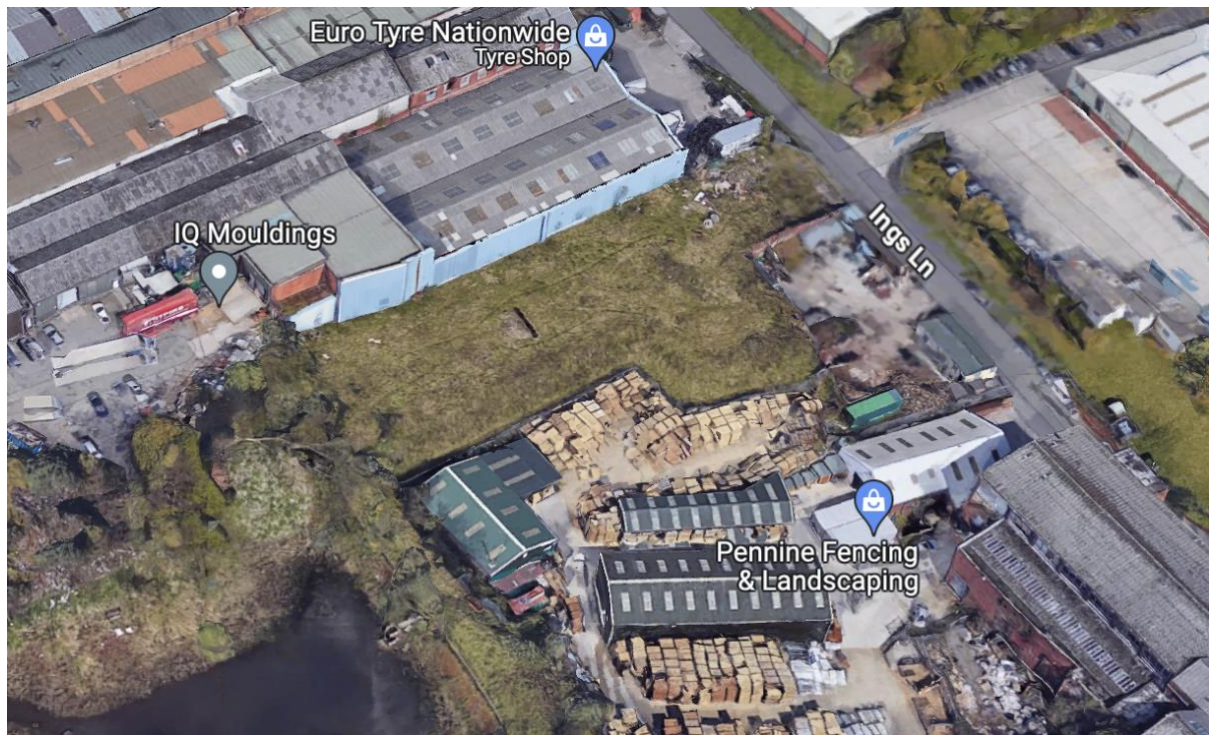




Asher Planning Ltd

Erection of 9 industrial units including hardstanding and landscaping

Land adjacent to Caldershaw Business Centre, Ings Lane, Rochdale OL12 7LQ



**Design, Access and Planning Statement
April 2024**

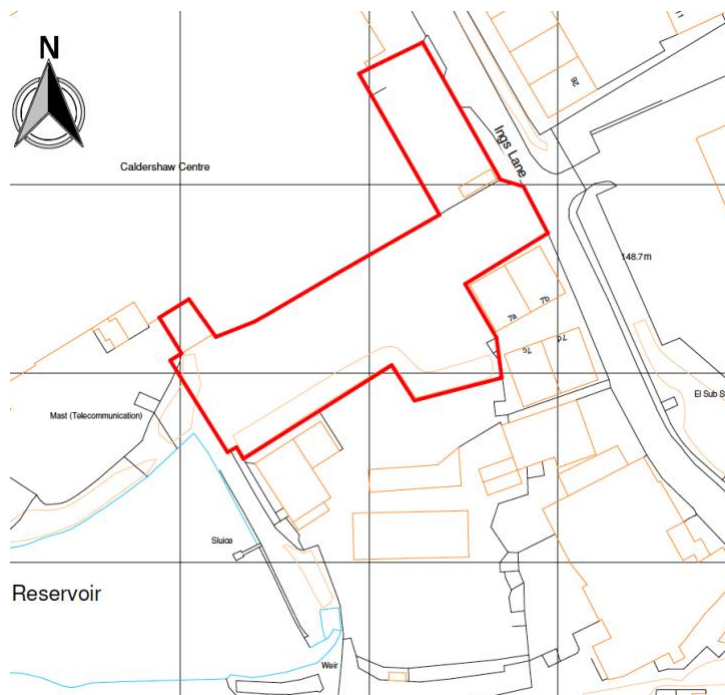
1.0 Introduction

- 1.1 This statement is to support the planning application for 9 industrial units with parking and landscaping, at land adjacent to the Caldershaw Business Centre, Ings Lane, Rochdale.
- 1.2 In this statement we discuss the site, surroundings, and planning history. We then provide details of the proposal and set out compliance with the relevant national and local planning policies.

2.0 Site and surroundings

- 2.1 The Caldershaw Business Centre is located to the north-west of Rochdale. The proposal site is an area of undeveloped land to south of the business centre. There are employment uses to the south, east and north, and a woodland and reservoir to the west.

Figure 1 – Location Plan (not to scale)



- 2.2 The site is not in any conservation area and there are no listed buildings on the site or nearby. The site is in flood zone 1 with a low risk of flooding.
- 2.3 The site is accessed from Ings Lane which leads onto the A680 (Edenfield Road). It is easily accessible by public transport, with bus stops close by on Caldershaw Road and

Rooley Moor Road. There are also local shops and services within walking distance on Rooley Moor Road.

- 2.4 The site is allocated on the Rochdale Policies Map as a mixed employment zone.

Figure 2 – View of site from Ings Lane (from Google Maps)



3.0 Planning history

- 3.1 Planning permission was granted in December 2013 (13/00908/FUL) for the erection of 11 industrial units. There were some further applications made for to discharge conditions attached to the permission, however, the development was not implemented.

4.0 Proposal

- 4.1 The proposal is for 9 industrial units on the site, for B2 (light industrial) and B8 (warehousing) uses. The units will range from 84sqm to 164sqm and will each include a small office and W.C.
- 4.2 The building will be constructed from coated (composite or sandwich to meet energy statement) steel panels (walls and roof), with a small amount of blockwork inner wall for stability and security. The roof will be shallow pitched, with rooflights. The units will have doors and roller shutters. There will be parking and servicing area to the rear.

5.0 Planning assessment

Principle of development

- 5.1 The National Planning Policy Framework (NPPF, 2023) states at para. 85 that:

“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.”

- 5.2 The Rochdale Core Strategy (2016) includes Strategic Objective SO1 – To deliver a more prosperous economy. Policy E2 – Increasing jobs and prosperity – supports the regeneration of existing employment areas. Policy P1 promotes the development and re-use of under-used land.

- 5.3 The Rochdale UDP (2006 – Saved Policies) includes Policy EC/3 Mixed Employment Zones. The site is within one of these designated areas. The policy states that within Mixed Employment Zones, development will be permitted for employment generating uses – including B2 and B8 uses.

- 5.4 Development of the site for industrial use is therefore acceptable in principle, according with the NPPF, Core Strategy and UDP. The principle of development was acknowledged as acceptable in the officer report on the previously approved application in 2013.

Impact on neighbouring uses

- 5.5 Para. 135 states that developments should provide a high standard of amenity for existing and future users. Core Strategy Policy DM1 – General development principles, says that development should not affect the amenity of existing residents or users. The proposal is for an industrial building within an established industrial area and therefore the neighbouring units, that are of a similar use, will not be unacceptably impacted by the proposed development. The officer report on the previously approved application found that:

“In the wider area there are residential dwellings on Ings Lane and Cutgate Road, however these are located more than 80m from the application site and there are other industrial units on land between these residential properties and the proposed development. It is therefore considered that the proposed development would have no more of an impact upon residential amenity than the existing industrial units on this estate.”

- 5.6 The proposal therefore accords with the NPPF and Core Strategy.

Design and layout

- 5.7 Para. 135 of the NPPF states that planning decisions should ensure that developments meet certain requirements, including that they will function well and be sympathetic to local character and history.

- 5.8 Core Strategy Policy P3 – Improving design of new development, states that:

“We will require all new developments, including associated landscaping, regardless of location in the borough, to adhere to high standards of design. The following design principles should be adhered to wherever relevant:

- *Enhance the borough’s identity and sense of place, by respecting context where it is positive and having regard to the scale, density, massing, height, layout, landscape, materials and access of surrounding buildings and areas in general...”*

- 5.9 The proposed industrial building will be of standard design, single storey and constructed mainly from coated steel panels. The design of the proposed building reflects the character of the employment area and similar surrounding units. Therefore the proposal accords with the NPPF and Core Strategy Policy P3.

Highways

- 5.10 The application site is located within an area that has a long established industrial/commercial use. The site will be accessed via the existing highway network that has served this area for a substantial period of time. The officer’s report on the previous application found the existing access to be sufficient to serve the proposed development, as well as continuing to serve the existing units.

- 5.11 Core Strategy Policy T2 states that development should be accessible by public transport and that adequate parking should be provided. A Transport Statement is required to support larger development.

- 5.12 The application is accompanied by a Transport Statement (Advent Engineers, March 2024, ref. 23083-DSR-002-A), which concludes that:

“The Transport Statement has undertaken a robust analysis of the anticipated traffic generation from the proposed industrial development and the traffic impact has been deemed to be negligible on the local road network. The traffic and highway impact of

the proposed development cannot be considered to produce severe road network impacts so there should be no highway or traffic grounds to oppose the development.

The scheme proposes car parking, cycle parking and motorcycle parking that is compliant with the Council's parking standards.

Parking accumulation analysis has demonstrated that the proposed parking provision would be adequate to meet the parking demand forecast for the scheme. This parking provision and the parking accumulation analysis demonstrates that the scheme should not result in any off-site parking demands and therefore, the scheme does not have the potential to create any highway safety issues through displaced car parking.

The access to local amenities from the proposed development site by public transport, walking and cycling is considered to be excellent."

- 5.32 The proposal comprises a total of 1,170sqm of employment floorspace. The Core Strategy at Appendix 5 sets out a requirement of 1 space per 60sqm of floorspace. This equates to a requirement for 19.5 spaces for the proposal.
- 5.14 The proposal will provide a total of 18 car parking spaces, including 3 accessible spaces plus a further 8 larger parking spaces for vans and 1 parking space for a forklift truck and additionally there are 3 loading/unloading spaces proposed for large lorries. This is considered compliant with the Core Strategy requirements. There is also plenty of space for cycle and motorcycle parking on the site.
- 5.15 The proposal therefore complies with Core Strategy Policy T2.

Greenspace corridor, biodiversity and drainage

- 5.16 The application site is located adjacent to a reservoir and approximately 170m from an area designated as a Greenspace Corridor. Core Strategy Policy G6 – Enhancing green infrastructure states that:

"We will sustain and enhance a green network to support growth and regeneration in the borough and provide a high quality environment that meets the needs of our community and visitors to the borough."

- 5.17 The application is accompanied by an Arboricultural Impact Assessment and Method Statement (Pennine Ecological, March 2024), which assesses the trees as retention category 'U' (unsuitable for retention). The trees will therefore be removed prior to development; the report recommends that this be undertaken by a competent arborist in line with arborist in line with British Standard BS3998:2010 Tree Work.

- 5.18 The application is accompanied by a Preliminary Ecological Appraisal (Pennine Ecological, February 2024). The report finds that:

“Low distinctiveness habitats and above, in this case grassland and scrub, according to the Biodiversity Net Gain Defra Metric Calculator Version 4.0 need to be sufficiently compensated for. Therefore, it is recommended a formal Biodiversity Net Gain assessment is undertaken using Defra’s Metric Calculator Version 4.0.”

- 5.19 This has been undertaken and is submitted with the application. The report also makes recommendations with regard to bats, nesting birds and great crested newts. These will be followed.
- 5.20 In addition, a Drainage Strategy (Advant Engineers, March 2024, ref. 23083-DSR-001-A) and Drainage Layout Plan (Advant Engineers, March 2024, ref. 23083-101-A) accompany the application.
- 5.21 The proposal therefore meets the requirements of Core Strategy Policy G2.

Crime and safety

- 5.22 The NPPF at para. 135 says that developments should create places where crime and disorder, and the fear of crime, do not undermine quality of life. Core Strategy Policy P3 states that development should incorporate design measures that design out crime and ensure developments and spaces are safe to use and access. Policy DM1 states that proposals should minimise opportunities for crime against people or property.
- 5.23 A Crime Impact Assessment (Archiguma Architects, February 2024, ref. CIS46-GSL-SY-ZZ-RP-Y-0001-S4-A) is included with the application and so the proposal accords with these policies.

6.0 Summary

- 6.1 The site is located to the north-west of Rochdale, in an allocated mixed employment area. The proposal is to develop an area of unused land for 9 industrial units, plus hardstanding and landscaping.
- 6.2 The proposal will support the local economy and regenerate this area of unused land. It will provide new employment in an existing, established employment area. The design will be appropriate to an industrial area and there will be no adverse impacts on neighbours.

- 6.3 There will be no adverse impacts on the highway network and adequate parking is proposed. The site is accessible by public transport, walking and cycling. There will be no adverse impacts on the environment or biodiversity, and a Drainage Strategy and Crime Impact Assessment are supplied.
- 6.4 The proposal meets all the requirements of national and local planning policy and comprises sustainable development.