

Officer Report

Case Reference: PL/2026/0183
Location: 1, Summer Street, Rochdale, OL16 1SY
Proposal: Erection of a new industrial building, subdivided into five separate units (Use Class E(g)(iii)) with associated car parking, landscaping and bin storage area
Recommendation: Approve with Conditions
Officer: Anna Hayes

SITE

The application site relates to a rectangular plot of land on Hill Street/ Summer Street in Rochdale. The site was formerly occupied by a single storey industrial building which was demolished in June 2024 due to fire damage. The site now primarily comprises of rubble with sections of the original external walls remaining.

Surrounding uses are predominantly commercial and industrial. Summercastle and Barchant Mills, which are non-designated heritage assets, immediately abut against the site to the south and east. As historic mill buildings with surviving original fabric, they are of architectural interest, as well as providing important evidence of the town's industrial heritage.

The site lies within the defined urban area as per the UDP Proposals Map and falls within an allocated mixed employment zone and physical regeneration area. The site is located approximately 90m east of the Rochdale Town Centre boundary.

PROPOSAL

Planning permission is sought for the construction of a new industrial building on land at Summer Street/ Hill Street in Rochdale, following the demolition of the former building due to fire damage in June 2024. The proposed building will be subdivided into five separate light industrial units (use class E(g)(iii)) with associated car parking, landscaping and bin storage.

Each unit will have a gross internal floor area ranging between 175m² – 190m², comprising of ground floor workspace with an integrated mezzanine floor level comprising ancillary office, kitchen and WC facilities. The development includes dedicated access from Hill Street via a new vehicular entrance, as well as on-site parking provision including 18no. car parking spaces orientated in a back-to-back linear formation to the east of the site, including 2no. disabled bays and 2no. EV charging bays.

The external elevations of the building would be faced with red brickwork under a metal seam sawtooth style roof. Five large roller shutters doors are positioned on the east-facing side of the building (proposed front elevation), fronting onto the car park area.

Areas of soft landscaping are proposed around the parking spaces with a timber bin store adjacent to the site entrance.

RELEVANT PLANNING POLICY

National

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Development Plan

Under section 38(6) of the Planning and Compulsory Purchase Act 2004, Planning decisions should be made in accordance with the development plan unless material considerations indicate otherwise and the NPPF does not change the statutory status of the development plan as the starting point for decision making.

The development plan for the proposal consists of the Places for Everyone (PfE) Joint Development Plan, Rochdale Core Strategy (CS), adopted 2016, saved Unitary Development Plan (UDP) policies, and the Greater Manchester Joint Minerals Plan April 2013. The Council also has an adopted series of Supplementary Planning Documents and Supplementary Guidance Notes, which are other material considerations.

Places for Everyone Joint Development Plan (PfE) (2024)

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:

Sustainable and Resilient Places

JP-S1 Sustainable Development

JP-S2 Carbon and Energy

JP-S3 Heat and Energy Networks

JP-S4 Flood Risk and the Water Environment

JP-S5 Clean Air

JP-S6 Resource Efficiency

Places for Jobs

JP-J1 Supporting Long-Term Economic Growth

JP-J2 Employment Sites and Premises

JP-J3 Office Development

JP-J4 Industry and Warehousing Development

Greener Places

JP-G1 Landscape Character

JP-G2 Green Infrastructure Network

JP-G6 Urban Green Space

JP-G7 Trees and Woodland

JP-G8 A Net Enhancement of Biodiversity and Geodiversity

Places for People

JP-P1 Sustainable Places

JP-P2 Heritage

Connected Places

JP-C1 An Integrated Network

JP-C2 Digital Connectivity

JP-C3 Public Transport

JP-C6 Walking and Cycling

JP-C8 Transport Requirements of New Development

Rochdale Core Strategy (CS)

SO1 To deliver a more prosperous economy

E2 Increasing Jobs and Prosperity

E3 Focussing on economic growth corridors and areas

E5 Encouraging the visitor economy

SO2 Creating successful and healthy communities

C1 Delivering the right amount of housing in the right places

C6 Health and well-being

SO3 Improving design, image and quality of place

P1 Improving image

P2 Protecting and enhancing character, landscape and heritage

P3 Improving design of new development

SO4 Promoting a Greener Environment

G1 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

G10 Managing mineral resources

SO5 Improving accessibility and delivering sustainable transport

T2 Improving accessibility

Managing delivery and monitoring progress

DM1 General Development requirements

SD1 Delivering sustainable development

Rochdale Unitary Development Plan (UDP)

G/D/1 Defined Urban Area

EC/3 Mixed Employment Zone

G/R/1 Physical Regeneration

EC/8 Development sites in Employment Zones

Other

National Design Guide (2019) (Ministry of Housing, Communities and Local Government); and,

National Planning Practice Guidance.

RELEVANT SITE HISTORY

23/00265/CPL - Application for a certificate of lawfulness for the proposed sub-division for existing general industrial unit (B2 use) into 4 separate B2 units including formation of new door opening on front elevation – Refused 22.05.2023

23/00847/CPL - Certificate of lawfulness for the proposed subdivision of industrial unit (B2) into 4 industrial units (B2) - Granted unconditionally 11.10.2023

CONSULTATION RESPONSES

Environmental Health – Noise/Odours

No comments received.

Environmental Control – Landfill Gas

No objection subject to a condition requiring the submission of an investigation and risk assessment has been submitted to and approved in writing, prior to the commencement of development, in order to assess the nature and extent of any contamination on site, whether or not it originates on the site.

Highways and Engineering

No objection to the proposal subject to a contribution towards the amendment of existing traffic regulation orders to prevent parking around the new access to the site.

Transport for Greater Manchester (TfGM)

No objection subject to condition.

Urban Design

No objection subject to conditions including the provision of a sample panel for materials.

Conservation Officer

No objection subject to conditions including the provision of a sample panel for materials. Sought alterations to boundary wall which have been resolved through amended plans during the course of the application.

Greater Manchester Archaeological Advisory Service (GMAAS)

Advised that there is insufficient archaeological interest in the application site to warrant any further investigation.

Greater Manchester Police – Design for Security (GMP)

Advises that GMP would usually seek a Crime Impact Statement for developments of this type but otherwise confirms no major concerns with the proposal. However, GMP highly

recommends that the scheme achieves Secured by Design (SBD) accreditation and recommends that this is secured by condition.

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015, the application has been advertised by neighbour notification letters and site notice.

No third-party comments have been received.

ANALYSIS

Principle

Chapter 7 of the NPPF seeks to enable businesses to invest, expand and adapt, in order to support long-term economic growth. In particular, Policy E2(1)(a) states that substantial weight should be given to the economic benefits of proposals for commercial development which allow businesses to invest, expand and/or adapt.

This objective is reflected in the Places for Everyone Joint Development Plan (PfE), which seeks to maintain a thriving, inclusive and productive economy across Greater Manchester. Strategic Objective 3 aims to support a strong and competitive economy, while Policies JP-J1 and JP-J2 place particular emphasis on maintaining economic diversity and protecting existing employment areas that contribute to a strong and varied supply of employment land and premises. These policies recognise the importance of safeguarding and enhancing employment locations to support long-term economic growth, investment and job creation.

At the local level, the application site lies within the urban area as defined by saved UDP Policy G/D/1 and is allocated as a Mixed Employment Zone under saved UDP Policy EC/3. The site also falls within the Inner Rochdale Physical Regeneration Area identified by saved UDP Policy G/R/1. Policy G/D/1 directs new development towards the urban area to support regeneration objectives and protect the countryside, while Policy EC/3 seeks to protect and enhance employment areas for employment and commercial mixed-use development, particularly where this can contribute to regeneration. Similarly, G/R/1 promotes the reuse of brownfield land and supports economic regeneration within these priority regeneration areas, reinforcing the site's role as a location for employment and investment.

In addition, Core Strategy Policy E2 seeks to ensure an adequate supply of suitable employment land, buildings and infrastructure to support business growth, investment and job creation. The policy aims to protect existing employment zones and support the retention and redevelopment of employment sites and premises for employment-generating uses.

The proposal represents an appropriate and complementary form of development within this designated employment area and would facilitate the regeneration of an underutilised and untidy brownfield site following the demolition of the former fire-damaged industrial building. The scheme would deliver five new light industrial units, increasing the supply of modern employment floorspace within the borough, enabling a more intensive and efficient use of previously development land in a sustainable urban location.

The site benefits from good accessibility, being well connected to Molesworth Street, which is a key route within Rochdale's Strategic Highway Network and one of the main arterial roads serving the town centre. Its accessible location, with convenient access to both the local highway network and public transport, further supports its suitability for employment-generating uses. Accordingly, the proposal would contribute towards economic growth, support investment in an established employment area, and align with national and local policies that seek to protect, enhance and regenerate employment land.

The proposal therefore accords with the provisions of the NPPF and the Development Plan in principle, subject to an assessment of other material considerations as addressed below.

Design and Heritage

The NPPF at chapter 14 seeks to promote high quality, healthy, inclusive and sustainable places, whilst chapter 20 seeks to conserve and enhance the historic environment.

Policy DP3(1) of the NPPF states that development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings; such as through the arrangement of development plots and buildings, the use of materials and architectural features, and the restoration, reuse and integration of heritage assets. Policy DP3 (2) sets out a number of key principles in order to create well-designed places.

Similar objectives are reflected in Places for Everyone Policy JP-P1 (Sustainable Places), which supports development that respects and acknowledges the character and identity of the locality in terms of design, siting, size and scale and materials used.

At the local level, Core Strategy Policy P3 requires all development proposals, including associated landscaping, to adhere to a high standard of design and sets out the key design principles against which proposals will be assessed. Core Strategy Policy DM1 further requires development to demonstrate compliance with a range of general development criteria, including the delivery of high-quality design which takes the opportunity to enhance the quality of the area.

The application site also lies within the setting of non-designated heritage assets, namely Summercastle and Barchant Mills. Accordingly, regard must be had to Core Strategy Policy P2, PfE Policy JP-P2 and Policy HE7 of the NPPF, which cumulatively seek to conserve, enhance, and promote key heritage assets; reinforce the importance of heritage in placemaking and require that the significance of heritage assets be understood and impacts assessed.

The general scale and massing of the building is found to be appropriate to its urban, historic context. The height and footprint of the building is such that it would not appear overly dominant within its setting on its prominent street corner position. Indeed, the building's alignment with the back of the footway along Summer Street and Hill Street contributes positively to the definition of the street edge and urban grain. The building's footprint, which is smaller than the former building, also allows for off-street parking provision, which is an improvement in an area with limited on-street parking. A boundary wall is also proposed along Hill Street, which has been refined during the application process to include height variation and further brick detailing and brick piers, to retain a strong perimeter edge to the site and reflect the historic urban grain.

The building is to be constructed and faced with red brick to the external elevations, under a saw-tooth design metal standing seam roof with polycarbonate rooflights with a revised slim verge to all elevations. Window openings to the north elevation (Hill Street) and west elevation (Summer Street) are vertically proportioned and recessed into the brickwork. The proposed aluminium windows are of a traditional industrial style, with multi-pane glazing and brick arched heads, reflecting the character of the historic mill and warehouse buildings within the locality. Dummy windows are also proposed to the lower half of the north and west elevations, and along the south elevation, which provide visual relief to help break up the building's mass and avoid large expanses of blank wall. In order to ensure that the materials used are appropriate to the locality, it is recommended that a sample panel of materials is provided prior to any above ground works (to be secured by condition).

The new car park within the site is to include 18no. spaces and the proposed site plan indicates that this will be laid out with a herringbone block surface. Soft landscaping is proposed within areas of the new car park which will positively break up the mass of hardstanding.

Overall, subject to conditions, the proposals are found to be acceptable in relation to visual amenity and would not result in harm to the setting and significance of the surrounding non-designated heritage assets Summercastle and Barchant Mills, compliant with P1, P2, P3 of the Rochdale Core Strategy as well as design and heritage policies contained within the NPPF and PfE.

Amenity

NPPF Policy P3 sets out that development proposals should be appropriate for their location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, whether these effects are on or off-site; and whether this is as a result of the development itself or the product of preexisting conditions in its vicinity.

Core Strategy policies DM1, G9, C1 and C6 cumulatively seek to reduce air and noise pollution, and DM1 in particular requires development to not adversely affect the amenity of residents or users through visual intrusion, overbearing impact, overshadowing or loss of privacy.

The proposed building is to be located to the western edge of the site with window openings to the north and west facing elevations. The windows overlooking Summer Street would serve the new canteen areas to all units at first floor level, whilst the windows overlooking Hill Street would serve the main working space to unit 5. Overall, Officers are satisfied that the site can accommodate an industrial building and despite the increase in height, when compared with the former building, it is not anticipated to have a significant negative impact on neighbouring amenities or the functionality of adjoining uses.

The site is located within a commercial and industrial area. No residential properties within influential distance were observed on site.

The proposal is therefore considered to be in accordance with Core Strategy policy DM1 and the NPPF in regard to amenity.

Access and Highway Safety

Policy TR6 of the NPPF states that development proposals should be refused if they would have a severe adverse impact on the transport network or an unacceptable impact on highway safety. This applies both during the construction phase and following completion.

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.

The Local Highway Authority has been consulted and raises no objection to the proposal. The development would replace a larger unit within an established employment area containing a number of similar units and is expected to generate less traffic than the previous use. The proposed parking provision is considered adequate and represents an improvement over the existing situation. No alterations to the highway network are proposed other than the creation of a new access, which will require construction under a Section 278 Agreement. To ensure adequate visibility at the site access and prevent obstruction by on-street parking, the Highway Authority requires amendments to the existing Traffic Regulation Order, secured through a £3,500 contribution towards extending parking restrictions around the new access. This is to be secured by a shortform unilateral undertaking under section 106 of the Town and Country Planning Act 1990.

Transport for Greater Manchester (TfGM) have identified that the trip generation assessment contained within the Transport Statement (TS) has been derived using TRICS and the selection criteria is acceptable. The TRICS exercise demonstrates that there is likely to be in the region of 14 two-way vehicle trips in the AM Peak hour and 12 two-way vehicle trips in the PM Peak hour, and 10 two-way HGV trips over the entire day. This therefore falls below TfGM's threshold of 30vph and as such there is no requirement for any further assessment work.

Whilst not requested by the Local Highway Authority, TfGM recommend that a robust Construction Traffic Management Plan (CTMP) should be employed as part of the development. Noting the constrained nature of Summer Street and Hill Street with TRO restrictions, and the proximity of the wider road network including Molesworth Street (A671), Officers consider it reasonable to require the submission of a CTMP to manage deliveries and ensure safe access with minimal disruption to the surrounding road network and businesses. This is therefore recommended to be secured by condition.

TfGM recommend the provision of a Travel Plan with the objective of reducing reliance on the private car, particularly single occupancy use. However, CS Policy T2 only requires Travel Plans to be required for developments over a certain threshold, which this development does not meet. It would therefore be considered unreasonable to require a travel plan to be provided in this instance.

The Transport Statement sets out that 2no cycle parking spaces will be provided however no such details have been provided. The core strategy policy T1 supports the provision of sustainable modes of transport and appendix 5 sets out that for light industrial uses, a minimum of 2 spaces is required. Details are therefore recommended to be secured by condition.

Subject to conditions, the proposal to be acceptable in regard to highway safety and would not be in conflict with the NPPF and Policy T2 of the Core Strategy.

Ecology and Biodiversity

Chapter 19 of the NPPF seeks new development to contribute positively to the natural environment and support nature's recovery, through conserving or enhancing the environmental qualities of the land proposed for development.

In England, biodiversity net gain is required under a statutory framework introduced by Schedule 7A of the Town and Country Planning Act 1990. Under the statutory framework for biodiversity net gain, subject to some exceptions including 'developments below the threshold', every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met. This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

PfE Policy JP-G8 also states that through local planning and associated activities a net enhancement of biodiversity resources will be sought where relevant. Development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

The proposal is exempt from the statutory biodiversity net gain requirements, due to impacting less than 25sqm of onsite habitat, and therefore the biodiversity gain condition under Schedule 7A does not apply. However, the proposal remains subject to PfE Policy JP-G8, which seeks biodiversity enhancement and a measurable net gain in biodiversity. The biodiversity impacts of the proposal have therefore been considered against that policy on a proportionate basis. The proposal seeks to deliver a net gain for nature conservation including the provision of soft landscaping comprise of native plant species. This is considered to be proportionate and locally appropriate.

Land Contamination

NPPF policies P2 and P3 seek to ensure that development is suitable for its proposed location, taking account of ground conditions, contamination and land stability, whilst protecting the health, living conditions and amenity of existing and future occupiers from unacceptable impacts arising from pollution, noise, light and other environmental effects.

Core Strategy Policy G9 similarly seeks to ensure that sensitive new forms of development are not adversely affected by existing sources of pollution.

The application has been supported by the following documents which have been reviewed by the Council's Environmental Control Officer:

- Simba Consultants Ltd drawing "Existing Site Plan & Site Sections" drawing number 24010/10;
- Simba Consultants Ltd drawing "Proposed Site Plan & Sections" drawing number 24010/15;
- Simba Consultants Ltd drawing "Proposed Ground Plan" drawing number 24010/13, and;

- Sub Surface NW Ltd Desk Top Study with Walkover Survey for 1 Summer Street, Rochdale, Greater Manchester Report reference 8288.

The site history has also been reviewed. On the earliest available maps, the site is shown as open space, adjacent to the former Castle Iron Works and Rope Walk. By the 1891, the site was part of the Summercastle Works which processed cotton waste. The site is mentioned within the “Cotton Spinners and Manufacturers Directory, 8th Ed” printed in 1891 as being owned/operated by a Jospeh Travis, with 24 looms and producing flannels. The site is not mentioned within “Slater’s Manchester, Salford, and Suburban Directory” published in 1911, but the Barchant Mill is and the site may have been associated with this mill by then. Barchant Mill was owned by the Barchant Spinning Company. The site contained 5,000 mule spindles and 1’/6” condenser yarns which were produced for sponge cloths, carpets, candlewicks, etc. In 2024, the site burnt down.

The Sub Surface NW Ltd recommends further work, which the Council’s Environmental Health Officer agrees with. On this basis, it is recommended that no development commences until an investigation and risk assessment, in addition to any assessment provided with the planning application, must be completed to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced and shall have been first submitted to and approved in writing by the Local Planning Authority before development commences.

Subject to a condition relating to the above, the development would comply with Policy G9 of the adopted Rochdale Core Strategy, Policy JP-S1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Other

This minor application for five industrial units would not meet the threshold for providing a crime impact statement. GMP have advised that they hold no major concerns with the proposals but still seek a condition requiring the development to achieve secure by design accreditation.

PfE policy JP-P1 and CS policy P3 also seek to design out crime and reduce opportunities for anti-social behaviour.

Whilst desirable, in the view of Officers, it would not be reasonable or necessary (in considering the tests for conditions) for the development to achieve SBD accreditation. The building and site layout has been designed so that the entrances to all units overlook the proposed car park providing good visibility throughout the site. Car park spaces are well defined to avoid vehicle/pedestrian conflict. It is therefore considered that the proposal would not be in conflict with the NPPF, in particular Policies TR4 and P5, PfE policy JP-P1 and CS policy P3.

Separately, the submitted Energy and Sustainability Statement (version 2 dated 26.01.2026) sets out the key strategies being applied to reduce energy consumption, lower operation carbon emissions, and supporting long-term environmental performance. The proposal seeks to incorporate enhanced insulation levels and an airtight envelope design, alongside high-efficiency Mechanical Ventilation with Heat Recovery (MVHR) systems and high-efficacy LED lighting throughout. On-site renewable electricity generation is provided via roof-mounted solar photovoltaic (PV) panels. Hot water is provided by efficient electric systems, and no active

cooling systems are required within the units. Subject to a condition recommending the implementation of these measures and details of the PV panels to be submitted for approval, Officers are satisfied that the development would be in accordance with the aims and aspirations the NPPF, PfE policies JP-P1, JP-S1, JP-S2 and JP-S3, and Core Strategy policies P3, G1, G2 and G3, which seek to reduce carbon emissions, minimise the impact of new development on the environment and promote renewable energy infrastructure and technologies.

Finally, Policy G8 of the adopted Rochdale Core Strategy, seeks to promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. The policy aims to prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface water from development sites. JP-S4 of PfE states flood risk will be managed by '2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants'.

The application site is not in a flood risk area and is not a major development. As such, a detailed drainage strategy is not required however, the development should aim to follow the drainage hierarchy and look at all options for the sustainable management of surface water. This matter should be addressed through building regulations however, an informative will be added to the decision to ensure the drainage hierarchy is fully investigated.

The proposed development accords with Policy G8 of the adopted Rochdale Core Strategy, Policy JP-S4 of PfE and the NPPF.

Conclusion

The proposal would bring an underused brownfield employment site back into productive use through a suitably designed industrial development within an established employment area. Subject to the recommended conditions and the completion of the required legal agreement to secure the highways contribution, the development is considered acceptable in principle and would not result in unacceptable impacts on visual amenity, heritage, neighbouring amenity, highway safety, ecology, land contamination or community safety. The proposal is therefore considered to accord with the development plan as a whole and the application is recommended for approval.

Recommendation: Approve with Conditions

Condition(s) (12)

- 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 The development hereby approved shall be carried out in accordance with the following drawings and documents hereby approved unless otherwise required by the conditions below:

Plans

- 24010/12 revision C - Proposed elevations
- 24010/13 revision B - Proposed ground floor plan
- 24010/14 revision B - Proposed mezzanine and roof plan & 3D images
- 24010/10 revision A – Site Location Plan (Existing Site Plan and Site Sections)
- 24010/15 revision A – Proposed Site Plan and Sections
- 24010/17 - Proposed Bin Store
- 24010/205 – Car Park Details

Documents

- Energy Statement (Version 2 dated 26.01.2026)

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

- 3 No above ground works shall take place until such time as a detailed specification and samples of the materials to be used externally in the construction of the development have first been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. The development shall be carried out in accordance with the duly approved details thereafter.

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

- 4 Notwithstanding any details submitted as part of the application, no part of the development shall be occupied until details of the type, siting, design and materials to be used in the construction of boundaries, screens or retaining walls have been submitted to and approved in writing by the Local Planning Authority. Any structures shall be installed in accordance with the approved details prior to the first occupation of the approved development and retained thereafter.

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

- 5 Prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the Council, as Local Planning Authority, which for the avoidance of doubt should include:

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust Management Plan;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy, vehicular access point, vehicular activity associated with construction and swept path analysis; and,
- Parking of construction vehicles and staff.

The development shall be carried out in accordance with the approved construction management plan throughout the construction period.

Reason: To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies DM1 and T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for Pre-commencement Condition: Construction/clearance works on-site have the potential to impact residential health and amenity, and the natural environment/habitats from the initial stages. Appropriate safeguards should therefore be put in place prior to works starting.

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

The submitted report shall include:

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

ii. an assessment of the potential risks to:

o human health,

o property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,

o adjoining land,

o groundwaters and surface waters,

o ecological systems,

o archaeological sites and ancient monuments;

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

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

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

Reason: To ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy G9 of the adopted Rochdale Core Strategy, Policy JP-S1 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

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

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

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

- 8 Prior to the first occupation of the development hereby approved, the low and zero-carbon technologies to be incorporated into the development hereby approved shall be carried out in accordance with the details contained within the Energy Statement (Version 2 dated 26.01.2026) including integrated solar PV panels, EV charging infrastructure, enhanced insulation and Mechanical Ventilation with Heat Recovery systems.

Reason: In the interest of encouraging a transition to a low carbon transport network and reducing carbon emissions in accordance with Policy G1, G2 and G3 of the adopted Rochdale Core Strategy, Policy JP-S2 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

- 9 No above ground works shall take place until full details and specifications of solar photo-voltaic panels including large scale drawings, including the siting, dimensions, appearance and fixing method at a scale of not less than 1:50 have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall demonstrate that the solar photovoltaic panels will be flush-mounted and integrated within the plane of the roof and shall not project

above the roof surface unless otherwise agreed in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details thereafter.

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

- 10 The development hereby approved shall not be brought into use until such time as details for the design of cycle store (minimum 2 spaces) has been submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be installed in complete accordance and made available for use prior to the approved development first being brought into use. The approved cycle store shall be retained as constructed for its intended use thereafter.

Reason: To ensure the provision of satisfactory and secure facilities for cycle storage and in the interests of visual amenity in accordance with Policies P3, T2 and DM1 of the adopted Rochdale Core Strategy, Policies JP-P1 and JP-C6 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

- 11 The development hereby approved shall not be brought into use until the proposed bin store as shown on drawings 24010/15 revision A (Proposed Site Plan and Sections) and Drawing 24010/17 (Proposed Bin Store) has been installed in complete accordance and made available for use prior to the approved development first being brought into use. The approved refuse and recycling scheme shall be retained as constructed for its intended use thereafter.

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

- 12 Notwithstanding the provisions of the Town and Country Planning (Use classes) Order 1987, (as amended), and the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended) or any equivalent Order following the revocation and re-enactment thereof, the building hereby approved shall only be used for the purposes described within Use Class E (g)(iii) and for no other purpose including other uses within Use Class E.

Reason: In the interests of amenity and highway safety and in accordance with policies DM1 and E2 of the adopted Rochdale Core Strategy, saved Policies EC/3 and G/R/1 of the Rochdale Unitary Development Plan and policies JP-J1 and JP-J2 of the adopted Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Approval Reason(s) (1)

- 1 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.

Informatives (1)

INFORMATIVE:

- 1 The applicant is reminded of the need to submit and obtain formal approval of those d required by conditions of this planning permission before development may lawfully commence on the site. The formal discharge of a planning condition is subject to payr of an additional fee.

INFORMATIVE:

- 2 Should it be intended to display any advertisement at the premises, the applicant is ac to contact the Local Planning Authority with details to establish whether a separate application is required for approval under the Advertisement Regulations (2007).

INFORMATIVE:

- 3 The proposed development lies within a coal mining area which may contain unrecorc coal mining related hazards. If any coal mining feature is encountered during developi this should be reported immediately to the Mining Remediation Authority on 0345 762 or if a hazard is encountered on site call the emergency line 0800 288 4242.

Further information is also available on the Mining Remediation Authority website at: www.mra.gov.uk
Remediation Authority - GOV.UK