

APPLICATION NUMBER: 25/00575/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

25/00575/FUL

CASE OFFICER

Nick Brookman

DATE

29th September 2025

DETERMINATION DATE

3rd October 2025

Address: Rochdale Van Breakers, Corporation Road, Rochdale, OL11 4JB

Proposal: Redevelopment of existing vehicle storage/breakers yard (Sui Generis) to include the demolition of existing unit and erection of 2no' new units (Class B2/B8) and the retention of 1no' unit together with new boundary treatments and surfacing

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

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	N
	Major with 10 or more objections and recommending approval?	N	Called in or Planning Panel objection?	N

COMMENTS	Planning Panel comments received?	N
	Neighbour comments received?	N

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

RECOMMENDATION	GRANT SUBJECT TO CONDITIONS
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CHECKED AND SIGNED OFF BY: RK

DATE: 03/10/2025

SITE

The application site sits opposite the First Manchester Bus Rochdale Depot and the site is currently being used by Rochdale Van Breakers which is located on Corporation Road, Rochdale. The area is entirely industrial with a number of other similar industrial premises in close proximity.

The application site is within the defined urban area and is specifically designated as a 'Mixed Employment Zone' in Rochdale Borough Council's UDP Proposals Map (Policy EC/3).

The application site is a brownfield site located to the south west of Rochdale Town Centre and it is surrounded entirely by commercial premises with the nearest residential dwellings being located on Sparth Bottoms Road to the east.

The site is located wholly within Flood Zone 3a as identified by the Environment Agency's Flood Map for planning.

PROPOSAL

The proposed development comprises the erection of 1no larger unit to be subdivided into 2 smaller units (Use Class B2 (General Industry) and B8 (Storage and Distribution)) together with associated service yard, car parking and landscaping.

The development would be accessed directly from Corporation Road and the associated car parking spaces and service yard would be immediately adjacent to the proposed unit.

The building would be detached with an overall ground floor area of approximately 340 sqm. Both units would have an internal floor area of approximately 169 sqm.

The building would be 10m tall at its highest point and would incorporate a dual pitched roof with an eaves height of 7.5m.

The main entrances to the building would be positioned to the north west making them Each subdivided unit would benefit from at least 1 pedestrian access door and a large roller shutter door with secondary emergency personnel escape doors to the rear. A 1m wide path would be provided around the external perimeter of the building for access.

The units will be constructed to provide an open plan warehouse facility with associated bathroom facility and the rest would be left for an occupier to fit out.

The design of the building incorporates profiled steel panels in goosewing grey colours with flashings, trim details, roller shutter doors and ironmongery to be finished in anthracite grey to provide a visual contrast and reinforce a cohesive modern aesthetic.

The front elevation includes matching proportions and window and door detailing that runs along the entire elevation which defines the internal spaces and serves to break up the elevations and create visual interest and character on the street scene.

Additional glazing is incorporated onto the south east elevation with the north west elevation remaining free from any window and door openings.

A cycle store and bin store are provided in the south of the application site.

RELEVANT PLANNING POLICY

National Guidance

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

Places for Everyone Joint Development Plan (PfE)

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

JP-P1	Sustainable Places
JP-J1	Supporting Long-Term Economic Growth
JP-J4	Industry and Warehousing Development
JP-S4	Flood Risk and the Water Environment
JP-C8	Transport Requirements of New Development
JP-C7	Freight and Logistics
JP-S1	Sustainable Development
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Adopted Rochdale Core Strategy (CS):

SD1	Delivering sustainable development
DM1	General development requirements
SO1	To deliver a more prosperous economy
E2	Increasing jobs and prosperity
E3	Focusing on economic growth corridors and areas
SO3	Improving design, image and quality of place
P3	Improving design of new development
SO4	Promoting a greener environment
G1	Tackling and adapting to climate change
G2	Energy and new development
G3	Renewable and low carbon energy developments
G7	Increasing the value of biodiversity and geodiversity
G8	Managing water resources and flood risk
G9	Reducing the impact of pollution, contamination and land instability
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

Unitary Development Plan (UDP):

G/D/1	Defined Urban Area
EC/2	Primary Employment Zones

RELEVANT SITE HISTORY

None relevant.

CONSULTATION RESPONSES

United Utilities

No objection subject to condition.

Environmental Health (Noise)

No objection.

Environmental Health (Land Contamination)

No objection subject to condition.

Highways

No objection.

LLFA

No objection subject to condition.

Environment Agency

No objection subject to condition.

REPRESENTATIONS

Letters of notification were sent to neighbouring properties on the 21st July 2025 and a site notice was placed in the vicinity of the application site on the 30th June 2025.

One neutral comment was received asking for clarification on the proposed development.

No objections were received.

ANALYSIS

Principle of Development

The application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP). New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside. In this instance the application lies within the Mixed Employment Zone as identified in the UDP (Policy EC/3).

Policy E2 of the adopted Core Strategy also ensures that there will be a sufficient supply of suitable land, buildings and infrastructure to support the creation and retention of successful businesses. Policy JP-J2 of PfE states 'a diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost' whilst Policy JP-J4 states 'industrial and warehousing accommodation is essential to a wide range of businesses across many economic sector citing that at least 3,513,000sqm of new, accessible, industrial and warehousing floor space will be provided in the Plan area over the period 2022-2039'.

Paragraph 85 of the NPPF sets out that *‘Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development’*.

The proposal comprises a new employment generating land use on a sustainable site which would wholly accord with both local and national planning policies.

The site is located within an existing industrial/commercial area where there is a mixture of service yards and larger and smaller industrial units in close proximity. Given the surrounding land uses and land allocation, subject to an assessment of other development management requirements, it is considered that the principle of development for an industrial use is acceptable and in accordance with the requirements of saved UDP Policy EC/3, Policy E2 of the Core Strategy and Policies JP-J2 and JP-J4 of PfE.

Design

Paragraph 131 of the NPPF states that *“the creation of high quality, beautiful and sustainable buildings is fundamental to what the planning and development process should achieve”*. Paragraph 135 goes on to state that planning policies and decisions should ensure that developments function well and add to the overall quality of the area, are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change.

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

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

The proposal involves the development of a single industrial unit on an established employment site and having regard to the location of the proposed development in this setting, it is not considered that the proposed scale of the building would be inappropriate. The development also proposes the construction of a timber treated bin store measures 5m x 3m standing 1.8m tall in the southern corner of the site. A 2.4m high pro mesh fence will also span the north, east and south boundaries of the site.

The building will be 7.5m high to the eaves and 10m high to the pitched roof. Each of the two units will measure the same in floor area with both benefit from a larger 6m x 5m roller shutter door and a separate pedestrian access door both on the front elevation. A pedestrian door is also positioned onto the rear elevation of both units. The proposed external walls and roof are to be clad using cladco 32/1000 box profile steel sheets (0.7mm thick) with pvc plastisol or polyester paint finish in goosewing grey (RAL 7038).

The proposal also includes the retention of the western brick-built building which is screened behind the boundary wall on Corporation Road.

Currently, irrespective of the existing lawful use of the site, the application site is an eyesore with a significant number of dilapidated vehicles and machinery scattered across the site. It is considered that the proposed development would be a significant betterment for the area.

The proposed materials, building profile and overall design is in keeping with the prevailing character of the mixed employment zone. The layout of the proposed development acceptably incorporates open spaces (service yard and parking) and ancillary cycle and bin stores.

The proposed facing elevations helps reinforce a cohesive modern aesthetic which would significantly help break up the built form and massing.

Overall, the design of the proposed development provides a contemporary proposal that will improve the overall appearance of the immediate area. Therefore, subject to conditions, the proposed development complies with CS policies DM1 and P3 and the National Planning Policy Framework.

Impact on Surrounding Land Uses, Noise and Pollution

Paragraph 135 of the NPPF seeks to ensure that planning decisions create places which promote health and well-being, with a high standard of amenity for existing and future users.

Paragraph 198 of the NPPF also states that planning policies and decisions should ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

The NPPG states that local planning authorities' decision taking should take account of the acoustic environment and in doing so consider: whether or not a significant adverse effect is occurring or likely to occur; whether or not an adverse effect is occurring or likely to occur; and whether or not a good standard of amenity can be achieved.

Policies DM1 and G9 of the adopted Rochdale Core Strategy seek to ensure that new development is compatible with surrounding land uses, both in terms of its impact upon those uses and the impact of the surrounding land uses upon the amenities of future residents / users, also requiring that development does not have impacts that lead to an unacceptable increase in air, water, noise, light or other pollution. Additionally, Policy DM1 of the Core Strategy requires that proposals should not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.

The proposed development and surrounding area is located within an existing well established employment area. There are no residential properties within close proximity of the site which would be adversely affected by the proposed development, and it is not considered that the additional traffic movements into and around the site would be so great as to create unacceptable levels of noise and disturbance. The application is proposing a flexible unrestricted operational use and it is not considered necessary to impose a condition which would control the hours of use.

It is considered that the removal of the existing sui generis van breakers use and introduction of a new B2/B8 use would be a betterment on the amenity of the area. In addition, the proposed development presents a substantially lower acoustic risk. The submitted Noise Impact Assessment advises that all operational activity will take

place indoors, within buildings constructed using high performance composite cladding systems with proven acoustic resistance.

In addition, no external working, mechanical plant, or amplified noise is proposed. Operational hours will take place 08:00–17:00 Monday to Saturday, with no activity on Sundays or Bank Holidays. Tenants will be subject to lease-based restrictions on external noise generation, ensuring continued regulatory control.

The proposed development is situated within a robust commercial setting, surrounded on all sides by existing B2/B8 uses with ambient daytime LAeq levels typically exceeding 60 dB(A). The nearest residential receptors are located over 100 metres away, buffered by multiple intervening industrial plots and buildings. Given the separation distance, site layout, and low intensity of the proposed activity, noise levels at the nearest dwelling are predicted to fall well below both the WHO's guideline threshold of 55 dB LAeq and the BS4142 benchmark of +5 dB over background.

Overall, the proposed development is not introducing an unfamiliar use to the employment site and Environmental Health were consulted on this application and they have no objection. For the above reasons it is considered that the proposal would be in accordance with the amenity requirements of CS policies DM1 and G9 and the NPPF.

Highways

Policy DM1 of the adopted Core Strategy sets out the general development requirements and establishes that proposals should not adversely impact on highway safety. Additionally, it requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided.

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

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

Highways were consulted on this application, and they raised no objection. Accordingly, the proposed development is acceptable and would comply with DM1 and T2 of the Core Strategy, PfE and NPPF.

Ecology

Core Strategy Policy G7 sets out that it is expected that development proposals will protect and include existing biodiversity and take opportunities to promote biodiversity and create new habitats using landscaping and building and construction features wherever possible. CS Policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

PfE Policy JP-G9 seeks to deliver a net enhancement of biodiversity resources through a collective of measures which are broadly aligned with the approach to BNG outlined within the Environment Act (2021), the NPPF and supporting guidance documents. The provisions of the Environment Act in respect of BNG are now a statutory requirement for planning applications but given the urban and built environment on and around the application site, it is acknowledged that this site does not impact any biodiversity and the site has a completely sealed surface and therefore has a biodiversity value of **zero**.

Accordingly, it is not considered that the statutory requirement to provide 10% BNG is applicable here.

Given that the existing biodiversity value of the site is zero, there is no net loss in biodiversity and the proposed development is considered to be acceptable and compliant with CS Policy, PfE and the NPPF.

Drainage and Flood Risk

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

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

The application site lies entirely within Flood Zone 3a, as defined by the Environment Agency's (EA) Flood Map for Planning. This classification indicates that the land is at high risk of fluvial flooding, with an annual probability of flooding from rivers greater than 1%. The principal source of flood risk is the River Roch, which flows approximately 90–100 metres north of the site boundary. Given this hydrological context, the proposal has been accompanied by a detailed site-specific Flood Risk Assessment (FRA), prepared in accordance with the NPPF 2024 (Paragraphs 161–169), the Planning Practice Guidance (PPG), the Rochdale Core Strategy Policy G8, and the Environment Agency's Standing Advice.

In line with Paragraph 162 of the NPPF and Policy G8 of the Rochdale Core Strategy, development proposals in Flood Zone 3 must first demonstrate compliance with the Sequential Test, which aims to steer new development to areas at the lowest risk of flooding.

In this instance the application site is previously developed land situated within an existing and safeguarded employment area, and forms part of a long-standing industrial corridor where no alternative, operationally suitable, and sequentially preferable sites are available.

Because the proposed use class (B2/B8) is defined as “Less Vulnerable” under the PPG's flood vulnerability classifications, development is permissible within Flood Zone 3a subject to the Exception Test being passed.

The Exception Test requires that:

1. The development provides wider sustainability benefits that outweigh the flood risk; and
2. It will be safe for its lifetime without increasing risk elsewhere and, where possible, will reduce flood risk overall.

Both limbs of the Exception Test are met in this instance. The proposal regenerates a degraded and environmentally harmful Sui Generis use into two modern, formalised employment units. Ultimately this supports economic growth, job creation, visual improvement, surface water betterment, and policy alignment with the PfE Plan and Core Strategy. In addition, the submitted FRA demonstrates that the

proposed development will be safe for its lifetime, incorporating robust passive flood resilience measures, and delivering a net improvement in surface water drainage.

The LLFA and United Utilities were consulted on this application and have no objection subject to condition.

The Environment Agency were also consulted on this application and whilst they commented that it is important to note that their standard approach to assessing flood compensation assumes that the site is undeveloped. This principle applies to all applications involving redevelopment or partial redevelopment and serves as the basis for calculating the required compensation volume. The Environment Agency recognise however that this baseline may not always reflect what is achievable on a given site. In such cases, they advised that they expect applicants to propose strong and practicable mitigation measure, supported by appropriate and well-reasoned justification. Following ongoing correspondence with the agent, the Environment Agency have confirmed that they are satisfied that the above expectations have been met and they have removed their objection subject to condition.

Accordingly, subject to the inclusion of an appropriately worded condition, Officers consider that the development accords with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of PfE and the NPPF.

Land Contamination

Policy G9 requires that any risks associated with contaminated land are identified and addressed prior to development. Paragraph 180 of the NPPF states that planning decisions should contribute to and enhance the local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability, and remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

The Environmental Health (Land Contamination) Officer was consulted on this application and has raised no objection subject to condition requiring the submission of a Phase 1 Preliminary Risk Assessment.

Accordingly, subject to condition it is considered that the proposal would be in accordance with the requirements of CS policy G9.

Energy and Sustainability

Core Strategy Policy G1 sets out measures to address climate change and emissions, whilst Policy G2 requires that new development adhere to the energy hierarchy.

Policy JP-S1 of PfE requires development to aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

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. JP-S2 has replaced existing policies within the Rochdale Core Strategy which related to these considerations.

Greater Manchester's vision is to be at the forefront of action on climate change and to make its fair contributions to international commitments by becoming a carbon

neutral city region by 2038. To meet this target, PfE endorses the following commitments:

- ☐ Be carbon neutral by 2038
- ☐ Hold cumulative carbon dioxide emissions to without the carbon budget
- ☐ Initiate a programme of mitigation to reduce emissions including by:
 - o Significantly upscaling solar photovoltaic energy;
 - o Reducing heat demand in homes;
 - o Moving away from carbon intensive gas as the primary source of heat;
 - o Reducing heating and cooling demand for public and commercial buildings;
 - o Increasing biofuel use;
 - o Enable sustainable choices for travel and decarbonise transport;
 - o Significantly upscaling building retrofit; and
 - o Increase the delivery of nature-based solutions and biodiversity net gain.

The application is not accompanied by an Energy and Sustainability Statement and for that reason, in line with current policy objectives and in the interest of encouraging a transition to a low carbon emission and energy network in accordance with CS Policies G1 and G2 and PfE Policy JP-S2, a condition is imposed to this permission requiring the submission of a renewable energy scheme (including but not limited to) the provision of solar photo-voltaic panels and / or air source heat pumps including details of their siting and appearance.

Accordingly, subject to condition, the proposal would be satisfactory in terms of the objectives of PfE Policy JP-S2 and CS Policies G1 and G2.

Conclusion

The proposed development would support the objectives of Core Strategy policies E2, E3 and saved policy EC/3, and would therefore be acceptable in principle. The proposal is acceptable subject to condition in terms of impacts on design, residential amenity, highways safety and access arrangements, flood risk and drainage arrangements, ecology and biodiversity and energy. For these reasons the proposal would comprise sustainable development because it complies with the development plan, and accordingly the application is recommended for approval, subject to conditions.

RECOMMENDATION

Grant subject to the following 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 and documents:

- ☐ Site Location and Existing Site Plan Drawing No 25-010.001
- ☐ Existing Structure to be Demolished 25-010.002

- ☐ Existing Structure to be Retained Drawing No 25-010.003
- ☐ Proposed Site Plan Drawing No 25-010.004
- ☐ Proposed Bin Store Plan Drawing No 25-010.005
- ☐ Proposed Boundary Treatment Plan Drawing No 25-010.006
- ☐ Proposed Floor Plans Drawing No 25-010.007
- ☐ Proposed Elevations Drawing No 25-010.008
- ☐ Indicative 3D View Drawing No 25-010.009
- ☐ Design and Access Statement
- ☐ Planning Statement
- ☐ Flood Risk Assessment
- ☐ Transport Statement
- ☐ Noise Impact Assessment

The development shall be carried out in accordance with these drawings and documents hereby approved unless otherwise required by condition below.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan, Places for Everyone Joint Development Plan and the National Planning Policy Framework.

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

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. 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, Policy JP-S4 of the adopted Places for Everyone Joint 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.

4. No development shall take place until such time as a scheme providing further details for the proposed Tarmac Ultradrive porous asphalt system, to include scaled drawings and engineered drawings as well as performance calculations where appropriate has been submitted to and approved in writing by the Local Planning Authority.

The approved scheme shall be implemented in full prior to first occupation of the development hereby approved and it shall subsequently be maintained in accordance with the approved details for the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future users and to prevent adverse flood risk impacts off site.

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.

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

The submitted report shall include:

i) a survey of the extent, scale and nature of contamination

ii) an assessment of the potential risks to:

- o human health,
- o property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
- o adjoining land,
- o groundwaters and surface waters,
- o ecological systems,
- o archaeological sites and ancient monuments;

iii) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.

The development shall be carried out in accordance with the approved remediation strategy thereafter.

No part of the development shall be occupied until a verification report demonstrating that the approved remediation has been implemented has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy G9 of the adopted

Rochdale Core Strategy, Policy JP-S1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

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

6. The car parking, bike store, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Policies T2 and DM1 of the adopted Rochdale Core Strategy, Policy JP-C8 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

7. No above ground works (other than site clearance) shall take place until full details and specifications of solar photo-voltaic panels including large scale drawings at a scale of not less than 1:50 and/or air source heat pumps including details of their siting and appearance, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details thereafter.

Reason: In the interests of achieving the objectives of PfE Policy JP-S2 and CS Policies G1 and G2 and in the interests of ensuring a satisfactory visual appearance to the development and in accordance with Policies P3 and DM1 of the adopted Rochdale Core Strategy, Policies JP-S2 and JP-P1 of the adopted Places for Everyone Joint Development Plan, and the National Planning Policy Framework.

BIODIVERSITY NET GAIN

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- a) A Biodiversity Gain Plan has been submitted to the planning authority,
- and;
- b) The planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Rochdale Borough Council.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements are considered to apply.

- De minimis exemption.

Procedure Statement

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.

Report Author Nick Brookman