

Proposed Commercial Units
Riverside Business Park,
Littleborough, Rochdale
OL15 9EG

Design & Access Statement



Revision /

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**SOLID
VOID**

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1 Introduction

This Design and Access Statement has been prepared by Solid Void on behalf of G B Services (Littleborough) Ltd to supplement a full planning application for proposed new-build commercial development and associated parking on land at Riverside Business Park. The site is presently occupied by 5no. existing commercial units (plus associated hardscape and parking), a series of dilapidated structures (former covered car wash and commercial unit), plus a fenced off area presently used as a caravan sales forecourt. The land is relatively flat and is abounded by adopted public highway to the west, neighbouring commercial units to the north, a brook to the south and the River Roch to the east.



[Above – Photograph of the covered former car wash proposed to be demolished]

Pre-Application Advice

In April 2023, Solid Void made a Pre-application Advice submission (PREAPP/00025/23) to the Local Authority, receiving official response back from planning officer, Majid Mir, in August 2023.

This pre-application submission sought ‘approval in principle’ for construction of an additional commercial unit attached to the existing cluster of buildings (on the approximate footprint of the current dilapidated structure), plus demolition of the covered former car wash and caravan forecourt to erect a new detached commercial building with associated parking and hardscaping.

The feedback from the Local Authority concluded:

- Proposed Use Class B8 (Storage or distribution) would be considered acceptable in this location.
- The design of the proposed development appears to follow the same design principle as the existing buildings. This is generally considered to be acceptable within this location.
- This would be considered an acceptable extension to the existing buildings.
- It is considered that the use of materials that match the recently constructed buildings, would be acceptable.
- Details of opening times should also be included with any application. It should be noted that the previous planning applications that were granted planning permission restricted the opening hours to 06.00 to 22.00 (Monday-Saturday) and 08.00 to 20.00 (Sundays and Bank holidays).
- Any formal planning application should include a swept path analysis, location of the bin storage within the building and show that the proposal meets the maximum parking standards set out in Appendix 5 of the adopted Core strategy based upon the proposed use.
- Permeable block paving and permeable tarmac and permeable resin are appropriate SUDs methods.
- Phase I Report (Preliminary Risk Assessment) will be required with any formal planning application to assess the actual and/or potential contamination risks at the site.
- Taking into consideration the existing state and use of the buildings and structures that are proposed to be demolished, a bat and bird survey will be required when submitting a formal planning application.

Due to existing use of the site, the proposals would suitably accord with the Local Plan and encourage increased employment opportunities in the immediate locality.



[Above – Photograph of the dilapidated structure adjoining existing units 2, 3 & 5]

The design ethos of this scheme has been to create a development which removes unsightly structures and buildings from the land and replaces them with good quality commercial units which would be akin to the better-quality buildings already present on site. The proposed construction is anticipated to be steel portal frame with metal sheet cladding to match the style of the existing, more contemporary architecture.

The proposals work with the existing site access arrangements and ensure that the existing vehicle turning area is maintained within the site to ensure that vehicles can continue to enter and egress in a forward gear, maintaining highway safety and good levels of visibility splay onto Todmorden Road.

At present, all existing commercial units store their waste internally and bring out their bins on collection days before returning them. The proposals follow this same ethos in terms of the refuse strategy which functionally works for tenants and negates the need for unsightly external bin stores and management issues.



[Above – Photograph of existing units 4 & 5, which the proposals seek to replicate]

2 Use

The proposed use class of the new commercial units will be Use Class B8 (Storage and Distribution). The unit will be let out, so the future operations are unknown at this stage, however, it is not envisaged a large amount of noise will be generated.

3 Amount

The proposed new-build commercial units will deliver 405sqm of new floor space.

4 Layout

The proposals seek to utilise the existing site layout to provide infill development that both retains parking spaces and allows for the safe manoeuvring of HGV vehicles.

Conveniently located on the ground floor within each unit is a discrete bin store which will provide refuse storage out of sight for most of the time, with bins being moved outdoors to a collection point, only on collection day. The commercial units will have it written into their tenancy agreements that their refuse must be stored and managed in this way.

5 Scale

The proposals seek to mimic the scale and massing of the existing buildings at Riverside Industrial Park.

6 Landscaping

The site as existing is entirely hardscaped. In order to promote ecology enhancement and biodiversity, it is proposed to introduce soft landscaping in the southern tip of the business park for shrub and tree planting.

7 Appearance

The proposals seek to sympathetically match the style of the existing commercial unit with light grey metal cladding and blue metal trim flashings to walls. The roof will be standing seam metal and metal, roller shutter and personnel doors will also be provided.

8 Access

The existing access to the site will not change as part of the proposals.

The new commercial units have their entrance doors directly onto the shared vehicular access route, as per the adjacent commercial units.

Level threshold access will be provided and a minimum of 1no. accessible, disabled WC in each proposed unit.