

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

23/01282/FUL

CASE OFFICER

Majid Mir

DETERMINATION DATE 22.01.2024 EXT OF TIME 03/05/2024

Address: Site Of Former Venture Precision Engineering, Crawford Street, Rochdale

Proposal: Erection of warehouse unit (Class B8) with creation of new access from Dodgson Street and exit onto Crawford street, 2.4m paladin fencing and double leaf gates and with associated parking and landscaping - Resubmission of 22/01194/FUL

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

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

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

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

RECOMMENDATION

GRANT SUBJECT TO CONDITIONS

CHECKED AND SIGNED OFF BY: RG

DATE: 03 May 2024

SITE

The application relates to the industrial unit which was previously the site of the former

“Venture Precision Engineering”. The site previously had a single storey red brick building, as well as two larger steel clad buildings to the rear. However, these have recently been demolished. There appears to be access to the site from Crawford Street and Dodgson Street.

The immediate vicinity is characterised by similar industrial type buildings. There are a number of more modern industrial units to the north which are predominantly clad with red brick on the lower element of the structures. Along Crawford Street, there are a number of predominantly red brick structures. Along the same side of Crawford Street as the applicant site, there are single or two storey structures. On the opposite side of

Crawford Street, there are both single storey and three storey structures. The three storey structure, Crossfield Mill, is identified as a non-designated heritage asset and is set considerably further back from the highway.

The site and the surrounding area are designated as a ‘Mixed Employment Zone’ in Rochdale Borough Council’s UDP Proposals Map (Policy EC/3). To the east of the site there is open recreational space, and further east is a residential area.

PROPOSAL

The applications proposes to construct a warehouse unit (Class B8) which will include an ‘in-out’ system where vehicle will enter from Dodgson Street and exit onto Crawford street. The application also proposes to install 2.4m paladin fencing and double leaf gates (both black in colour) along with the inclusion of new parking and landscaping.

The proposed building will be used as an ancillary building for Lancashire Farm Dairies. The supporting statement states that the proposed building will be used for overspill capacity for storage of packaging. The report adds that the existing enterprise is located to the east on Moss Bridge Road. As its use would be ancillary, no full time employees would be based on site. Instead the proposed building will be used as and when necessary in supporting deliveries and distribution. Furthermore, the supporting statement states that the proposed building will be open between 7am and 10pm, which is in line with the main facility at Moss Bridge Road.

The proposed building would have a total internal floorspace of approximately 1141m². The proposed building would consist of a warehouse storage area, office, kitchen and water closet. The building would have a standard design with a ‘T’ shaped layout. The main element of the proposed building being located centrally. It would have a dual pitched gable roof design that would face the north and south. The height to ridge of the proposed building would be 10.2m. The building that projects out to the side would face east and would follow the same design as the main element. The application proposes a smaller mono pitched projection towards the north of the site and would face on to Dodgson Street. The mono pitched projection would have a height to ridge of approximately 3.5m and a height to eaves of approximately 2.6m.

The proposed building would have a red brick plinth that runs around the ground floor of the building up to a height of approximately 1.7m. The rest of the building would be clad in composite panels. The majority of it would be silver colour with a strip of blue cladding in between the silver cladding. This will run around the whole

building. The colours are those of the company's branding. The roof would be constructed from metal cladding with roof lights.

The application is a resubmission of application 22/01194/FUL.

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-P2	Heritage
JP-G6	Urban Green Space
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Adopted Rochdale Core Strategy (CS):

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
G6	Enhancing green infrastructure
G7	Increasing the value of biodiversity and geodiversity
G8	Managing water resources and flood risk
G9	Reducing the impact of pollution, contamination and land instability
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

Unitary Development Plan (UDP):

EC/3	Mixed Employment Zones
EM/7	Development and Flood Risk
EM/8	Protection of Surface and Ground Water
G/D/1	Defined Urban Area

Supplementary Planning Documents (SPD):

Supplementary Planning Guidance note 'Guidelines and Standards for Residential Development' (June 2016).

RELEVANT SITE HISTORY

77/D05851	Extension To Engineering Works For Storage Purposes. Decision: Application withdrawn.
80/D10846	Temporary Office Accommodation. Decision: Approved.
88/D22273	Single Storey Extension To Factory. Decision: Approved.
93/D29367	Single Storey Extension To Existing Workshop Decision: Approved.
00/D37800	Change Of Use From Light Engineering To Storage Decision: Approved.
22/01194/FUL	Erection of warehouse unit (Class B8) including levelling of yard area with retaining wall to rear and creation of two new accesses to Dodgson Street and associated works following demolition of existing unit. Decision: Refuse. Reason for refusal: 1. The proposed development would lack any off-street car parking provision for employees and visitors to the site, and would have insufficient servicing arrangements to accommodate heavy goods vehicles. The development would therefore result in vehicles parking, turning and loading on the highway, including close to the bend in Dodgson Street where visibility is reduced. The proposed development would therefore have an unacceptable impact on highway safety, in conflict with policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework. 2. The proposed development would result in the loss of four trees which make a positive contribution to the street scene, with no replacement tree planting proposed in mitigation. The proposed development would therefore have an unacceptable impact on the visual amenity of the area, in conflict with policy G6 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

CONSULTATION RESPONSES

Highways And Engineering

Subject to the inclusion of suggested planning conditions highways would raise no objection to this application.

Summarised comments:

- ☐ The application has provided some swept path analysis for a 16.5 metre articulated vehicle at the junctions of the one way access road through the site. Although this vehicle may have to cross the centre line of both Crawford Street and Dodgson Street these streets are lightly trafficked and are within an industrial area, we can therefore accept the proposed vehicular access points.
- ☐ Request internal access road is kept clear and ensure that it is retained for its intended use.
- ☐ Formal road junctions are constructed at both access points into the site to accommodate the size of vehicles expected. Must provide a junction layout including construction details for approval and those junctions must be in place prior to the building being brought into use.
- ☐ The car parking provision as shown on the submitted plans is slightly below Council standards but are acceptable because of the sites relatively sustainable location.
- ☐ Parking areas are kept clear and retained for their intended use.
- ☐ The footprint of the proposed building is directly adjacent to the adopted highway so we would ask that the applicant undertakes a condition survey of the highways around the site and that they are returned to their pre-construction state at the cost of the applicant.
- ☐ Construction Method Statement should be provided for approval.
- ☐ All parking area and access roads within the site must be SUDs compliant.

Env Health - Noise/Odours

No objections to the proposals.

GMEU/Tree Officer

Summary

Potential ecological issues include nesting birds and biodiversity net gain.

Protected Species

The site has already been cleared other than trees. Whilst we would likely have recommended a bat assessment, no further information or measures are now required.

Nesting Birds

Trees retained during demolition are shown as requiring removal. Potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I recommend a condition along the following lines be applied to any permission.

No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain
Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The site has been cleared recently, but was primarily building and hardstanding with ecological features

restricted to the trees that are still currently present and a strip of amenity grassland (now gone) a low ecological value habitat. The proposed development includes similar habitats to those present prior to demolition. Potential wildlife issues are restricted to bats and nesting birds.

No biodiversity net gain assessment has been provided. As noted the site has been cleared but the baseline pre-clearance relatively easy to calculate as four medium trees remain and the area of amenity grassland possible to measure from aerial imagery. Three of the four trees are shown as removed with the proposed layout indicating 8 new trees and a slightly reduced area of amenity grass. The three trees to be removed are non-native, medium sized and based on streetview and the arb report would be regarded as in moderate condition. In my opinion this is likely to result in a net loss of biodiversity, if only small trees are allowed which is the current guidance from defra, though the loss will be less than one biodiversity unit. Note this loss is due almost exclusively due to the loss of the three mature trees. Retention of these would make achieving 10% BNG simple for this site.

I therefore recommend that prior to determination a biodiversity net gain assessment is provided, the baseline calculated using 4 medium trees and approximately 0.04ha of modified grassland.

I recommend provision of one bird and one bat box on the new build or retained tree as wildlife mitigation. This detail can be conditioned.

Following comments from Natural England:

Rochdale Canal SAC

Whilst the Canal is in close proximity to the SPA, the canal at this location at a higher elevation, separated from the development by an existing industrial building and a road. The European designation protects rare, endangered or vulnerable habitats and species. The Rochdale Canal supports Floating water plantain (*Luronium natans*) which is afforded legal protection and the reason for the Rochdale Canals designation.

Potential threats include changes to water quality, shading and increased boat traffic. The development will have no likely significant effects as there is no possible hydrological linkage given the development is at a lower elevation, the development is for a storage warehouse therefore no likely significant effects resulting from air pollution, no impact in terms of shading as 60m from the canal with an intervening building and will have no impact on existing canal usage.

I am therefore satisfied that there are no likely significant effects as a result of this development and that it can be screened out at stage 1 of the Habitat Regulations Assessment.

Conservation And Design

No objections subject to a condition requiring details of materials. It is considered that the revised scheme would not result in any material harm to the significance of the non-designated heritage assets.

United Utilities

Requested conditions:

1. 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.

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.

2. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:
 - (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
 - (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Urban Vision

No comments received to date.

Lead Local Flood Authority/Drainage

Prior to the occupation 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 sustainable drainage scheme shall be based closely upon Drainage Strategy PLAN by CFA Civils. drg 23061/001/A1 dated Feb 2024, which includes 2no. 5 l/s flow control of surface water to two adjacent combined public sewers.

Environmental Control (Landfill Gas)
Preliminary Risk Assessment required.

Natural England (North West Planning)
18/01/2024

Due to the proximity to the Rochdale Canal Site of Special Scientific Interest (SSSI) the proposed development has triggered the SSSI Impact Risk Zone (SSSI IRZ) associated to water supply. Please could you confirm with the applicant if the proposal will require water abstraction as part of the proposal.

19/03/2024

Further information required to determine impacts on designated sites.

As submitted, the application could have potential significant effects on the integrity of:

- Rochdale Canal Special Area of Conservation (SAC)
- Rochdale Canal Site of Special Scientific Interest (SSSI)

Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation.

The following information is required:

- A Habitats Regulations Assessment

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

23/04/2024

No objection.

Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on the below sites and has no objection.

GM Fire Service

No comments received to date.

REPRESENTATIONS

Letters of notification were sent to neighbouring properties and a site notice was placed in the vicinity of the application site. Six responses have been received; one in objection and five in support. The responses have been summarised below:

- ☐ Will need to cross highway and the opposite side of carriageway.
- ☐ Insufficient sight lines from the exit point at this impossible and dangerous exit point.
- ☐ Can turn left or right - if they exit the site and turn right they cannot get off the industrial estate as Crawford Street turns into a single lane one-way road at the junction of Oldham Road.
- ☐ Service arrangements for this scheme are dangerous and below standard.
- ☐ Building should be much smaller so a large vehicle can manoeuvre without putting pedestrians and cyclists in danger.
- ☐ Will improve the transport logistics within the area and help to provide a smoother operation.
- ☐ Support the application with the introduction of the one way system on site.
- ☐ Hopefully this will not block our exit gate with waiting HGV's on Dodgson Street.

Officer comments: Discussed in the highway section of the report. No details of which standards the servicing arrangements fail to meet have been provided.

- ❑ Will create job opportunities in the area.
- ❑ Boost our local economy.
- ❑ Numerous benefits to our area and its residents.

Officer comments: Discussed in the principle section of the report.

ANALYSIS

Principle of Development

The site lies in the defined urban area and on a wider area of land which is allocated as a mixed employment zone on the Unitary Development Plan allocations map. Saved UDP policy EC/3 and Core Strategy policy E2 is directly relevant to this allocation.

Policy EC/3 (Mixed Employment Zone) of the Rochdale UDP states that within Mixed Employment Zones development will be permitted for employment generating uses, of which includes development ancillary and complementary (both in terms of size and function) to the industrial and business nature of the employment area. It is considered that the proposed use as a storage warehouse would be acceptable in this location.

It is noted that the supporting report has indicated that the no staff would be permanently stationed at the proposed warehouse. The proposed warehouse would be used when necessary to support deliveries and distribution in relation to the wider business. The expansion of the business with the addition of the proposed warehouse would according to the supporting statement lead to generation of 4 additional jobs. Although the addition of the proposed development would add limited impact on new jobs created, it would nevertheless help support the growth of the existing established business and would see 4 new jobs created.

In conclusion, it is considered that the proposed development would comply with policy EC/3 of the UDP and E2 of the Core Strategy and as such would be acceptable.

However, consideration needs be given to the material considerations below.

Design and heritage

The application site occupies a prominent corner plot. To the south of the site lies Crossfield Mill, a 19th century mill complex. Crossfield Mill has been identified as a non-designated heritage asset. The mill building remains, along with the office block and tower. Of the ancillary buildings, only some of the spinning sheds with their saw tooth roofs remain. The area around the mill is predominately commercial in nature. Other mills along the canal, include the grade II listed Norwich Mill to the west of the site. The building that would be affected by the proposed development is the non-designated heritage asset of Crossfield Mill. Paragraph 209 of the NPPF requires a balanced judgement to be had, having regard to the scale of any harm or loss and the significance of the heritage asset.

In accordance with paragraph 200 of the NPPF, the application was supported with a heritage statement. The heritage statement notes that the site was previously occupied by terraced housing. This was demolished and replaced in the 20th century by the now demolished industrial units. The report acknowledges the historic

and architectural interest of the remains of Crossfield Mill and Morningside Mill. The Canal is highlighted as enhancing the setting of these assets and their functional and aesthetic interest. The heritage statement concludes that the site does not contribute to the significance of these assets

Additionally, the heritage statement concludes that the site does not make any contribution to the setting of the non-designated heritage assets, noting that it and much of the surrounding area have been redeveloped for light industrial purposes.

The conservation officer agreed that the site (and the buildings which have recently been demolished) is not of any particular interest, and that there is no particular historic link between the development on the site and Crossfield Mill. However, given the proximity of the sites and the visual relationship, any development on the site has the potential to impact on its setting.

It is noted that the building that was located on the site previous was constructed of red brick and cladding. The buildings were considered to be of no particular architectural or historic interest. As such the conservation officer raised no objection to its demolition.

The proposed warehouse building would be sited in a prominent location close to the junction between Crawford Street and Hodgson Street. It is noted that this is a prominent route used by vehicles. Although the footprint of the proposed building would smaller than the building that had previously stood on the site, the proposed building would be considerably taller than the previous building that was on the site. As such it would have considerably more massing than the previous building. Nevertheless, this application proposes a building with a maximum height of 10.2m, which would be shorter than the previous proposal. Additionally, it appears that the height would be only slight taller than other buildings in the area and slight shorter than some of the mill buildings.

The design form of the proposed building has been amended from the previous proposal. The building would retain a modern appearance, however, it is accepted that the modern design would not be too dissimilar in appearance to modern day industrial units found within close vicinity of the applicant site and throughout the borough. The proposed building now follows a more traditional form with the removal of the chamfered edges and inclusion of dual pitched gable and mono pitched roof designs. The revised 'T' shaped form has also helped to slightly break down the massing and it appears more in relation to development within the vicinity. Additionally, the proposed building now sits better within site than the previous proposal which appeared to cover a large proportion of the site. Especially along the junction of Crawford and Street and Hodgson Street, where the chamfered design of the proposed building sat close the boundary with the highway.

The proposed unit would be predominantly clad, with brick along the bottom. The colours of the proposed cladding colours would reflect the Lancashire Farm Dairies colours. The proposed colours has been reduced to two; silver colour that on the maps have a light grey colour appearance and a blue colour. Considering the neighbouring properties and the limited amount of colours proposed, it is considered that the cladding colours in this location are acceptable.

By removing the chamfered design from the previous proposal, the site retains greater areas of land adjoining the highway. Although it is accepted the previous building sited on the land retained a greater level of grassed area around the site, the amended design allows for a greater level of planting area than previously proposed. The amount of space allows for sufficient landscaping to soften the impact caused by the proposed building.

The application also proposes 2.4m paladin fencing and double leaf gates (both black in colour). Although fencing similar to that found on the opposite side of Crawford Street would be preferable, the amount of boundary treatment proposed is limited and would not be overly prominent. Therefore on balance, the proposed boundary treatment is considered to be acceptable.

The conservation officer concluded that subject to the inclusion of a condition requiring details of materials to be provided, it is considered that the proposed development would not result in any material harm to the significance of the non-designated heritage assets.

Therefore subject to the inclusion of material details/samples to be provided by condition, the proposed development would be acceptable would not cause harm to the setting or significance of the neighbouring non-designated heritage assets and the application would therefore accord with policies P1, P2 and P3 of the Core Strategy, Policy JP-P2 of PfE and the NPPF.

Impact on surrounding land uses & residential amenity

The site is located within a mixed employment zone. There are no residential properties within close proximity of the site which would be adversely affected by the proposed development as the nearest residential properties lie further to the east along Crawford Street, but they are shielded by the existing commercial units. Furthermore, 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.

As such, the proposal would accord with the requirements of policy DM1 and G9 of the adopted Core Strategy and the National Planning Policy Framework.

Highways

Paragraph 115 of the NPPF states 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.' Paragraph 116 of the NPPF adds that applications for developments should:

- create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Policy DM1 of the adopted Core Strategy sets out the general development requirements and establishes that proposals should not adversely impact on highway safety. Additionally, it requires all development to provide satisfactory vehicular access with adequate parking and manoeuvring arrangements provided. Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have business in the area. Additionally,

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

Policy T2 of the Core Strategy requires developments to comply with the parking standards set out in Appendix 5 of the adopted Core strategy. Appendix 5 states that for a development of this size and use, a maximum of 1 parking space per 45m² of floor area, 1 cycle space per 200m² (min 2) and 1 powered two wheeled vehicle space per 900m² should be provided. The plans shows 9 vehicle parking spaces. The highways department noted that parking provision was slightly below Council standards, however the highways department considered the parking provision to be acceptable because of the sites relatively sustainable location. The highways department however, did request the addition of a condition requiring the parking areas to be kept clear of the storage of materials, skips and bins, etc. to ensure that they are retained for their intended use. For purpose of highway safety, the addition of such a condition is considered to be acceptable.

In regards to the access to the site, the application proposes an 'in and out' scheme, where vehicles will come in from Dodgson Street and leave via Crawford Street. It is noted that there are existing access points on Dodgson Street and Crawford Street that appear to have been in use previously. The application proposes to use these existing access points. The application was accompanied by a swept path analysis for a 16.5 metre articulated vehicle at the junctions of the access site. The highways department noted that although vehicles will need to cross the centre line of both Crawford Street and Dodgson Street, these streets are lightly trafficked and are within an industrial area. As such, the highways department have raised no objection to the use of the two access points to service the site.

However, the highways department have requested the inclusion of a condition requiring the internal access road is kept clear of the storage of materials, skips and staff parking etc. to ensure that it is retained for its intended use. Additionally, the highways department have requested that the formal road junctions are constructed at both access points into the site to accommodate the size of vehicles expected the addition. For the purpose of highway safety it is considered appropriate to include conditions requiring the internal access road is kept clear and for full details (including construction details) of junction layout to be provided.

Subject to the addition of the relevant conditions it is considered that the proposed development is acceptable and would comply with DM1 and T2 of the Core Strategy, PfE and NPPF.

Ecology and trees

Paragraph 136 of the NPPF states that trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Policy G6 of the adopted Core Strategy expects development proposals affecting green infrastructure to avoid the loss of existing features such as trees unless suitable alternative provision is made or they have limited value and require a replacement ratio of 2:1 for trees that are removed. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

Policy JP-G8 of PfE states that 'through local planning and associated activities a net enhancement of biodiversity resources will be sought'. Paragraph 180 of the NPPF

states that planning policies and decisions should contribute to and enhance the natural and local environment.

The previous application was refused planning permission due to the loss of trees and inadequate replacement stating:

“The proposed development would result in the loss of four trees which make a positive contribution to the street scene, with no replacement tree planting proposed in mitigation. The proposed development would therefore have an unacceptable impact on the visual amenity of the area, in conflict with policy G6 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.”

As noted above, the design and layout of the proposed development has been amended with additional spaces of land being retained. The plans show that there would be sufficient space for replacement trees in accordance with G6.

GMEU have noted that there are presently four medium trees on the site. Three of the four trees are shown as being removed with the proposed site plan indicating 8 new trees, 1 retained tree to the north of the site and a reduced area of amenity grass. GMEU noted that the three trees to be removed are non-native, medium sized and are in moderate condition. GMEU concluded that this would likely result in a net loss of biodiversity if only small trees are allowed which is the current guidance from DEFRA, though the loss will be less than one biodiversity unit. GMEU confirm that the biodiversity loss is almost exclusively due to the loss of the mature trees.

GMEU recommended that a biodiversity net gain assessment is provided with the baseline calculated using 4 medium trees and approximately 0.04ha of modified grassland. Additionally, GMEU have recommend provision of one bird and one bat box on the new build or retained tree as wildlife mitigation. It is considered appropriate to include a condition requiring details of how the biodiversity net gain shall be achieved on the site should be provided.

Due to the proximity to the Rochdale Canal Site of Special Scientific Interest (SSSI) the proposed development has triggered the SSSI Impact Risk Zone (SSSI IRZ) associated to water supply. Please could you confirm with the applicant if the proposal will require water abstraction as part of the proposal.

The application site is located in close proximity to the Rochdale Canal. Rochdale Canal is identified as a Special Area of Conservation (SAC) and al Site of Special Scientific Interest (SSSI). Due to the proximity to the canal, Natural England requested further information in the form of a Habitats Regulations Assessment to determine the significance of the impact and the scope for mitigation

A subsequent screening was undertaken by GMEU which noted that whilst the canal is in close proximity, the canal at this location at a higher elevation and is separated from the development by an existing industrial building and a road. GMEU noted that the European designation protects rare, endangered or vulnerable habitats. Loating water plantain (*Luronium natans*) is afforded legal protection and is the reason for the Rochdale Canals designation.

GMEU identified changes to water quality, shading and increased boat traffic as potential threats. However, GMEU considered that the development will have no likely significant effects as there is no possible hydorological linkage given the development is at a lower elevation, the development is for a storage warehouse and therefore no likely significant effects resulting from air pollution, no impact in terms of

shading as the site is 60m from the canal with intervening buildings and will have no impact on existing canal usage.

As such, GMEU concluded that they were satisfied that there are no likely significant effects as a result of this development and that it can be screened out at stage 1 of the Habitat Regulations Assessment. Natural England subsequently raised no objection to the proposal.

Subject to the inclusion of the conditions, the proposed is considered to acceptable and would comply with G6 of the Core Strategy and NPPF.

Drainage and Flood Risk

Policy G8 of the Core Strategy sets out the Council's strategy for managing water resources and flood risk more effectively in the interests of public safety, protecting property and infrastructure and the conservation of the natural environment. Policy EM/7 of the saved UDP states that development will not be permitted in areas identified as flood plains, or other areas where development could contribute to increased flood risk. The NPPF also establishes that inappropriate development in areas at risk at flooding should be avoided and that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.

The site falls within Flood Zone 1 and is therefore at a low risk of flooding (less than 1 in 1000 or 0.1% annual probability of river or sea flooding in any year). Additionally, the site is not located within a Critical Drainage Area or National Surface Water 1 in 30 year Area.

United Utilities requested the addition of a pre-commencement drainage condition and a drainage management plan. In regards to requiring a drainage scheme to be provided, the plan was accompanied with a drainage plan. After consultation with the drainage officer, the drainage plan was amended. The drainage officer concluded that satisfactory sustainable drainage provisions are being provided for the application site. The amended plan provided showed that sewage waste discharge would be restricted to 5 l/s by vortex flow control to the two nearby combined sewers and that the scheme proposes the installation of 2 geocellular tanks.

Subsequently, the drainage officer recommended the inclusion of a condition requiring that prior to the occupation 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 sustainable drainage scheme shall be based closely upon Drainage Strategy PLAN by CFA Civils. drg 23061/001/A1 dated Feb 2024, which includes 2no. 5 l/s flow control of surface water to two adjacent combined public sewers. The addition of condition requiring details to be provided prior to the occupation of the development is considered to be acceptable.

Subject to addition of suitably worded conditions being agreed, the application would accord with adopted Rochdale Core Strategy policy G8, saved UDP policies EM/7 and EM/8 and the NPPF.

Land Contamination

Core Strategy Policy G9 states that the Council will ensure that any risks arising from contaminated land or land instability are identified, and that any appropriate actions to address these risks are taken, prior to development taking place.

The Councils Contaminated Land Officer has requested Phase I Report (Preliminary Risk Assessment) to be completed to assess the actual and/or potential contamination risks at the site. It is considered appropriate to include a condition requesting a phase 1 report.

Subject to an acceptable phase 1 report being provided, the application would accord with adopted Rochdale Core Strategy policy G9, saved UDP policies EM/7 and EM/8 and the NPPF.

RECOMMENDATION

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

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

2. This permission relates to the following plans:

- Site Location Plan. Drawing no: 7436-FWP-L(01)01
- Existing site plan. Drawing no: 7436-FWP-L(02)01
- Proposed site plan. Drawing no: 7436-FWP-L(02)02
- Proposed roof and ground floor plans. Drawing no: 7436-FWP-L(04)01
- Proposed elevations - Sheet 01. Drawing no: 7436-FWP-L(05)01
- Proposed elevations - Sheet 02. Drawing no: 7436-FWP-L(05)02
- Proposed site sections. Drawing no: 7436-FWP-L(05)03
- Swept path analysis plan. Drawing no: 7436-FWP-L(06)01

and the development shall be carried out in accordance with these drawings and documents hereby approved.

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

3. Notwithstanding any description of materials in the application and the requirements of condition 2 of this permission, no above ground construction works shall take place until samples and / or full specification of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Development shall be carried out in accordance with the approved details.

Reason: In order to ensure use of appropriate materials which are sympathetic to the character of the building and the surrounding area in the interests of visual amenity and heritage. These are in accordance with the requirements of Core Strategy Policies P1, P2 and P3 and the National Planning Policy Framework.

4. No development shall take place until a Construction Environment Management Plan (CEMP), which shall include the following, has been submitted to, and approved in writing by the Local Planning Authority:

- a) the parking of vehicles of site operatives and visitors;

- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction;
- g) a scheme for recycling/disposing of waste resulting from construction works;
- h) hours for deliveries to and construction of the site;
- i) Risk assessment of potentially damaging construction activities;
- j) measures for the protection of the natural environment from accidental spillages, dust and debris;
- k) measures to ensure that any proposed development or other activity on site will not adversely affect the canal;

The approved CEMP shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved CEMP without the prior written permission of the Local Planning Authority.

Reason: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase in accordance with Policies DM1, P3, T2, G8 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: As the proposals require ground works and engineering works an understanding will therefore be necessary of what measures will be put in place to protect the amenity of nearby residents the surrounding environment and the functioning of the highway network prior to commencement of any building or engineering works on site.

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

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

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

Reason: To ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: Contamination investigation and any required mitigation measures will require investigation before the significant disturbance to ground and removal of material.

6. No development shall take place until a photographic survey showing the pre-development photographic condition of the adjoining highway along Dodgson Street and Crawford Street has been undertaken and agreed in writing by the Local Planning Authority. The hereby development shall not come into use until a scheme for the resurfacing and/or repair of any the highway surface which has deteriorated in the intervening period (between pre and post development) has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be fully implemented prior to occupation of any dwelling hereby approved.

Reason: Construction traffic associated with the development has the potential to cause further deterioration of the highway surface. The developer is required to undertake works of repair to the highway surface where deterioration arises as a result of its use by heavy construction vehicles in order to facilitate safe and convenient access and circulation for vehicle traffic in accordance with the requirements of Policy T2 of the adopted Core Strategy.

Reason for pre-commencement: To ascertain the level of damage that may be caused by the proposed development.

7. Notwithstanding the details shown on the approved plans, prior to first occupation of the hereby approved development, a scheme of hard and soft landscaping shall be submitted to, and approved in writing by, the Local Planning Authority. This scheme shall specify means of treatment for hard surfaced areas, means of enclosure including mammal gaps where appropriate, specify species, planting sizes, spacing, numbers of trees/shrubs to be planted (including replacement trees and tree pit specifications where appropriate, protective measures and must include a maintenance programme detailing all operations to be carried out in order to allow successful establishment of planting.

Planting shall be carried out in accordance with the approved details in the first planting and seeding seasons following the occupation of the building(s) or in accordance with a timetable agreed in writing with the Local Planning Authority. Any trees or plants which, within a period of 5 years from the date of planting, die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, to be agreed in writing by the Local Planning Authority.

Reason: In the interest of ensuring that the landscaping of the development enhances the visual local environment and in accordance with policies G6 and G7 of the Rochdale Core Strategy.

8. No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any topping or lopping approved shall be carried out in accordance

with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. If any retained tree is removed, uprooted or destroyed or dies (as a consequence of the development), another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time as may be specified in writing by the Local Planning Authority.

Reason: To ensure that retained trees are adequately protected, in the interests of the visual amenities of the locality in accordance with Policy G6 of the Rochdale Core Strategy.

9. The development hereby approved shall not be occupied until such time as a scheme of biodiversity enhancements for the site including, but not limited to, the provision of bird boxes, bird bricks, bat boxes and bat bricks are submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full prior to first occupation of the dwellings and retained thereafter.

Reason: In the interests of enhancing biodiversity and habitat provision within the site in accordance with Policy G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

10. No clearance of trees and shrubs in preparation for (or during the course of) development shall take place during the bird nesting season (March - August inclusive) unless an ecological survey has been submitted to and approved in writing by the Local Planning Authority to establish whether the site is utilised for bird nesting. Should the survey reveal the presence of any nesting species, then no development shall take place during the period specified above unless a mitigation strategy has first been submitted to and approved in writing by the Local Planning Authority which provides for the protection of nesting birds during the period of works on site.

Reason: In order to prevent any habitat disturbance to nesting birds in accordance with policy G7 of the adopted Rochdale Core Strategy, Policy JP-G8 of PfE and the National Planning Policy Framework.

11. Notwithstanding the details shown on the approved plans, prior to first occupation of the hereby approved development, full details of the junction layouts at the access points shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the details shall also include construction details. The junctions shall be retained as such thereafter.

Reason: In order to ensure safe and convenient access of the site, pedestrian safety and in the interests of highway safety in accordance with the requirements of policies DM1 and T2 of the adopted Rochdale Core Strategy and National Planning Policy Framework.

12. The access road shall be kept clear at all times and shall not be used for the storage of materials, goods or bins. The access road shall be retained for its intended use at all times.

Reason: In order to ensure servicing provision is clear of the highway and in the interest of highway safety in accordance with the requirements of policies DM1 and T2 of the adopted Rochdale Core Strategy and National Planning Policy Framework.

13. The development hereby permitted shall not be occupied until all vehicle parking spaces have been provided in accordance with the plans hereby approved. The parking spaces shall be kept available for parking at all times thereafter and shall not be used for the storage of materials, goods or bins.

Reason: In order to ensure there is adequate provision for vehicles to be parked and adequate turning and servicing provision clear of the highway in order to comply with policy T2 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework

14. Prior to the occupation 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 sustainable drainage scheme shall be based closely upon the 'Proposed New Warehouse Drainage Strategy Layout (drawing no: 001A1; received by email on 16/02/2024)', and which includes 2no. 5 l/s flow control of surface water to two adjacent combined public sewers.

Reason: To promote sustainable development, manage the risk of flooding and pollution and to ensure satisfactory disposal of surface and foul water from the site in accordance with the requirements of Policy G8 of the adopted Rochdale Core Strategy, saved policies EM/7 and EM/8 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

15. The hereby permitted development shall only operate between 07:00 hours and 22:00 hours on all days.

Reason: In the interest of the amenity of neighbour residential uses and to prevent nuisance arising and in compliance with Policies DM1 and G9 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

16. Prior to the occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development in accordance with Policy G8 of the adopted Rochdale Core Strategy, saved policies EM/7 and EM/8 of the adopted Rochdale Unitary Development Plan and the National Planning Policy Framework.

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.