implemented to address any issues of unstable land and ensure safety and stability of new development.

Paragraph 180 of the NPPF states that planning decisions should contribute to and enhance the local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability, and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The Council's Land Contamination Officer was consulted on this application and they recommended the imposition of a condition requiring the submission of a Phase 1 Preliminary Risk Assessment. However, it is noted that Condition 7 of the Outline Permission covered this with the need to submit an investigation and risk assessment prior to the commencement of development.

Accordingly, subject to compliance with Condition 7 of outline application 22/01569/OUT it is considered that the proposal would be in accordance with the requirements of CS policy G9.

Environmental Impact Assessment

The proposals brought forward through this reserved matters application remain within the development parameters set through the original Environmental Statement and conditions attached to 16/01399/HYBR, as subsequently amended through any Non-material amendments. The environmental impacts of the proposals do not exceed those assessed through the original Environmental Statement, nor have any new impacts been identified beyond the scope of the topics previously assessed.

Compliance with Conditions

The outline permission set out a small number of conditions which are required to be determined as part of the Reserved Matters Approval. This includes the following conditions:

Condition 6 – Finished Floor Level Drawings - The application was supported by detailed plans showing the finished site levels and finished floor levels which have been determined as acceptable, complying with this condition.

Condition 19 – Crime Impact Statement - The application was supported by a Crime Impact Statement and GMP were consulted on this application but they have not provided any comments. Nevertheless, Planning Officers consider the document acceptable and recommend that the development is built to the standards set out therein.

Condition 22 – Drainage - The application is supported by detailed drainage drawings. This information has been reviewed by the EA, LLFA and United Utilities and no objections in principle have been raised. The requirements of this condition have therefore be complied with and works should be undertaken in accordance with the approved documents.

CONCLUSION

It is considered that the details of appearance, landscaping, layout and scale of the proposals would provide for a high quality development that would meet the objectives of the masterplan. The proposed development would accord with the previous hybrid and outline permissions parameters. The proposals are considered to result in a sustainable form of development that would assist the allocation in coming forward for the proposed employment development.

The development would comply with the relevant policies of the Rochdale Core Strategy, Places for Everyone Joint Development Plan and the requirements of the National Planning Policy Framework.

RECOMMENDATION

GRANT, subject to the following conditions:

1. This approval relates to the plans and documents as listed within the document titled 'Updated Schedule of Submission Documents – 9th May 2025'

The development shall be carried out in accordance with these drawings/documents hereby approved.

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 and the National Planning Policy Framework.

2. No above ground works shall take place until full details and material samples of any external facing materials to be used on the proposed unit have been submitted to and approved in writing by the Local Planning Authority.

Development shall be carried out in accordance with the approved details thereafter.

Reason: To ensure a satisfactory standard of development and design quality in accordance with Core Strategy Policy P3 and the National Planning Policy Framework.

3. All proposed planting set out within the proposed landscaping plan drawings as set out under section 5.3 of the approved schedule of submission

documents, shall be carried out in accordance with the approved details within the first planting and seeding seasons following the completion of the development. Any trees, plants or shrubs which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

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 Policy G7 of the adopted Rochdale Core, Policies JP-P1 and JP-G2 of the Places for Everyone Plan and the NPPF.