

Erection of storage unit (Use Class B8)
including associated access, parking
and landscaping

Planning Statement

Lancashire Farm Dairies Ltd

November 2023

smith&love
PLANNING CONSULTANTS

Contents

1. Introduction	3
2. Site and surroundings	4
3. The proposal	6
4. Planning policy and guidance	9
5. Planning assessment	14
6. Summary and conclusions	20

Prepared by Deborah Smith for:

Smith & Love Planning Consultants

Rational House
32 Winckley Square
Preston
PR1 3JJ
Tel: 01772 965376
www.smithlove.co.uk

smith&love
PLANNING CONSULTANTS

1. Introduction

1.1 This Planning Statement has been prepared by Smith & Love Planning Consultants Ltd to accompany an application for full planning permission for the erection of a new storage warehouse (Use Class B8) on the site of the former Venture Precision Engineering works, Crawford Street, Rochdale on behalf of Lancashire Farm Dairies Ltd.

1.2 The description of development is as follows:

Erection of storage unit (Use Class B8) with associated access, car park and landscaping

1.3 This statement sets out:

- a description of the site and its surroundings;
- details of the development proposal;
- a summary of the planning policy context;
- an appraisal of the development against relevant planning policy;
- consideration of design and access matters; and
- a summary and conclusions.

1.4 The application submission is also accompanied by the following drawings and reports:

- | | |
|--|-------------------|
| • Location Plan | L(01) 01 |
| • Existing Site Plan | L(02) 01 |
| • Proposed Site Plan | L(02) 02 |
| • Proposed Ground Floor and Roof Plans | L(04) 01 |
| • Proposed Elevations – Sheet 1 | L(05) 01 |
| • Proposed Elevations – Sheet 2 | L(05) 02 |
| • Proposed Site Sections | L(05) 03 |
| • Swept Path Analysis Plan | L(06) 01 |
| • Heritage Statement | C J O’Flaherty |
| • Design and Access Statement | FWP |
| • Bore Hole Report | Mini Soil Surveys |
| • Drainage Strategy | CFA Civils |

1.5 As the supporting documents demonstrate the proposed development is accessible, sustainable and there are no technical constraints that would prevent development of the site in the manner proposed.

2 Site and surroundings

- 2.1 The application site previously accommodated a disparate collection of industrial buildings (as seen in Figure 1 below) which have now been cleared. It extends to circa 0.2 hectares in size, is relatively flat and lies at the junction of Crawford Street and Dodgson Street.
- 2.2 To the north, south and west are existing industrial and commercial units, which vary in terms of size, orientation, massing, style and external finish. To the east is open grassland with all weather sports provision, car parking and residential properties beyond. Land uses in the wider area are varied, with domestic and commercial/industrial premises in close proximity.



Figure 1 : Site Location (Source : Google 2018)

- 2.3 Vehicular access to the site is currently taken from both Crawford Street and Dodgson Street. This arrangement will be used and rationalised as part of the proposed scheme, in creating a one-way access and loading system within the confines of the plot.
- 2.4 Due to its inner urban setting, the site benefits from high levels of accessibility, with bus stops located only a short distance away on Oldham Road (the A671). Services from these stops offer regular, daily travel to the centre of Rochdale and Ashton under Lyne. The Rochdale Bypass (the A664) is located to the south of site, which provides direct links to junctions 20

and 21 of the M62. This makes the site an ideal location for commercial and industrial uses as ease of access to the surrounding road and motorway network is a necessity.

Planning history

- 2.5 The proposals subject to this application are a resubmission of a previously refused scheme (Application ref. 22/01194/FUL) for the erection of a new warehouse building at the site. The decision notice contained the following reasons for refusal:

“The proposed development would lack any off-street car parking provision for employees and visitors to the site, and would have insufficient servicing arrangements to accommodate heavy goods vehicles. The development would therefore result in vehicles parking, turning and loading on the highway, including close to the bend in Dodgson Street where visibility is reduced. The proposed development would therefore have an unacceptable impact on highway safety, in conflict with policies T2 and DM1 of the adopted Rochdale Core Strategy and the National Planning Policy Framework”

and;

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

- 2.6 This revised scheme has considered the reasons for refusal and the proposals have been amended accordingly to create a policy compliant development, which can be supported and deliver much needed storage for the applicant. Pre-application advice has also been sought from the Council (ref. – PREAPP/0009/23) and the feedback has been incorporated into this submission.
- 2.7 The revisions and approach to the scheme will be expanded upon in sections 3 and 5 of this Statement.

3 The Proposal

- 3.1 The proposal comprises the erection of new storage facilities, with associated works to facilitate the development. The building is required as overspill capacity for storage of packaging for Lancashire Farm Dairies, whose existing enterprise is located only a short distance away to the east on Moss Bridge Road.
- 3.2 The site at Crawford Street provides an ideal opportunity for sustainable business expansion, being local, immediately accessible and of the size necessary to meet a pressing need for additional warehousing.
- 3.3 The Dairy currently employs over 220 people at its main facility and it is expected that the increased floorspace proposed in this application would generate 4 additional jobs in order to maintain the efficient running of this important local business.
- 3.4 No employees would be permanently stationed at the new site, the business would instead use the building as and when necessary in supporting deliveries and distribution. It would open between 7am and 10pm, in line with the main facility at Moss Bridge Road.
- 3.5 The previous application was refused for two reasons, insufficient off-street parking and servicing capacity and the loss of trees, without compensation, which were considered to have amenity value and make a positive contribution to the street scene.
- 3.6 These issues, alongside the advice from officers during pre-application discussions have been considered and incorporated into a revised design and layout to ensure that no such issues would arise.
- 3.7 The original configuration of buildings on site was less than ideal, seemingly having been erected in a piecemeal fashion and without a holistic design approach.
- 3.8 The proposed scheme provides for circa 1079m² of new floorspace, compared to 950m² as previously stood on the site and 1465m² as proposed in the refused application. The proposed design and elevational treatment now provides a much greater level of elevational detailing and articulation, accounting for the position of the site at a readily visible junction along Crawford Street. A series of CGI's and street scene elevations have been prepared to demonstrate wider context and comparable scale.
- 3.9 The proposed building has pitched roofs and a gable style feature to the Dodgson Street elevation to break up its massing, and variety in the external palette to provide visual interest and to reflect some of the more commonly found materials in the vicinity, such as red brick. This will be used in combination with profiled sheet cladding to the roof and walls, in addition to sections of composite panelling.

- 3.10 The proposed 'T' shaped configuration would also allow for landscaped areas to the eastern and northern boundaries, where replacement tree planting can take place to account for any felling required to facilitate the development.
- 3.11 The proposed layout is shown in Figure 2 below and demonstrates that the site can accommodate the necessary floorspace to meet the applicant's needs, provide for landscaped areas to the most prominent elevations and deliver suitable access arrangements to avoid any unacceptable highway safety issues.



Figure 2: Proposed Site Plan

- 3.12 As the layout shows, the proposed access will utilise the existing entrances to Crawford Street and Dodgson Street, implementing a one-way system with vehicles coming in via the latter and exiting via the former. This not only provides more than ample space for larger vehicles to pull fully clear of the highway and load/unload within the confines of the site, but also allows for 9 visitor spaces to be created, should they be required.
- 3.13 The improved yard area also allows for a bin store to be located adjacent to the Crawford Street access point, albeit staff will primarily be located at the main Depot and it is not envisaged that significant waste generation will occur.

- 3.14 The application is supported by swept path diagrams to show that vehicles are able to enter, park safely and leave in forward gear without having a significant or adverse impact on the safety or capacity of the surrounding highway network.

4 Planning Policy and Guidance

- 4.1 Relevant planning policy is provided by way of the adopted Rochdale Core Strategy ('the Core Strategy'), saved policies of the Rochdale Borough Unitary Development Plan ('the UDP') the National Planning Policy Framework ('the Framework'), and Planning Policy Guidance ('PPG') which are important material considerations. The relevance of the emerging Greater Manchester spatial plan 'Places for Everyone' (formerly the Greater Manchester Spatial Framework) will also be considered.

Development Plan

The Unitary Development Plan (2006)

- 4.2 The application site lies within the urban area and within a 'Mixed Employment Zone' as shown in the excerpt below from the Unitary Development Plan Proposals Map.

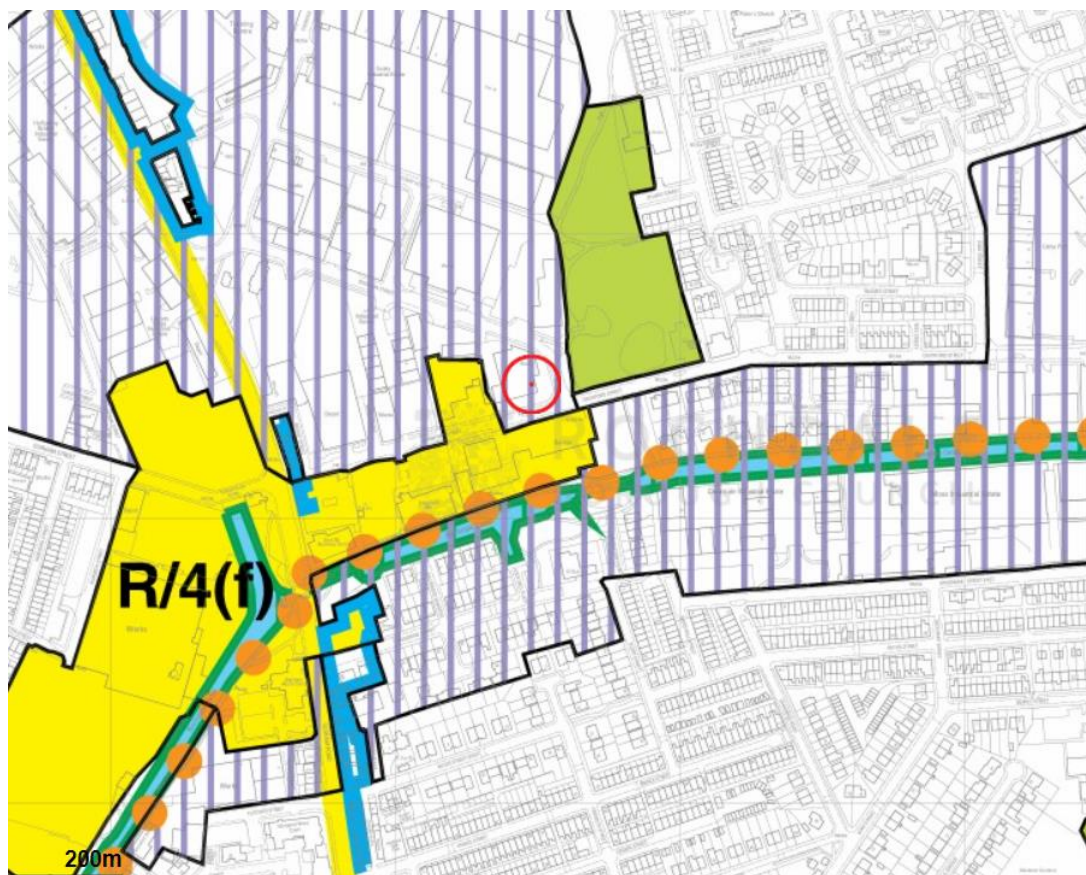


Figure 3: UDP Proposals Map (site denoted by red circle)

-
- 4.3 The designation relates to saved Policy EC/3 of the UPD which states that in that within defined Employment Zones, employment generating development falling within the 'B' use classes (which have now been expanded to include elements of Class E following changes to the UCO) will be supported in principle.
- 4.4 In addition to the policy above, saved UDP policies EM/7 (Development and Flood Risk) and EM/8 (Protection of Surface and Ground Water) are also engaged in decision making.

The Rochdale Core Strategy (2016)

- 4.5 Policy SO1 (To Deliver a More Prosperous Economy) is a strategic policy which confirms that the Council will seek to increase the number and range of jobs in Rochdale, particularly in areas with good transport accessibility.
- 4.6 Policy SO3 (To Improve Design, Image and Quality of Place) states that the Council will seek to raise design quality and promote sustainable development.
- 4.7 Policy SO4 (To Promote a Greener Environment) confirms that it will be sought to ensure that new development is efficient in terms of construction, energy use and contributes to the reduction in carbon dependency.
- 4.8 Policy SO5 (To Improve Accessibility and Deliver Sustainable Transport) promotes the efficient use of land and seeks to direct new development towards the most accessible locations, or those which can be made accessible.
- 4.9 Policy SD1 (Delivering Sustainable Development) is reflective of the requirements of the Framework, adopting the presumption in favour of sustainable development and confirming that proposals which are compliant with the relevant policies of the Core Strategy will be approved without delay, unless material considerations indicate otherwise.
- 4.10 Policy SP2 (The Spatial Strategy for the Borough) advises that within in the south of the Borough, within the fringe of Manchester, where there is good access to existing facilities, infrastructure and the highway network, the Council will seek to deliver the majority of new housing, employment and commercial development.
- 4.11 Policy SP3/R (The Strategy for Rochdale) sets out a number of strategic aims including key regeneration proposals and the desire to deliver economic growth corridors.
- 4.12 Policy E2 (Increasing Jobs and Prosperity) outlines the Council's approach to delivering sufficient land, buildings and infrastructure to create and retain successful businesses. Sites already located within existing employment zones will be protected for ongoing employment use.

-
- 4.13 Policy E3 (Focusing on Economic Growth Corridors and Areas) confirms the Council's regeneration proposals for defined areas within the Borough. The application site is located immediately adjacent to, but outside of, the 'Canal Basin Area of Opportunity' (UDP Policy R/4(f)) which is the focus of mixed use regeneration initiatives.
- 4.14 Policy P1 (Improving Image) requires new development to deliver high quality design, particularly in key gateway locations, improvement corridors and prominent sites. This also includes the development and re-use of under utilised land and buildings.
- 4.15 Policy P2 (Protecting and Enhancing Character and Heritage) seeks to protect and enhance the Borough's character and distinctiveness. To achieve this, new schemes will be expected to integrate successfully with surrounding features, protect important views and conserving townscape character.
- 4.16 Policy P3 (Improving Design of New Development) affirms the Council's expectation that new development will include associated landscaping regardless of its location and lists a number of design principles which should be considered as part of the design process.
- 4.17 Policy G1 (Tackling and Adapting to Climate Change) sets out the Council's approach to climate change and the reduction in CO2 emissions. This includes locating new development in locations which reduce the need for travel and utilising modern construction techniques to limit the amount of energy that buildings require to function over their lifetime.
- 4.18 Policy G6 (Enhancing Green Infrastructure) seeks to secure, protect and enhance green infrastructure, in a manner appropriate to the development proposed.
- 4.19 Policy G7 (Increasing the Value of Biodiversity and Geodiversity) confirms that the Council will ensure that features of biodiversity and geodiversity importance are afforded recognition and protection.
- 4.20 Policy G8 (Managing Water Resources and Flood Risk) concerns the need to avoid flood risk on site, or elsewhere as a result of new development.
- 4.21 Policy G9 (Reducing the Impact of Pollution, Contamination and Land Stability) contains a number of requirements to ensure that new development does not lead to unacceptable impact with regard to air, water, noise, light or other forms of pollution
- 4.22 Policy T2 (Improving Accessibility) promotes development which offers good levels of access to public transport and other measures which reduce the need to travel. Sufficient levels of parking will be required in accordance with the Council's adopted standards.
- 4.23 Policy DM1 (General Development Requirements) outlines a number of general development management parameters that new development will be expected to address including design; amenity; access; parking; ground conditions; landscaping and drainage.

National Planning Policy Framework

- 4.24 Paragraph 11 of the National Planning Policy Framework contains a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay.
- 4.25 Paragraph 81 confirms that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 4.26 Paragraph 111 confirms that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.27 Paragraphs 119 and 120(d) state that decisions should promote the effective use of land, particularly under-utilised sites.
- 4.28 Paragraphs 126 and 130 confirm the need to create high quality, sustainable places and function well in their setting, adding to the overall quality of the area.
- 4.29 In determining planning applications, the 2023 Framework expects Local Planning Authorities to;

Paragraph 38 Approach decisions in a positive and creative way. They should work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraph 55 Consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

Places for Everyone

- 4.30 Places for Everyone (formerly the GMSF) is a joint development plan document which will set out a new, overarching spatial strategy for nine Greater Manchester districts, including Rochdale.

-
- 4.31 Examination hearings for the emerging plan concluded earlier this year and the appointed Inspectors have issued their suggested main modifications required in order to make the document sound and legally compliant. The modifications are subject to consultation at the time of writing within comments due by the 6th December 2023.
- 4.32 Owing to its stage of preparation and with due consideration to paragraph 48 of the Framework, the plan can be afforded moderate weight in decision making. The site has no formal allocation in the emerging plan, but its overarching requirements are relevant to more general economic growth ambitions in the region.
- 4.33 Strategic Objectives 3 and 5 confirm that all parts of Greater Manchester should be economically productive and thrive. In achieving this it will be necessary to ensure the availability of adequate land to meet employment needs and to prioritise brownfield sites. In doing so, inequality will be reduced in providing access to employment opportunities in well connected locations.
- 4.34 Policies JP-S1 (Sustainable Development) and JP-J1 (Supporting Long-Term Economic Growth) both support the use of brownfield sites and a focussed emphasis on maintaining high levels of economic diversity.
- 4.35 Policies JP-J2 (Employment Sites and Premises) and JP-J4 (Industry and Warehousing Development) support the provision of a range of new, accessible premises and the protection of existing employment areas, with allowances for redevelopment to ensure that they remain competitive.

5 Planning Assessment

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 refers to the development plan as a whole, and states that ‘if regard is to be had to the development plan for the purposes of any determination to be made under the Planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise’. Section 39 of the Act also requires decision makers to exercise their functions with the objective of contributing to the achievement of sustainable development. These requirements are embodied in the 2023 NPPF which is a principal material consideration and should be given substantial weight.

5.2 The following key issues to be considered in determining the application are therefore:

- The principle of development
- Design, layout and street scene impact
- Highway safety
- Heritage
- Environmental and technical considerations

Principle of development

5.3 In considering the previous proposals, and by way of the response to the pre-application enquiry submitted to the Council, it is clear that the principle of redeveloping this site for warehousing is wholly compliant with the requirements of the relevant saved UDP and Core Strategy policies.

5.4 Furthermore, the scheme would fully align with the aims of the emerging Places for Everyone plan, in protecting and supporting sustainable, accessible economic growth in Greater Manchester. The provision of these new, fit for purpose facilities will allow Lancashire Farm Dairies to employ 4 further staff and to consolidate and expand on their activities within Rochdale, meeting the Council’s stated aspirations for business retention and growth.

5.5 The proposals are also compliant with paragraph 81 of the Framework which requires that planning policies and decisions create conditions in which businesses can invest, expand and adapt. This is particularly relevant to a prominent employer such as the applicant.

Design, layout and street scene impact

5.6 This resubmission is the result of a comprehensive design review, aided by an assessment of the previous reasons for refusal and the pre-application feedback.

-
- 5.7 The proposed design recognises that the site lies at junction and at the roadside edge, meaning it is visible from public vantage points, albeit within a relatively limited range. Whilst appearance, scale and visual impact were not cited in the previous decision, and was found to be acceptable by the case officer, it was felt that an improved design could be achieved, with due consideration to the relatively utilitarian and disparate collection of buildings which frame the site.
- 5.8 Accordingly, a pitched roof was introduced to the main section of the building, with the projecting gable element to Dodgson Street, helping to break up massing and reduce the presence of the building within the street scene.
- 5.9 Accounting for the proximity to larger buildings, primarily on Dodgson Street and those to the south, set back from Crawford Street, the scale, appearance and overall impact of the development is commensurate with the prevailing massing of the area and would not appear incongruous or anomalous in this location.
- 5.10 The reconfigured footprint has been moved further to the east in order to incorporate the servicing yard along the boundary, linking in to existing vehicular access points to the northern and southern ends of the site. This will largely screen any associated loading activity from view.
- 5.11 The 'T' shaped building also allows for soft landscaping to be retained and enhanced at the junction of Crawford Street and Dodgson Street, creating a soft edge to the site and a transition to the public open space to the east.
- 5.12 Whilst the scheme will result in the loss of some existing trees, the revised layout is such that compensatory planting is now feasible and can be incorporated as per the proposed layout plans. Policy G6 of the Core Strategy advises that the Council should avoid the loss of features such as trees unless suitable, alternative provision is made. In this instance the loss of 3 trees (rather than the 4 previously proposed) is offset by the planting of 8 new trees.
- 5.13 In light of these factors, the revised proposals have satisfactorily addressed the issue of tree loss outlined in reason 2 of the previous refusal and in addition to that, has introduced a much improved design with reduced massing, which reflects more traditional building forms in the area and alters the ratio of materials to provide greater use of red brick.
- 5.14 The development is therefore in full accordance with Policies SD1, SP2, E2, E3, P1, G6 and DM1 of the Core Strategy.

Highway safety

- 5.15 The previous scheme was refused by the Council owing to a lack of off-street parking and insufficient servicing arrangements to accommodate heavy goods vehicles, resulting in the potential for vehicles parking, turning and unloading within the highway and close to the junction with Dodgson Street where visibility would be reduced.

- 5.16 The new building is to be used by the applicant for the storage of packaging materials, which will initially be delivered to their main hub at Moss Bridge Road, where they will be unloaded onto smaller transit/Luton style vans and taken to the proposed satellite building. It is, however, appreciated that the Council and their Highways Officers will seek to ensure that it can be accessed by larger vehicles, should circumstances change in the future.
- 5.17 The revised scheme has considered the previous lack of on-site servicing capacity and sought to utilise the existing access points to both Crawford Street and Dodgson Street, with a service yard between the two running along the eastern boundary of the site.
- 5.18 A one-way system would be operated with vehicles entering via Dodgson Street and emerging from Crawford Street. The yard can accommodate multiple HGV's which will access loading bays in the elevation facing the yard.
- 5.19 This not only avoids the need for new vehicular access points to be created as per the refused scheme, but ensures that any vehicles visiting the site are fully clear of the highway during the process of loading and unloading.
- 5.20 Swept path diagrams demonstrate that HGV's are able to enter and leave, in both directions, without causing undue highway safety impacts. When arriving along Dodgson Street, either from the east or west, drivers have good lines of sight in both directions before beginning to manoeuvre into the site access.
- 5.21 When leaving, Crawford Street is straight along its length with no visual impediments within or adjacent to the highway. As such drivers can safely exit the site turning left or right. It should be noted that these are existing access points, with dropped kerbs and established crossing over the footway. As such there is a fall back in that they could be utilised without any need for further consent and that the former industrial uses on site would have undoubtedly generated movements from a range of vehicle types when they were operational.
- 5.22 Whilst staff will not be permanently located at the site, the Council previously expressed concerns that off-street parking within the plot should be provided in the event of visitor use or changes in circumstances. The Council's adopted maximum parking standards require 1 space per 100sqm for development falling within Use Class B8. The development will deliver just over 1000sqm of floor space with 9 spaces to be provided.
- 5.23 Accounting for the site's high levels of accessibility and owing to the fact that the applicant's primary premises are located circa 450m away to the east, this level of provision is deemed to be more than sufficient in this instance.

-
- 5.24 With due consideration to the Framework's threshold that development should not be resisted on highway ground unless the impacts on the road network are severe, the proposed alterations to the scheme are considered to fully address the previous reason for refusal and present no conflict with Policies T2 and DM1 of the Core Strategy in this regard.

Heritage

- 5.25 Despite not having been referenced in the previous officer's report, or in the reasons for refusal, when issuing pre-application advice in May of this year the Council advised that an assessment should be made as to the impact on Crossfield Mill, which is considered to be a non-designated heritage asset.
- 5.26 This former cotton mill is located to south of the site, set back from the highway behind parking forecourts and more modern buildings. Only remnants of its original form remain, by way of a three storey warehouse and adjoining tower.
- 5.27 Paragraph 194 of the Framework confirms that it is for an applicant describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on their significance.
- 5.28 The Framework glossary defines significance as being "the value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting".
- 5.29 Paragraphs 203 states that effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. This is a lesser test than that applied to designated assets with regard to harm and less than substantial harm.
- 5.30 To support the application, a Heritage Statement has been prepared which undertakes the necessary assessments and reaches a balanced conclusion, as required by the Framework.
- 5.31 The application site and the wider area originally accommodated mill worker's dwellings, but was cleared in the 1960/70's to make way for the wider industrial complex in situ today. The Heritage Statement confirms that the site has no appreciable architectural or historic interest and lacks any heritage significance. Furthermore, it does not contribute to the inherent heritage significances of the nearby mills, which retain a degree of architectural and historic interest owing to evidence of their scale, character and industrial past.

-
- 5.32 The Statement recognises that the remaining elements of Crossfield Mill do hold some heritage value but also notes that its most relevant setting and context from which to appreciate the asset is the canal to the south. The area around the application site and to the north of the mill has changed considerably and does not contribute to any heritage interest or significance of the former mill complex.
- 5.33 As a result, the development of new and improved storage facilities at the application site, with a design that is appropriate to its immediate setting, results in no harm to the significance or appreciation of the mill. Furthermore the proposals represent a significant improvement on the premises which previously occupied the site.
- 5.34 In engaging the test set out in paragraph 203 of the Framework, it is clear that there is no harm to the asset and in undertaking a balanced judgement, it is also necessary to recognise the clear economic benefits of the scheme, as set out in this Statement.
- 5.35 As a result there is no unacceptable heritage harm and the proposals are compliant with Policy P2 of the Core Strategy and the Framework.

Environmental and technical considerations

- 5.36 In considering the suitability of the site for proposed development a number of technical matters have also been addressed relating to residential amenity, drainage, ecology and ground conditions.
- 5.37 With regard to residential amenity, the nearest properties are some distance away from the site to the east and would not be adversely affected by the proposed development. The Council have confirmed that they agree with this position in their pre-application response, and by way of the scope of the previous decision.
- 5.38 The application is supported by a Drainage Strategy and Flood Risk Assessment which confirms that the development is at low risk of flooding from all sources, particularly as it is a 'less vulnerable' use as defined in Annex 3 of the NPPF.
- 5.39 With due regard to the hierarchy of surface water drainage strategies, the report establishes that discharge into the adjacent combined sewer is the only feasible option, owing to a lack of suitable conditions for infiltration and the absence of existing water bodies and surface water sewers. Flows will be attenuated to reduce peak run off rates and incorporate a betterment to account for climate change. Foul waters from the site will also discharge into the combined sewer network.
- 5.40 Taking all of these matters into account, the proposals will not expose the development to unacceptable flood risk nor will they increase risk elsewhere. The development is therefore compliant with Policies EM/7 and EM/8 of the UDP and Policy G8 of the Core Strategy.

- 5.41 With regard to ecology, the development results in the minor loss of a grassed verge area and the removal of 3 trees, with the Council requesting a replacement ratio of 2:1 as per policy G6 of the Core Strategy. The amended scheme will retain 1 existing tree and plant 8 new trees, exceeding the policy requirement.
- 5.42 As for ground conditions, intrusive site investigations have already taken place by way of boreholes across three locations within the site boundary. No adverse results were encountered and the underlying strata presents no obstacle to the proposed development. The proposals are therefore in accordance with Policy G9 of the Core Strategy.

6 Summary and conclusion

- 6.1 This Planning Statement has been prepared to accompany an application for full planning permission for the erection of a new storage warehouse (Use Class B8) on the site of the former Venture Precision Engineering works, Crawford Street, Rochdale.
- 6.2 It has been demonstrated that this revised scheme fully addresses the previous reasons for refusal regarding highway safety and tree loss, and offers an improved design which is beneficial to the appearance of the street scene as a whole.
- 6.3 Furthermore the development delivers clear economic benefits in supporting the retention and expansion of a successful business in one of Rochdale's defined employment zones, whilst also offering accessible employment opportunities for local people.
- 6.4 As a result the proposals are squarely in accordance with the provisions of the Unitary Development Plan, the Core Strategy, The Framework and the emerging Places for Everyone spatial plan.
- 6.5 No technical matters have been identified which would prevent development.
- 6.6 On this basis, the proposal represents a sustainable form of development and there is a compelling case for planning permission to be granted.

smith&love
PLANNING CONSULTANTS

Prepared by Deborah Smith for:

Smith & Love Planning Consultants
Rational House
32 Winckley Square
Preston
PR1 3JJ

Tel: 01772 965376

www.smithlove.co.uk