APPLICATION NUMBER: 21/00052/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
21/00052/FUL	Mubeen Patel	7 July 2021

Address: Site of Tiger Taxis, Holland Street, Rochdale OL12 6TH

Proposal: Demolition of existing taxi booking office and construction of a replacement part single, part three storey building consisting of taxi booking office and storage at ground floor and two self-contained flats at first and second floor - Resub of 20/00789/FUL

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/a

CONDITIONS	**Pre-commencement conditions proposed?**	Y
	Pre-commencement conditions agreed (or notification period expired)?	Y

RECOMMENDATION	APPROVE

CHECKED AND SIGNED OFF BY: EH **DATE: 15 July 2021**

SITE

This application relates to a detached single storey building constructed of breeze block and a green metal sheet roof positioned on Holland street in Rochdale. The building is being used as a Taxi Booking office and is set back from highway providing a parking area in front. A 3m (approx.) retaining wall is positioned to the back and side boundaries of the site given the change in levels to the rear. The adjacent property to the east No.20-22 Holland Street is three stories high and is a HMO. To the south are high rise residential flats along College Bank Way whilst an overgrown area of land behind the retaining wall which is not in the ownership of the applicant is to the north and west.

The site is located within defined urban area and approximately 140m from the town centre of Rochdale to the east. Surrounding neighbouring properties consist of varying residential accommodation from high rise flats, HMOs, bungalows and traditional terrace dwellings

PROPOSAL

This application seeks permission for the demolition of the existing taxi office building and the erection of a replacement building which would be part single and part three stories high. The single storey element would provide private storage whilst the three storey element would provide for a taxi booking office at ground floor and two self-contained 1-bed flats of the first and second floors.

Each flat would provide a bedroom kitchen/living room and a separate bathroom. Access into the flats would be provided from the front of the building. The submitted site plan shows parking for two cars would be provided to the front with a bin storage area located close to the south eastern corner of the building.

The building itself would be 19.5m wide and have a depth of 9.2m. The single storey element would be 2.5m to eaves level and 3.5m in height to the ridge of the dual pitched roof. The three storey element would be 8m to eaves level and 11m to the ridge.

The application form submitted states that the building would be constructed of brick whilst the roof would be finished with tiles, the window frames would be of UPVC material. The hardstanding areas would be of tarmac.

AMENDED PLANS

Amended plans have been received after concerns were raised in relation to the window and door fenestrations to the front of the proposed building. The site plans also show bollards would be positioned around the entrance of the site to reduce inappropriate parking.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF) – February 2019

National Planning Practice Guidance (NPPG)

Rochdale Core Strategy (CS) Adopted October 2016:

DM1	General Development Requirements
P2	Protecting and enhancing character, landscape and heritage
P3	Improving design of new development
E2	Increasing jobs and prosperity

C1 Delivering the right amount of housing in the right places
C3 Delivering the Right Type of Housing
G9 Reducing the impact of pollution
T2 Improving Accessibility

Saved Unitary Development Plan (UDP) Policies:

G/D/1 Defined Urban Area

Supplementary Planning Documents (SPD):

Guidelines and Standards for Residential Development SPD

RELEVANT SITE HISTORY

83/D16109 - Change Of Use From Petrol Filling Station To Private Hire Booking Office And Depot – Approved.

90/D25022 - Single Storey Extension To Form Garage – Withdrawn

93/D29410 - Erection Of Single Storey Off-Licence Unit – Refusal

92/D27930 - Single Storey Private Hire Reception Building. – Approved.

20/00789/FUL - Demolition of existing taxi booking office and construction of replacement three storey building comprising of taxi booking office and storage on the ground floor and four self-contained flats on the first and second floors - Withdrawn

CONSULTATION RESPONSES

Env Health - Noise/Odours –

No objections to the proposal.

Environmental Control (Landfill Gas) -

APAS CODE CW041

Preliminary Risk Assessment

Prior to commencement of the development a Phase I Report (Preliminary Risk Assessment) must be completed to assess the actual and/or potential contamination risks at the site. The Phase 1 Report must be submitted to, and approved in writing by, the Local Planning Authority and shall include a desk top study, site walk over, conceptual model, basic hazard assessment and recommendation regarding the need or otherwise for further investigation and risk assessment.

Where the Phase 1 Report has identified potential unacceptable risks, a suitable investigation, risk assessment and remedial action shall be carried out in accordance with details and within a timescale to have first been submitted to and approved in writing by the Local Planning Authority.

In the event that contamination is suspected or found at any time when carrying out the approved development that was not previously identified, or contamination is caused, the Local Planning Authority shall be notified immediately and development affected and potentially affected by the contamination must stop. An investigation and/or risk assessment and/or remediation shall be carried out in accordance with an agreed process and within agreed timescales to have first been submitted to and

approved in writing by the Local Planning Authority. If contamination is not suspected, found or caused during development, this must be confirmed in a completion letter which is subject to the approval in writing of the Local Planning Authority

Highways and Engineering –

Tiger Taxi's currently operates from this location. We are familiar with the manner in which the business operates.

The applicant proposes changes to the site access but the proposed access is acceptable and in the same location. It would appear to meet the requirements of visibility for a road of this nature. I would ask for bollards around the access point to prevent vehicles parking. I would also request a contribution towards a traffic regulation order to prevent parking around the site access so the site access can remain unobstructed.

It is not uncommon for vehicles to rank on site at this location but the applicant has provided just 2 parking spaces for business and residential use. This is not enough.

Parking provision is too low for a taxi booking office and the residential development. The site is very well located within walking distance of a local centre and Rochdale Town Centre is within an acceptable walking distance. It is also true that buses run in close proximity with a bus stop on Spotland Road. Taxis will also be readily available for residents should they wish. A large formalised parking layby exists opposite the premises and whilst this is well used it is rare parking space is not available should it be required. The parking situation is not ideal but I do not believe I can sustain an objection to the proposals given the sustainable location. We must however by way of a TRO control where the vehicles associated with this business and residences park.

No changes are proposed to the road Layout.

Bollards must be provided around the access point along with a TRO to ensure the site can operate safely.

Without the proposed additions to the plans we do not believe this site can operate safely.

United Utilities –

No objections. Recommends conditions requiring agreement of a sustainable surface water drainage scheme, and foul and surface water to be drained separately.

RBC Drainage –

The existing site is being redeveloped in this Application. Thus the Authority and UU will expect to see reduction in site discharges of surface water from this site to the public combined sewer.

Two other options for reducing discharges to sewer are:

- Permeable tarmac with open-graded sub-base;
- Buried attenuation tank with discharge restricted to between 4 & 5 l/s via vortex flow control.

The Authority would expect to see one or the other of the above provided, at detailed stage, if this Application is granted.

United Utilities has suggested two Drainage Conditions to be applied. I suggest that the Planning Officer includes those in any Decision Notice that may be issued.

GMEU Trees – Response from application 20/00789/FUL still relevant;

No trees on, or close to, the application site are specially protected, and none are considered to be of such value as to be worthy of protection by a TPO.

The immature trees immediately to the rear of the existing taxi offices which will be lost to the scheme are not considered to be particularly worthy of retention or replacement, but there are two semi-mature broadleaved trees on the immediate western boundary of the site which will be affected by the scheme and which should be retained and protected if at all possible.

It is not entirely clear whether these trees will be capable of retention because the current application does not provide details of the necessary retaining structures which will likely be required to construct the new apartment block, although currently I would consider that it would be possible to retain these trees by using root protection measures and some facilitation pruning. If it turns out that it is not possible to retain the trees then replacements should be sought.

Condition for tree protection is recommended.

Greater Manchester Fire Service

The above proposal should meet the requirements for Fire Service access.

REPRESENTATIONS

Letters of notification were sent to surrounding neighbours, no observations have been received.

ANALYSIS

Principle of development

The application site is within the Defined Urban Area as allocated under the Rochdale Unitary Development Plan. As such policy G/D/1 is relevant to any applications on the site and this establishes that development should be located in the urban area so as to support urban regeneration and protect the countryside.

In terms of the taxi Booking Office and Storage Area, Core Strategy policy E2 is relevant and this establishes that the Council will ensure a sufficient supply of land, buildings etc to support the creation and retention of successful businesses. In addition, Paragraph 80 of the NPPF states that 'planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt'. It goes on to require that significant weight is afforded to the need to support economic growth and productivity through the planning system.

The most relevant policy for the residential units is C1 of the Core Strategy which establishes to;

- Maximise the potential of previously developed sites, including empty homes and buildings within the urban area to achieve a target of 80% of new housing of previously developed land; and
- Ensure that sites are sustainable with good access to local services, facilities, green infrastructure, shops, jobs, schools and public transport.

Policy C3 of the core strategy is also relevant and its aims are to;

- Ensure new development provides housing types that take account of local needs and aspirations;
- Promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character;

The Taxi booking office as existing operates at the site and this use would be retained within the new building. The storage area would be let out to local businesses or individuals and given its size would not result in an intensive use, In accordance with these policies a development of this type would support the existing needs of local businesses. The surrounding area is characterised by a number of commercial and retail units, and it is considered that the introduction of units for the storage of products/materials would be an appropriate development at this site.

In respect of residential policies, the area has a number of residential buildings surrounding the site and therefore residential is considered as a complimentary use to the existing character of the area and is located in a sustainable area with good access and facilities and which makes efficient use of the land whilst delivering an appropriate use for the site. However, consideration is still required into the remaining material factors, these being amenity, design, highway safety and the environment.

In light of the above it is considered that the principle of providing residential units at the application site is acceptable. As mentioned, consideration is still however required into other material considerations.

Visual amenity

Policy DM1 of the Core Strategy states that all development proposals will be expected to demonstrate that they are of high quality design and take the opportunity to enhance the quality of the area, in addition to requiring a number of other basic planning considerations.

Paragraph 127 of the revised National Planning Policy Framework states that 'decisions should ensure that developments will function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping'. Policies P2 and P3 of the Core Strategy set out a requirement for good design, improved image and protection and enhancement of character, landscape and heritage.

The proposed building would be part single and part three stories high. The ridge of the roof would align with that of the neighbouring property No.20-22 Holland Street to the east. Due to the depth of the buildings, the eaves of these properties would not align, however it is not considered to be detrimental to the character of the area given the separation distance of 14m between them and design differences of surrounding buildings.

Concerns were raised by the Council in relation to the window and door fenestrations of the building which did not align well. However, amended plans received show the ground floor door openings to be aligned under upper floor windows to improve its design and provide symmetry. The side eastern side elevation of the first and second floors would include a window each which would break up the amount of walling, and although only two windows are proposed on the rear elevation, a large portion of this elevation would be obscured by the land levels when viewed from clover Street, whilst the use of the windows (non habitable rooms) would ensure that the land to the rear does not become sterilised in future by virtue of this proposed development.

The building would be finished in render, with similar styled upper floors to that of the 20-22 Holland Street, whilst the ground floors would have doors with large side windows as intended for the proposed commercial uses. Windows at ground, first and second floor levels to the front would have a vertical emphasis and would be well proportioned to reflect the neighbouring buildings as closely as possible. the materials proposed would match those of the neighbouring building. Bollards are to be located adjacent to the highway in front of building and are considered acceptable in this location providing a physical barrier between the highway and the site.

Given the details, it is considered the proposed building would appear acceptable to the site and visual amenity of the area and street scene which consists mainly differing taller retail/residential buildings. Furthermore, the external appearance and scale of the building would be appropriate and proportionate for this site and is considered to be acceptable.

Notwithstanding the details submitted, a condition should be attached to any approval for the materials of both the proposed building and bollards to be submitted to and approved by the Council in order to maintain an acceptable visual appearance of the building and character of the area.

In light of the above, the proposal would result in no undue harm to visual amenity and would improve the overall character and appearance of the area and the street scene subject to the adherence of conditions. The application would therefore accord in this regard with policies DM1 and P3 of the adopted Core Strategy and the NPPF.

Residential amenity

Policy DM1 of the adopted Core Strategy states that all development proposals should be compatible with surrounding land uses and should not adversely affect the amenity of residents, in addition to requiring a number of other basic planning considerations.

Policy G9 of the Core Strategy sets out that the Council will seek to reduce all forms of pollution by requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution.

It has already been established that the principle of providing both the commercial uses residential accommodation at the site are acceptable. The area is established as mixed use, in close proximity to the town centre of Rochdale, and the proposal would therefore be in keeping with existing land uses around the area. It is however important to ensure that the proposal would not impact unduly on matters such as noise and other pollution effects, with regards given to the impact of each flat within the building and commercial uses as well as the impact of the development upon existing surrounding properties.

To assess the above, consultations have been undertaken with the Council's Public Protection Officers relating to noise, and they have confirmed no objection to the application. The Planning statement submitted states that the taxi booking office has drivers that are self-employed who rent radios from the office and only return to the site once per week to pay radio rental fees. In addition, it states that the taxi booking office would not be used as a rank. The storage space is considered to be of a less intensive use and would not be directly above the proposed flats. As such suitable internal noise levels would be achieved ensuring future residents are adequately protected from unacceptable levels of noise.

In respect of other matters, it is important that the development provides adequate space about buildings, with paragraph 5.2 of the Councils SPG 'Guidelines and Standards for Residential Development' recommending that a minimum separation

distance of 21 metres should be provided between principal elevations of opposing dwellings and a distance of 14 metres between principal and secondary elevations. Where these separation distances cannot be achieved proposals should be "compatible with the density and character of surrounding development".

Assessing the proposal it is considered that there would be no concerns regarding the distance to the front, rear and western side elevations of the building, with the development facing onto the proposed car parking area which would serve the site, and beyond this, Holland Street, open space is provided to the rear and sides. In terms of the eastern elevation, the proposed flats at first and second floor would have two windows in its side elevation facing the HMO which has multiple room's facing the proposed development. However, the proposed windows would be for the kitchen area of the flats and therefore the 14m distance between these elevations would meet the guidance provided in the Councils SPD.

With regard to the living conditions of future occupiers of the property, it is noted that each habitable room within the building would be provided with natural light and ventilation, with an outlook to the streets on the front. Each property would have its own WC and washing facilities.

A bin storage area would be provided to the front of the site. This is considered acceptable where no other suitable space is available within the site. Given bins would be viewed from public vantage points, a bin store should be provided to secure the bins in their proposed area and retain visual amenity by way of condition.

In light of the above, it is considered that the development would provide adequate space about buildings, so as to protect future residents from any excessive levels of overshadowing and/or loss of privacy and a good standard of living accommodation. The application is therefore acceptable in this respect and would meet with the expectations of Policies DM1 and G9 of the Rochdale Core Strategy, along with the relevant requirements of the National Planning Policy Framework.

Trees

Policy G6 of the Core Strategy states that we will expect development proposals and other proposals affecting green infrastructure to avoid the loss of existing urban greenspace or features e.g. trees unless suitable alternative provision is made, it has limited value, and its development or change of use will help to meet other sustainability or local regeneration objectives. Policy G6 also requires the replacement of trees at a ratio of 2:1.

There are no trees on, or close to the application site that are specially protected, and none are considered to be of such value as to be worthy of protection by a TPO.

The immature trees immediately to the rear of the existing taxi office which would be lost to the scheme are not considered to be particularly worthy of retention or replacement, but there are two semi-mature broadleaved trees on the immediate western boundary of the site which will be affected by the scheme and which should be retained and protected.

Given the information provided it not clear whether these trees would be capable of retention because the current application does not provide details of the necessary retaining structures which will likely be required to construct the proposed building. GMEU Trees have stated that they consider that it would be possible to retain these trees by using root protection measures and some facilitation pruning. However, if this is not possible then replacements should be sought on a 2:1 basis.

As such a condition would be attached to any approval requiring a scheme to be submitted for the protection of the retained trees, including a tree protection plan(s) (TPP) and an arboricultural method statement. A landscaping plan would also be required for replacement tree planting if trees have to be necessarily removed.

Therefore, for the above reasons, it is considered that the proposed development would result in sufficient scope for mitigation of the harm to amenity. As such, it can be concluded that the requirements of Core Strategy policies G6 which asks for suitable alternative provision to be made for the loss of trees are given full and appropriate recognition and protection.

Highway Safety

Policy T2 of the adopted Core Strategy relates to accessibility and Policy DM1 requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided.

The site currently is in use as a taxi booking office and has been for a number of years; however, the proposed development would be more intensive in use by way of two residential units and the proposed storage space. In addition, the number of car parking spaces would be reduced at the site from the current four down to only two. Although, it should be noted that the way in which the Taxi Booking Office operates, taxis would not visit the base as they are operated using an app and controlled via telephone or remotely. As such the demand for parking in and around the site is significantly reduced.

In addition to the above, the site is located very close to the town centre and therefore in an accessible location. The information submitted shows the proposed two car parking spaces provided to the front of the property would be available for the residents of the flats, a condition would be attached to any approval ensuring these parking spaces are retained as such. Given the accessible location, and the way in which the taxi booking office operates, this is considered sufficient provision for a development of this size in a location as sustainable as this (close to the main town centre and on a bus route); as such the amount of parking provided is considered acceptable.

The highways officer has been consulted and states that just two car parking spaces proposed is very low for the type of development. The highways officer goes onto state that the site is very well located within walking distance of a local centre and Rochdale Town Centre is within an acceptable walking distance and that Taxis will also be readily available for residents should they wish. In addition a large formalised parking layby exists opposite the premises and whilst this is well used it is rare parking spaces are not available should it be required.

Amended plans have been submitted to show bollards provided around the access point to ensure the site can operate safely without dangerous and inconvenient parking. The proposed access would be retained and is acceptable and meets requirements in terms of visibility. The Councils highways officer has also stated that a Traffic Regulation Order (TRO) should be agreed with the Councils Highways department to control where vehicles associated with the business and residents would park to ensure no severe impacts result to the highway by way of this development.

Bin storage would be provided along its frontage where refuse would also be collected. Further details of the materials and design are required and a condition would be attached.

Given the details, it is considered the proposed development can safely be provided without resulting in harm to pedestrian and highway safety. The application is as such acceptable and would accord with policies T2 and DM1 of the Core Strategy and the NPPF.

RECOMMENDATION – Approve subject to condition

1 The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2 This permission relates to the following plans:-

Location Plan 1:1250
Existing Site Plan and Elevation Plan Drawing No1583A/1
Proposed Floor Plans, Drawing No.1583/2
Proposed Floor Plans, Drawing No.1583/3 – received 03/06/2021
Proposed Elevations and Site Plan, Drawing No. 1583/4 – received 03/06/2021
and the development shall be carried out in complete accordance with these drawings hereby approved.

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

3 Notwithstanding any description of materials in the application, no above ground works shall take place until samples or full details of all materials to be used on the external surfaces of the building and boundary walls have been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the window heads on the front, side and rear elevations shall be stone with angled edges as shown on the approved plans. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

4 No above ground works shall take place until full details of the windows and doors, including sections at a scale of not less than 1:20 to demonstrate: the longitudinal and cross-sectional detailing, depth of recess, cill and lintel detailing, and means of opening together with any finished treatment and depth of reveals, including samples if so required, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved details and thereafter so maintained.
Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

5 No above ground works shall take place until full details of the construction and design of a refuse recycling/bin store has been submitted for the written approval of the Local Planning Authority. The duly approved facility shall be provided and made available for use before the first occupation of any part of the development hereby approved.

Reason: To ensure the provision of satisfactory and secure facilities for storage of refuse and in the interests of visual amenity in accordance with policy P3 of the Rochdale Unitary Development Plan.

6 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987, (as amended) and the Town and Country Planning (General Permitted Development) (England) Order 2020 or any equivalent Order following the amendment, revocation and re-enactment thereof, the storage unit hereby approved on the ground floor shall only be used for storage within use class B8, and for no other purpose.

Reason: In order to safeguard the amenities of occupiers of surrounding properties, and in compliance with Policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

7 No site preparation, delivery of materials or construction works, other than quiet internal building operations such as plastering and electrical installation, shall take place other than between 08:00 hours and 18:00 hours Monday-Friday and between 09:00 hours and 14:00 hours on Saturdays.

Reason: In order to safeguard the amenities of occupiers of surrounding properties during the course of construction of the development and to limit the potential for unacceptable noise and disturbance at unsocial hours in accordance with the requirements of Policy G9 of the adopted Core Strategy and the National Planning Policy Framework.

8 No development shall take place until a scheme for the design and construction of 'hard' landscaping treatment and marking out of the access to the site and the parking spaces shown on the approved plans has been submitted to and approved in writing by the Local Planning Authority. Such a scheme shall include details of the proposed surface treatment of the parking areas, paths or other hard-surfaced areas and any furniture, (including any benches, lighting columns, bollards and gates etc). The approved scheme shall be fully implemented before any of the uses hereby approved are first brought into use and retained thereafter.

Reason: To ensure safe and convenient access and parking arrangements in accordance with policies DM,1 and T2 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

Reason for pre-commencement condition: This application proposes to develop the site. This condition would ensure safe development of the site in the interest of future occupiers, and to prevent pollution of the water environment.

9 No development shall take place until a site investigation and risk assessment (in addition to any assessment provided with the planning application) has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall include:

i) a survey of the extent, scale and nature of contamination
ii) an assessment of the potential risks to:
o human health,
o property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
o adjoining land,
o groundwaters and surface waters,
o ecological systems,
o archaeological sites and ancient monuments;
iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.
The development shall thereafter be carried out in full accordance with the duly approved remediation strategy and a verification report submitted to and approved in writing by the Local Planning Authority before any of the building(s) hereby approved are first occupied.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy G9 of the adopted Rochdale Core Strategy, saved Policy EM/8 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: This application proposes to develop the site. This condition would ensure safe development of the site in the interest of future occupiers, and to prevent pollution of the water environment.

10 No development shall take place until a foul and surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions and inclusive of how the scheme shall be managed after completion, has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, foul and surface waters shall be drained on separate systems and the surface water drainage scheme shall accord with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To ensure the appropriate disposal of foul and surface waters and to manage the risk of flooding and pollution in accordance with Policy G8 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage is an early activity in the construction process and it is in the interest of all stakeholders to ensure that an acceptable scheme is agreed before development commences on site.

11 No development shall take place until (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) have been submitted to and approved in writing by the Local Planning Authority. The TPP and AMS shall inlclude:

a) Locations of retained trees and root protection areas of these trees.
b) A specification for protective fencing to safeguard retained trees during demolition, groundworks and construction phases and a plan indicating the location and alignment of the protective fencing.

c) Methods of demolition and/or ground clearance which may be required within the root protection areas (RPA as defined in BS 5837: 2012) of the retained trees.

d) Details of any required construction within the RPA or that may impact on the retained trees.

e) A full specification for the installation of boundary treatment works which may affect trees.

f) Details of any proposed no-dig specifications and the extent of the areas of any roads, parking areas and driveways to be constructed using a no-dig specification.

g) Specifications for any required ground protection within tree protection zones.

h) Methodology and detailed assessment of any required root pruning

Any trees removed necessarily shall be replaced at the site at a ratio of 2:1. Full details of the planting plans, specifications and schedules (including planting size, species and numbers/densities), existing plants / trees to be retained and a scheme for the timing / phasing of implementation works shall be submitted to and approved in writing by the Local Planning Authority.

Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: In order to protect the existing trees at the site in the interests of the amenities of the area and in accordance with Policies G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Preparatory and ground works have the potential to damage trees and therefore protective measures must be in place before any development takes place.

12 The car parking area shown on the approved plans shall be constructed and marked out in accordance with the details shown, concurrently with the construction of the building hereby permitted and shall be made available for use before the building is first occupied and retained for Use as a car park thereafter, unless otherwise approved in writing by the Local Planning Authority. The two car parking Spaces shown on approved plan 'Drawing No. 1583/4 – received 03/06/2021' shall be used exclusively by the residents of the approved flats and retained for that use thereafter.

Reason: To ensure safe and convenient access and parking arrangements in accordance with policies DM,1 and T2 of the adopted Rochdale Core Strategy and the requirements of 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 Fire Service strongly supports the installation of domestic sprinkler systems as a positive measure to protect persons. At a small cost occupants' can be given the reassurance of a high level of protection. All developers should positively consider the viability of installing domestic sprinkler systems. The access requirements for a dwelling fitted with an approved sprinkler system can deviate from the required standard detailed above, further consultation will be required.

Report Author Mubeen Patel