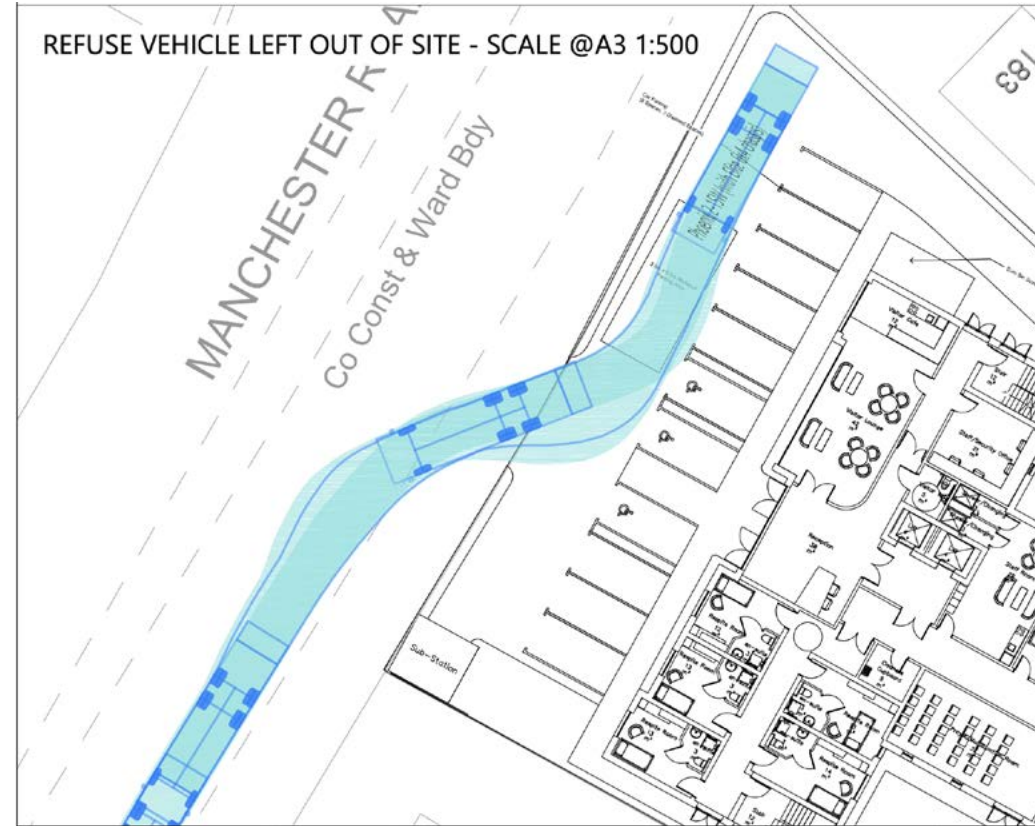
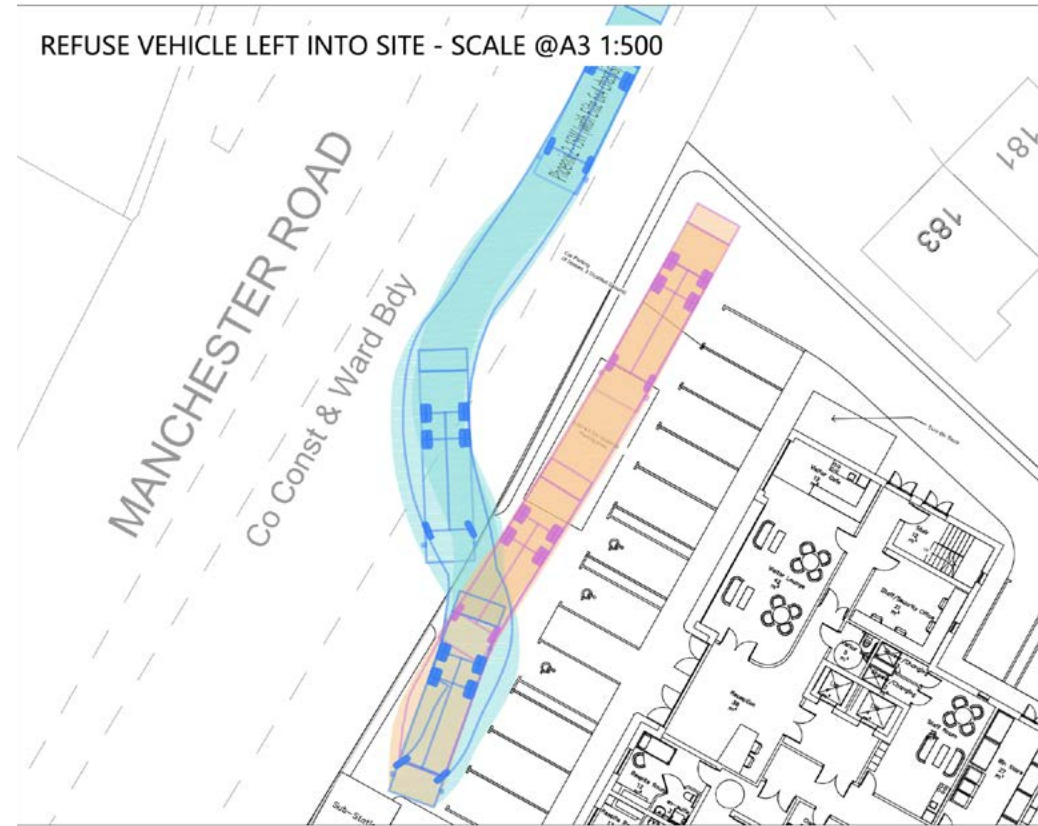


Highways



PLANNING OFFICER REPORT:

The application site is a **short walk from Rochdale Town Centre** on Manchester Road. There is **regular bus services along this route** and **significant improvements to sustainable transport infrastructure** along this route planned.

We have no concerns regarding refuse collection, emergency access or servicing this development.

We have no new road safety concerns as a result of this development.

AMENDMENTS TO PLANNING OFFICER RESPONSE:

No amendments to report

OFFICER RECOMMENDATION:

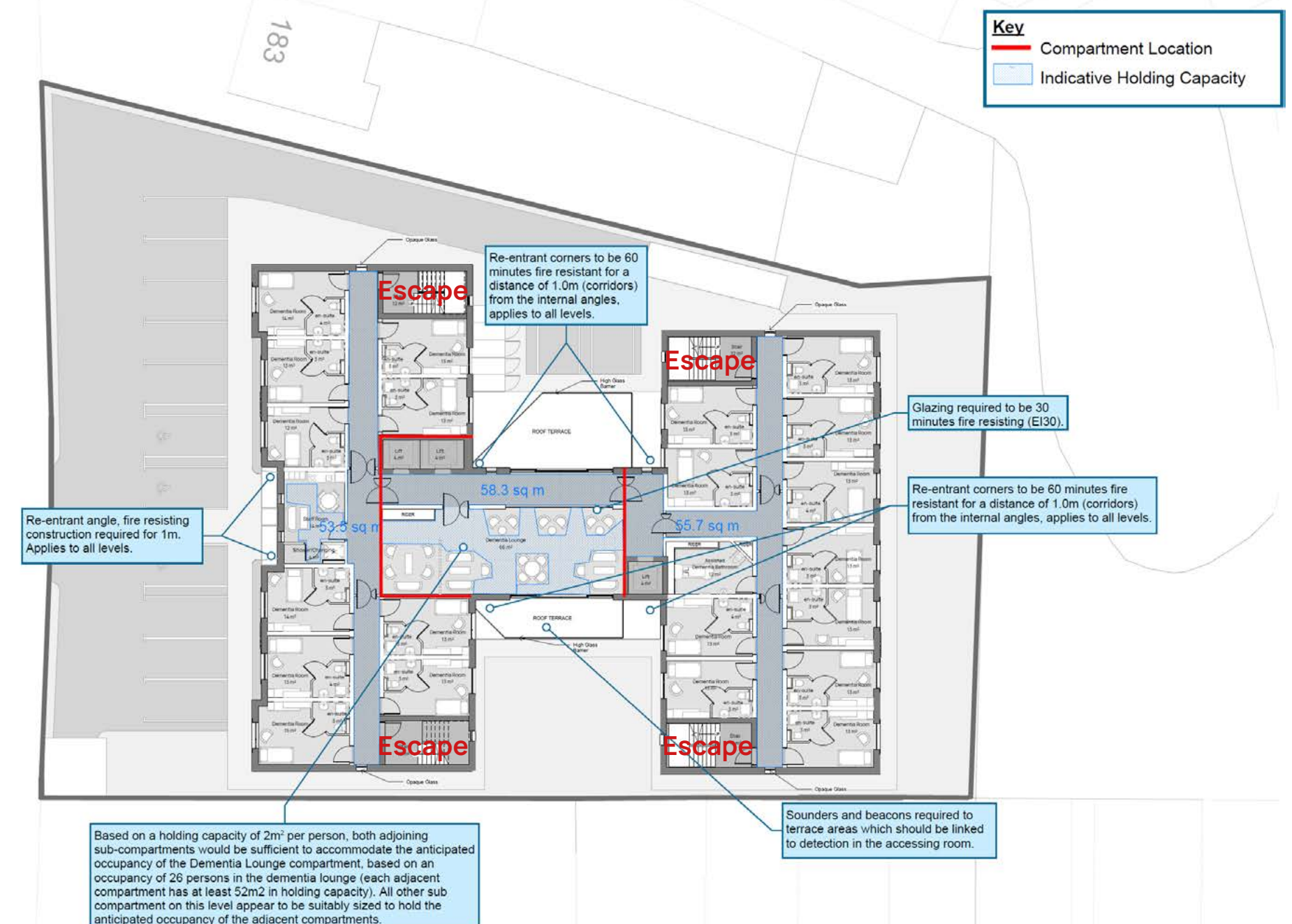
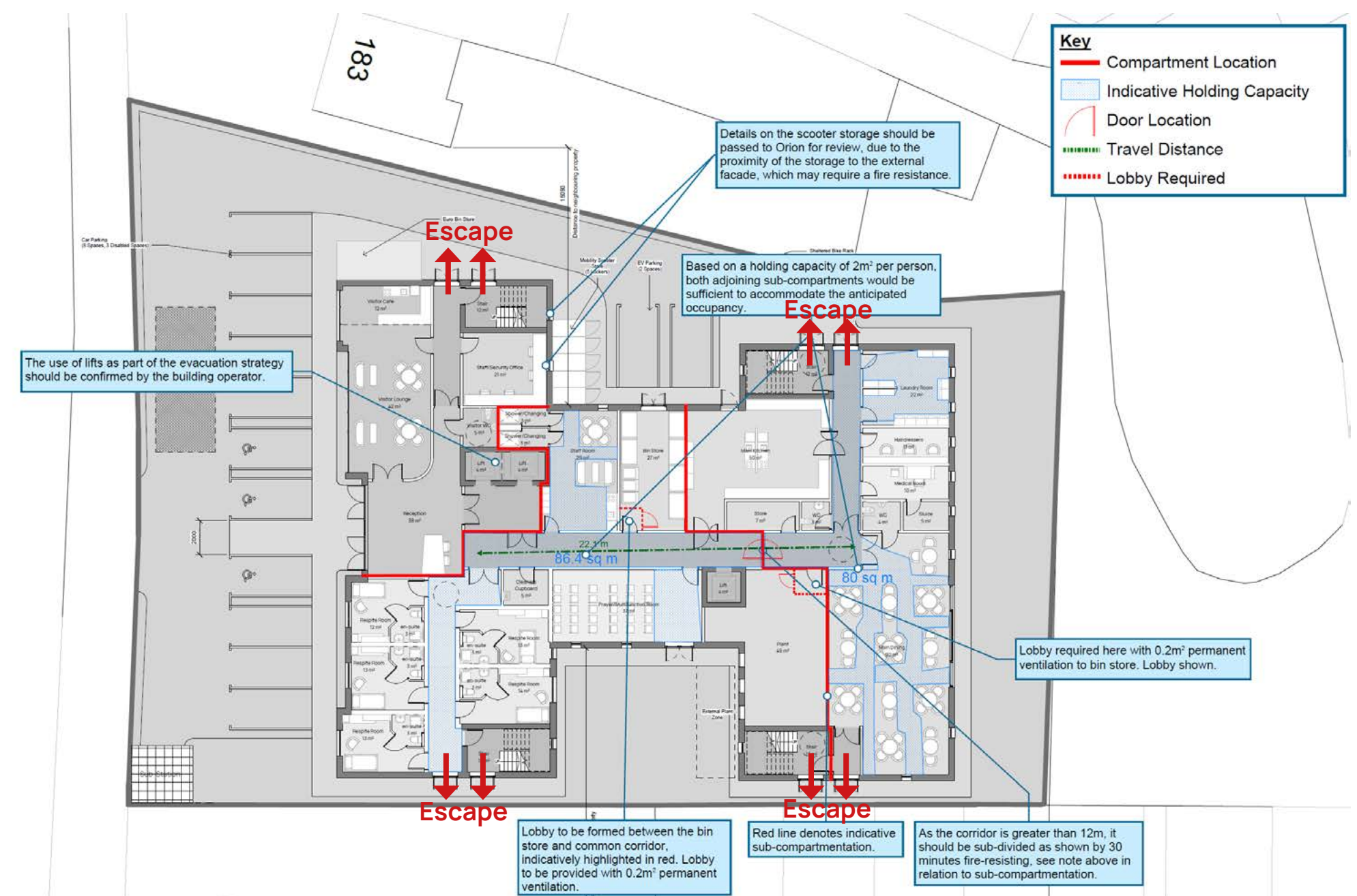
We have no sustainable objections to this proposal subject to condition.

The new access should be designed for the approval of the LPA and designed to incorporate cycling infrastructure improvements planned.

HIGHWAYS SIGN OFF

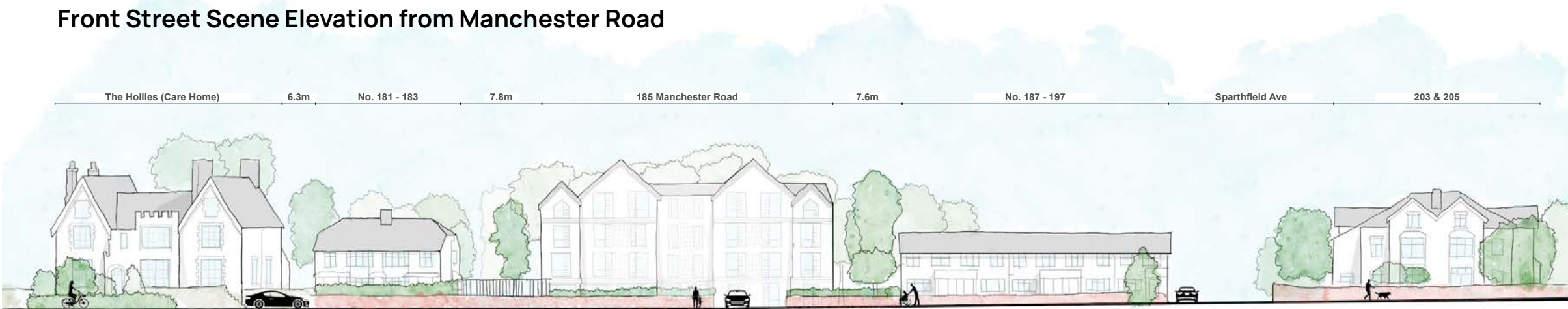
John Gilligan 12/08/2025

Fire Strategy

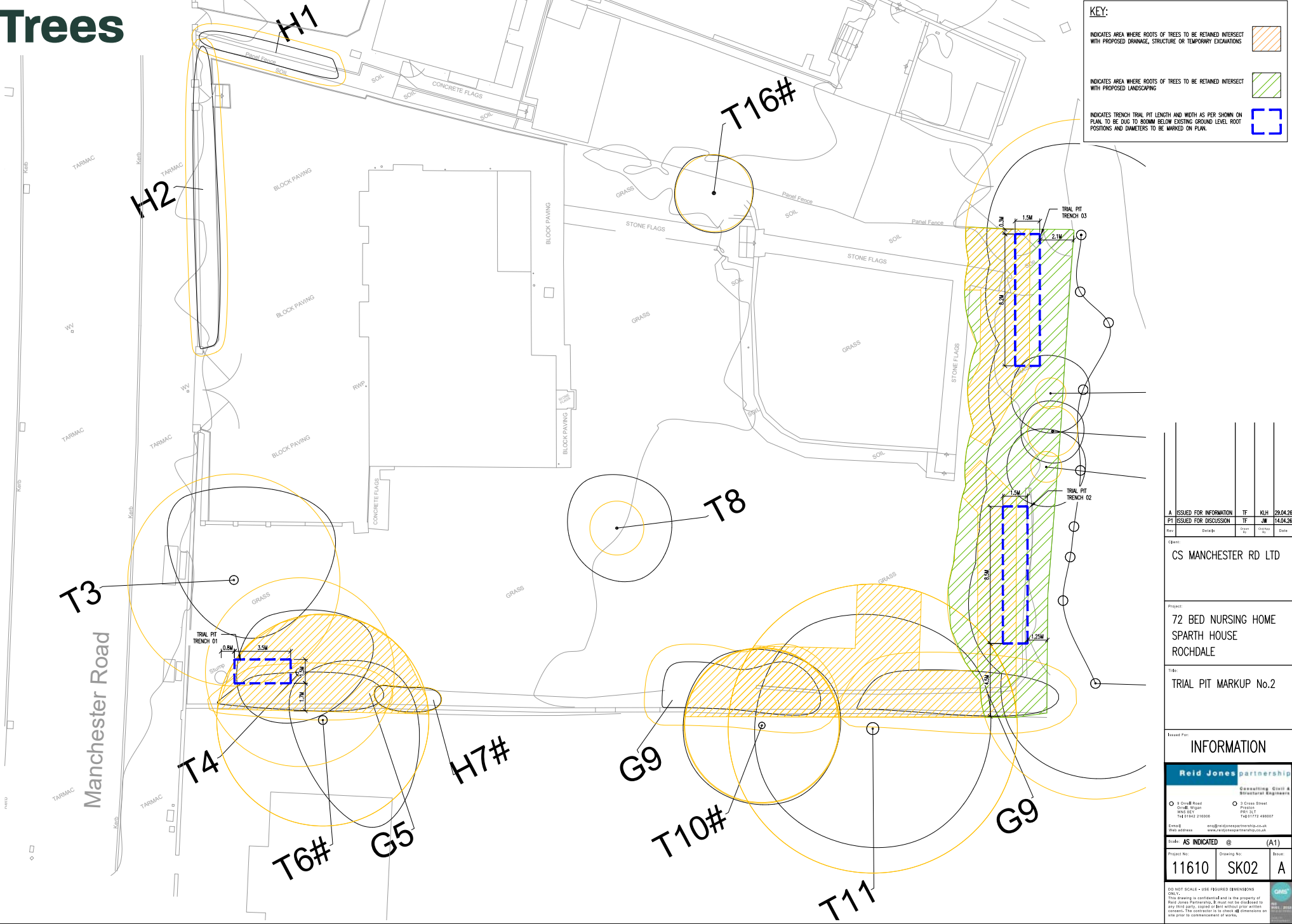


The client team have worked closely with ORION Fire to develop the overall fire strategy for the building. Elements include; escape distances, compartmentation, fire detection, sprinklers, horizontal and vertical means of escape, emergency lighting, external fire spread and fire service access.

Massing, Design & Overlooking



Gabled roof forms are stepped in from the site boundaries to reflect the surrounding residential character. The building has been carefully refined through the design process, with changes to the roofscape and façade helping to create a more comfortable relationship with neighbouring properties.



None of the roots found during the investigation are considered to be structural, and the number found in these localised excavations are not considered to be critical to the tree's health or survival. This assessment is based on the diameter, depth and orientation of the roots observed, none of which exhibited the characteristics of primary structural or transport roots. – [Root Investigation Summary, Seed-Arb, 19.06.26]



Trial Pit



Trial Pit



Trial Pit

Five roots over 20mm diameter were encountered in Trench 2 and attributed to trees within G12. None of the roots encountered within Trench 2 were characteristic of primary structural or transport roots, nor deemed to be integral to the vitality or longevity of the trees. Therefore, it is considered that targeted root pruning in accordance with section 7.2.3 of BS 5837: 2012 would be acceptable. – [Arboricultural Impact Assessment, Urban Green, July 2026]

Visuals - Street Perspective

