

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

23/01310/FUL

CASE OFFICER

Tom Hiles

DETERMINATION DATE 04.03.2024 EXT OF TIME 20.06.2024

Address: Site At 29-31 And 33-41 Maclure Road, Rochdale, OL11 1DN

Proposal: Demolition of 33-41 Maclure Road and partial demolition at rear of 29-31 Maclure Road and Conversion of 29-31 Maclure Road and Erection of a part 3-storey and part 6-storey building to provide 33 apartments (Use Class C3) across combined upper floors with ground floor commercial use (Use Classes E(a), E(b), E(c) and E(e)), associated infrastructure and ancillary works.

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?	Y	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?	Y
	Neighbour comments received?	?

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

RECOMMENDATION	Approve with conditions
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CHECKED AND SIGNED OFF BY: LA

DATE: 19.06.24

SITE

The site comprises two adjoining buildings at the junction of Station Road and Maclure Road in Rochdale town centre, in the vicinity of Rochdale Railway Station. The existing buildings comprise a three-storey red brick building (no 29-31 Maclure Road) and a wider, single storey building (no 33-41).

The single storey building at no 33-41 comprises three units in retail/takeaway use.

The ground floor of no 29-31 are in commercial use (as a single unit hot food takeaway). The upper floors of no 29 appear to be in residential use at the upper storeys. The upper floors of no 31 are assumed to be in commercial use ancillary to the ground floor.

The site is within the Defined Urban Area as designated by saved policy G/D/1 of the Rochdale UDP 2006. The site is also within the Inner Rochdale physical regeneration area as designated by saved policy G/R/1 of the UDP. More recently, the site has been included within the Rochdale Station Area SPD.

The site is located within an area of mixed uses, including residences to the immediate north and east, commercial and community uses, as well as transport infrastructure comprising Rochdale Railway Station and the Metrolink. The site is located at the junction of Maclure Road and Station Road.

In terms of heritage assets, the site is within the setting of the Grade II* listed St John's Roman Catholic Church, located a short distance to the north-west. Nos 29-31 lie within the boundary of the Maclure Road Conservation Area, with the remainder of the site (nos 33-41) immediately adjacent to the boundary and therefore within the setting of the CA, which extends broadly to the north of the site. The site is also in the setting of the Old Fire Station building, located to the immediate north, which is a Local Interest Building and a non-designated heritage asset, as are the former firemen's cottages at nos 15-25 Maclure Road, further to the north. Finally, nos 29-31 are themselves considered to be non-designated heritage assets.

PROPOSAL

The proposal is to:

- Demolish the single storey building at nos 33-41 and to erect a new six-storey apartment building in its place
- Retain and convert the existing three-storey building to residential use above ground floor, with external alterations at front and rear elevations and internal layout changes

The upper floors of both buildings would be residential in use, Use Class C3. The ground floors of the two buildings would provide four commercial units in Use Class E, together with a tank room, and bin store, entrance foyer, and bike store (for 38 cycles) serving the residential element. The residential element would be a total of 33 apartments, comprising 19 one-bed units and 14 two-bed units. It is understood that the residential element of the scheme would be developed as build-to-rent. No affordable housing is proposed.

The application was originally proposed as a fully six-storey building comprising 38 apartments. Following feedback in terms of amenity impacts and building design, the scheme was redesigned, reducing part of the building to three storeys in height, resulting in a reduction of the residential element to 33 apartments. This most significant amendment is as indicated by the original and amended Station Road elevations below. Finally, a further amended set of elevations was submitted to

indicate the addition of a minor protrusion (34cm) to the roof to accommodate a lift overrun.



Station Road elevation as originally proposed Final proposed scheme

The conversion of nos 29-31 would involve external alterations, comprising the removal of a two-storey outrigger and an existing extraction flue at the rear, the erection of new single-storey rear extension spanning most of the building and the adjoining new building, and the removal of existing signage at the front of the building, and installation of new shopfronts.

The application is supported by the following documents:

- ☐ Planning Statement including Affordable Housing Statement
- ☐ Heritage Statement, Archaeological Desk-Based Assessment
- ☐ Design and Access Statement
- ☐ Crime Impact Statement
- ☐ Transport Statement
- ☐ Residential Travel Plan
- ☐ Air Quality Screening Assessment
- ☐ Noise and Vibration Assessment
- ☐ Daylight/Sunlight Amenity Impact Assessment
- ☐ Phase 1 Geo-environmental Desk Study
- ☐ Statement of Community Involvement
- ☐ Biodiversity Statement, Bat Survey
- ☐ Drainage Strategy Report, SUDS Design Statement and Maintenance Strategy
- ☐ Viability Assessment

RELEVANT PLANNING POLICY

National

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

National Design Guide

Sub-Regional

Places for Everyone Joint Development Plan (PfE)

The Places for Everyone Joint Development Plan was adopted and became part of the statutory development plan for each of the 9 authorities covered by the plan on 21st March 2024. The following policies are relevant:

JP-Strat12	Main Town Centres
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S5	Flood Risk and the Water Environment
JP-H1	Scale, Distribution and Phasing of New Housing Development
JP-H2	Affordability of New Housing
JP-H3	Type, Size and Design of New Housing
JP-H4	Density of New Housing
JP-G7	Trees and Woodland
JP-G9	Biodiversity and Geodiversity
JP-P1	Sustainable Places
JP-P2	Heritage
JP-P4	New Retail and Leisure Uses in Town Centres
JP-P5	Education, Skills and Knowledge
JP-P6	Health
JP-P7	Sport and Recreation
JP-C7	Transport Requirements of Development

Local

Adopted Rochdale Core Strategy (CS):

SP1	Rochdale borough's role in the city region
SP2	The Spatial Strategy for the borough
SP3	The Spatial Strategy for the townships
SP3/R	The Strategy for Rochdale
SD 1	Delivering sustainable development
DM1	General Development Requirements
DM2	Delivering planning contributions and infrastructure

SO1 Delivering a more prosperous economy

E1	Establishing thriving town, district and local centres
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SO2 Creating successful and healthy communities

C1	Delivering the right amount of housing in the right places
C2	Focusing on regeneration areas and economic growth corridors / areas
C3	Delivering the right type of housing
C4	Providing affordable homes
C6	Improving health and well being
C7	Delivering education facilities
C8	Improving community, sport, leisure and cultural facilities

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	Tracking and adapting to climate change
G2	Energy and new development
G6	Enhancing green infrastructure
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 access

Unitary Development Plan (UDP):

G/D/1 Defined Urban Area

G/R/1 Physical Regeneration

EM/8 Protection of Surface and Ground Water

A/18 Metrolink

Supplementary Planning Documents (SPDs):

- Guidelines and Standards for Residential Development SPD (Adopted June 2016)
- Maclure Road Conservation Area Appraisal (draft revised version May 2023)
- Rochdale Station Area SPD (September 2021)
- Rochdale Station Masterplan
- Rochdale Rail Corridor Strategy
- Affordable Housing SPD (March 2008)
- Residential Design Guide SPD (September 2007)
- Urban Design Guide SPD (September 2007)
- Milkstone, Deeplish and Newbold SPD (2010)

RELEVANT SITE HISTORY

06/D48214 - Erection Of 15 Apartments And 2 Retail Units Including Demolition Of Existing Car Garage. Approved with conditions, 14.05.2007.

10/D53101 - Application For A New Planning Permission To Replace Extant Planning Permission D48214 For The Erection Of 15 Apartments And 2 Retail Units Including Demolition Of Existing Car Garage. Approved with conditions, 21.09.2010.

11/D54665 - Application To Split Premises Into 2NO Units. One Class A1 Use And One Class A3 Use. Approved with conditions, 14.09.2011

17/01443/OUT - Outline application (including scale) for the erection of a 6 storey block of 29 apartments following demolition of the existing commercial building. Withdrawn

CONSULTATION RESPONSES

Environmental Health – Noise

This section has no objections in principle to the proposals, we would recommend the following conditions:

The development is constructed in line with the requirements outlined in the submitted noise impact assessment to ensure the following internal and external noise levels can be achieved.

- 35 dB(A) Leq (16 hour) in the bedrooms with windows shut and other means of ventilation provided between 7 am and 11pm;
- 30dB(A) Leq 8 hour in the bedrooms with windows shut and other means of ventilation provided between 11pm and 7am;

- 35 dB(A) Leq (16 hour) in the living room/s with windows shut and other means of ventilation provided between 7 am and 11pm;
- 40dB(A) Leq (16 hour) in other habitable rooms with windows shut and other means of ventilation provided at all times.
- In line with the relevant guidance from BS8233 noise in external amenity areas shall not exceed 60 dB(A).

Upon completion and prior to occupation validation testing is carried out to ensure the internal and external noise levels are being achieved

Noise from fixed plant will not exceed a rating level of 53dB(A) between 07:00-23:00 and 38 dB(A) between 23:00-07:00. As the end user of the commercial unit is unknown I would suggest that prior to installation of any plant an addendum to the NIA is submitted to show compliance with the above condition.

Highways And Engineering

Highways have provided some pre-application advice for development of this site (PREAPP/00092/23)

This application is supported by a Transport Statement (TS) prepared by Aracadis which will be the main focus of Highway comments

Development proposals do not include any off street parking provision and propose a "car free" development. The TS has included an on-street parking study of parking provision in the surrounding area using the Lambeth Methodology and at this stage we would accept these findings. It would appear that there are adequate parking restrictions in place to prevent additional residential parking in the area whilst maintaining customer parking to protect existing commercial uses.

There is a lack of off street parking for this development, however, in this instance it is acceptable because of the sites very sustainable location next to the transport hub.

The proposed development is within a very sensitive location on the highway network as it is directly adjacent to one of the main transport hubs within Rochdale with a high number of vehicle and pedestrian movements around it. As a car free development we would not expect a high traffic impact around the development but must assess vehicle movements during the construction period and servicing post development. The TS includes some trip generation figures for assessment and again we would not expect the development would have a detrimental impact on highway capacity.

The site has adopted highways to its front and rear along with its infrastructure such as Metrolink equipment, traffic signals and street lighting directly adjacent. This development is bound to have an impact on the highway network both during and after construction and we would require robust measures in place to mitigate that impact. We would also suggest that TfGM may require certain condition in order to protect Metrolink movements and it associated equipment.

The TS includes a survey of accident data on the highway network around the proposed development and it would appear that there are no apparent road safety issues in the area. We would not expect that this would change as a result of the proposed development.

Included within the application is a communal bin storage area however we have some concerns about the remoteness of this area from some of the proposed apartment. We would need to approve refuse collection arrangements for both the commercial and residential elements of the development.

Included within the application is a Residential Travel Plan which would appear to be acceptable.

Highways can support this application and we would ask for the following Planning Conditions;

- We would ask for a Service Management Plan to be produced for approval for both the commercial and residential elements of the proposed development.*
- A comprehensive Demolition Method Statement and Construction Method Statement to be submitted for approval.*
- Any temporary closure of the adopted highway to allow construction or demolition to take place must be secured prior to works commencing.*
- The applicant produces a full condition survey of the adopted highway around the site, for approval, and that the highway is returned to its pre-development condition at the cost of the applicant.*

Environmental Health - Air Quality

The following are required to be completed:

- the preparation of a Dust Management Plan to include each stage of development;*
- the inclusion of sustainable building methods and an assessment of use of solar panels;*

As there are no car parking spaces to be allocated to this development then there is no requirement for EV charge points, however if any allocation of spaces is made they should follow the below condition:

All new residential buildings must install charge points in every parking space. Where there are apartments with allocated parking spaces a charge point must be installed at every parking space. These charge points must have a minimum power rating output of 7Kw and fitted with a universal socket that can charge all types of electric vehicles currently on the market and meet safety and accessibility requirements. These charge points must be at least mode 3 or equivalent.

Environmental Health – Contaminated Land

The submitted Phase 1 is acceptable as is the recommendation for an investigation, 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.

Conservation Officer

Conclusions - 12/04/2024

- *No details have been provided of the lift housing. Please can the applicant confirm whether this would protrude above the roof, and if so this should be shown on the elevations.*
- *The finished floor levels also need to be confirmed on the submitted elevations, as both the roof and parapet levels are shown as TBC*

Subject to the above being satisfactorily resolved, it is considered that the proposal would result in less than substantial harm to the significance of the Conservation Area, the grade II St John the Baptist Church and the non-designated fire station. The Church and the Fire Station are currently the key landmarks within the Maclure Road Conservation Area. As a result of its height, the proposed building would compete within the streetscape for dominance with these key heritage assets.*

This harm has partially been mitigated through changes to the design and massing of the proposal. It is acknowledged that there are public benefits stemming the proposal and to maximise the heritage benefits and mitigate further the harm, conditions should be imposed covering the following matters:

- *Samples and product specs of all external materials*
- *Large scale details of windows (including depth of reveal), doors, railings, lift housing, parapet, ground floor overhang, flues, vents etc.*
- *Windows and doors should be fabricated of aluminium / timber*
- *Large scale details of new shopfronts*
- *Schedule of repairs and finishes to 29 – 31 Maclure Road*

Urban Design

Detailed comments were received from the Urban Design officer at pre-app and in response to the scheme originally submitted and as revised. Finalised comments to the current scheme included feedback on aspects including as the revised form of the building, design details of window spandrels, top-storey metal cladding, and the design of external balustrades and handrails.

United Utilities

Following our review of the submitted Drainage Strategy, we can confirm the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:

CONDITION:

The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing 14834-BKP-V1-XX-DR-S-500, Rev P01 - Dated 22.11.23 which was prepared by Booth King Partnership Limited. For the avoidance of doubt surface water must drain at the restricted rate of 5 l/s. No surface water will be permitted to drain directly or indirectly into the public sewer. 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 ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.

Also recommend condition of SUDS management and advice on UU assets.

Environment Agency

No comments

Greater Manchester Archaeological Advisory Service

The application is supported by a heritage statement and an archaeological desk-based assessment that have been prepared in line with the guidance set out in the National Planning Policy Framework (paragraph 194), addressing the comments provided by GMAAS in our pre-application advice.

The heritage statement concludes that delivery of the proposals will result in a slight degree of harm to the significance of the Maclure Road Conservation Area and associated designated heritage assets. This seems to be a reasonable conclusion, although the Conservation Officer for Rochdale Council is better placed to comment on harm to the historic built environment.

The archaeological desk-based assessment concludes that the proposed development will have a negligible impact on below-ground remains. GMAAS concurs with this conclusion and is pleased to advise that no further investigation of archaeological remains is warranted in this instance

Transport For Greater Manchester – Land Use

Highways Overview

The Metrolink team have provided comments directly to the district, outlining there is the potential for demolition and construction works to adversely impact Metrolink infrastructure. It is requested that a condition for a Construction Management Plan (CMP) is applied to any planning permission, with the details of this condition outlined in the Metrolink response.

Colleagues from within TfGM HFAS (Highways Forecasting Analytical Services) have reviewed the Transport Statement (TS) issued in support of the proposed development and have provided comments in respect of the relevant sections.

I. Proposed Trip Generation

The Transport Statement (TS) outlines that the development would only be accessed by sustainable travel modes. HFAS would suggest that it is likely that some car trips might be generated from the site, but these would not trigger TfGM's threshold for a highway impact review.

II. Proposed Access Arrangements

There are no proposals for a vehicle access point to the application site, with pedestrian and cyclist access taken from Maclure Road and Station Road. The TS mentions a narrow lane to the rear of the application site, which can be seen on the proposed site plan, but this has not been explicitly stated for this purpose.

The Design and Access Statement outlines that servicing for refuse will take place from Station Road.

TfGM would refer to the Local Highway Authority (LHA) to determine whether the proposed access and servicing arrangements are acceptable.

III. Traffic Regulation Orders

TfGM would suggest a review of the Traffic Regulation Orders in the vicinity of the development should be undertaken, with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly. This will help to discourage pavement parking associated with the development and therefore assist in improving the quality of the surrounding public realm.

IV. Other

A robust Construction Traffic Management Plan should be employed as part of the development.

Site Accessibility

I. Public Transport

The TS outlines that the nearest bus stops are located within 65m of the site. These stops provide regular services to Rochdale Interchange and Bolton Interchange. The Rochdale Metrolink Tram Stop is situated opposite the application site, which operates services every 12 minutes to Rochdale town centre, Kingsway Business Park, Oldham, Manchester Victoria and St Peter's Square.

The TS outlines that Rochdale railway station is around 70m to the south of the application site, which provides regular services to Blackburn and Leeds, with hourly services to Chester, Wigan Wallgate and Manchester Victoria.

This shows the application site is extremely well connected to public transport.

II. Active Travel

In order to maximise the benefits of the site's location and to encourage walking and cycling, it should be ensured that the pedestrian and cycling environment, within and around the site, is designed to be as safe, attractive and convenient as possible, i.e. reinstate redundant vehicle access points/crossings, install tactile paving where appropriate, renewal of footway, ensure that all footways serving the site are a minimum width of 2.0 metres etc.

III. Cycle Parking

It is important to ensure that adequate infrastructure and facilities are provided to encourage residents to travel by sustainable modes. The ground floor plan shows that cycle parking is provided for 38 cycles which equates to a 1:1 provision for the residential units, which is welcomed. The TS outlines that no dedicated cycle provision is to be provided for the commercial units, with space provided within the retail units to store bikes.

TfGM would refer to the LHA whether the cycle parking provision for the residential and commercial units would be acceptable.

The TS outlines that the cycle stands will be provided within a secure storage area. TfGM would recommend that the cycle store should be lockable and secure, with sufficient security measures such as lighting and CCTV.

IV. Travel Plan

The application includes a residential travel plan, which is important to encourage sustainable travel choices, with effective measures for bringing about modal shift, i.e. the use of incentives, provision of onsite and offsite infrastructure, along with a clear monitoring regime with agreed targets.

A Residential Travel Plan should include:

- A Travel Plan budget and resources for the implementation and day to day management of travel plan measures;*
- Appropriate management structures;*
- Detailed time frames for the delivery;*
- Handover arrangements for the travel plan or its components, when the developer's responsibility ceases; and*
- Targets and monitoring arrangements.*

A Full Travel Plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site in order to encourage future residents to use sustainable modes of travel for appropriate journeys.

In order to encourage sustainable journeys to mitigate the traffic impact of the development, through the Travel Plan, incentives should be offered to residents such as concessionary bus fares, discounted cycles, journey planning etc.

Condition: Should Rochdale Council be minded to approve this application it is suggested that a condition for the development, submission, implementation and monitoring of a Full Residential Travel Plan within 6 months of occupation be attached to any planning consent.

Transport for Greater Manchester – Metrolink

The application site is reasonably close to the operational Metrolink line being just circa 11 metres at its closest points. It is therefore considered that there is potential for the demolition and construction works to adversely impact either Metrolink infrastructure or operations when using large machinery, cranes or accepting delivery of large/bulky items.

In view of the foregoing we request that the following condition is applied to any planning permission for this development:

Working safely near Metrolink

No development shall take place, including demolition, until a Construction Management Plan (CMP) with detailed method statements for undertaking the works and risk assessments, has been submitted to, and approved in writing by Rochdale Council (approval to be in consultation with Transport for Greater Manchester). The approved CMP shall include agreed safe methods of working near to the operational Metrolink line and shall be adhered to throughout the construction period. The CMP shall provide for: -

- the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink during the works;*

- pedestrian management proposals to ensure that suitable pedestrian routes are retained and that pedestrians are not forced to cross the road and potentially into the tramway path;
- loading and unloading of plant and materials;
- construction methods to be used; including the use of any lifting equipment (which must not oversail or be able to oversail the tramway);
- the erection and dismantling of scaffolding, if applicable;
- the erection and maintenance of security hoarding, if used; and;
- measures to control the emission of dust and dirt during demolition and construction

Reason:

To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working near to the Metrolink system. Further details can be found via the Metrolink Website at; <https://www.tfgm.com/public-transport/tram/working-safely>

The Coal Authority

The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

Playing Pitch Strategy Implementation / Public Open Spaces Officer

Advice provided on improvements to sports facilities and public open spaces to potentially be funded by developer contributions.

Joint Committee Of National Amenity Societies

No comments received to date

Schools Service

Education contributions will not be required for 23/01310/FUL, as only 15 of the units are 2 bed properties.

Urban Vision

No comments received to date

Lead Local Flood Authority/Drainage

Final comments 26.02.2024:

SW flow control value from the re-developed site

The Drainage Strategy report states that flows will be restricted to 5 l/s. The Booth King engineer sent an email to try to explain where the 5 l/s originates. As LLFA Officer, I am still not sure where the original calculation is located. However, I did my own calculation on Brownfield runoff values and concluded that the surface water

runoff from the site, factored by 50% betterment estimates that the 1 in 2.3 year return period storm would have a flow less than 5 l/s.

Since it is generally accepted that 5 l/s is the lowest practical control value for SW to avoid orifice blockage on the flow control. The LLFA Officer concludes that 5 l/s SW flow control is required for the new development – as proposed by the Applicant's Drainage Designer, Booth King.

Private sewer – backyard of the Fire Station.

The Booth King documentation refers to the private combined sewer running from NE corner, through fire-station backyard to UU public sewer as a "Rochdale Highway Combined Sewer". This private sewer is not a Highway Asset and not maintained by Rochdale Highways. The fire-station land is registered with Rochdale Estates Estates@rochdale.gov.uk who are thus responsible for maintenance of this sewer asset.

SUDS Maintenance document

The Booth King SUDS maintenance document includes a section on dealing with "accidental spillage of potentially contaminating materials". This section suggests that Building Management shall bung the NE outfall, but has no suggestion as to how this can possibly be done. How is management supposed to do a confined entry to Manhole and insert a 'bung'? By the time a confined entry team is organised, the spill will have entered the sewer system (not the surface water system, as the text implies).

The most important aspect that the Maintenance document should address is: How can one jet out and clean the attenuation tank that will be installed under the building with a manhole chamber inside the building entrance at the south side? The next version of the SUDS maintenance document (at discharge of condition stage) will need to specifically explain the required steps; this should be easier when the tank has been designe.

LLFA Officer response on Booth King update on the SW tank under the building

I have read the response from Booth King. It looks like a specialist tank design will be implemented. I assume that this will be in reinforced concrete, and avoid any foundation piling that may be required for the building.

With regard to the current location of the upstream chamber to the tank, the MH cover seems to be located within the building entrance alcove. This will provide tanker and jetting equipment access.

As long as the tank is not a geocellular tank, I withdraw my previous statement about not being able to support the latest statement.

SUGGESTED DRAINAGE CONDITIONS

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 scheme shall be based upon the Booth King Drainage Strategy Report ref 14834-BKP-V1-XX-C-011 rev P02 dated 01/12/2023 and shall include:

- (i) A restricted rate of surface water discharge to public combined sewer at the rate of 5l/s, utilising a 16.5 cu.m attenation tank.
- (ii) Plan details of the Proposed Site Drainage Plan; foul and surface water shall drain on separate systems at least to the point of discharge from the site, in accordance with Building Control Part H Drainage requirements.
- (iii) Construction details for the private attenuation tank and flow and maintenance chambers.

(iv) *Provision of a short Drainage Maintenance document explaining how the surface water scheme will be maintained and managed after completion – for the future use of the Management company.*

The approved scheme 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/ use of the proposed development, the drainage scheme 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. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Drainage infrastructure will need to be implemented prior to commencement of above ground works and a scheme therefore needs to be agreed in advance of the same.

Network Rail

Network Rail has no objections & no comments. It would also be advisable to consult the TOC for Rochdale Railway Station to determine if there are any impacts to footfall at the station.

Greater Manchester Ecology Unit

As you are aware the information submitted with application includes a bat survey. While this survey was undertaken by the Ecology Unit, I was not involved in any way.

The survey found the single storey circular building on the site to have negligible potential to support bats while the two storey building proposed for demolition was found to have “have a very low potential to support a considerable bat roost”. The survey therefore made recommendations that the roof tiles of the building to be demolished are removed by hand. We would therefore advise that this be included within any demolition method statement for the site.

Internal surveys of the buildings do not appear to have been undertaken and consequently is not known if the buildings are being used by nesting birds. As all wild birds, their nest and eggs are protected under the Wildlife and Countryside Act, I would advise that the following condition be attached to any permission, should it be granted:

No works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of the structures for active birds' nests immediately before the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

GMP - Design For Security

Having looked at the proposals/CIS I am not too concerned with the development. In general the mix of uses seem appropriate for the local area and I do not have many reservations with the layout/design. I would like to see the recessed area at the rear of the building omitted if possible because it has the potential to generate unwanted

criminal/antisocial behaviour to the detriment of residents (highlighted below). I would highly recommend that if you are minded to approve the application I would recommend a Secured by Design condition.

Historic England

Historic England provides advice when our engagement can add most value. In this case we are not offering advice. This should not be interpreted as comment on the merits of the application.

We suggest that you seek the views of your specialist conservation and archaeological advisers. You may also find it helpful to refer to our published advice at <https://historicengland.org.uk/advice/find/>

It is not necessary to consult us on this application again, unless there are material changes to the proposals. However, if you would like advice from us, please contact us to explain your request.

Historic England were re-consulted on the reduced proposal and have not provided any additional comments.

Strategic Housing-Affordable Housing

Housing Mix

The scheme proposes a total of 38 apartments with a mixture of 1 and 2 bedroom dwellings, along with 4 commercial units. There is no on site Affordable Housing provision.

With regard to housing mix, Strategic Housing approve of the suggested housing mix of 1 and 2 bedroom apartments.

Housing Need

As of December 2023, there are over 9,520 households on the Housing Register requiring affordable housing. The rate of which is rising exponentially, Strategic Housing is strongly supportive of the provision of new affordable homes across the Borough and within Central Rochdale.

In principle, Strategic Housing feel this application should in should include an Affordable Housing provision with the current demand.

Strategic Housing is strongly supportive of the provision of new affordable homes within the Central Rochdale, in line with the Rochdale Core Strategy - 'The need for affordable housing has increased in recent years due to an ever-increasing gap between housing costs, particularly for owner occupation, and household incomes. This national trend is evident throughout the borough and, coupled with the difficulty in getting mortgages, has meant that people are finding it increasingly difficult to access market housing.'

Within the last year, there has been an increase of over 1,400 affordable housing applications. Strategic Housing must consider future demand trends when considering our support for residential developments. However, Strategic Housing have reviewed the Affordable Housing Statement provided and have considered the related viability issue within this development.

Strategic Housing do not object to this application in this exceptional circumstance, given the information provided.

GM Fire Service

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

*The Fire Service requires vehicular access for a fire appliance to within 45m of **all** points within the dwellings.*

The access road should be a minimum width of 4.5m, and capable of carrying 12.5 tonnes. Additionally, if the access road is more than 20m long a turning head, hammerhead or other turning point for fire appliance will be required. The maximum length of any cul-de-sac network should be 250m.

There should be a suitable fire hydrant within 165m of the furthest dwelling.

The Fire Service strongly supports the installation of domestic sprinkler systems as a positive measure to protect persons.

Strategic Planning

Rochdale Core Strategy (2016) policies C1, C2 and C3 support the delivery of new housing in regeneration areas and sustainable locations, as well as higher density development in town centres and along major transport corridors. The delivery of a mixed use scheme of 38 homes at this location close to Rochdale railway station would be considered acceptable in principle.

The application site forms part of the Rochdale Station SPD (2021) which sets out a vision and development principals for the regeneration of a wide area around the railway station, to create a high quality station gateway.

The SPD includes three focus areas, with the development site being located in the Station Quarter. Within this, the site is identified as a Development Opportunity in the 'Fire Station Block'. The SPD states that 'the masterplan proposals for the Fire Station Block include the redevelopment of the single storey building on the corner of Maclure Road/Station Road for high density residential with retail and commercial uses on the ground floor.'

Overall it is considered that the redevelopment of the site would support the objectives of the Rochdale Station SPD, and would be consistent with the relevant Rochdale Core Strategy policies.

Township Planning Panel

The application was presented to members of the Rochdale North and South Planning Panel on 19th February 2024. No objections or comments were made by the members.

REPRESENTATIONS

The application was publicised by site notices placed in the vicinity of the site on 21st December 2023, and notification letters were issued to neighbouring properties on 7th December. Press notices were published on 13th December.

Revised plans were received during determination to address amenity concerns, but as the amendments to the original submission are not considered to result in any significant greater impacts, further public consultation was not undertaken.

One neutral representation was received on behalf of the landlord of the nearby Nye Bevan House. No objections were received from members of the public.

ANALYSIS

Principle of Development

Economy and Business

Rochdale Core Strategy policy E1 notes that:

We will focus retail, leisure, cultural, office, residential and other development to promote the viability and vitality of all the borough's town centres to maintain them as thriving and sustainable centres and the preferred shopping and leisure destinations for people living, working and visiting the borough.

The proposal will comprise new commercial development within Rochdale town centre and will therefore contribute to the objectives of policy E1.

PFE policy JP-Strat12 notes that the role of the main town centres as local economic drivers will continue to be developed, and that opportunities to further increase the population catchments of these centres will be taken, including significantly increasing the resident population of the main town centres by providing a mix of type and size of dwellings.

It is considered that the proposal would support the relevant objectives of the above town centre policies.

The application specifies that the commercial element of the proposal would comprise use classes E(a) (shops), E(b) (café/restaurant), E(c) (financial and professional services) and E(e) (medical services). It is considered that limiting the use to these specific uses (and preventing potential changes to other uses falling within Use Class E would not be robustly justified by any relevant planning considerations, particularly bearing in mind that several of the existing units across the two buildings already fall within Use Class E and could therefore be changed to all other uses within Use Class E without permission.

Residential Development

The Council's approach to residential development in the Borough is set out in policies C1 to C5 of the adopted Core Strategy. The proposal would support the objectives of these policies, in particular policies C1, C2 and C3, for the delivery and location of new housing development across the borough, by being located in a regeneration area and in a highly sustainable location. Policy C1 notes that the Council will maximise the potential of previously developed sites within the urban area, to achieve a target of 80% of new housing on previously developed land.

PfE policy JP-H1 'Scale, Distribution and Phasing of New Housing Development' notes that a minimum of 175,185 net additional dwellings will be delivered over the period

2022-2039, and specifies that a total of 10,472 will be delivered in Rochdale during the plan period. The proposal will make a modest but positive contribution to this objective.

Housing Size, Mix, and Density

Core Strategy policy C3 notes, inter alia, that the Council will ensure new development provides housing types that take account of local needs and aspirations, and promote densities that make efficient use of land whilst delivering a range of housing to widen choice in the borough and reflect local character. In terms

of locations of different forms of development, C3 goes on to note that the Council will focus higher density development in and around Rochdale, Middleton and Heywood town centres, along major transport corridors, the Canal corridor, and in key district and local centres. These elements of policy C3 give clear support for new residential development in this town-centre location.

The scheme would provide 19 one-bed units and 14 two-bed units. Given the overall scale of the proposal and the town-centre context, this is considered to be an appropriate mix of dwelling sizes. The Strategic Housing officer has also indicated their support for this mix.

PFE policy JP-H4 'Density of New Housing' notes that new housing development should be delivered at a density appropriate to its location, reflecting its relative accessibility and the need to achieve efficient use of land and high-quality design, and sets out minimum net residential density in designated centres and in the vicinity of public transport stops. These require that sites within 400m of rail stations and Metrolink stops (outside Manchester city centre) deliver a minimum net density of 120 dwellings per hectare. The proposed scheme would comprise 33 units on a 0.08ha site, equivalent to around 430 dwellings per hectare. The proposal would therefore more than satisfy the density requirements of policy JP-H4 and would make efficient use of land and contribute towards sustainable patterns of development.

Affordable housing requirements are addressed in the Developer Contributions section of this report.

Rochdale Station Area SPD

The application site forms part of the Rochdale Station Area SPD (2021) which sets out a vision and development principals for the regeneration of a wide area around the railway station, to create a high quality station gateway. The SPD explains that:

As a major gateway into the Borough, the regeneration and improvement of Rochdale Railway Station, and the surrounding land and buildings, represents a strategic priority for the Council to attract new residents and businesses to the area, contribute to an improved housing offer, create new public realm and open space and to capitalise on the development and regeneration within Rochdale Town Centre.

The vision sets out a number of priorities for the delivery of the vision of the SPD, which include:

Promote a high quality, high density residential led development around the station that is complimented by a mix of land uses that create a flexible and resilient community that further supports and drives the economic growth of Rochdale.

The SPD denotes the site as a Development Opportunity to come forward in the short term and defines three focus areas, which includes the Station Quarter, spanning an area to the north and south of the station. This focus area is subdivided into three further areas, Station North, Station South and Fire Station Block, with the proposal site falling within the last of these.

The SPD explains that within the Fire Station Block area, the masterplan proposals include the redevelopment of the single storey building with high density residential, with retail and commercial uses at the ground floor, with the footprint of the building to be increased into Station Square to align with building lines and increase viability. The SPD further notes that:

“In the Fire Station Block the aim is to create a high quality coherent, active and attractive mixed use area as part of the station approach. Any improvements that enhance the image, visual appearance and safety of the area will be encouraged. All new developments will be expected to create a strong visual frontage to the Square. Any new development should be well designed and be sensitive to the characteristics of the conservation area.”

The site is considered to be significant to delivering the objectives and aspirations of the SPD, and in principle the development of a mixed use commercial-residential scheme on the site would support these.

The proposal would therefore support sub-regional and local planning policies for economic development and residential development within the borough's town centres, and is therefore considered to be acceptable in principle, subject to all relevant material planning considerations.

Design

Chapter 12 of the NPPF sets out expectations for achieving well-designed places through the planning system. Paragraph 135 sets out specific expectations for all new developments.

Places for Everyone policy JP-P1 'Sustainable Places' notes that all development should be consistent with certain key sustainable design attributes, including being distinctive with a clear identity, being visually stimulating, and being socially inclusive.

Local planning policy is set out in Core Strategy policies P1 and P3, which sets the Council's expectations for high quality design in all developments. P1 notes that new development will be expected improve the image of the borough through measures including requiring design to be of a high standard, greening the urban environment, and promoting the development and re-use of under-used land and buildings, and maximising the potential for heritage assets to provide a sense of place and image. P2 notes that the Council will protect and enhance the borough's character and distinctiveness of its town centres, and conserving and enhancing townscape character. P3 notes that the Council will require all new developments to adhere to high standards of design, and sets out in detail the design principles which should be followed in achieving this.

The site is in a prominent location opposite Rochdale Station and adjacent to the Metrolink stop, and is therefore significant to the regeneration of Rochdale town centre. The development of the site is expected to be within the context of the recently approved public realms works known as Station Square to the west of the site, and would form part of the wider regeneration of the Rochdale Station area. As such it is considered that achieving a high-quality design on the site should be given particular priority.

In design terms, the new-build element would present mainly as a curved form, closely following the corner at the junction of Maclure Road and Station Road. The main volume of the building would be five storeys in height, with an inset roof extension comprising a sixth storey. The eastern extent of the building would be limited to three storeys. At this height and scale the building is intended to achieve a landmark presence on the corner plot. The curved form of the building would imitate the dome of St John's church.

Architectural details of the new build would reflect positive characteristic elements of existing nearby buildings, including decorative masonry, horizontal bands of

materials and roof parapets. Window sets across the first and second floor would be arched, imitating the design of windows in the existing building at no 29-31. The palette of external materials would (subject to approval of specific details) would also reflect the typical mix and application of materials at existing buildings, including lighter materials at ground floor, red brick at upper storeys, and decorative use of lighter materials, all as demonstrated at nos 29-31, the old Fire Station and St John's.

The application is supported by a Design and Access Statement as well as a Crime Impact Statement. The Council's Urban Design officer and the Design for Security team at Greater Manchester Police have been consulted on the application.

The comments from Design for Security (reflecting the submitted Crime Impact Statement) are noted, indicating that GMP are broadly satisfied with the proposal as designed. The concern noted regarding the recessed area at the rear of the building is noted. It would appear that the matter could effectively be addressed through further design refinements (e.g. entrance gates) which could appropriately be secured through condition. It is recommended that a condition be imposed requiring further approval of measures to address the recommendations set out in the CIS. Subject to this approval, it is considered that the scheme is likely to be acceptable in terms of public safety and crime prevention.

The Urban Design officer has reviewed the proposed scheme and their consultation responses in relation to the different iterations of the proposal have been considered. Their comments include concern at the height of the building relative to surrounding development (including in relation to the nearby Fire Station tower and St John's Church, considered to be landmarks in the context of the development), and about the massing of the finalised proposal, recommending that the building be reduced in scale by one storey. Advice was also provided at pre-app stage and during determination to improve the proposal in building design terms, some of which is reflected in the finalised proposal. It is considered (and recommended) that a number of the remaining matters raised relating to design details (such as railing designs, facing materials selections and arrangements) can be appropriately resolved through discharge of conditions. The proposal indicates the creation of new shopfronts at the existing building, specific design details of which can also be assessed by condition.

Whilst the comments from the Urban Design officer regarding the height of the building are noted, it is considered that the building as proposed would achieve an acceptable balance of design quality with deliverability. Whilst a reduction in the overall scale of the building could enhance the proposal in design terms, it is understood that the scheme as proposed is anticipated to face viability challenges (as noted further in this report) which would likely be exacerbated by a further reduction to the quantum of development. Given the support of the Rochdale Station SPD for the redevelopment of this site, it is considered that ensuring the deliverability of the scheme should outweigh potential further improvements in design terms.

Aside from the height and scale of the new build element, it is considered that the characteristics of the building described above would mean that the proposal would otherwise achieve a high standard of design, and would therefore support the design objectives of the Core Strategy, Places for Everyone and the NPPF.

Heritage Conservation

The application site lies within the setting of a number of important designated and non-designated heritage assets, including the Grade-II* listed church and the Maclure Road Conservation Area. In addition, nos 29-31 Maclure Road, the existing

building forming part of the proposal, and the adjacent former Fire Station, are considered to be non-designated heritage assets.

Chapter 16 of the National Planning Policy Framework sets out the approach which should be taken to conserving heritage assets, and to determining planning applications which effect their significance. In particular, paragraph 193 notes that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Paragraph 205 notes that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Paragraphs 206 and 208 note that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification, and that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

Core Strategy policy P2 notes that the Council will protect the borough's heritage by conserving, enhancing, utilising and promoting key heritage assets, both statutory and non-statutory, including consideration of their wider settings. PfE policy JP-P2 notes that development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

The Council's Conservation Officer has reviewed the proposed scheme and their comments are summarised above. Comments from Greater Manchester Archaeological Advisory Service are also noted above. The application is supported by a heritage statement, a revised version of which was submitted during determination to reflect the amendments to the scheme and to add reference to the effects on nos 29-31 as NDHAs.

The Conservation Officer's advice is noted and on the basis of their comments it is concluded, subject to matters to be further considered via condition, that the proposed development would be satisfactory in terms of the requirements of national and local policy for the protection of heritage assets.

The Conservation Officer concluded that the scheme as proposed would result in less than substantial harm to the significance of the listed church, the non-designated former fire station, and the Maclure Road Conservation Area. Per NPPF paragraph 208, this harm should be weighed against any public benefits of the scheme in determining whether the harm should be accepted in assessing the application.

It is considered that the scheme would provide significant public benefits, comprising the delivery of 33 new dwellings, contributing towards the borough's requirements for new housing delivery, and contributing towards the local plan objectives for the regeneration of Rochdale town centre and delivery of the strategic objectives of the Rochdale Station Area SPD.

The scheme would also optimise the use of nos 29-31 and would (subject to details to be secured by condition) allow for improvements to its appearance, and would therefore secure the sustainable use of the non-designated heritage asset as well as enhance its significance.

It is considered that substantial weight can be attributed to these public benefits, which would therefore outweigh the less than substantial harm to the heritage assets identified as arising from the scheme. Approval of the scheme would therefore be consistent with the policy tests set out in NPPF paragraphs 202 and 208.

Amenity

The NPPF advises that planning should always seek to secure a good standard of amenity for all existing and future occupants of land or buildings. Locally, Core Strategy policy DM1 and PfE policy JP-P6 set out planning expectations for the protection of residential amenity and public health and well-being. Core Strategy policy G9 sets out the Council's requirements approach to all forms of pollution including the risk of land contamination, as they relate to new development.

The Rochdale Guidelines & Standards for Residential Development SPD provides more specific guidance on these matters, noting that:

“Although it is expected that most new development will have some impact on neighbours, it is important to ensure that the impact is not so significant that it results in unacceptable harm. All new developments should avoid causing a significant loss of privacy and/or light for occupiers of new neighbouring dwellings and existing dwellings.”

The proposed development would be in close proximity to a number of residences, including nos 7 to 10 Fire Station Yard, located to the immediate north-east of the site. Dwellings are also in the vicinity at 3 to 6 Fire Station Yard, and along Richard Street further to the north-east of the site, and along Maclure Road to the north of the site, beyond the Old Fire Station. As proposed, the development will result in impacts to the residential amenity of the occupants of some of these dwellings, to varying degrees.

The proposed building would result in the following effects on neighbouring dwellings:

- ❑ The new-build element would be visible from the rear gardens and some rear windows of the neighbouring houses on Fire Station Yard. The new-build element would result in some loss of light to the interior of these houses, and overshadowing to their rear gardens, as well as visual intrusion and overbearing effects. These effects would be particularly pronounced in relation to nos 9 and 10 Fire Station Yard.
- ❑ The new-build element and the conversion of nos 29-31 would also have windows serving habitable rooms oriented towards the rear gardens and some rear windows of these houses. This would result in some overlooking and some loss of privacy to these properties.

As originally proposed, the scheme would have extended to the full six-storey height at the rear of nos 9 and 10, which was considered to result in very significant overbearing and loss of outlook to these houses, and would have been harmfully oppressive.

As revised, this element of the new building would be reduced to three storeys, which is considered would significantly reduce these impacts on nos 9 and 10, particularly from the rear gardens.

The adopted Guidelines and Standards for Residential Development SPD sets out separation distances between new and existing dwellings which are generally

expected to be achieved, in order to achieve a good standard of residential amenity in new development and to protect existing levels of amenity. These include a minimum of 21m between directly facing principal windows of habitable rooms at upper levels and a minimum distance of 10.5m from principal windows at upper levels and directly facing boundaries. Different minimums are set out between principal windows and elevations without principal windows serving habitable rooms. These minimums are set to ensure that new development does not result in a significant loss of privacy, daylight and outlook. The standards notes that the minimum distances may be required to be increased in the case of taller proposals or where there is a difference in ground levels. The SPD also notes that exceptions to the minimums may be acceptable in some circumstances and that applications will be considered on their individual merits.

Rear windows at the upper floors of nos 29-31 would be placed around 7.5m from the boundary of the site and would face towards the rear garden of no 10 Fire Station Yard. Windows in the new build element would be placed between 6.1m and 10.8m from the boundary of no 10, below the 10.5m minimum in the SPD.

The three-storey element of the new build would include principle windows at upper levels and would be placed around 12m from windows in the rear elevation of no 10, below the relevant minimum of 21m for directly facing principle windows (for privacy and overlooking) and 14m for elevations without principle windows (for daylight and outlook). However, the closest element of the new build would be off-set slightly from the rear elevation of no 10.

Overshadowing, loss of light and visual intrusion

As a result of the height and position of the new building and the shortfall in certain respects against the minimum separation distances in the SPD, the proposed scheme would result in some loss of light and overshadowing to the internal spaces and external areas of the adjacent houses to the immediate north.

The application is supported by a Daylight and Sunlight Assessment undertaken in relation to the original submission, against BRE Guidance. The scheme reduced was in scale during determination.

The assessment indicates the potential for the proposal to impact upon nos 9 and 10 Fire Station Yard. The assessment notes that the impact upon the interior of the habitable rooms of these dwellings would not be significant, in terms of the BRE standards. The assessment also notes that the reduction of sunlight upon the rear garden of no 10 would not meet the BRE Guidance, and the report acknowledges that the development would therefore have an impact on this external area, and that its authors consider the overall impact upon the daylight amenity of no 10 to be minor.

Due to the scale and proximity of the building, it is also considered that, even as reduced in massing, the proposal would result in some overbearing effects to the rear gardens of nos 9 and 10, and some visual intrusion to the rooms served by rear windows at no 10.

Privacy and overlooking

The north-facing rear and east-facing side elevations of the proposed new building (as well as the rear elevation of the converted building) will incorporate principal windows at every upper floor level. As noted above, the closest of these would be positioned

near to the boundary with no 10 Fire Station Yard, below the guidelines in the residential design SPD.

Whilst none of these proposed principal windows will directly face any of the principal windows of neighbouring properties to the rear, this proximity would result in close overlooking of the rear garden of no 10 and to a lesser extent of no 9, from windows at all upper-storey floors of the proposal. Whilst there is already some overlooking of these garden spaces from the rear elevation of 29-31 Maclure Road as currently configured, and from the first floors of nos 9 and 10, the proposal would result in additional direct overlooking of these private outdoor spaces. It is considered that the proximity, relative height and number of additional windows would result in a harmful level of overlooking of these gardens.

In summary, the proposal would result in some loss of privacy, some loss of light and some overbearing impacts to the occupants of nearby existing dwellings, in particular no 10 Fire Station Yard, and to a lesser extent to no 9.

However, as indicated by the SPD, applications should be considered on their own merits in terms of separation distances and the according impacts upon amenity. In the case of this proposal, it is noted that:

- The application site lies within an area where an elevated density of residential development is expected to come forward, due to its proximity to public transport stops
- The development of the site is an identified element of the Rochdale Station area SPD, and it is considered that the redevelopment of the site is important to the fulfilment of the strategic objectives of the SPD.
- As noted elsewhere in this report, it has been demonstrated that the scheme as proposed would be financially unviable, and therefore that any further reduction in the scale of the building (which might further reduce the impacts in terms of overbearing effects, loss of light and loss of privacy) would further challenge the delivery of the redevelopment of the site.

It is considered that these planning considerations outweigh the remaining level of harm to the amenity of neighbouring residential properties which would result from the revised and reduced scheme.

Public Health

The Environmental Health officer's requirements regarding the construction phase (dust management) are noted, and it is considered that conditions to address these matters would be appropriate and necessary in the interest of ensuring the development is compliant with the objectives of policies DM1 and G9.

Standard of Accommodation and Occupier Amenity

New residential development is expected to achieve the minimum internal floorspace (and other design metrics) set out in the government's Nationally Described Space Standards and has been brought into effect by PfE policy JP-H3 Type, Size and Design of New Housing.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

The proposal would comprise 19 1-bed units and 14 2-bed units.

In reference to the minimum gross internal floor areas table set out above, all of the proposed units would satisfy the lower application minimum floorspaces for the lower level of occupation, i.e. one-bed units to be occupied by one person, and two-bed units to be occupied by three people. The smallest one-bed unit would have a floorspace of 39.7m², above the 39m minimum. The smallest two-bed unit would have a floorspace of 61.8m², above the 61m² minimum. Two of the two-bed units would exceed the minimum floorspace if they were to be occupied by four people.

It is considered that all of the units would be satisfactory in terms of standard of accommodation provided. Units oriented to the front elevations would be provided with a high standard of outlook and daylight, and units oriented to the rear would be satisfactory in this regard. Four of the five units at the fifth floor would be provided with external balconies. The scheme would not provide outdoor amenity space for any of the other units, but given the constraints of the site, as well as the availability of existing public open space at Broadfield Park (around 10 minutes' walk), this is considered to be acceptable.

Core Strategy policy G9 notes that the Council will require that sensitive new development including housing is not adversely affected by existing sources of pollution. The Environmental Health officers' comments relating to land contamination and the noise environment are noted, and it is considered that their suggested conditions are appropriate and necessary in order to achieve to comply with G9.

Highways and Transport

NPPF paragraph 115 notes 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. Local requirements for are highways safety, transport and access matters are set out in Core Strategy policies DM1, T2, and PfE policy JP-C7.

Comments from the Council's highways engineer and from Transport for Greater Manchester are summarised above. The consultation response from Network Rail is noted. Northern Rail were notified regarding the application but no comments were received.

GM Fire Service have provided comments on access for fire appliances, which are noted above. The proposal would be accessed by the existing highways network around the site, which would appear to satisfy the access requirements noted.

The requests from RBC Highways and TfGM for conditions in relation to:

- Approval of refuse collection arrangements
- Survey and restoring the road condition after completion of development
- Controls on highway closures during construction
- Approval of a highways demolition and construction method statement
- Approval of construction management plan to address working near the Metrolink line
- Approval of a full residential travel plan

are considered to be appropriate and necessary in the interest of protecting highways safety and encouraging sustainable modes of transport, and it is recommended that approval should be subject to these conditions to ensure that the proposal is acceptable in terms of these considerations.

The highways officer has raised no objection to the proposals in terms of highways safety, or access, parking and transport arrangements. It is noted that the proposed scheme will not provide on-site parking for occupants, but owing to the central location of the site and the nearby availability of public transport services (mainline train, Metrolink and bus services) this is considered to be appropriate and acceptable. The proposed ground floor plan indicates the provision of 38 cycle spaces for occupants of the residential element of the proposal. Comments from TfGM regarding security arrangements for the bike store are noted and details can be secured by conditions. TfGM's advice regarding a potential review of traffic regulation orders around the site is noted, however the Highways officer's detailed comments did not identify any requirements to be addressed through such a review, and notes that there are already adequate parking restrictions in the area around the site.

For the above reasons (and subject to the recommended conditions) it is considered that the proposed development would be acceptable in terms of highways safety, effects on the highways network, and access and transport arrangements, and therefore to support the objectives of Core Strategy policies DM1, T2, PfE policy JP-C7, and NPPF paragraph 115.

Ecology and Biodiversity

Core Strategy Policies G6 and G7 set out the Council's expectations in relation to green infrastructure, ecology and biodiversity. PfE policy JP-G8 sets out similar expectations including for improving habitats.

Comments from Greater Manchester Ecology Unit on ecological matters are summarised above. Given the nature of the existing site, it is clear that the proposal will have limited impacts on existing habitats and wildlife (limited to potential effects on roosting bats and nesting birds), but as identified by GMEU the redevelopment does provide an opportunity to improve the nature conservation value of the area. The submitted Biodiversity Statement proposes the addition of artificial bird nesting and bat roosting provision into the development, and it is considered that this would be an appropriate improvement sufficient to satisfy the requirements of policies G6, G7 and JP-G8, subject to details to be approved by condition.

Flood Risk and Drainage

NPPF paragraph 169 notes that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Local requirements relating to managing surface water, flood risk and protecting water resources are set out in Core Strategy policies G8 and saved UPD policy EM/8.

The site falls within Flood Zone 1 and is therefore identified as being at a low risk of flooding. The site is therefore suitable for residential development in this respect.

The application is supported by a surface water drainage plan, a drainage strategy report, and drainage survey drawings. The proposed drainage arrangements include the installation of an attenuation tank within the development.

Comments from the Council's drainage and flood risk officer, and from United Utilities, are summarised above. The drainage officer has raised concerns and queries about the appropriateness of the proposed drainage arrangements and in relation to technical matters within the submission. The applicant's drainage designer has responded to these queries and provided revised drawings, and drainage officer's final comments reflect these. Nonetheless, the drainage officer has recommended that permission be subject to a condition requiring further approval of a finalised surface water and foul drainage scheme. This resolution would supersede the suggestion from United Utilities that approval be subject to compliance with the drainage details originally submitted. United Utilities' consultation response also recommended imposition of a condition for approval of certain further details relating to sustainable drainage management and maintenance in relation to private drainage (rather than United Utilities assets). It is suggested that the Council's drainage officer's suggested condition wording for these matters would be sufficiently robust.

On the basis of the drainage officer's advice it is considered that the scheme could feasibly be acceptable in terms of surface water management and flood risk, subject to the further drainage details to be assessed by condition, as suggested by the drainage officer.

Carbon and Energy

Places for Everyone policy JP-S2 sets out expectations for developments to minimise carbon emissions, following the energy hierarchy, and incorporating renewable energy and EV charging. The Council's air quality officer has recommended that approval be subject to approval and implementation of sustainable building methods and solar panels.

The application is supported by an Energy Report which sets out general design principles which the development would be expected to satisfy in order to achieve energy efficiency and carbon reduction. The proposed roof plan indicates the inclusion of photovoltaic panels. It is considered that further details of design details and sustainable building methods should be secured by condition to ensure that the objectives of JP-S2 are supported by the proposal.

Developer Contributions

The Council's approach to development contributions is set out in Core Strategy policy DM2, Delivering developer contributions and infrastructure. This notes that the Council will require developers to provide or contribute towards the cost of providing

any physical or social infrastructure that is needed because of proposed development, including affordable housing, open space provision and maintenance, health and well-being, education facilities, and community facilities.

NPPF paragraph 34 indicates that local policies for developer contributions should not undermine the deliverability of the local plan. DM2 also notes that:

“Consideration will be given to the need to ensure that schemes remain viable whilst also taking into account the need for the contributions or infrastructure required to make the scheme acceptable in planning terms.”

NPPF paragraph 58 states that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at application stage. The weight to be given to a viability assessment is a matter for the decision maker, having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.

Development of this nature and scale would normally be expected to contribute towards the following needs.

Affordable Housing

Policy C4 sets out expectations for the provision of affordable housing, noting that developments of 15 dwellings or more will be expected to provide affordable housing, either on-site or via development contributions. The policy notes further expectations for the provision of affordable housing, and goes on to note that:

We will take the following factors into account when negotiating the level of affordable housing and how it is to be provided:

- i. The type of affordable housing required in the area;*
- ii. The availability of Social Housing Grant or equivalent;*
- iii. The need to deliver other planning objectives with a higher priority; and*
- iv. The economic viability of the development.*

Further to this specific area within the borough, the Rochdale Station Area SPD notes that:

“Notwithstanding identified local need for affordable housing provision across Rochdale, this SPD recognises the need to diversify housing supply within the Rochdale Station area. It is recognised that the delivery of market housing within this area is required to deliver this diversification and to ensure the sustainability of retained affordable housing in the area – with only partial clearance of the existing estates proposed.”

The Council’s Strategic Housing team have been consulted on the application and their comments are noted above.

The scheme does not propose to include any affordable units. The general objectives of policies C3 and C4 in terms of affordable housing, and the comments from the Housing team are noted in terms of general expectations for affordable housing delivery.

The above noted elements of the SPD indicate that a degree of flexibility is expected be afforded to residential proposals within the Rochdale Station Area in terms of

affordable housing provision in order to support the achievement of the broader strategic aims of the SPD.

This is supported by point iii) of policy C4, which notes that the need to deliver higher-priority planning objectives should be taken into account when negotiating the level of affordable housing.

It is considered that significant weight should be attributed to these policy considerations in considering the provision of affordable housing within the proposed scheme.

Public Open Space and Formal Sports

Core Strategy policy G6 Enhancing green infrastructure sets out that the Council will expect new residential development to provide or contribute financially towards recreational open space, in accordance with the Provision of Recreational Open Space in New Housing SPD. Policy C8 Improving community, sport, leisure and cultural facilities sets out the Councils' approach for provision of community, sports and leisure facilities in new development.

Advice was received from the Councils playing pitches and public open spaces officer on potential locations and facilities for improvement to be funded from developer contributions arising from the proposal.

Education

Core Strategy policy C7 Delivering education facilities notes that the Council will improve education in the borough through measures including seeking developer contributions for the provision of educational facilities. The Council's schools service officer has been consulted and has advised in this case that education contributions are not required in this case due to the limited number of 2-bed units within the scheme.

Viability

The application is supported by a viability assessment and viability statement. These set out that, as currently proposed, the balance of development costs and returns on the scheme mean that the proposal would be financially unviable, even without making contributions to the above needs.

It is understood that the scheme is expected to require additional funding from external statutory bodies in order to be delivered. As such, the provision of affordable housing on-site (or contributions towards off-site provision), and contributions towards public open space and sports facilities, would further reduce the viability of the scheme. As such, the contribution which would otherwise be expected cannot be required in this case.

Specifically in terms of the provision of affordable housing, it is considered that viability considerations, together with the objectives of the Rochdale Station SPD, clearly justify the non-provision of affordable housing within the scheme.

Conclusions and Recommendations

The provision of new residential units and commercial premises in this location would support the objectives of Core Strategy policies C3, and E1, and Places for Everyone policies JP-Strat12 and JP-H1, as they relate to development in town centres and on brownfield land. The proposal would therefore be acceptable in principle.

The proposed development is not considered to raise any significant concerns in terms of access, highway safety, surface water management, or ecological considerations, subject to matters subject of further consideration via conditions. The proposed development is considered to achieve a high standard of building design.

The proposed scheme would result in some harm to the residential amenity of a small number of neighbouring dwellings, but it is considered that this is outweighed in the planning balance by other planning considerations, including the strategic importance of the redevelopment of the site.

The scheme as revised would result in less than substantial harm to setting of the nearby Grade-II* listed building and the Maclure Road Conservation Area, at the lower end of the scale, but as set out above this harm would be outweighed by the public benefits that the scheme would provide.

A development of this nature and scale would normally be expected to provide a portion of affordable housing on-site, or contribute towards off-site provision, and contribute towards improvements to public open spaces, sports facilities and community facilities. However, the applicant has demonstrated that this would not be possible due to the financial constraints of the scheme. It is therefore not recommended that developer contributions should be sought in order for planning permission to be granted.

For the above reasons, it is considered that the proposal would be acceptable in terms of the relevant policies of the NPPF, the Places for Everyone joint development plan, the Rochdale Core Strategy, and the saved policies of the Rochdale UDP, subject to matters to be further considered via condition. The proposal would therefore comprise sustainable development, and the application for planning permission therefore is recommended for approval, subject to the following conditions.

RECOMMENDATION Approve subject to conditions

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:-

8337-LRW-ZZ-ZZ-DR-A-00-604 Rev P01 Location Plan

8337-LRW-ZZ-00-DR-A-00-192 Rev P02 Proposed Site Plan - Option 7 (Colour)

8337-LRW-ZZ-00-DR-A-00-194 Rev P03 Proposed Site Floor Plan

8337-LRW-ZZ-00-DR-A-00-186 Rev P05 Proposed Ground Floor Plan

8337-LRW-ZZ-01-DR-A-00-187 Rev P05 Proposed First Floor Plan

8337-LRW-ZZ-02-DR-A-00-188 Rev P05 Proposed Second Floor Plan

8337-LRW-ZZ-03-DR-A-00-607 Rev P02 Proposed Third Floor Plan

8337-LRW-ZZ-04-DR-A-00-608 Rev P02 Proposed Fourth Floor Plan

8337-LRW-ZZ-05-DR-A-00-190 Rev P05 Proposed Fifth Floor Plan

8337-LRW-ZZ-05-DR-A-00-191 Rev P04 Proposed Roof Plan

8337-LRW-ZZ-00-DR-A-00-195 Rev P04 Proposed Ground Floor Plan (Colour)
8337-LRW-ZZ-01-DR-A-00-196 Rev P05 Proposed First Floor Plan (Colour)
8337-LRW-ZZ-02-DR-A-00-197 Rev P05 Proposed Second Floor Plan (Colour)
8337-LRW-ZZ-03-DR-A-00-609 Rev P02 Proposed Third Floor Plan (Colour)
8337-LRW-ZZ-04-DR-A-00-610 Rev P02 Proposed Fourth Floor Plan (Colour)
8337-LRW-ZZ-ZZ-DR-A-00-199 Rev P04 Proposed Fifth Floor Plan (Colour)

8337-LRW-ZZ-RF-DR-A-00-600 Rev P04 Proposed Roof Plan (Colour)

8337-LRW-ZZ-ZZ-DR-A-00-200 Rev P05 Proposed Elevation 1
8337-LRW-ZZ-ZZ-DR-A-00-201 Rev P05 Proposed Elevation 2
8337-LRW-ZZ-ZZ-DR-A-00-202 Rev P05 Proposed Elevation 3
8337-LRW-ZZ-ZZ-DR-A-00-203 Rev P05 Proposed Elevation 4
8337-LRW-ZZ-ZZ-DR-A-00-204 Rev P04 Proposed Elevation 5

8337-LRW-ZZ-ZZ-DR-A-00-206 Rev P06 Proposed Elevation 1 (Colour)
8337-LRW-ZZ-ZZ-DR-A-00-207 Rev P06 Proposed Elevation 2 (Colour)
8337-LRW-ZZ-ZZ-DR-A-00-208 Rev P06 Proposed Elevation 3 (Colour)
8337-LRW-ZZ-ZZ-DR-A-00-209 Rev P06 Proposed Elevation 4 (Colour)
8337-LRW-ZZ-ZZ-DR-A-00-219 Rev P02 Proposed Elevation 5 (Colour)

8337-LRW-ZZ-ZZ-DR-A-00-213 Rev P02 Proposed Alterations to Existing
Building Front Elevation

14834-BKP-V1-XX-DR-S-500 Drainage GA
14834-BKP-V1-XX-DR-C-510 Drainage Details

14834-BKP-V1-02-DR-S-123 – Second Floor Structural Alterations GA
14834-BKP-V1-00-DR-S-122 – First Floor Structural Alterations GA (Section A-A)
14834-BKP-V1-B1-DR-S-120 – Basement Structural Alterations GA
14834-BKP-V1-B1-DR-S-130 – Basement Structural Alterations Details
14834-BKP-V1-00-DR-S-121 – Ground Floor Structural Alterations GA
14834-BKP-V1-00-DR-S-122 – First Floor Structural Alterations GA

8337-LRW-ZZ-00-DR-A-00-601 Rev P01 Proposed Demolition Plan – Ground Floor
8337-LRW-ZZ-00-DR-A-00-602 Rev P01 Proposed Demolition Plan – First Floor
8337-LRW-ZZ-00-DR-A-00-603 Rev P01 Proposed Demolition Plan – Second Floor
8337-LRW-ZZ-B1-DR-A-00-605 Rev P01 Proposed Demolition Plan – Basement Level
8337-LRW-ZZ-00-DR-A-00-606 Rev P01 Proposed Demolition Plan – (33-41 Maclure Road)

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 Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

3. Notwithstanding any description of materials in the application no above ground construction works, other than erection of superstructure, shall take place until samples and a full specification of all 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, patterns and bandings of materials, and sectional drawings (at 1:10 or 1:20 scale) of all decorative and recessed elements (brick, masonry etc). Development shall be carried out in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in the interest of conserving the significance of the borough's heritage assets, in accordance with policies DM1, P1, P2 and P3 of the adopted Rochdale Core Strategy and policies JP-P1 and JP-P2 of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

4. Notwithstanding the details indicated on the approved plans, full design details shall be submitted to and approved in writing by the Local Planning Authority on the following matters:
 - a) all windows, feature glazing and doors (to include depth of reveals and to confirm that all doors and windows will be fabricated of aluminium or timber, unless otherwise acceptable fabrication materials are proposed);
 - b) railings, spandrel panels, lift overrun, roof parapets and ground floor overhang;
 - c) any boundary treatments including fences and gates;
 - d) any external fittings including canopies, flues, ventilation ducts etc; and
 - e) locations and designs of any external service panels (electric and gas) indicating that these will not be located on elevations facing the public realm
 - f) hard landscaping surfaces, features and details

The development shall then be undertaken in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in the interest of conserving the significance of the borough's heritage assets, in accordance with policies DM1, P1, P2 and P3 of the adopted Rochdale Core Strategy and policies JP-P1 and JP-P2 of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

5. Notwithstanding details indicated on the approved plans, no works to the shopfronts shall take place until full design details (including large scale construction drawings) of new shopfronts to be installed to the existing buildings at 29-31 Maclure Road have been submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in the interest of conserving the significance of the borough's heritage assets, in accordance with policies DM1, P1, P2 and P3 of the adopted Rochdale Core Strategy and policies JP-P1 and JP-P2 of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

6. No above ground works shall commence before a fully detailed schedule of internal repairs and finishes to nos 29-31 Maclure Road have been submitted

to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved schedule.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in the interest of conserving the significance of the borough's heritage assets, in accordance with policies DM1, P1, P2 and P3 of the adopted Rochdale Core Strategy and policies JP-P1 and JP-P2 of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

7. Notwithstanding details indicated on the approved plans full design details for the proposed external cladding to be applied to the uppermost storey of the approved building shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. The development shall be undertaken in accordance with the approved details.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity and in the interest of conserving the significance of the borough's heritage assets, in accordance with policies DM1, P1, P2 and P3 of the adopted Rochdale Core Strategy and policies JP-P1 and JP-P2 of the Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

8. Prior to the commencement of any above-ground works, a statement and design details setting out how the approved development will comply with the recommendations set out in section 3.3 of the hereby approved Crime Impact Statement (reference 2006/1349/CIS/01 Version A, dated 18th December 2023) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details, as well as the other requirements of the Crime Impact Statement set out in sections 4, 5, 6 and 7.

Reason: For the avoidance of doubt and in the interests of public safety and security in accordance with Core Strategy Policy P3, and the National Planning Policy Framework.

9. Prior to first occupation / use of any residential or commercial use(s) hereby approved, a service management plan including full details of refuse collection arrangements for the relevant use(s) shall be submitted to and approved in writing by the Local Planning Authority. The development of the relevant use(s) shall be undertaken in accordance with the approved refuse collection arrangements for that use(s) and retained thereafter.

Reason: in the interest of highways safety in accordance with policy DM1 of the Rochdale Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan

10. Prior to commencement of development, a comprehensive demolition method statement and construction method statement shall be submitted to and approved in writing by the Local Planning Authority. The demolition method statement shall confirm that any roof tile removal to nos.29-31 Maclure Road will be undertaken by hand to allow for potential bat roosts to be identified, and shall confirm measures to be taken in the event that bat roosts are discovered. The development shall then be undertaken in strict accordance with the approved method statements.

Reason: in the interest of highways safety in accordance with policy DM1 of the Rochdale Core Strategy and in the interest of conserving protected species in accordance with Core Strategy policy G7.

Reason for pre-commencement condition: The condition relates specifically to the construction phase of development

11. Prior to the commencement of any development, a full condition survey of the adopted highway around the site undertaken in agreement with requirements of the Local Highway Authority shall be submitted to and approved in writing by the Local Planning Authority. The adopted highway around the development site shall either be returned to its pre-development condition or made good as so agreed, to the satisfaction of the Local Planning Authority, no later than 12 months following the first occupation of any element of the approved development.

Reason: in the interest of highways safety in accordance with policy DM1 of the Rochdale Core Strategy

Reason for pre-commencement condition: The condition relates to the construction phase of development.

12. No development shall take place, including demolition, until a Construction Management Plan (CMP) with detailed method statements for undertaking the works and risk assessments that shall include agreed requirements of Transport for Greater Manchester, has been submitted to, and approved in writing by the Local Planning Authority. The approved CMP shall include agreed safe methods of working near to the operational Metrolink line and shall be adhered to throughout the construction period. The CMP shall provide for: -
 - the retention of 24hr unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink during the works;
 - pedestrian management proposals to ensure that suitable pedestrian routes are retained and that pedestrians are not forced to cross the road and potentially into the tramway path;
 - loading and unloading of plant and materials;
 - construction methods to be used; including the use of any lifting equipment (which must not oversail or be able to oversail the tramway);
 - the erection and dismantling of scaffolding, if applicable;
 - the erection and maintenance of security hoarding, if used; and;
 - measures to control the emission of dust and dirt during demolition and construction

The approved Construction Management Plan and its measures shall be adhered to throughout the construction period for the development.

Reason: To ensure that the developer complies with all the necessary system clearances and agrees safe methods of working to meet the safety requirements of working near to the Metrolink system, in accordance with saved policy A/18 of the Rochdale Unitary Development Plan.

Reason for pre-commencement condition: The condition relates to the construction phase of development

13. Within six months of the date of first occupation of the development hereby approved, a Full Residential Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. Once approved, the details and recommendations of the full travel plan shall be implemented in perpetuity.

Reason: In the interest of encouraging the uptake of sustainable modes of transport by future occupants in accordance with policies T1 and T2 of the Rochdale Core Strategy

14. Prior to first occupation of the residential element of the approved development, details of security arrangements for the proposed ground floor cycle store shall be submitted to and approved in writing by the Local Planning Authority. The approved arrangements shall be in place prior to first occupation of the residential element of the development, and thereafter retained and maintained in perpetuity.

Reason: In the interest of encouraging the uptake of sustainable modes of transport by future occupants in accordance with policies T1 and T2 of the Rochdale Core Strategy

15. Prior to commencement of development, details of a Dust Management Plan to include each stage of development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in strict accordance with the approved details.

Reason: In the interest of avoiding unacceptable impacts on public health from pollution in accordance with Core Strategy policy G9

Reason for pre-commencement condition: The condition relates to the development phase of the proposal

16. No development, other than demolition of existing structures at 33-41 Maclure Road, shall commence until a detailed land contamination investigation and risk assessment has been completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site, and has been submitted to and approved in writing by the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings and its recommendations must be produced that 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
 - archaeological 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: In the interest of protecting the health and wellbeing of future occupants of the development and the wider public, and in the interest of protecting the natural environment from pollution, in accordance with policies DM1 and G9 of the Rochdale Core Strategy 2016.

17. The development of the residential uses shall be constructed in line with the requirements outlined in the hereby approved Noise and Vibration Assessment, prepared by SRL (reference 81567-SRL-RP-YA-01-P1, dated 6/11/23), to ensure the following internal and external noise levels can be achieved:

- 35 dB(A) Leq (16 hour) in the bedrooms with windows shut and other means of ventilation provided between 7 am and 11pm;
- 30dB(A) Leq 8 hour in the bedrooms with windows shut and other means of ventilation provided between 11pm and 7am;
- 35 dB(A) Leq (16 hour) in the living room/s with windows shut and other means of ventilation provided between 7 am and 11pm;
- 40dB(A) Leq (16 hour) in other habitable rooms with windows shut and other means of ventilation provided at all times.

Upon completion and prior to occupation of any residential use validation testing shall be carried out to ensure the internal and external noise levels are being achieved, the results of which shall be submitted to and approved in writing by the LPA.

Reason: To ensure a satisfactory noise environment for future occupiers of the approved development in accordance with policies DM1 and G9 of the Rochdale Core Strategy 2016.

18. The flat roofed area of the three-storey element of the new building shown on the hereby approved drawing 8337-LRW-ZZ-03-DR-A-00-609 Rev P02 Proposed Third Floor Plan (Colour) shall not be used as an outdoor amenity space and shall not be accessible to occupants of the building.

Reason: To limit overlooking impacts on adjacent buildings in the interest of the amenity of neighbouring occupants, in accordance with Core Strategy policy DM1.

19. Prior to commencement of any above-ground works, a statement setting out how the development will include sustainable building methods, and an assessment of use of solar panels, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with any measures set out in the approved statement.

Reason: In the interests of promoting renewable energy and low-carbon development in accordance with policy JP-S2 of the Places for Everyone Joint Development Plan.

20. Prior to commencement of any above-ground works, full details of bat roosting and bird nesting features to be incorporated into the approved development (in accordance with the submitted Biodiversity Statement) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in accordance with the approved details.

Reason: In order to achieve enhancements for nature conservation in accordance with Core Strategy policies G6 and G7.

21. No works to or demolition of buildings or structures that may be used by breeding birds shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of the structures for active birds' nests immediately before the works commence and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation shall be submitted to the Local Planning Authority.

Reason: In the interest of protecting biodiversity in accordance with Rochdale Core Strategy policy G7.

22. No development, other than demolition of existing structures at 33-41 Maclure Road, shall commence until details of a sustainable surface water drainage scheme and a foul water drainage scheme has been submitted to and approved in writing by the Local Planning Authority.
The drainage scheme shall be based upon the Booth King Drainage Strategy Report ref 14834-BKP-V1-XX-C-011 rev P02 dated 01/12/2023 and shall include:
- (i) A restricted rate of surface water discharge to public combined sewer at the rate of 5l/s, utilising a 16.5 cu.m attenuation tank.
 - (ii) Plan details of the Proposed Site Drainage Plan; foul and surface water shall drain on separate systems at least to the point of discharge from the site, in accordance with Building Control Part H Drainage requirements.
 - (iii) Construction details for the private attenuation tank and flow and maintenance chambers.
 - (iv) Provision of a short Drainage Maintenance document explaining how the surface water scheme will be maintained and managed after completion – for the future use of the Management company.

The approved scheme 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/ use of the proposed development, the drainage scheme 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. To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from the site in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved Policy EM/7 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

Notes for Applicant:

- Article 35 Procedure Statement
- Coal Authority coal mining risk advisory
- GM Fire Service advisory on sprinklers
- Agreement required for any highways closure

Report Author Tom Hiles