

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
23/00153/FUL	Rosalind Gralton	29 September 2023

Address: Dexine Rubber Co Ltd Spotland Road Rochdale OL12 0AU

Proposal: Erection of a two storey industrial building (Class B2) with ancillary office space including associated parking and landscaping

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?	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?	Y
	Neighbour comments received?	Y

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

RECOMMENDATION	APPROVE SUBJECT TO CONDITIONS
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CHECKED AND SIGNED OFF BY: LA

DATE: 12/10/2023

SITE

The application relates to a circa 450m² plot of land to the south of Spotland Road, set just north of the Coldwall Industrial Estate and immediately west of no.209 Spotland

Road, an end-of-terrace dwelling. It is in a prominent position being visible from 3 sides. The site is flat, cleared of any buildings and fenced around its perimeter.

To the west of the site is Spotland Bridge Funeral Directors, a two-storey early C20 red brick and sandstone building with slate roof which is recognised as a Non-Designated Heritage Asset (NDHA). The site falls within the Spotland Bridge Conservation Area, an extensive area set around an industrial townscape comprising the Grade II listed Spotland Mill, 150m northwest of the site.

The site is within the defined urban area and within a mixed employment zone.

PROPOSAL

Planning permission is sought for the erection of a detached two storey industrial building (Class B2) with ancillary office space including associated parking and landscaping.

The building has a rectangular floor plate with a dual-pitch gable roof form, with a glazed feature corner to the northwest of the building, which utilises curtain wall glazing and brick detailing. To the west of the building, the roof ridge drops 500mm, responding to the varied topography of the corner plot. Glazing would be prominent across the north western corner of the building, and amended plans show the glazing extended to the ground floor of the elevation across Spotland Road. Additional glazing would be incorporated on the rear elevation with large expanse of brick. Five rooflights are proposed on the southern roofslope of the building. Drawings indicate photovoltaic panels proposed on the rear roofslopes.

The proposed building would have a ridge height of 10.1m adjacent to 209 Spotland Road to the eastern side of the property, 9.7m from the western end.

Hardstanding would be introduced to the side and rear of the proposed building with planters and soft landscaping to the northern and western boundary of the property as it faces the junction with Spotland Road. At the rear elevation, a two storey vertical mass of brick detailing would be placed with windows at ground floor level. A rear rollershutter door and high level window would be located serving the industrial unit at ground floor.

At ground floor, a reception area, accessible toilet and meeting room are proposed alongside the industrial unit. At first floor, an office area with meeting room, board room, kitchenette and male and female toilets.

The proposed site plan presents two car parking spaces to the rear, with an access door on the side of the building. No cycle parking is provided.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Adopted Rochdale Core Strategy (CS):

- E2 Increasing jobs and prosperity
- P1 Improving image

- P2 Protecting and enhancing character, landscape and heritage
- P3 Improving design of new development
- T2 Improving access
- DM1 General Development Requirements

Unitary Development Plan (UDP):

G/D/1 Urban Defined Area

E/C/3 Mixed Employment Zones

Supplementary Planning Documents (SPD):

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

RELEVANT SITE HISTORY

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|---------------|--|
| 22/01487/FUL | Two storey mixed-use building comprising industrial unit (Use Class B2) at ground floor with offices at first floor (Use Class E), including associated landscaping and parking - Resubmission of 22/01123/FUL – Refusal January 2023 |
| 22/01123/FUL | Two storey mixed-use building comprising industrial unit (Use Class B2) at ground floor with offices at first floor (Use Class E), including associated landscaping and parking – Approved November 2022 |
| 20/01193/FUL | Full application (part retrospective) for the demolition of on-site buildings including the existing mill building, the erection of 10 industrial units (E and B2 Use Classes), together with the creation of a service yard, car parking and substation; the erection of 2 dwellings (4 bedroom semi-detached units), together with the creation of parking areas for existing units and parking for proposed units and the alteration of the existing access -Resubmission of 19/00804/FUL – Approved Feb 2021 |
| 19/00804/FUL | Full application (part retrospective) for the demolition of on-site buildings including the existing mill building, the erection of 12 industrial units (B1 and B2 Use Classes), the refurbishment and minor alteration of existing industrial buildings together with the creation of a service yard and car parking; the erection of 4 dwellings (2no 4 bedroom semi-detached units), together with the creation of parking areas for existing units (39 spaces) and parking for proposed units (74 spaces, including 2 disabled units) and the alteration of the existing access – Approved Nov 2019. |
| 18/00727/HYBR | Hybrid planning application (part outline and full): Outline application (including access) for the demolition of the former mill buildings, the erection of up to 47 dwellings and vehicular access; Full application for demolition of the former mill buildings and the refurbishment of the existing steel framed industrial building including vehicular access and service yard - Finally disposed of Sept 2020. |

PRE-APPLICATION DISCUSSIONS AND VALUE-ADDED

Recent history for the application site shows varying applications which have been approved and refused.

An amended scheme comprising a different design for the same site was approved subject to conditions in November 2022. A refused application for the same scheme as this application, was determined under delegated powers in January 2023. The resolution of the Planning and Licensing Committee in May 2023, with officer recommendation for refusal, was to defer the application to give the opportunity to the applicant to submit an amended scheme to Planning Officers. In the event of an acceptable amendment being submitted, the committee resolved to give authority to the Planning Officers to determine the application under delegated powers. As amended the application comprises a reduced roof pitch, additional glazing to the northern elevation onto Spotland Road, alterations to front and rear elevations, and full details of materials.

CONSULTATION RESPONSES

Conservation Officer

The Council's Conservation Officer was consulted on the application and their response is provided below:

First Response:

The application site lies within the Spotland Bridge Mill Conservation Area. The site was previously occupied by the historic Dexine Mill. The site was redeveloped following the grant of planning permission 20/01193/FUL and the remaining historic buildings demolished.

This application was submitted with a heritage statement. This statement accurately locates the proposed site within the Spotland Bridge Conservation Area, and 225 Spotland Road, a former public house and non-designated heritage asset. It also describes the historical development and archaeological significance of the area, relevant planning policies, and a nearly complete list of relevant planning applications pertaining to the site. It, however, misses one key planning application which is particularly relevant in this case: Ref. 22/01487/FUL – this application was refused.

The current application seems to be identical to the one which was recently refused, with respect to the heritage statement, site plans, elevations, floor plans, street scenes, etc.

The previous comments from the Conservation Officer were:

“The site is in the Spotland Bridge Conservation Area, so we need to consider the impact on this and adjacent non-designated heritage assets.

Historically, there were buildings on the site, so in principle I have no issues with built form being reinstated. That being said, I have a number of concerns with the current scheme. In its current form it neither preserves nor enhances the character and appearance of the Conservation Area:

- The proposed scale and massing of the building has resulted in a cramped form of development*
- The proposed height fails to take into account the slope of the site down the hill.*
- The design is of concern, and it is not clear how it relates to the surrounding area. In particular I have concerns with the blocked up ground floor windows*

- *The building does not really successfully turn the corner.*

As the present design is identical to that which was refused, none of the previous comments have been addressed with the present proposal.

Additionally, the suggested materials as part of the design are cause for concern and would not enhance the appearance of the conservation area, nor would they enhance the significance of the non-designated heritage asset nearby.

Such materials as the uPVC windows, soffits, fascias, rainwater goods would be unsympathetic installations as they would detract from the historic materials present within the Conservation Area and at 225 Spotland Road.

Additionally, the proposed roller shutter would be an eyesore in a very prominent location in the building and would generally harm the significance of the heritage assets.

The proposed signage at the front elevation is of concern as well; further detail is required to ensure that any signage or display is not unduly overbearing or garish when compared to the existing fabric of the Conservation Area. Presently, it appear to be quite large and occupies a very large proportion of the frontage.

Further amendments are needed to this design to recommend approval. Any design should draw on architectural elements and materials of the heritage assets nearby.'

Following this, amended plans were received. Verbal comments were received from the Conservation Officer, stating the amended proposal showed a degree of subservience, an acceptable relationship with the surrounding streetscene and the objection was removed subject to suitable materials detailing.

Second Response:

'The area is dominated by red brick, so the introduction of brown brick in this location would look incongruous.

Other materials are fine in principle but we need the specifications/detailed design. Rainwater goods etc should be cast metal painted black.'

Subsequent information received removed the introduction of brown brick, and further material specification is provided.

Drainage:

The Council's Drainage Engineer was consulted on the application and their response is provided below:

'This application is part of a larger site that has planning permission under application 20/01193/FUL. The area that is now proposed to be a two storey office (HQ for Hallmark) was planned as car-parking in the 20/01193/FUL application.

A Sustainable Drainage Strategy was designed and installed for an earlier application for the main part of the former Dexine site (by TJ Booth Associates). Originally the area for this new Industrial building was going to be a car-park. The surface water system on the site will thus have been designed to cater for additional flows from the building

For a sustainable plan, drainage of the new HQ needs to tie into the overall drainage plan of the re-developed site. The above plan indicates the surface water connection. The SW should not be connected to a combined sewer.

The existing surface water system still needs some works to be undertaken and completed by the contractor for planning application 20/01193/FUL I.e. the disconnection of a direct rainwater overflow to the river. The contractor Hallmark LTD advised that they will carry out this task before 30th April 2023. This is necessary before the new application applies to discharge any drainage condition that may be provided in a decision notice.

Recommended condition:

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 include:

- (i) Details of the site's proposed foul and surface water drainage, incorporating sustainable drainage measures.*
- (ii) Greenfield rainfall runoff rate will need to be applied to any future discharge of surface water from the developed site to sewer or drain at the rate of Qbar (1 in 2.3 yr return period) because the current footprint is grass.*
- (iii) The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.*

The duly approved scheme shall be implemented prior to the first occupation of the building hereby permitted and shall be retained as such thereafter.

Reason: To prevent an increased risk of flooding as a result of the development, to ensure satisfactory disposal of surface water from the site, and to ensure no unacceptable risk to controlled waters, 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.'

Environmental Health:

The Council's Environmental Health Officer was consulted on the application and their response is below:

'I have reviewed the report and this section has no objection to the proposal. I note the content regarding condition 18 and accept that this may have been an oversight on my part. Also noted that the new modelling can broadly meet the criteria. If granted I would recommend either the original conditions are adopted or the night time condition is adapted to 35Db.'

Second response (06/10/2023)

'I think the condition can stay as it is at 36dB(A). 1 decibel defence will not be perceptible and 36dB(A) offers strong protection to residential properties'

Environmental Control (Landfill Gas) –

The submitted report and recommendations are acceptable, suitable condition:

A Remediation Verification Report detailing the design and installation of the remedial measures shall be submitted and subject to the approval in writing of the Local Planning Authority prior to the development being brought into occupation or first use.

Greater Manchester Fire and Rescue –

Proposals appears to meet the Fire Service requirements.

Highways And Engineering –

The Council's Highways department was consulted and their response was provided as below:

'The access to the site is adequate for a development of this scale and the volumes and types of traffic it might attract.

The car parking for the proposal is limited. We do however accept that the site could make use of the adjacent associated site. We also accept that the location is highly sustainable only a short walk from a busy bus route and a local centre. There is also a significant residential area in close proximity which could provide many staff homes in walking distance from the development. No sustainable objection could be made regarding this aspect of the application.

- *The road layout is suitable for this proposal.*
- *Servicing from the development is expected to be infrequent and done so in small commercial vehicles. The expectation is they will make informal use of the parking area for short periods when loading and unloading.*
- *We have no concerns regarding the road layout at this location.*
- *We have no road safety concerns at this location.*
- *We have no sustainable objections to these proposals.'*

TOWNSHIP PLANNING PANEL

Notes from Rochdale Township Planning Panel – March 2023

No additional comments beyond calling in the planning application to allow the Applicant to discuss the scheme at Planning Committee.

REPRESENTATIONS

Two representations have been received objecting to the application. Concerns raised relate to the building's appearance, parking, road safety, increase in traffic, and a negative impact of the adjacent business' including the visibility of units to the rear from Spotland Road.

ANALYSIS

Principle of development

The application site falls within a mixed employment zone as set out under saved UDP Policy EC/3. Appendix 3 of the adopted Rochdale Core Strategy states that Saved UDP Policy EC/3 should be read in conjunction with Policy E2 and E3 of the Core Strategy.

Policy E2 seeks to ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous

economy. In respect of sites in the north of the borough (such as the application site), Policy E2 seeks to protect existing employment zones, and employment (B1 – B8) sites and premises (over 0.2ha) and support their retention and redevelopment for employment uses.

The application proposes a two-storey mixed use building comprising office and general industrial space. Given that both uses proposed are complementary of employment generating uses, subject to an assessment of other development management requires, the principle of the proposed development is acceptable and in accordance with Policy E2 of the adopted Core Strategy and the National Planning Policy Framework.

Design, Character and Heritage

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of a Conservation Area. Paragraph 195 of the National Planning Policy Framework states that Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. Paragraph 197 goes on to state that in determining applications, local planning authorities should take account of (inter alia) the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness.

Where a development would lead to less than substantial harm to a designated heritage asset, paragraph 202 of the NPPF requires Local Planning Authorities to consider this harm against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The National Planning Policy Framework (NPPF) states that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. This is largely reflected within Policies DM1 and P3 of the Council's adopted Core Strategy, which requires development proposals to demonstrate high quality design.

The site falls within the Spotland Bridge Conservation Area which spans an area of circa 17.3ha, predominantly to the south and west of the site, but also encompassing small areas to the north and east. The Conservation Area is designated as such due to its special historic and architectural interest, which is mainly focussed around the area's distinctive industrial townscape which illustrates how the cotton industry created modern Rochdale and notably includes the Grade II listed Spotland Mill. The character of the Conservation Area lies in its surviving expression of this historic development, and typified by its materiality, key views and separation of buildings into three distinct areas representative of the advances in technology which supported the expansion of the area.

The Conservation Area does not currently benefit from a dedicated appraisal, however the positive characteristics of the conservation area are easily read from public vantage points along Spotland Road, Rooley Moor Road and Mellor Street; the townscape of the Conservation Area covers an eclectic mix of architectural styles, forms and

massing, however it is typified through vernacular terraces and industrial workplaces such as the aforementioned Spotland Mill.

This townscape is evident along Spotland Road, and the areas immediately adjacent to the application site. However it is noted that the area to the south has accommodated a substantial business park at the expense of former mill buildings, and, taking into account the historic existence of the buildings on the site, and the uncharacteristic break in the building line along Spotland Road, the site is able to accommodate the building and, to an extent, could accommodate a building which does not strictly adhere to traditional architecture. Furthermore, given the views offered when travelling east along Spotland Road and the commanding, elevated position of the site when approaching this way, there is an opportunity to create a landmark feature which screens the industrial units to the rear and reinstates the historic pattern of development.

The proposals show a revised scheme which show more glazing to the front (northern) elevation, and a change in the form of the building, showing a reduced and dropped ridge and eaves height. Following this submission, the building better responds to the changing land levels and prominent corner plot. As such, given this and the detailed materials schedule, it is concluded the proposal would not have an unacceptable impact upon the conservation area, and would not result in poor design.

Impact on Surrounding Land Uses

Policy DM1 of the adopted Core Strategy requires all new developments to demonstrate that they are 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. Paragraph 130 of the NPPF states that planning policies and decisions should ensure that new developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users. The Council's adopted Supplementary Planning Document '*Guidelines and Standards for Residential Development*' (2016) contains a number of guidelines and requirements for the design and layout of new housing in order to preserve the amenity standards for surrounding residents.

The adjacent end-of-terrace, no.209 Spotland Road is a residential dwellinghouse, to which the requirements of the SPD apply. The proposed development would include a deeper floor plate than the adjacent terrace. However in assessing the impact of the proposed building, it is noted that the rearwards projection relative to the dwelling would comply with the standards set out in section 5.9 of the SPD, and would have an acceptable impact on the occupiers of no.209 in this regard. Furthermore, it is noted that the rear yard of no.209 is particularly constrained in respect of its recreational and functional value, due to its size and the area occupied by the existing rear extension. It is also noted that rear facing principal windows to habitable rooms are set to the eastern side of the rear elevation, further mitigating any impact.

The application is also supported by a Noise Impact Assessment, which includes a baseline study of the site, and software based acoustic modelling to assess the impact which a general industrial use may have on any surrounding residential occupiers.

Noise within the units is assumed to be 85dB L_{Aeq}, which would be the limit beyond which would require action to reduce operator exposure. Modelling also takes account for the rear roller shutter being both opened and closed, where it would not be possible

to control this feature via planning. The report suggests that noise impacts of 40 dB L_{Aeq} daytime and 35 dB L_{Aeq} night time would have a negligible impact.

The modelling sets out expected noise levels at points along the external elevations of nearby buildings reaching as high as 38 dB L_{Aeq} when the roller shutter is down, and 44 dB L_{Aeq} when it is retracted. The report concludes that no specific mitigation measures would be required as the assumptions in the modelling are based on a worst case scenario and only marginally exceed the negligible impact figures.

The report does not take account of the possibilities of impulsive noises associated with general industrial noises such as hammering, sawing etc. which due to their sound profile typically appear audible above the acoustic background. The Council's Environmental Health Officer does not consider such matters to be of concern given the noise climate of the area, which to the south is already dominated by industrial activity, and to the north, Spotland Road.

Therefore, in light of the above, and subject to conditions, the proposals would accord with the requirements of Policies DM1 and G9 of the adopted Core Strategy and the National Planning Policy Framework.

Highways

Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have business in the area. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

The application site, on the approved site plan of the permission for the wider Dexine Site redevelopment ref. 20/01193/FUL, is shown to include space for 12no. parking spaces.

While this proposal seeks to provide only ancillary office space to the B2 use, only two proposed spaces are provided. However, given the scale of the office, taking in the context of this busy industrial estate, the Council's Highways Officer does not consider that the impact would be so severe as to warrant refusal, particularly in light of the site's sustainable location.

The site includes satisfactory arrangements for manoeuvring larger vehicles and servicing requirements, and as such, the proposed development would accord with policies DM1 and T2 of the adopted Core Strategy and the National Planning Policy Framework.

Drainage

The site does not propose any significant areas of hardstanding, however would require drainage proposals to be in accordance with the drainage hierarchy set out in NPPG. Both United Utilities and the Council's Drainage Engineer have accepted that drainage proposals can be required via pre-commencement condition. Subject to this condition,

the proposals would be in accordance with the relevant paragraphs of the NPPF and Policy G8 of the Core Strategy.

Ecology

The site is currently cleared and does not include any ecological value. The necessary biodiversity enhancement measures can be achieved through the use of a planning condition, subject to which the application would accord with the NPPF and Policy G7 of the Core Strategy.

Land Contamination

The applicant has provided a Phase I, II and III report which concludes with a remediation strategy for the site. The Remediation measures are considered appropriate and proportionate for the development and the submission of a validation statement prior to first occupation of the building is to be required via condition to ensure the suitability of the site for its proposed use. Subject to this condition, the requirements of Policy G9 and the NPPF will have been met.

Other matters

Two objections have been received from local residents, raising the following points:

- The building's appearance – this is addressed in the 'analysis' section of this report.
- Parking, road safety, increase in traffic – these matters are addressed in the 'analysis' section of the report.
- Negative impact of the adjacent business' including the visibility of units to the rear from Spotland Road – visibility of units to the rear is a matter that is afforded very limited weight in the determination of the application. Matters of compatibility with surrounding uses is addressed in the 'analysis' section of this report.

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:-

Proposed Level 0 Plan - CIE-SVA-ZZ-ZZ-DR-A-2005 Rev D
Proposed Level 1 Plan - CIE-SVA-ZZ-ZZ-DR-A-2006 Rev E
Proposed Roof Plan - CIE-SVA-ZZ-ZZ-DR-A-2007 Rev D
received by the Council 3rd October 2023.

Proposed Elevations 01 - CIE-SVA-ZZ-ZZ-DR-A-2010 Rev D
Proposed Elevations 02 - CIE-SVA-ZZ-ZZ-DR-A-2011 Rev D
Existing and Proposed Streetscene Elevations - CIE-SVA-ZZ-ZZ-DR-A-2012 Rev B
received by the Council 27th September 2023.

and the development shall be carried out in complete accordance with these drawings hereby approved unless otherwise required by the conditions 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 and the National Planning Policy Framework.

3. No development shall commence until details of a sustainable surface water drainage scheme and a foul water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The drainage scheme shall include:
 - (i) Details of the site's proposed foul and surface water drainage, incorporating sustainable drainage measures.
 - (ii) Greenfield rainfall runoff rate will need to be applied to any future discharge of surface water from the developed site to sewer or drain at the rate of Q_{bar} (1 in 2.3 yr return period) because the current footprint is grass.
 - (iii) The background calculations of the MicroDrainage® model or any other software or calculations that have been used for the drainage design.

The approved scheme shall be implemented prior to the first occupation of the building hereby permitted and shall be retained as such thereafter.

Reason: To prevent an increased risk of flooding as a result of the development, to ensure satisfactory disposal of surface water from the site, and to ensure no unacceptable risk to controlled waters, 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.

4. The following noise parameters shall be achieved in respect of the building or from plant and machinery used in connection with the building and they shall not be exceeded at any time:
 - Rear of homes 201-211 Spotland Road to the east boundary of the site. Between 07:00-23:00 44 dB(A), between 23:00-07:00, 36 dB(A).

Reason: To protect the nearest residential properties from noise disturbance in accordance with Core Strategy policy DM1 and the National Planning Policy Framework.

5. In addition to materials as detailed on the approved plans (Condition 2), the proposal shall be constructed in accordance with external materials specified on Materials Schedule '2305 00-03 001 A'. 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 in accordance with policy DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

6. Notwithstanding any description in the application, no above ground works shall take place until full product specifications for the windows, external doors including roller shutter door, roof lights, or any other glazing, and detailed designs of the window and door reveals, at a scale of not less than 1:50, to be

used on the development hereby approved, have been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall be installed in accordance with the approved details thereafter. For the avoidance of doubt the roller shutter door shall have a black or dark grey powder coated finish.

Reason: In the interests of visual amenity and in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

7. No above ground works shall take place until 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 to be integrated to the fabric of the buildings hereby approved, bug hotels, hibernaculum and wildflower seeding 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 building 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.

8. The development hereby approved shall be carried out in accordance with the remediation strategy set out in section 3 of the submitted Geo-Environmental Audit by TJ Booth Associates ref. rep-tjba-hallmark-dexine-Phs 1+2+3 Env-080415, rev. 8 and dated August 2022.

Prior to the first occupation of the approved development, a verification report shall be submitted to and approved in writing by the Local Planning Authority to confirm the effectiveness of the remediation strategy and to confirm that no unacceptable contaminants were detected during the construction phase of the development.

In the event that unacceptable contamination is detected, a remediation strategy shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the duly approved remediation strategy thereafter.

Reason: In the interest of the health and safety of future users and in accordance with Policies DM1 and G9 of the adopted Core Strategy and the National Planning Policy Framework.

9. The car parking, servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be carried out 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 and the National Planning Policy Framework.

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

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

Procedure Statement

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

Notes for Applicant:

1. Bats are a European Protected Species which are mobile in their habitats and can turn up in the most unlikely places. If bats are found or suspected at any time during the works, work should cease immediately and advice sought from a suitably qualified bat worker.