

August 2023

PLANNING STATEMENT

ALTERATIONS TO ACCESS, MARTIN BROWER LTD,
HILL TOP ROAD, HEYWOOD

EJD Planning

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Site Location Plan	TBC
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Proposed Access	300662-004

1.0 SITE CONTEXT AND HISTORY

1.1 Introduction

- 1.1.1 EJD Planning has been instructed by Meller Ltd to prepare a Planning Statement in support of an application for alterations to an access off Hill Top Road, Heywood. This Planning Statement sets out the planning policy considerations in respect of planning policy and guidance.
- 1.1.2 The application is accompanied by the following reports:
- Highways Technical Note;
 - Full set of Drawings; and
 - This Planning Statement.
- 1.1.3 Whilst the access alterations are to be carried out entirely within private land, the application site is located in close proximity to Hill Top Road which is a widely used estate road. The proposed access and immediate area is used by a number of parties associated with the general day to day business of Martin Brower Ltd.
- 1.1.4 Hill Top Road is an unadopted and unclassified road, accessed off Hareshill Road. It forms the main vehicular route through the industrial estate. Whilst we are aware that Class B of the Town and Country Planning (General Permitted Development) (England) Order 2015 allows for the formation, laying out and construction of access to a highway which is not a trunk road or classified road, in this instance the access is more desired rather than required which is the general baseline. The access is also to a commercial premises.
- 1.1.5 It is for the reasons noted above that planning permission is being sought from Rochdale Borough Council in conjunction with the Highways Department.

1.2 Description of Development

- 1.2.1 The red line of the application site identifies the land to which the application relates. It is proposed to carry out alterations to the existing access off Hill Top Road, Heywood. The access is located within the Martin Brower Ltd site.
- 1.2.2 The existing access arrangement has been identified as a safety concern by Martin Brower Ltd and the purpose of the application is to enhance safety and enable more efficient vehicular movement into and out of the site.
- 1.2.3 The access off Hill Top Road is shared by HGV's, cars, cyclists and motorbikes. The proposal involves making alterations to the entrance and exit to the staff car park which is accessed by making a right turn after entering the site from Hill Top Road. HGV's do not use this access, instead they continue straight on, towards the HGV parking area located adjacent to the distribution depot.

1.3 Site and Surroundings

- 1.3.1 The site is occupied by Martin Brower Ltd, a leading logistics service provider for restaurant chains around the world.
- 1.3.2 The site forms part of a wider industrial/commercial estate to the south of Heywood which comprises Heywood Distribution Park and Hareshill Business Park. It is accessed from Hill Top Road.
- 1.3.3 Figure 1.1 below shows the car park location. The aerial photograph shows Hareshill Road being developed to create a link road. This work is now complete and there is a signalised junction with Hill Top Road.



Figure 1.1: Car Park (location highlighted red)

- 1.3.4 The car park has a capacity of 231 spaces and is served by a single access and egress point which is 4.5m wide and controlled by a single barrier arm. Drivers entering or exiting the car park must stop to enter an approved permit into the control unit to raise the barrier.
- 1.3.5 This system has created a situation whereby vehicles departing the site often attempt to pass under the barrier as vehicles enter the site. This has resulted in instances where the barrier has landed on cars where drivers have incorrectly estimated the time they have available to leave the car park before the barrier drops. This has created a situation which is not only hazardous but also expensive. It has therefore been identified as a safety concern of the business.

1.4 Planning History

1.4.1 There is an extensive planning history associated with the wider site.

1.4.2 The base application which covers the wider site is application 16/01399/HYBR:

'Part full/part outline planning application for the development of land at South Heywood, including the demolition of a number of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements, landscaping, lighting and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460m² Gross Internal Area (GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2,500 m² GIA which includes no more than 499m² of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement), land Bound by Manchester Road, Hareshill Road and Pilsworth Road West of Junction 19 of the M62 Rochdale.'

1.4.3 The application was approved by way of a Decision Notice dated 31st March 2020.

1.4.4 Since the original consent, the wider site has been the subject of a number of applications to discharge conditions, reserved matters applications and non-material amendment applications.

2.0 PLANNING POLICY

2.1 Policy Introduction

2.1.1 The Local Plan is made up of several documents. It comprises:

- The Rochdale Core Strategy which is the lead document of the Local Plan. This provides an overview of the Council's objectives for the whole of the borough.
- The Unitary Development Plan (UDP) (1996 to 2016) which remains in place until the Allocations Development Plan is adopted. The UDP includes an overview of the Council's objectives for the whole of the borough and maps which designate/allocate land for development.

2.1.2 The adopted Local Plan also includes the Greater Manchester Joint Waste Development Plan and Greater Manchester Joint Minerals Development Plan. However, these documents are not considered to be of relevance to this particular application and so are not considered further.

2.1.3 The Council are currently preparing an Allocations Plan which will allocate land for particular uses; a Places for Everyone Plan which is a long-term plan for new jobs, homes, and sustainable growth; and there are also a number of Neighbourhood Plans being prepared.

2.1.4 On this basis the following policies are considered to be pertinent to the determination of the application.

2.2 National Planning Policy Framework

2.2.1 The updated National Planning Policy Framework (NPPF) was published in July 2021 and replaces the previous iterations of the NPPF published in February 2019, July 2018 and March 2012.

2.2.2 Paragraph 218 of the updated NPPF makes clear how the latest version of the NPPF is expected to be a material consideration to be taken into account when dealing with applications from the day of its publication.

2.2.3 The NPPF promotes sustainable development, noting at Paragraph 11 how there is to be a presumption in favour of sustainable development.

2.2.4 Paragraph 11 also sets out the requirements for local authorities to approve, without delay, development proposals that accord with an up-to-date development plan.

2.2.5 The NPPF promotes good design, noting at Paragraph 130 how planning policies and decisions should ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. They should also be visually attractive as a result of...(inter alia)...layout and appropriate and effective landscaping; sympathetic to local character and history, including the surrounding built environment and landscape setting...

- 2.2.6 Paragraph 81 notes that planning policies and 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. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.
- 2.2.7 Paragraph 83 notes that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge and data driven, creative or high technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.
- 2.2.8 Paragraph 110 states that in assessing specific applications for development, it should be ensured that:
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b) safe and suitable access to the site can be achieved for all users;
 - c) the design of ...parking areas ... reflects current national guidance including the National Design Guide and the National Model Design Code.
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, or the residual cumulative impacts on the road network would be severe
- 2.2.9 Paragraph 130 also states that policies and decisions should ensure that developments establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.
- 2.2.10 Paragraph 134 states that development that is not well designed should be refused and that significant weight should be given to development which reflects local design policies and government guidance on design, and/or outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.
- 2.2.11 Paragraph 159 notes that inappropriate development in areas at risk of flooding should be avoided. Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 2.2.12 Paragraph 167 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

2.3 Rochdale Local Plan Core Strategy

- 2.3.1 The Rochdale Local Plan Core Strategy was adopted on 19th October 2016. It is the lead document in the Local Plan. All other documents that make up or support the Local Plan need to meet the vision, strategies and policies outlined in the Core Strategy.
- 2.3.2 Policy SD1 relates to the delivery of sustainable development, noting that the Council will grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or specific policies in the National Planning Policy Framework indicate that development should be restricted.
- 2.3.3 Policy E2 relates to increasing jobs and prosperity and notes that the Council will support the retention of successful businesses.
- 2.3.4 Policy E3 focusses on economic growth corridors and areas. It notes that the Council will support improvements to all existing employment areas within the South Heywood employment area to maintain and enhance the quality of employment premises. The policy notes that the Council will promote infrastructure improvements and traffic management to service new and existing development.
- 2.3.5 Policy T2 relates to improving accessibility and prioritises the safety, accessibility and amenity of those who live in or have businesses in the area.
- 2.3.6 Policy DM1 relates to general development requirements, noting that the Council expect development to be (inter alia) of a high quality design.
- 2.3.7 Policy G8 sets out the Council's position on managing flood risk and water resources. The policy notes that new development should not lead to any form of increased flooding locally, does not impede natural water and flood risk management and is not detrimental to existing or potential flood storage areas and contributes where possible to alleviating existing flood risk (inter alia).

2.4 Rochdale Unitary Development Plan

- 2.4.1 The Rochdale Unitary Development Plan (UDP) was adopted in June 2006 and includes an overview of the Council's objectives for the whole of the borough and maps which designate/allocate land for development.
- 2.4.2 The site forms part of a Primary Employment Zone (Policy EC/2) and is within the Defined Urban Area (Policy G/D/1) where employment related development is to be focussed.

2.5 Rochdale Allocations Plan

- 2.5.1 The Allocations Plan is being prepared. It will eventually replace the UDP Policies Map. The last consultation was held in 2018 on the Draft Allocations Plan. Whilst there are

no immediate plans for the next stage of consultation, the next stage is likely to be the final consultation prior to formal submission for Examination by the Secretary of State.

- 2.5.2 The Draft Allocations Plan (at this stage) does not show the site and surrounding area as being designated or allocated for any specific uses.

3.0 MATERIAL PLANNING CONSIDERATIONS

3.1 Planning Analysis

- 3.1.1 The introduction to this Statement makes clear how the proposal is to make alterations to the existing access which serves the staff car park at Martin Brower Ltd. All works to create the access are contained within the confines of the Martin Brower facility and would result in the loss of 1no. car parking space which is not considered to be detrimental to the overall operation of the site.

3.2 Principle of Development

- 3.2.1 The application site is identified as forming part of a Primary Employment Zone within the UDP and within the Defined Urban Area.
- 3.2.2 The access serves an industrial development. Martin Brower Ltd employ a significant number of people in the local area. The proposed alterations to the access will allow the site to continue to operate successfully and will improve safety on site.
- 3.2.3 There is already an existing access in situ. The application simply seeks permission to make alterations to the existing access for safety reasons.
- 3.2.4 The proposal is considered to be compliant with Policy SD1, E2 and E3 of the Core Strategy, and the NPPF.

3.3 Design

- 3.3.1 The application is accompanied by a Highways Technical Note.
- 3.3.2 It has been designed with safety in mind by a highways consultant with extensive experience in delivering safe and usable access arrangements.
- 3.3.3 The proposed arrangement of the access is shown on Drawing 300662-004 as presented within the Highways Technical Note and below at Figure 3.1.
- 3.3.4 It has been designed with safety in mind by a highways consultant with extensive experience in delivering safe and usable access arrangements.
- 3.3.5 The new arrangement will create dedicated entry and exit lanes separated by an island. Each lane will house an independent control barrier. Vehicles exiting the car park will give way to the main access into the site from Hill Top Road which provides HGV access to the main distribution building as is the case at the moment.
- 3.3.6 The design will improve traffic flow into and out of the site, eliminating existing safety issues.

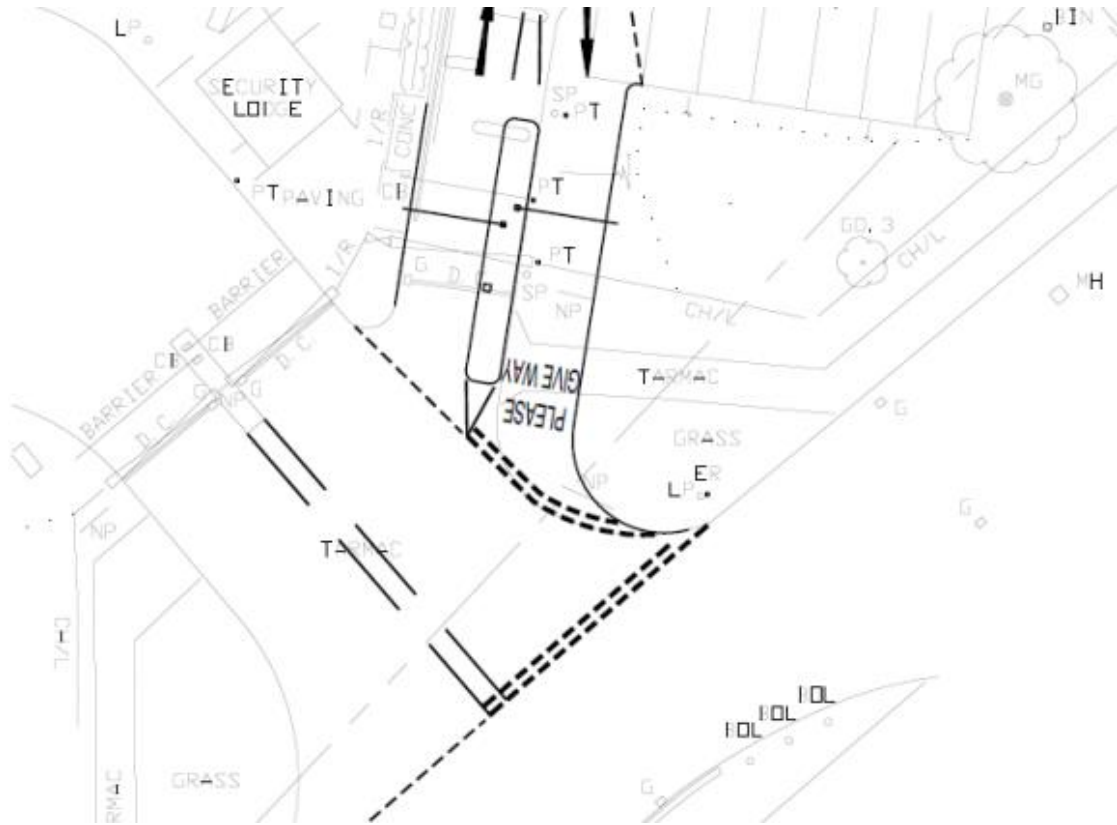


Figure 3.1: Proposed Access Arrangement

3.3.7 For these reasons, the proposal is deemed to be compliant with Policy DM1 of the Core Strategy.

3.4 Highway Safety and Parking Standards

3.4.1 The application is accompanied by a Highways Technical Note which explains in greater detail the reasons why alterations to the existing access are necessary. The Note states that the proposal will not result in an increase in vehicular activity but instead will enable smoother and safer flow of existing traffic.

3.4.2 The car park currently comprises 231 no. car parking spaces. 1 no. parking space will be lost as a result of the alterations to the access. This is considered to be de-minimis (i.e 0.43% decrease) and as such it will not be detrimental to the existing car parking situation on site.

3.4.3 The purpose of the application is to address safety concerns with the existing access arrangements.

3.4.4 As a result of the above, the proposal is considered to be acceptable from a highways perspective and compliant with Policy T2 of the Core Strategy.

3.5 Flood Risk

- 3.5.1 Environment Agency Flood Risk Maps indicate that the site falls within Flood Risk Zone 1 which is the lowest possible risk of flooding.
- 3.5.2 Whilst the proposal will result in more land being hard surfaced (i.e impermeable) when compared to the existing arrangement, this is considered to be de minimis. Surface water from the proposed access will not drain on to a public highway.
- 3.5.3 Given the scale of the proposal there is no requirement for a flood risk assessment. The proposal will not increase flood risk to others.
- 3.5.4 The proposal is deemed to be compliant with G8 of the Core Strategy and the NPPF.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 The proposal is to make alterations to the existing access within the Martin Brower Ltd site, off Hill Top Road, Heywood.
- 4.2 The reason for seeking to carry out these works is improve traffic flow into and out of the site, eliminating existing safety issues.
- 4.3 All works to create the access are contained within the confines of the Martin Brower facility and would result in the loss of 1no. car parking space which is not considered to be detrimental to the overall operation of the site.
- 4.4 All technical matters can be satisfactorily addressed and there are no other reasons which could preclude development. As such, the proposal conforms with the principles of sustainable development, whereby the benefits of the development outweigh any potential for harm.
- 4.5 The proposal is considered to be compliant with local and national planning policies.