



BUILDING ELEMENTS LTD

Town Planning and Architecture

Duckpond Farm Cottage,
Moorgate Rd,
Barnoldswick,
Lancs, BB18 5SQ

M: 0797 658 7694

Date: 25th Jan 2024

Application for Change of Use from B8 - Storage and Distribution to B2 -
General Industry

Site Location : The Old Railway Yard Fishwich Street Rochdale OL16 5NA



1.0 INTRODUCTION

1.1 This is an application Change of Use from B8 – Storage and Distribution to the Use Class B2 – General Industry at the address stated above prepared by Building Elements on behalf of AV Town Planning and the applicant Steadplan Group. The application is to Change the Use to allow commercial MOT and servicing within the existing building.

1.2 There is currently one industrial building onsite which has grey standard Kingspan sheets to all sides with a white cladding detail shown above on the front reception façade. The current building will not change from its current physical form.

1.3 The site perimeter has galvanised steel palisade fencing with large two way controlled access gates at the entrance. The site has a concrete surface with throughout.



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2.0 LOCATION

2.1 The Site is located to the south of Rochdale town centre in a strategic location between the town centre and Kingsway Business Park. The site falls within the Milkstone, Deepdish and Newbold area and is subject to the area SPD. This site is also part of the Oldham Rd employment zone as designated within the Rochdale UDP.

2.2 The site lies within the urban area as defined in the Unitary Development Plan. The immediate land uses are mixed between Commercial and Industrial. The uses in the area include Car and Van Hire, Car Parts, Quat-Chem Neogen Company, Rochdale Training Centre and Royal Mail depot. The site is also directly adjacent to Halfpenny Bridge Industrial Estate.

2.3 The development site is 1.6 mile drive to the M62 via the A6193 which is a 5 minute drive. The site is also 0.4 miles from Rochdale train station which is a 9 min walk. This has to be viewed as a very sustainable employment location.

2.4 The Northern boundary is directly adjacent to the railway lines with a large timber moulding supply outlet to the far side of the railway lines. An architectural practice and Rochdale training centre create the Southwest boundary with Fishwick St making the Eastern boundary of the triangular site.

3.0 PLANNING HISTORY

3.1 The only previous planning history on the site is as follows:

D31992 – Two storey extension to the existing warehouse to provide office accomodation – Approved 04/05/1995

4.0 APPLICATION PROPOSAL

4.1 The previous use was B8 Storage and Distribution, when you look at Google maps; it shows large aggregate hoppers to the East of the building and large piles of concrete Lego bricks stacked throughout the site.



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4.2 Application site



4.3 This application requires no physical changes to the current building. The change of use is required to allow the owner to undertake Commercial MOT testing as a registered MAN reseller and service centre. The Use class required for commercial vans and HGV vehicles MOT testing is B2 – Industrial.

5.0 PLANNING POLICY AND GUIDANCE

5.1 Section 38[6] of the Planning and Compulsory Purchase Act 2004 refers to the development plan as a whole and requires planning applications to be determined in accordance with the plan unless material considerations indicate otherwise. In this case the development plan comprises the adopted Rochdale Core Strategy.

5.2 Relevant Core Strategy Policies

Policy P1: This policy relates to improving the image of the Borough through appropriate land use developments.

Policy P3: This policy seeks to ensure that new development is in keeping with the character of the landscape reflecting local distinctiveness, vernacular style, scale, features and materials through improving the design of new development.

Policy DM1: This policy sets down the very general considerations that apply to all new development.



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Policy G8: This policy relates to managing water and flood risk.

Policy G9: This policy relates to ensuring that new development does not compromise environmental improvements per se.

Policy E3: This policy sets out a good supply of land and premises for employment uses, suitable for all types of businesses in accessible locations, is essential if we are to ensure the creation of more and better jobs and increase prosperity in the borough.

Policy T2: This policy seeks to improve accessibility in all its forms.

For the avoidance of Doubt, within the Unitary Development Plan [UDP] the application site falls within an area G/D/1; this clearly states that the site falls within the defined urban area.

5.3 National Planning Policy Framework

5.2 Section 2 of The Framework states that the purpose of the planning system is to contribute to the achievement of sustainable development. The framework highlights that there are three elements to sustainable development: economic, social and environmental. The policies in the Framework, taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.

5.3 Section 6 encourages Planning policies and decisions that will 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.

5.4 Section 11 states that Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment.



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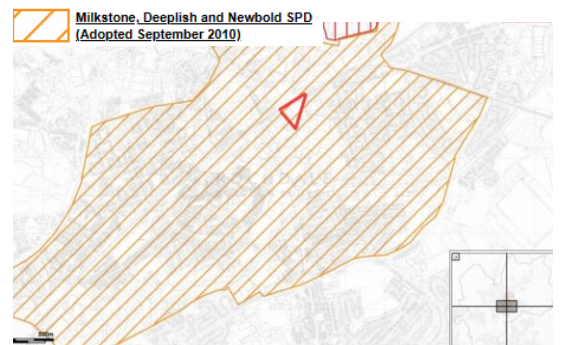
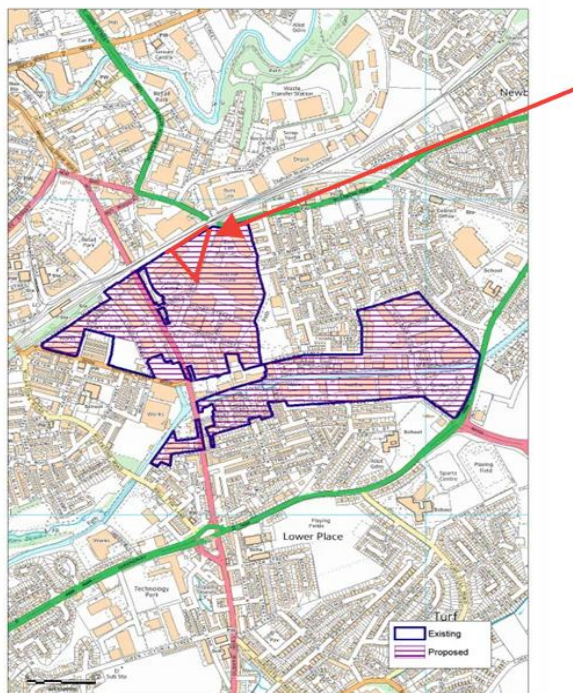
5.5 Milkstone, Deeplish And Newbold Supplementary Planning Document

5.6 The SPD states in the opening paragraphs “The area contains significant physical opportunities including the railway station, the first phase of Metrolink, the Rochdale Canal corridor and a number of key transport routes, notably the Oldham Road Corridor. These key gateways and corridors offer the chance to improve the image and perception of this area and to contribute to the wider regeneration of Rochdale and enhance its role within the City Region.” The image below shows the Oldham Rd corridor which this particular site sits within.

5.7



Rochdale Borough Council Draft Allocations Plan
Employment Zone - Oldham Road / Canal Basin





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6.0 DEVELOPMENT APPRAISAL

Appropriateness of the Land Use

6.1 It is clear from all the relevant planning policy that the proposed Use class would be appropriate on the site. Both within the borough core strategy policies and the relevant local SPD policies this area is acceptable for industrial purposes. The Oldham Rd corridor is also sought after as an area for development to create potential employment uses. It is also very prevalent that all the other development in the area is commercial and industrial.

Impact upon the Local Economy

6.2 Clearly, the development will have a beneficial and long term impact upon the local economy; new employment opportunities may be created and the proposed use will allow the company to offer additional services and in turn creating further financial stability going forward. The site is within the urban area and is sustainable in terms of being accessible.

Highways/Infrastructure

6.3 The development site is 1.6 mile drive to the M62 via the A6193 which is a 5 minute drive. The site is also 0.4 miles from Rochdale train station which is a 9 min walk. This has to be viewed as a very sustainable employment location.

6.4 There is more than adequate parking within the site curtilage for the development especially given the sustainable location in terms of access to public transport. The site has more than adequate provision to accommodate larger commercial vehicles to enter and leave the site in forward gear. An independent highways consultant (Steve Woods Consultants) has been engaged which forms part of the submission, this specialist concluded. "In highways terms, the B2 Use does not have any adverse effect on the road network, and would not have an unacceptable highway safety impact. Therefore, there appears to be every reason why in highways terms retrospective approval should be granted."

Visual Amenity



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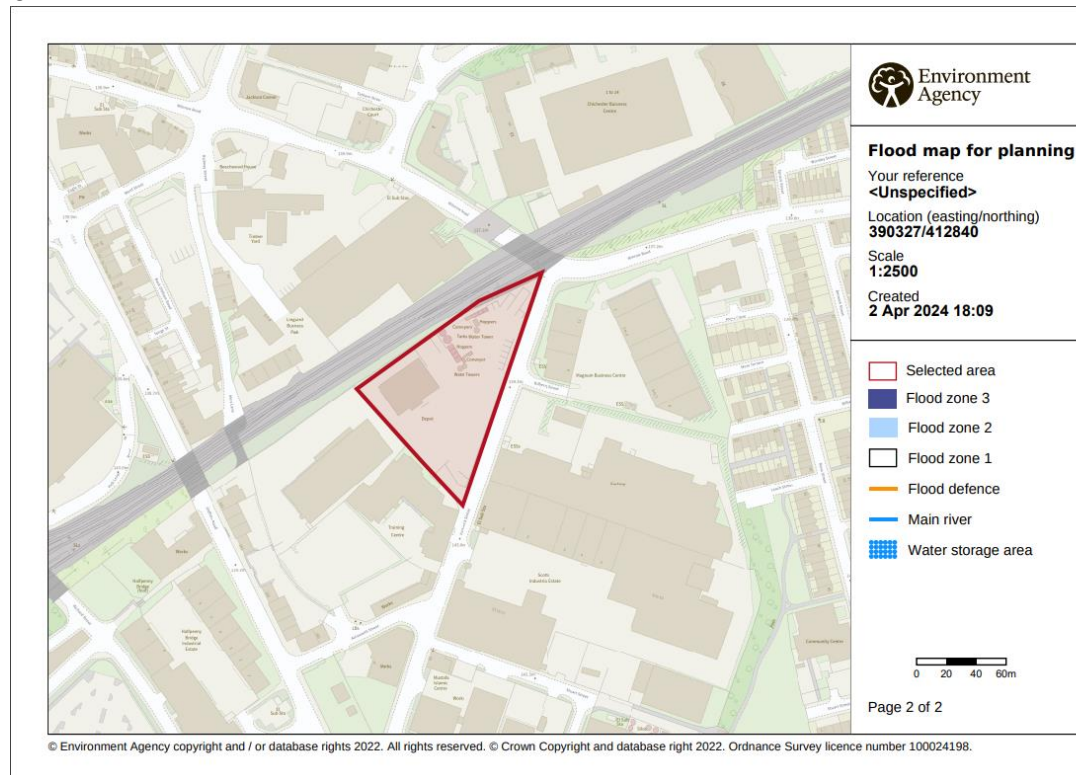
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6.5 The existing building will not change from its current form.

Flood Risk

6.6 A flood risk check shows the area is in flood zone 1, an area with a low probability of flooding. The Environment Agency website states “developments that are less than 1 hectare (ha) in flood zone 1 do not need a flood risk assessment (FRA) as part of the planning application. The site you have drawn is 0.81 ha.”. Below is an extract of the Environment Agency map.

6.7



Secured By Design

6.8 The development as a whole has given thought to security, the whole site has palisade fencing around the perimeter. The openness of the site on the front areas allows for casual observation and good surveillance for CCTV cameras. The site entrance and exit has steel gates electronically controlled using coded access or control from reception.



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7.0 CONCLUSIONS

7.1 It is respectfully submitted that the application proposal is fully in compliance with the overall aims and objectives of the Rochdale Core Strategy and the National Planning Policy Framework. The application is also fully compliant with the Milkstone, Deepdish and Newbold SPD document. The building is a positive asset to the area both architecturally and in terms of its social and financial contribution. It is submitted that the development should be supported and approved with appropriate planning conditions.