Mark Jones
PLANNING CONSULTANCY

PLANNING STATEMENT

on behalf of

Alpine Properties Ltd

for

Part demolition of existing commercial unit – Class E (Commercial, business and service), external alterations to retained commercial unit – Class E and formation of new access, car park, servicing and boundary wall alterations

at

Unit 1A Spring Mill, Bury Old Road, Haywood, Rochdale, OL10 3HU

September 2020

CONTENTS

1.0 Location
2.0 Planning History
3.0 The Premises and Planning Proposal
4.0 Planning Policy
5.0 Planning Assessment and Balance
6.0 Conclusion

1.0 Location

1.1 The commercial unit is a large building located at the junction of Bury Old Road and Bury New Road. It is located approximately 0.6 km from Heywood Town Centre, which is about a 15 minute walk away, with the majority being uphill walk on the return journey. Directly to the rear is a number of industrial and storage units that also form part of the Spring Mill complex. The surrounding area is predominantly residential. There are a few local pubs within the area and local shops including a small Tesco store.

2.0 Planning History

2.1 Scartop furniture shop operated from the premises for well over 25 years. It included a large showroom and associated store. The overall floorspace of the building extends to approximately 1,700 sq merges in floorspace. The lawful use of premises falls within Class E of the Town and Country Planning (Use Classes) Order 1987 (as amended). The existing premises do not have any allocated car parking spaces, although there is a small public car park directly in front of the building.

2.2 Planning permission has recently been obtained to undertake minor external alterations to the two storey showroom element of the building which included the re-opening of blocked up windows and doors. Initially consent was sought to change the use of the building to a flexible use comprising retail, a gym and offices, but due to recent changes to the Use Classes Order all of the proposed uses are no longer considered to be development constituting a material change of use.

3.0 The Premises and Planning Proposal

3.1 Permission is sought to demolish part of the Class E commercial unit (approximately 470 sq metres) and to retain and convert the remaining building (290 sq metres) into two small Class E commercial units. It is a portal framed building which allows sections to be removed. The proposal includes the recladding of the external walls and roof of the retained building. The gable wall of the adjoining two storey building will be reinstated. A new access onto Bury New Road is proposed alongside a car park (11 car parking spaces) and servicing area. The existing mill wall fronting Bury New Road will be lowered, but retained.

3.3 No end-user has been identified for the premises as it has not been actively marketed. However, discussions have taken place with local agents who believe there is a potential market in the area for small-scale commercial units falling within Use Class E.

4.0 Planning Policy

4.1 During September 2004 the Planning and Compulsory Purchase Act 2004 ('the Act`) came into effect which reformed the development planning system in England. Section 38(6) of the Act requires that all planning applications should be determined in accordance with the development plan, provide the policies or proposals it contains are relevant and unless *'material considerations*' indicate otherwise.

4.2 The development must therefore be assessed against National Planning Policy in the form of the National Planning Policy Statement and the Rochdale Unitary Development Plan Core Strategy.

National Planning Policy Framework (NPPF)

Presumption in Favour of Sustainable Development

4.3 Paragraph 11 of the NPPF sets out that a presumption in favour of sustainable development is at the heart of the National Planning Policy Framework. The NPPF also advises that decision takers at every level should seek to approve applications for sustainable development where possible. Sub-section c) of paragraph 11 seeks to approve development proposals that accord with an up-to-date development plan without delay.

Promoting healthy and safe communities

4.4 Paragraphs 91 and 92 seek to ensure that planning policies achieve healthy, inclusive and safe places, which amongst other things promote social interaction, through mixed use developments, are safe and accessible and enable and support healthy lifestyles through the provision of sports facilities, local shops and layouts that encourage walking and cycling. It also promotes the provision of social, recreational and cultural facilities and services the community needs. In particular paragraph 92 (d) seeks to ensure that established shops, facilities and services are able to develop and modernize, and are retained for the benefit of the community.

Making effective use of land

4.5 Paragraph 121 states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs.

National Planning Practice Guidance (NPPG)

4.6 The government published its NPPG on 6 March 2014. This is intended to complement the NPPF and to provide a single resource for planning guidance, whilst rationalising and streamlining the material.

Local Planning Policy

4.7 The following policy documents and policies are relevant to this application:

Unitary Development Plan (UDP):

G/D/1 – Defined Urban Area

Adopted Core Strategy (CS)

E2 – Increasing jobs and prosperity

Of relevance to this proposal this policy seeks to:

Protect those existing employment zones and employment (B1 - B8) sites outside employment zones which are most suited to continued employment use. Uses other than employment will be permitted where it can be demonstrated that they would be more appropriate.

5.0 Planning Assessment

5.1 The Spring Mill development comprises a number of commercial units that fall within Class E, B2, B8 and sui generis uses. The lawful planning use of the application premises is Class E of the Town and Country Planning (Use Classes) Order 1987.

5.2 The proposal seeks planning permission for the part demolition and retention of an existing Class E building including the external re-cladding. The proposal does not result in a material change of use and will in effect result in the loss of approximately 480 sq metres of Class E floorspace to provide space for car parking and servicing. The proposal will bring about a visual enhancement to the street scene and in general design terms is acceptable.

5.3 The proposal includes the formation of a new vehicular access onto Bury New Road. The existing brick wall will be retained, but lowered, and gates that open inwards proposed. A separate pedestrian and vehicular access is also proposed. Adequate visibility splays can be achievable even with the retained boundary wall.

5.4 The access from Bury Old Road into the site will require a ramp due to the changing levels and this will serve a small car park, cycle shelter, bin store and servicing area for the commercial units. There is sufficient car parking proposed within the site to meet the needs of the commercial units. In addition, there of plenty of space directly in front of the units for delivery vehicles to manoeuvre safely within the site. The premises are also located in close proximity of public transport links on Bury Old Road and Bury New Road. The 461 and 471 bus routes directly pass close to the site.

6.0 Conclusion and Planning Balance

6.1 The lawful use of the premises is an unrestricted Class E use. The proposal reduces the Class E floorspace by 480 sq metres and creates two small Class E units extending to 290 sq metres in total.

6.2 The proposal seeks to reuse an existing building and in accordance with paragraph 148 of the NPPF the re-use of existing resources, including the conversion of an existing building is positively encouraged. The building will be visually improved with the replacement of external cladding.

6.3 The premises are located within an established commercial area and is far enough away from residential properties to not cause harm to amenity.

6.4 The proposal includes car parking and servicing within the site. It is located in a highly sustainable location with bus routes nearby. The original Scartop Furniture shop had no off-street car parking and deliveries were made from Bury Old Road. The proposal reduces the floorspace of the building and includes 11 off-street car parking spaces and large servicing area directly in front of the newly formed units within the site. Both of these are factors that weigh in favour of the development.

6.5 A new vehicular access with separate pedestrian access is proposed from Bury Old Road. The access is wide enough for vehicles to enter and leave the site at the same time without conflict being caused with pedestrians. Visibility splays are considered adequate. Should improvements be considered necessary the applicant is willing to work with the Council and Highway Authority to secure an appropriate scheme.

6.6 The proposal, when taken as a whole complies with the objectives of the NPPF as well as Core Strategy Policy E2.

6.7 It is, respectfully, requested that the application is supported and permission granted.