

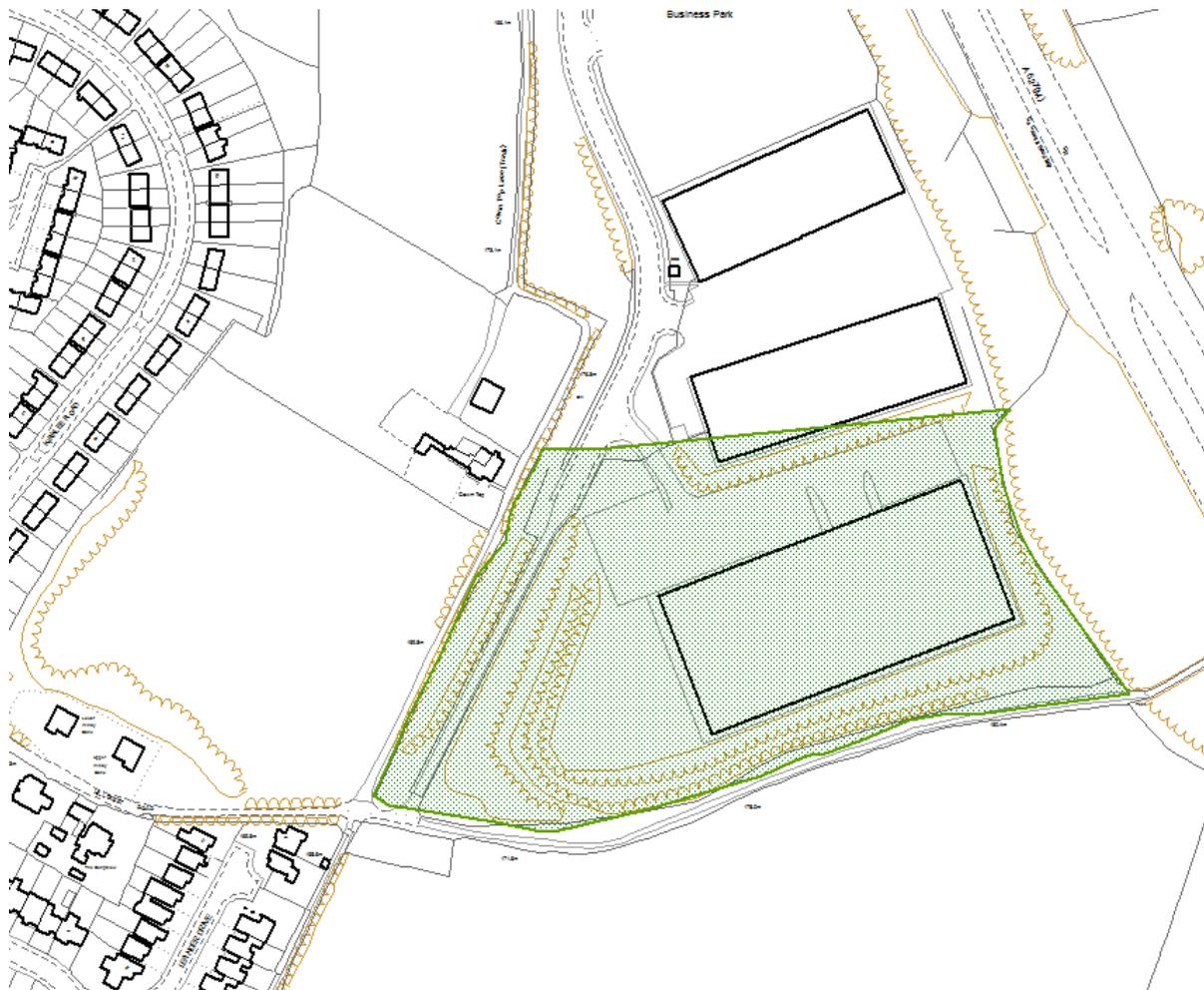
Planning and Licensing



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| Date of Meeting | 30 th May 2018 |
| Portfolio | Councillor Daalat Ali, Planning and Housing |
| Report Author | Alison Truman |
| Public/Private Document | Public |

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| Application: 17/00728/FUL | Township: Rochdale | Ward: Castleton |
| Applicant: Robert Scott & Sons Ltd | | Agent: Mr Ian Flesher |
| Site Address: Unit 7 Crown Business Park, Cowm Top Lane, Rochdale | | |
| Proposal: Extension to existing storage and distribution warehouse (Use Class B8) including service area, turning area and parking area (Resubmission of 16/00705/FUL) | | |

SITE LOCATION



DELEGATION

- 1.1 The application is before the Planning and Licensing Committee as ten or more objections have been received. A call-in request has also been received from the Ward Member Councillor Sheerin.

PROPOSAL SUMMARY

- 2.1 Extension to existing storage and distribution warehouse (Use Class B8) including service area, turning area and parking area.

RECOMMENDATION

- 3.1 **GRANT** planning permission subject to the conditions listed in the report.

REASON FOR RECOMMENDATION

- 4.1 The development is acceptable in principle, due to its location within the Defined Urban Area and Crown Business Park.
- 4.2 The landscape and visual impact of the proposed extension is, on balance, not considered to be unacceptable and there will be no unacceptable loss of residential amenity, subject to the provision of a bund of increased height and a significant scheme of structure landscaping.
- 4.3 There will be no unacceptable ecological impacts as a result of the surface water drainage arrangements from the site, and the planting scheme will result in an overall increase in the biodiversity of the site.

SITE

The application relates to an existing storage and distribution warehouse located at the southern and highest end of Cowm Top Lane. The site lies within the land allocated for employment development at Crown Business Park.

The existing unit is finished in light green profiled metal cladding and measures approximately 120 metres in length, 55 metres in width and 10.3 metres to eaves height. The service yard and parking area lie to the north side of the building, and a landscaped earth bund lies to the west, falling away to the site boundary adjacent to a single width emergency access road. Further business units lie to the north of the site, the A627(M) to the east, and a public right of way along Cripple Gate Lane to the south with open agricultural land beyond.

The existing building is sited in a raised position on the crest of Cowm Top and is visible from the M62 and the A627(M). The nearest residential properties, Cowm Top House and Cowm Top Cottage, lie to the north-west of the site on the other side of Cowm Top Lane, set down at a lower level and screened by existing boundary treatments and trees. To the south-west are residential dwellings on Leander Drive, which are sited at a significantly lower level than the application site, with a public footpath to the rear boundaries.

PROPOSAL

Permission is sought for the erection of an extension to the existing warehouse, spanning the full width of the building (55 metres) and measuring 37 metres in length. The extension would provide additional storage space for the existing business occupying the unit.

The proposed extension would match the height of the existing building at 10.3 metres to eaves and 13.8 metres to ridge, and the twin-bay roof structure would be fully hipped at the western end. The finish would be of Olive Green and Moorland Green profiled metal cladding, with an additional loading door in the north elevation facing the service yard.

The proposed extension would occupy part of the land that currently forms the landscaped bund to the western end of the building. The remainder of the land in this corner of the site would be re-profiled, with the earth bund increased in height before falling away to the site boundary. A landscaping scheme is proposed for the land surrounding the existing building and the proposed building, consisting of native structure planting, with additional tree planting and the relocation of existing trees onto the re-profiled bund.

The extension will be serviced by the existing hardsurfaced vehicle parking/turning area.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

The NPPF set out the Government's planning policies for England and how these are expected to be applied.

National Planning Practice Guidance (NPPG)

This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material.

Core Strategy (CS):

The Rochdale Core Strategy was formally adopted by the Council on 19th October 2016 and partially replaces the 2006 Unitary Development Plan. The following policies are relevant:

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|------------|----------------------------------------------------------------------|
| 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 |
| 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 |
| 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 |
| T1 | Delivering sustainable transport |
| T2 | Improving accessibility |
| DM1 | General development requirements |

Unitary Development Plan (UDP):

A number of policies contained within the Rochdale Unitary Development Plan have been saved following the adoption of the Core Strategy. The following saved policies are relevant:

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|-------|-------------------------------------------|
| G/D/1 | Defined Urban Area |
| EC/2 | Primary Employment Zones |
| EC/8 | Development Sites in Employment Zones |
| EM/7 | Development and Flood Risk |
| EM/8 | Protection of Surface and Ground Water |
| NE/2 | Designated Sites of Ecological Importance |

RELEVANT PLANNING HISTORY

| | |
|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 16/00705/FUL | Extension to existing B8 storage and distribution warehouse including service area, turning area and parking area. Withdrawn. |
| 14/00471/FUL | Erection of a B8 Storage & Distribution Warehouse including service areas, turning area and parking area. Granted July 2014. |
| 06/D48452 | Erection of 13 industrial units and 6 office units with associated car parking, landscaping and construction of access road – resubmission of D48017. Granted Feb.2007 |
| 06/D48017 | Erection of 13 industrial units for B2 General Industrial and B8 storage and distribution uses and 6 no. B1 office units, car parking and access road. Withdrawn. |

CONSULTATION RESPONSES

Highways and Engineering

Whilst I would expect larger quantity of vehicle movements associated with a larger building I do not expect this number to be to the extent that would create a problem with the capacity of the local Transport Network.

The Additional Parking Provision of 17 Parking Bays is 3 short of what we would usually request for a proposal of this scale and type. Given however the staffing levels identified within the application I expect this would be ok in this instance.

The existing access remains adequate for this proposal.

The onsite layout appears to be suitable for a development of this nature with adequate turning facilities included for HGVs.

I have no concerns regarding Refuse Collection from this location.

The Existing Highways Layout will not change as a result of this proposal

I do not believe this proposal will impact upon Road Safety.

Drainage and Flooding Engineer

I am not aware of any investigations that may or may not have been carried out by the Applicant regarding the potential provision of soakaway rather than connecting to United Utilities' surface water sewer, which ultimately discharges to the Rochdale Canal. However, it is apparent from the Drainage Plan provided by the applicant, provision of drainage without a soakaway was deemed acceptable by RBC at the time of the attenuation tank's installation. Consequently, it is not deemed necessary by the Authority to re-investigate potential provision of a soakaway.

The existing oil separator is referenced as a Condor Full Retention Separator, suitable for draining 556 sq.m. The drained area, in which vehicle parking and vehicle turning occurs, covers a greater surface area. However, because flows enter the private drainage system upstream of the 5 l/s flow control device, the Authority accepts that this size of separator is acceptable in terms of controlling pollution.

The applicant proposes to continue to use the existing attenuation storage tank. The Paul Waite Associates Civil Calculations references the climate change value in the

design criteria as 20%. However, following the flooding events experienced nationally in 2015, new climate change allowances and criteria were introduced by the Environment Agency in February 2016. This recommends that a 40% upper end climate change allowance should be used to assess the potential flood risk implications arising from the critical duration design rainfall event.

New development drainage and attenuation features should therefore take account of this potential 40% climate change increase, in order to mitigate surface water flooding within the proposed development. This value supersedes Rochdale's online SuDS guidance note, which asks for +30% climate change.

More information is required from the applicant:-

1. The applicant should forward evidence of installation of the existing attenuation tank and the Hydrobrake® flow restrictor (in manhole S6), which is to continue in service; this could be provided in the form of photos from the contractor who installed the tank or a payment record for the tank to the installer or supplier. In the absence of these, RBC engineer could attend visit to discuss and view inside connecting manholes.
Reason:- To confirm that the Applicant's proposed drainage system will not cause downstream pollution issues.
2. In calculating the required storage volume, the MicroDrainage® mdx model should incorporate design criteria for +40% climate change. The Applicant should then submit the mdx datafile to the Authority, who will then be able to review the model's attenuation volumes.
Reason: The proposed surface water drainage system shall comply with current EA guidance.
3. The Applicant's Engineer shall provide a surface water design that shall include a catchpit manhole upstream of surface water discharges to the cellular tank. At the very least, one catchpit chamber should be located immediately downstream of S3. It could be argued that a catchpit is not needed upstream of S6 because the Condor unit has a silt collection chamber. For safety reasons the catchpit diameter shall be too small for person access; it should be emptied by a grit pump. The catchpit chamber shall have a silt trap at least 600mm below the lowest pipe invert in the catchpit chamber.
Reason:- To provide long-term volume retention of the cellular storage tank, the drainage system must be installed such that entry of silt to the cellular storage tank is minimised, because silt cannot be removed from the crate like structure, by normal maintenance procedures.
4. The Applicant shall ensure that prior to construction of the new works, any waters draining to the attenuation tank have silt removal in place e.g. a silt buster unit or an installed catchpit. Post construction, the drainage system must be jetted and catchpits cleaned out to remove any silt generated during the construction phase.
Reason: To ensure that risks of flooding and pollution during the lifetime of the development are minimised.
5. The Applicant shall provide the Authority with a Management Plan for the maintenance of the Oil Separator and evidence that a Condor 'emptying required' alarm, as required under the EA pollution guidance (ppg3), is operational.

Reason:- Because the final discharge point of the surface water pipe to which the Applicant's surface water drainage connects is the canal, the applicant must only discharge surface water that is downstream of a silt trap and downstream of an oil interceptor, to avoid pollution.

Further response (14.03.2018) - The re-design and the proposed increased attenuation is acceptable. I reviewed the responses to my queries, which are now effectively resolved. From a drainage perspective, I accept the Drainage Proposals. However, I think we should keep abreast of the site work; in order to discharge the condition, I want to be able to visit the site during construction.

National Grid

Cadent Gas has a MAJOR ACCIDENT HAZARD PIPELINE in the vicinity, CASTLETON - ROCHDALE .

It is essential that access to the pipeline is not restricted, particularly in the event of an emergency. Therefore, there must be no obstructions within the pipeline's maintenance easement strip, which would limit or inhibit essential maintenance works on the pipeline.

The BPD (Building Proximity Distance) for the CASTLETON - ROCHDALE Pipeline is 8 metres. There are other restraints imposed on high pressure gas pipelines, these are land use planning distances. Under Land Use Planning the HSE may wish to apply more stringent criteria for Building Proximity. I recommend that you ensure that they are formally consulted.

Due to the presence of Cadent and/or National Grid apparatus in proximity to the specified area, the contractor should contact Plant Protection before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Health and Safety Executive

Do Not Advise Against - HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Natural England

Natural England advises that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Rochdale Canal Special Area of Conservation (SAC) has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Rochdale Canal SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(1) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

Standing advice relating to protected species should be applied. If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.

This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes.

Highways England

No Objection. Condition(s) to be attached to any grant of planning permission:

1. There shall be no direct vehicular or pedestrian access of any kind between the site and the A627M motorway. To this end a close boarded fence or similar barrier not less than 2 metres high shall be erected along the frontage of the site with the motorway to the satisfaction of the Planning Authority in consultation with the Highways Agency. The fence shall be erected behind the existing motorway boundary fence, be on the developer's land and be independent of any existing motorway boundary fence.
2. There shall be no development on or adjacent to any motorway embankment or retaining wall that shall put any such embankment, retaining wall or earthworks at risk.
3. No drainage from the proposed development shall run off into the motorway drainage system, nor shall any such new development adversely affect any motorway drainage.

Canal & River Trust

The Rochdale Canal is a designated Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) in recognition of its assemblage of rare aquatic plants including the European protected species floating water plantain (*Luronium natans*). Whilst located some distance from the application site, the Trust is aware of existing drainage connections leading to the canal from the Crown Business Park.

The Trust would remind Rochdale Council of its duty under regulation 61 of the Habitat Regulations to consider whether the proposed development, either alone or in combination, is likely to have a significant effect on the Rochdale Canal SAC/SSSI and, if so, undertake an 'appropriate assessment' of its implications, in consultation with Natural England. The Rochdale Canal should be protected from any risk of pollution or other adverse effects on its integrity, during both the construction and operational phases of the development. In this regard, the Trust would suggest that Rochdale Council should confirm whether surface water drainage from the proposed development is ultimately to be discharged into the Rochdale Canal. We would draw the Council's attention to previous pollution incidents on the Rochdale Canal SAC, during the conduct of earthworks to construct earlier phases of Crown Business Park, and to the on-going risks of surface water contamination with silt and fuel oils highlighted in point 7.0 of the Designers Risk Assessment on Drawing 13157-C-52. The Trust would also highlight the risks of introducing non-native species from top-soiling and planting mixes into the Rochdale Canal SAC/SSSI, via the surface water drainage system.

Given the above the Council should consider what information is required prior to determination of the application and what can be left to a suitably worded condition. We suggest that regardless of the timing for the submission of the information the Council should be requiring the approval and implementation of measures to prevent the pollution of the Rochdale Canal by any proposed surface water drainage. This should address potential issues during the construction stage and details of any permanent works and maintenance arrangements for the surface water drainage system. Additionally, there should be a condition requiring the approved permanent drainage works to be retained and maintained in accordance with an approved plan. If the Council is minded to grant planning permission the Trust also requests that the following informative is attached to the decision notice:

“The applicant/developer is advised that any discharge into the Rochdale Canal will require the prior consent of the Canal & River Trust. As the Trust is not a land drainage authority, such discharges are not granted as of right and where they are granted they will usually be subject to completion of a commercial agreement. The Applicant should contact the Trust’s Utilities Team direct on 01926 626158 (email utilitiesenquiry@canalrivertrust.org.uk) for further advice should any discharge to the canal be proposed.

The applicant/developer is advised to contact the Trusts Third Party Works Team (01782 779909) in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust “Code of Practice for Works affecting the Canal & River Trust”.

In its capacity as landowner of the Rochdale Canal, the Trust would like to take this opportunity to remind Rochdale Council of the ongoing issue of the unauthorised surface water discharge from Crown Business Park into the Rochdale Canal, via the surface water sewer down Crown Top Lane, and the resulting intermittent problems of pollution which remain to be resolved.

Greater Manchester Police (Design for Security)

We have no major concerns, please see recommendations below:

- Boundary treatments should be of a robust nature.
- We recommend that the extension is built to Secured by Design standards.
- Lighting should be extended to all elevations.
- CCTV should be installed or extended if existing – to new extension.

Public Protection (Noise)

The Public Protection Service has no objection to the proposal. We have no current or historic complaints regarding the site in relation to noise/general disturbance or lighting. The amenity of local residents appears sufficiently protected by the existing conditions of consent 14/00471/FUL.

Rights of Way Officer

No comments.

Tree & Woodland Development Officer

I have no objections to the landscape proposals on arboricultural grounds.

It is a good native planting scheme that should provide good screening to the open area to the south. The photomontage gives a fair representation of 15 years growth.

REPRESENTATIONS

The neighbouring properties have been notified, site notices have been posted and the application has been advertised in the local press. Objections have been received from the occupiers of a total of 13 properties. The issues raised are summarised below and the material issues raised are addressed in the Analysis section below.

- Detrimental visual impact - scale of existing building is already large and is clearly visible all over Castleton due to location on top of the hill. Existing screening is ineffective as most of the planting has died already.
- The floor level of the proposed extension is to remain at 178m. This means that the base of the building will be 9 metres above the Cripple Gate Lane / Cowm Top Lane corner, so the 13.5m building proposed will appear to be 22.5m tall. This will result in the houses in Leander Drive having this building towering over them. At the moment the bund mitigates some of the impact of the building, but the proposed extension will make it impossible to hide.
- Visual Impact Assessment is misleading and doesn't accurately reflect views of the extension from neighbouring windows. To say that in 15 years the building will be screened is pathetic.
- Proposed building is too big - no amount of bunding and screening will hide the proposed extension. Would be visible from Heywood and would obscure views of St. Martin's Church.
- Effect on environment and groundwater – already flooding in Kirkholt and Castleton.
- Increased traffic, pollution, green belt reduction, noise from forklift trucks etc.
- Limited amount of employment provided.
- Impact on property value.

ANALYSIS

Principle of Development

The site is located within Crown Business Park which is allocated within the UDP under policy EC/2 as a Primary Employment Zone, where development for industrial, business and warehouse uses is acceptable in principle. Core Strategy policies E2 (Increasing jobs and prosperity) and E3 (Focusing on economic growth corridors and areas) identify the Sandbrook Park / Crown Business Park / Castleton corridor as an economic growth corridor where jobs and employment development will be concentrated.

The site has a history of previous planning permissions for employment development on the site, as part of the wider business park. The proposed extension will allow for additional storage space to serve the occupier's business, and it is anticipated that it will enable the employment of five additional employees. The extension will also

assist in safeguarding the applicant's main production facility in Heywood, which employs over 50 staff.

Based on the above the proposed extension is acceptable in principle, subject to an assessment of the impacts as detailed below.

Landscape and Visual Impact

Section 11 of the NPPF sets a wide context to conserving and enhancing the natural environment and requires that valued landscapes are protected and enhanced and requires that the level of protection is commensurate with the status and importance of landscapes.

CS Policy P2 states that the Council will protect and enhance the borough's character and countryside and the qualities of its landscapes, by requiring new development to integrate successfully with the key natural features of the borough, and take opportunities to protect and open up important views of hills and valleys.

Crown Business Park is located to the west of the A627(M) on land that lies at a significantly higher level than its surroundings. The application site is located at the southernmost extent of the business park where the land is at its highest level. As a result the existing building is visible from the A627(M), the M62 and from surrounding more distant viewpoints. More prominent views of the building are afforded from public footpaths running immediately to the south and west of the application site, and from the residential properties on Leander Drive.

The existing building measures approximately 120 metres in length and 55 metres in width. The proposed extension to the western end of the building spans the full width of the building (55 metres) and measures 37 metres in length. The proposed extension would match the height of the existing building at 10.3 metres to eaves and 13.8 metres to ridge, and the twin-bay roof structure would be fully hipped at the western end. The design and materials proposed are consistent with that of the existing building and are considered to be appropriate to the surrounding business park.

The extension would occupy part of an area of landscaping which includes a grassed bund and some limited tree planting. In comparison to the scheme proposed in the previously withdrawn planning application (16/00705/FUL), the proposed extension has been reduced in length by 14 metres (from 51 metres). The revised proposal also includes the introduction of structural landscape planting on the remaining land surrounding the building, including the introduction of significant native tree and shrub planting concentrated on the land to the west of the extension, and hedgerow planting on the eastern and southern site boundaries. The proposal also provides for a re-modelled bund at the western edge of the site with a maximum height approximately 1.5 metres higher than that of the existing bund.

A Landscape and Visual Impact Assessment has been submitted in support of the application. The assessment was carried out using a series of typical views of the site from receptors including residential properties and public rights of way, consisting of an analysis of the magnitude of change within each view and the

resulting significance of effect. Photomontages were produced showing the views on completion of the development, and also after 15 years when the structural planting has become established.

Bearing in mind the presence of the existing building, the assessment concludes that the significance of the effect on the majority of views will be minor or neutral, with a moderate-minor significance limited to views from the public right of way on Cowm Top Lane and from a point to the north-east of Leander Drive. Due to the proposed structural planting and the increased height of the bund it is concluded that the impact from the north-east of Leander Drive will reduce to minor-neutral after 15 years.

The existing building already forms a prominent visual feature within the landscape as a result of its size and location, although this is mitigated slightly by its pale green colour. The proposed extension will clearly result in a significant enlargement of the building, although this will be similarly mitigated by its colour to match the existing, and also by the use of a fully hipped roof to the twin bay structure. The landscape planting scheme will also in time provide significant screening of both the extension and the existing building, particularly from closer viewpoints including the adjacent public rights of way. On balance, it is therefore considered that the visual impact of the proposed extension to the building will not be unacceptable, particularly once the landscaping becomes established.

The proposal is considered to be acceptable and in accordance with policy P2 of the Core Strategy and the NPPF in respect of its landscape and visual impact.

Impact on Residential Amenity

Policy DM1 of the Core Strategy sets out a number of basic planning considerations that apply to all development. Further to this, paragraph 17 of the NPPF advises that planning should always seek to secure a good standard of amenity for all existing and future occupants of land and buildings.

As stated above, the nearest residential properties, Cowm Top House and Cowm Top Cottage, lie to the north-west of the site on the other side of Cowm Top Lane. These properties are set down at a lower level and screened by existing boundary treatments and trees and it is not anticipated that the occupiers will be affected by the proposed extension.

The proposal would result in the building extending closer to the residential properties on Leander Drive to the south-west, the floor level of which is approximately 9 metres lower than the floor level of the proposed extension. More specifically, the distance between the corner of the extension and the closest property at no.171 would be reduced to approximately 115 metres. At this distance it is not anticipated that the proposal would cause the residents any disturbance due to noise or direct overshadowing of windows or gardens. The main issue therefore relates to the potential for the extension to have an overbearing visual presence when viewed from the rear windows and gardens, to the extent that this would be detrimental to the residential amenity of these neighbouring occupiers.

As stated above, the Landscape and Visual Impact Assessment submitted in support of the scheme acknowledges that the proposed extension will have a visual impact of moderate-minor significance when viewed from a point at the north-east of Leander Drive, reducing to minor-neutral once the planting has established.

When viewed from Leander Drive, the base of the existing gable end of the building is partially screened by the intervening grassed bund. The proposed extension would result in the building appearing noticeably closer, and on initial completion its visual presence would be significantly increased as the full height of the end elevation would be visible, albeit mitigated to some extent by the hipped roof design. However, the visual impact would be mitigated on completion of the proposed bund with a height of approximately 2 metres greater than the existing bund, and the additional scheme of structure planting. In the medium to long term it is anticipated that the structure planting scheme would provide significant screening of the proposed extension, creating an enhanced outlook from the properties on Leander Drive.

In light of the above assessment, it is not considered that the proposal would have an undue impact on the amenity of the occupiers of neighbouring land by way of overbearing visual impact. As such, the scheme is considered to accord with the requirements of Policies DM1 and G9 of the adopted Core Strategy and the National Planning Policy Framework in this respect.

Drainage and Flood Risk

Paragraph 100 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

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.

The site falls wholly 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) and does not lie within a Critical Drainage Area, as notified by the Environment Agency. A Drainage Layout has been submitted in support of the application which indicates that the surface water run-off from the extension would drain into an existing attenuation tank beneath the site. The Council's Drainage Engineer is satisfied that the attenuation tank has sufficient capacity to accommodate the additional water, and the discharge from the tank to the existing sewer will not be increased. Consultation has also taken place with United Utilities, who have raised no objection on the basis of the submitted information.

It is therefore considered that the requirements of Policy G8 of the Core Strategy and the National Planning Policy Framework have been met in respect of the drainage of the site.

Ecology and Biodiversity

Paragraph 118 of the NPPF states that local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

Saved policy NE/2 of the UDP states that development proposals adversely affecting sites and areas of ecological importance will not be permitted.

CS Policy G7 (Increasing the value of biodiversity and geodiversity) states that the Council will ensure that features of biodiversity and geodiversity importance are given full and appropriate recognition and protection, and no development should result in a net loss of biodiversity or geodiversity interest. In urban areas the priority is to protect and enhance existing urban biodiversity and to support opportunities for new urban biodiversity.

As stated above, the site of the proposed extension is currently grassed, with a small number of existing small trees. The proposal includes the re-location of the existing small trees and the introduction of a substantial planting scheme on the land surrounding the existing building and the extension, including trees, shrubs and hedgerows of mainly native species. The proposal will therefore result in an enhanced level of biodiversity within the site.

The surface water from the site will discharge via the existing attenuation tank and sewer to the Rochdale Canal, which is designated as a Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) due to its assemblage of rare species of aquatic plants. However, as stated above, the attenuation tank system that is currently in place within the site has sufficient capacity to take the additional water from the proposed extension, without any increased flow or risk of pollution to the canal.

Natural England has advised that there is no requirement to undertake an Appropriate Assessment to assess the implications of this proposal on the SAC and that the proposed development will not damage or destroy the interest features for which the Rochdale Canal SSSI. However, a condition is proposed requiring the submission of measures to prevent the pollution or siltation of the Rochdale Canal during the construction of the extension and associated earthworks, as part of a construction method statement.

It is therefore considered that the requirements of Policy G7 of the Core Strategy, NE/2 of the UDP and the National Planning Policy Framework have been met in respect of ecology and biodiversity.

Access and Parking

Policy T2 of the Core Strategy sets out that development and infrastructure proposals are required to satisfy the Council's accessibility hierarchy and in all circumstances, the safety, accessibility and amenity of those who live or have business in the area will have priority, while providing reliable journey times for those

travelling through. Developments are required to provide parking in compliance with the Council's Maximum Car Parking Standards as set out in Appendix 5 of the CS.

The proposed extension will be served by the existing service yard and will include one additional loading door. Given that the proposal will allow for the provision of additional storage space to serve the existing business and potentially five additional employees, the existing arrangements are considered to be sufficient. The Council's Highways Engineer has no objections in respect of access or parking.

The conditions requested by Highways England are not considered to be necessary to protect the A627(M), given that the site and its boundary fencing already exist, and the proposed extension lies to the west of the existing building, away from the trunk road.

In light of the above, the proposal is considered to meet the requirements of policy T2 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Gas Pipeline

The route of the High Pressure underground gas pipeline will not be affected by the proposal. The proposed new warehouse would stand well clear of the required 8 metres building proximity distance of the pipeline as specified by National Grid. No objections have been raised to the proposal by either National Grid/Cadent Gas or the Health and Safety Executive.

CONCLUSION

The development is acceptable in principle, due to its location within the Defined Urban Area and Crown Business Park and will contribute to economic growth. The landscape and visual impact of the proposed extension is, on balance, not considered to be unacceptable and there will be no unacceptable loss of residential amenity, subject to the provision of a bund of increased height and a significant scheme of structure landscaping. There will be no unacceptable ecological impacts as a result of the surface water drainage arrangements from the site, and the planting scheme will result in an overall increase in the biodiversity of the site.

RECOMMENDATION

It is recommended that the Planning and Licensing Committee resolves it is minded to **GRANT planning permission** subject to the following conditions:-

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

Reason: To comply with the requirements of section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. This permission relates to the following plans:

Location Plan - Scale 1250 @ A4
1389/504 – Site Layout Plan
1389/505 – Survey of Existing
1389/502 – Floor Layout Plan
1389/503 – Elevations
1389/406 – Proposed and Existing Sections
160615/001/SJT Rev.C – Landscape Proposals
13157-C-52 Rev.F – Private Drainage Layout
13157-C-53 Rev.D – Catchment Plan

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

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 Rochdale Unitary Development Plan and the National Planning Policy Framework.

3. The materials used in any exterior work must be of a similar appearance to those used in the construction of the exterior of the existing building.

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

4. The drainage systems shall be completed in full accordance with the details shown on drawings 13157-C-52 Rev.F – Private Drainage Layout and 13157-C-53 Rev.D – Catchment Plan prior to first occupation of the extension hereby approved.

Reason: To ensure the appropriate disposal of surface water and to manage the risk of flooding in accordance with policy G8 of the adopted Rochdale Core Strategy, saved policy EM/7 and of the Rochdale Unitary Development Plan and the National Planning Policy Framework.

5. Notwithstanding the details shown on drawing 1389/406 – Proposed and Existing Sections, no development shall take place until full details of the proposed finished floor level and external ground levels on the site have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in full accordance with the approved details, and the works to create the approved external ground levels shall be completed prior to first occupation of the extension hereby approved and retained as such thereafter.

Reason: In the interests of visual amenity and in compliance with policies P2, P3 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: As the development requires engineering works, an understanding will therefore be necessary of the finished levels across the site.

6. The approved landscape planting scheme shall be carried out as shown on drawing 1389/406 – Proposed and Existing Sections 160615/001/SJT Rev.C – Landscape Proposals during the first planting season after the development is substantially completed, and the areas which are landscaped shall be retained as landscaped areas thereafter. Any trees or shrubs removed, dying, being severely damaged or becoming seriously diseased within ten years of planting shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

Reason: In order to achieve satisfactory screening of the development in accordance with the requirements of policy G6 of the adopted Rochdale Core Strategy, and the National Planning Policy Framework.

7. 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 policies G6 and G7 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

8. Notwithstanding any details contained within the application, full details of any external lighting to be installed on the building or on the site shall be submitted to and approved in writing by the Local Planning Authority prior to its installation. Such details shall include its position and height on the building or site and its luminance, angle of installation and any hoods to be fixed to the lights. Only lighting as approved shall be installed on the site in accordance with the terms of any such approval.

Reason: To ensure that any lighting to be installed on the site does not cause a nuisance to surrounding occupiers in accordance with policies P3, G9 and DM1 of the adopted Rochdale Core Strategy and the requirements of the National Planning Policy Framework.

9. No development shall take place on site (including any site clearance and tree removal works) until a Construction Method Statement (CMS) has been submitted to and approved in writing by the Local Planning Authority. The CMS shall include:
 - a. the parking of vehicles of site operatives and visitors;

- b. the routes to be taken by heavy goods vehicles travelling to and from the site;
- c. loading and unloading of plant and materials;
- d. storage of plant and materials used in constructing the development;
- e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- f. wheel washing facilities and road cleaning facilities;
- g. measures to control the emission of dust and dirt during construction;
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i. measures for the protection of the natural environment from accidental spillages, dust and debris;
- j. hours of construction, including deliveries; and
- k. measures to prevent the pollution or siltation of the Rochdale Canal during the earthworks and construction stage;

The approved CMS shall be adhered to throughout the construction period.

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 and highway safety prior to commencement of any building or engineering works on site.