

## DELEGATED DECISION CHECKLIST AND REPORT

| APPLICATION NO. | CASE OFFICER     | DATE            |
|-----------------|------------------|-----------------|
| 23/00119/FUL    | Rosalind Gralton | 10 October 2023 |

**Address:** Sandbrook Park, Sandbrook Way, Rochdale, OL11 1RY

**Proposal:** Erection of a drive-thru coffee shop (Use Class E) unit with car park, landscaping and associated works.

|           |                            |   |                       |     |
|-----------|----------------------------|---|-----------------------|-----|
| PUBLICITY | Weekly list expired?       | Y | Site notice expired?  | N/A |
|           | Neighbour letters expired? | Y | Press Notice expired? | N   |

|            |                                                             |   |                                        |   |
|------------|-------------------------------------------------------------|---|----------------------------------------|---|
| 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?                                | N |
|            | Pre-commencement conditions agreed (or notification period expired)? | N |

|                |                               |
|----------------|-------------------------------|
| RECOMMENDATION | APPROVE SUBJECT TO CONDITIONS |
|----------------|-------------------------------|

CHECKED AND SIGNED OFF BY: RG

DATE: 27 October 2023

## **SITE**

The site relates to a triangular parcel of land within Sandbrook Park. The site currently comprises of 48 parking spaces.

The site is adjacent to a Subway, McDonalds, Pizza Hut and Pink Drips Dessert Bar. The site is located in the defined urban area (Policy G/D/1) and has no other policy designations.

## **PROPOSAL**

Planning permission is sought for the erection of a Starbucks Drive Thru Unit within Sandbrook Park Retail Park. The Unit would be called 'Unit H' and would be 171sqm (1840sqft). A Utility Yard would be incorporated to the northern side, 27.5sqm (296sqft) in size. The plot is triangular in shape.

The proposed building would be one storey with a flat roof design, with cypress timber and cream coloured vertical cladding. A tower feature would be sited centrally on the roof with signage signalling the Drive Thru feature. One canopy would be located over the collection window along the western side. One single order point and two menu boards are proposed. An external seating area would be located adjacent to the entrance on the eastern side. A loading bay and a waiting area would be located to the north of the site. Planters would be located across the site with areas of soft landscaping.

The drive thru service would allow vehicles to access and enter from the northern side of the site and exit by completing a U around the building. The order point, mounted menu board would be located on the southern side of the building, with collection windows located on the western side. Vehicles would exit from the western side of the site. Parking for vehicles would be located in the south western corner of the triangular plot.

Tarmac would be proposed on the vehicle path. Marshalls conservation paving in a charcoal colour would be concrete finish kerb. Proposed external materials include curtain walling, aluminium frame door and stone grey, umbra grey coloured cladding.

17 car parking spaces are proposed including 2 disabled spaces and 4 Electric vehicle charging points. 3 bicycle stands (maximum of 6 cycles) would also be included within the site. Pedestrian crossing points would be sited across the site.

The proposed hours of opening would be 06:00 – 24:00, as stated within the submitted Sequential Test and Design and Access Statement. It is not specified how many jobs would be created.

The proposal would result in a net loss of 31 parking spaces.

## **RELEVANT PLANNING POLICY**

### **National Guidance**

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

### **Adopted Rochdale Core Strategy (CS):**

SO1 – Delivering a more prosperous economy

E1 – Establishing thriving town, district and local centres  
E2 – Increasing jobs and prosperity  
E5 – Encouraging the visitor economy

SO2 – Creating successful and healthy communities  
C6 – Improving health and well being  
C8 – Improving community, sport, leisure and cultural facilities

SO3 – Improving design, image and quality of place  
P1 – Improving image  
P3 – Improving design of new development

SO5 – Improving accessibility and delivering sustainable transport  
T1 – Delivering sustainable transport

DM1 – General development requirements

Unitary Development Plan (UDP):

**G/D/1 – Defined Urban Area**

### **RELEVANT SITE HISTORY**

16/01284/FUL - Part demolition of the former B&Q Unit and subdivision to create two retail units (use class A1) and one leisure unit (use class D2); Erection of a drive-through cafe/restaurant unit (use class A3) and hotel (use class C1) within the car park together with associated car parking, landscaping and other works/improvements – Grant 06/07/2017

96/D33433 – Landscaping of site of non-food retail and leisure development including alterations to water course and footpaths – Grant permission subject to conditions 22/10/1996

96/D32931 - Erection Of Non-Food Retail Store Fast Food Outlets Leisure Facility Including Multi-Screen Cinema Games Arena Bowling Alley And Theme Pub – Grant 28/05/1996

93/D30059 - Erection Of Non-Food Retail Store Fast Food Outlets Hotel And Leisure Facility Including Multi-Screen Cinema And Ten Pin Bowling – Grant 20/04/1995

### **CONSULTATION RESPONSES**

#### Strategic Planning

*'The applicants have submitted a Sequential Assessment in support of the application prepared by Stantec dated 16.08.23.'*

*'On review of the submitted information there is no objection to the principle of development from a Strategic Planning perspective, subject to other material considerations.'*

#### Highways And Engineering

First Response:

*'This application is supported by a Transport Statement (TS) prepared by Vectos which will be the main basis of Highway comments.'*

*The application site is not in a particularly sustainable location with public transport links remote from the overall site itself and there appears to be a high car dependency for visits to the site. We do accept that the sites uses, retail and leisure, generate a high number of shared trips to the site which may reduce the impact on highway capacity and parking demand.*

*The site has an existing access from the adopted highway network at junction of the A627M and Edinburgh Way and this junction currently operates within capacity. When considering the impact of the previous application for Sandbrook Park (16/01284) which included a drive through Coffee Shop and its traffic generation, Highways raised no object on highway or junction capacity grounds.*

*The proposed development would result in reduced car parking for Sandbrook Park as a whole with the loss of 31 spaces taking the total down to around 681 spaces. We do note that the car park on which the development stands has on occasion not been fully utilized, potentially because it is remote from other outlets on the site. Development proposals include the provision of 17 parking spaces and although this is slightly below Council standards we find this acceptable. Proposals also include disabled and cycle parking and 4 electric vehicle charging points.*

*We therefore find that the proposed parking provision for the development is acceptable.*

*We have accepted the amount of car parking provided however it would appear that 5 spaces would be unavailable when the site is serviced which raises a number of concerns. The swept path analysis of a 11.3 metre service vehicle provided within the TS shows that these vehicles will service the development directly off the Sandbrook Park access road in a shared parking and service bay and there is no supporting information on how this will operate. When there are customers parking within this area service vehicles will have to park on the access road interrupting circulating traffic around Sandbrook Park. Alternatively when service vehicles are in this area customer parking will be reduced to 12 spaces which is substantially below Council standards and has the potential to displace customer parking onto the access road again interrupting circulating traffic. It is clear from the submitted plans that service vehicles cannot enter the development site and would have no alternative than to service the building directly from this shared bay on the access road*

*Although the internally access roads are not adopted highway there are likely to be a number of vehicle movements circulating around the internal access roads. In this immediate location there are no segregated footways for pedestrians and vehicles parked on the access road may increase difficult vehicle manoeuvres with pedestrians likely to be within the carriageway.*

*At this stage we cannot support the proposed servicing arrangements.*

*The TS proposes a reliance on an existing Travel Plan for the previously approved Sandbrook Park development 16/01284. It may have been beneficial for this application to provide an updated Travel Plan to accommodate current advice and changes to the connecting sustainable highway network.*

*The TS has forecast trip rates for the proposed development which we can say are acceptable and as stated previously we would expect a number of these trips to be shared and not primary trips. We therefore raise no concerns regarding that the traffic generated and the impact on highway and junction capacity.*

*At this stage Highways cannot support this application until the servicing arrangements for the proposed development have been addressed.'*

Second Response:

*Thank you for your comments to the issues Highways have raised regarding the above application.*

*Our preference would be the provision of a dedicated loading bay to service the proposed development. The layout of Sandbrook Park and the overall provision of its car parking spaces means that we could accept the loss of the 5 parking spaces required to provide a dedicated loading bay*

*In response to how the loading bay is managed and the proposal to put out cones by staff when deliveries are scheduled. Whilst this may be common practice in other locations delivery times are difficult to control via a planning condition as prompt delivery times cannot be fully guaranteed. This is also applicable when trying to control the size of vehicle servicing the site although the size of the vehicle used for the swept path analysis may be appropriate for the proposed use.*

*The access roads around the application site are not adopted highways they do however accommodate a high number of public vehicle and pedestrian movements therefore the impact on safety of users must be considered, therefore at this stage a Service Management Plan may not be appropriate.*

*[...]*

*Although the parking provision for the development is likely to be below current parking standards our preference would be for the provision of a dedicated loading bay. If this bay could be provided we would be more likely to support this application.*

*The proposed loading bay must be is available at all times which may require the provision of parking restrictions such as collapsible bollards signs and road markings etc., any proposals could be submitted for approval. If the loading bay were to be available at all times this would address our previous concerns regarding servicing directly from the access roads and the issues that would create.*

Third Response:

*The amended plans now submitted, which now includes a dedicated loading bay, would alleviate previous Highway concerns and we are likely to support this application.*

#### Environmental Control (Landfill Gas)

The Council's Environmental Protection Officer was consulted and their comments are as below:

*The supplied PRA and recommendation for an investigation is acceptable, suitable condition:*

APAS CODE CW042

#### *Site Investigation and Assessment*

*Prior to commencement of the development an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be*

produced and shall have been first submitted to and approved in writing by the Local Planning Authority before development commences. The report of the findings must include:

- i) a survey of the extent, scale and nature of contamination
- ii) an assessment of the potential risks to:
  - human health,
  - property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
  - adjoining land,
  - groundwaters and surface waters,
  - ecological systems,
  - archeological sites and ancient monuments;
- iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s)

The development shall thereafter be completed in full accordance with the approved recommendations.

#### Lead Local Flood Authority/Drainage

The Council's Drainage Engineer was consulted and their comments are as below:

*'I have looked at the details submitted for the Drive-by coffee shop at Sandbrook Park. The new building will be placed over existing tarmac. In redeveloping, an Applicant should aim to provide 50% rainfall runoff reduction. The new building roof will generate less than 5 l/s so there is no point in asking for flow control, because 5l/s is the minimum control that can be applied (otherwise the orifice on the outlet pipe could block).*

*There will be no observable difference between requesting flow control of 5 l/s, or allowing the developer to make a direct connection from roof drainage to the site's existing drainage system, without any flow control.*

*Therefore, since Building Control will monitor drainage connections, I see no need for a Drainage Condition to be applied to this application.'*

#### United Utilities

Recommended condition secured to decision notice. Informative attached with full response.

### **REPRESENTATIONS**

31 representations are received. All were in objection to the scheme.

Concerns raised are summarised below:

- Already a Starbucks in Rochdale 0.7miles away
- Sandbrook park is already busy at peak times with queues
- Existing coffee shop on the retail park
- Traffic already busy
- Impact on neighbouring residents and young kids parking in the car parks
- Will add to congestion
- Endanger pedestrian with further development
- Impact on noise pollution
- Impact the aesthetic appeal of area
- Reduction of spaces

- 3 drive thru businesses already
- Increased risk to pedestrians including young children
- Emergency access impacted by traffic building up
- Air pollution and health and wellbeing of residents
- Negative impact on existing businesses
- Job losses elsewhere
- Harm characters area and natural beauty of surrounding park
- Litter and waste
- Anti-social behaviour in car parks
- Rats
- Impact on adjacent neighbours
- Increase accidents
- Significant loss in parking spaces
- Most users travel to the park via car

Officer Response: The impacts of traffic and removal of the car parking spaces, along with the visual and residential amenity including noise, litter, light and odour pollution is considered in the analysis section of the report.

## **ANALYSIS**

The application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP). New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside. The site is not identified under any other policy designations, and is not within a local centre, linear commercial area or a Town Centre.

Policy E1 of the Rochdale Core Strategy states *'In considering proposals for main town centre uses we will: a. Require the application of the sequential approach, where the application site is not in an existing centre and not in accordance with an up to date development plan;'*

As the proposed use falls under a main town centre use as defined within Annexe 2 Glossary of the National Planning Policy Framework. On the basis the proposal is for a main town centre use in an out of centre location, the applicant is required to undertake a sequential assessment as main town centre uses should be located firstly within the town centre. The Framework states that when considering out of centre proposals, preference should be given to accessible sites that are well connected to the town centre, and both applicants and local planning authorities should demonstrate flexibility on issues such as format and scale.

The applicant's originally submitted Planning and Retail Statement considered that the proposals demonstrated specific locational requirements which justified the sequential assessment failing to consider sites in sequentially preferable areas. This stated locational requirement was simply to be within the retail park to serve users of the park. Officer's do not accept this as a robust justification in line with PPG as it would appear antithetical to the purpose of the sequential test for applicants to be able to simply state that any main town centre use only wished to serve an out of centre location instead of a defined centre. Whilst the use may be considered ancillary to the wider park, it remains an out of centre location and cumulative additions to the park which may be ancillary will still have potential impacts on the vitality and viability of defined centres.

Subsequently, on further request by officers, the applicant has undertaken a sequential assessment in support of the application. The assessment sets out requirements for the proposal demonstrating a degree of flexibility by adopting a site

area range of 0.16ha to 0.25ha. The assessment sets out that the Starbucks Business model is predicated on proximity to a major trip generating use. Officers would note the purpose of a sequential assessment is to identify sites within defined centres or where sustainably located, edge-of centre or out-of-centre locations which inherently comprise linked trip generating uses. The assessment is also only considered on the basis of the use applied for, the specific end user is a material consideration but the preferences of an individual business cannot negate the need to demonstrate flexibility in format.

The submitted assessment identified and considered 6 sites. The assessment demonstrates that none of the sites meet all three tests of being available, suitable and viable. Officers accept the findings of the sequential assessment and consider that the test has been met.

Whilst the proposals fall significantly under the Impact Test thresholds set out within the Core Strategy and thus do not require a standalone assessment, officers have considered whether there is likely to be significant adverse impacts on any defined centres. The application proposals would largely serve as a complementary use for users of the park as a leisure destination. Trade draw for the unit would primarily be drawn from other facilities within the park itself. Any other trade drawn from defined centres in the local area would not be significant and thus would not have a significant adverse impact on the vitality or viability of those centres.

The application site is located within the existing site of Sandbrook Retail Park, accessible by car, a 12 minute walk from bus stops on Manchester Road, and is within close proximity to residential properties located within Milkstone and Deeplish ward, with pedestrian pathways into the site.

For the reasons above the proposed development is acceptable in principle in accordance with the Framework and the Rochdale Core Strategy.

### Highways

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. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework states that 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.

The Council's Highways Engineers were consulted on the application and, following submission of amended plans, a dedicated loading bay is included within the plans and considered acceptable in highways terms regarding the servicing of the unit. The proposal would result in a net loss of 31 parking spaces. While the proposed parking of 17 spaces is noted as less than Council requirements, it is however considered acceptable in the context of the site of the wider Sandbrook Park development.

The proposals would not affect the access into the retail park from the A627. No conditions are proposed and no objections are raised from the council's highways officers. It is considered the proposal is compliant with Policies DM1 and T2 of the adopted Core Strategy and the National Planning Policy Framework.

### Impact on Character and Appearance

Policies DM1 and P3 of the Council's adopted Core Strategy requires development proposals to demonstrate high quality design. In addition, paragraphs 126 and 130 of the National Planning Policy Framework (NPPF) state that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments 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.

The proposed Starbucks Drive Thru 'Unit H' would be one storey with a flat roof design, and the building would be rectangular in shape and cars would drive around the building accessing and exiting from western and eastern points along the northern boundary travelling in a 'U' shape.

The building is designed with materials including cypress timber and cream coloured vertical cladding. Proposed materials include curtain walling, aluminium frame door and stone grey, umbra grey coloured cladding. Tarmac would be proposed on the vehicle path. Marshalls conservation paving in a charcoal colour would be concrete finish kerb.

A tower feature would be sited centrally on the roof with signage signalling the Drive Thru feature. One single canopy would be located over the collection window along the western elevation. One single order point and two menu boards are proposed along the southern boundary. An external seating area would be located adjacent to the entrance on the eastern elevation. A loading bay would be located to the north of the site, adjacent to the Utility Yard access.

Soft landscaping will be delivered on site with raised planters. To ensure delivery of this with native species a condition requiring submission of a landscaping plan is secured to the decision notice including details of bins and cycle stands.

The site is located on an existing car park, with multiple similar, single storey style drive thru buildings in close proximity. It is not considered the addition of the unit would result in a detriment to the visual amenity of the site, or an overdevelopment of the Sandbrook Park Retail development.

As such, in light of the above assessment, it is considered that the proposals would contribute positively to the character and appearance of the area and are of a satisfactory standard of design generally. It is therefore considered that the proposals would accord with the requirements of Policies DM1 and P3 of the adopted Core Strategy and the National Planning Policy Framework.

### Impact on Surrounding Occupiers

Core Strategy Policy DM1 requires all development proposals to demonstrate that they will not have a negative impact upon the amenity of future residents and occupiers. Policy G9 requires that sensitive new developments such as housing are not adversely affected by existing sources of pollution, including noise, from certain types of industry. Paragraph 130 of the National Planning Policy Framework advises that planning decisions should result in places with a high standard of amenity for existing and future users. Further to this, the *Guidelines and Standards for Residential Development* Supplementary Planning Document provides guidance to ensure high quality design for residential development throughout the Borough

The proposals are located less than 200m south of residential properties, just south of Ashfield Valley Primary School. The proposed hours of opening would be 06:00 – 24:00, as stated within the submitted Sequential Test and Design and Access Statement. Given the existing uses on the site and the proposed use would add an additional unit that would complement these, it is not considered the proposed unit would result in an unacceptable level of amenity to these nearby residential occupiers, by reason of noise, odour or light pollution. Nevertheless, a condition has been attached ensuring any proposed external lighting is submitted to the LPA for further approval.

Litter is a material consideration in this assessment and it is acknowledged the proposals would introduce an additional use on the site for take-away customers with the introduction of an additional drive thru. The Council is satisfied bin storage is provided on site and bins around the site will deter litter.

Subject to recommended conditions, it is not considered that the proposals would unduly impact the amenity of surrounding occupiers, and the proposals would accord with the requirements of policies DM1 and G9 of the adopted Core Strategy and the NPPF.

### Drainage

Policy G8 of the adopted Core Strategy seeks to ensure that new development does not lead to any form of increased 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. The site falls within Flood Zone 1, and is subsequently considered to be at low risk of flooding. The drainage officer offers no comments. United utilities request a condition and their response is attached as an informative.

### Ground Conditions

Core Strategy Policy G9 states that the Council will ensure that any risks arising from contaminated land or land instability are identified, and that any appropriate actions to address these risks are taken, prior to development taking place. The Environmental Protection Officer has been consulted and confirms the supplied report and recommendation for an investigation is acceptable, subject to conditions.

## **RECOMMENDATION**

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:
  - Proposed Site Location Plan Scheme 2 – 11254 L 020 Rev F
  - Unit H Proposed Site Plan Scheme 2 – 11254 – P – 201 Rev F
  - Unit H Proposed Ground Floor Plan Scheme 2 – 11254 – P – 202 Rev F
  - Unit H Proposed Roof Plan Scheme 2 – 11254 – P – 203 Rev E
  - Unit H Proposed Site Elevations Scheme 2 – 11254 – E – 203 Rev E
  - Customer Order Point Canopy EV Charging Point and Bollard Details – 11254 D 001 Rev B

and the development shall be carried out in accordance with these drawings and 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 and the National Planning Policy Framework.

3. Prior to commencement of the development an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and shall have been first submitted to and approved in writing by the Local Planning Authority before development commences. The report of the findings must include:
  - i) a survey of the extent, scale and nature of contamination
  - ii) an assessment of the potential risks to: • human health, • property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes, • adjoining land, • groundwaters and surface waters, • ecological systems, • archeological sites and ancient monuments;
  - iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) The development shall thereafter be completed in full accordance with the approved recommendations.

Reason: 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 and the National Planning Policy Framework.

Reason for pre-commencement condition: Further investigation will be necessary prior to commencement of any building or engineering works on site.

4. Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
  - (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
  - (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
  - (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
  - (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
  - (v) Foul and surface water shall drain on separate systems. The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to

occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

Reason for pre-commencement: As the proposals require ground works, these details are required prior to commencement of any building or engineering works on site

5. Notwithstanding any description of materials in the application, no above ground construction works shall take place until samples and/or full specification of materials to be used externally on the buildings have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details prior to the first occupation of the development.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies P2, P3 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

6. No external lighting shall be installed on the external surfaces of any of the structures hereby approved or within the car parking areas, unless and until a detailed scheme of lighting design has first been submitted to and approved in writing by the local planning authority. The scheme shall include the position and height on the building, luminance, angle of installation, hours of luminance and any hoods to be fixed to the lights. The external lighting shall be installed in complete accordance with the approved scheme and shall be retained as such thereafter.

Reason: In the interests of visual and neighbour amenity P3, G9 and DM1 of the Core Strategy, and the National Planning Policy Framework

7. Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be in operation until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, 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.

The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within the next planting season following final occupation of the development hereby permitted, whichever is the sooner.

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.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Core Strategy Policy G6 and G7 and the National Planning Policy Framework.

8. No part of the development shall be occupied until such time as the car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted have been made fully available for use. The arrangements shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and the free flow of traffic and in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

9. No goods, materials, waste products or containers shall be stored within any of the external service yards hereby approved.

Reason: In order to ensure a satisfactory appearance and in the interests of neighbour amenity in accordance with policies P3 and DM1 of the Core Strategy and the National Planning Policy Framework.

#### **Procedure Statement**

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

#### **Notes for Applicant:**

1. Attached UU response