

Planning Statement

**Land Between 473 & 475
Oldham Road, Rochdale**



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Revision Record					
Rev	Description	Date	Author	Checked	Approved
0	Draft	17.06.22	GS	JG	GS
1	Final	21.07.23	GS	SL	GS

1. Introduction

Purpose of Statement

- 1.1 This Planning Statement has been prepared on behalf of Warrior Developments Limited to accompany a full planning application for the erection of a Class E convenience foodstore (372 sq.m GIA) and Class E retail / commercial unit (91 sq.m GIA) with access; car and cycle parking; servicing bay; hard and soft landscaping; and refuse / plant area at land between 473 & 475 Oldham Road, Rochdale.
- 1.2 The current application forms a resubmission of a previous proposal for the same form of development and is seeking to address issues raised in relation to the design and layout of the scheme arising during dialogue with Officers during the course of the previous application.
- 1.3 The purpose of this statement is to assess the proposed development in the context of the adopted Development Plan in force for the area and should be read in conjunction with the following documentation that forms the planning application submission:

Document	Author
Application Forms & Certificates	ELG Planning
Location Plan	Loroc Architects
Planning Drawings	Loroc Architects
Transport Statement	MJM Consulting Engineers

Outline Drainage Scheme	Beam Consulting
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Structure of Statement

- 1.4 This Planning Statement is structured as follows:
- 1.5 **Section 2** provides a description of the site and surrounding area, as well as an overview of any relevant planning history.
- 1.6 **Section 3** provides a description of the proposed development.
- 1.7 **Section 4** outlines the relevant planning policy framework.
- 1.8 **Section 5** assesses the proposed development in the context of the adopted Development Plan in force for the area and other material considerations.
- 1.9 **Section 6** draws conclusions on the overall findings of the statement.

2. Site Context

Local Context

- 2.1 The application site comprises of a vacant parcel of land extending to approximately 0.14ha lying between 473 & 475 Oldham Road within the Oldham Road / Kingsway Local Centre.

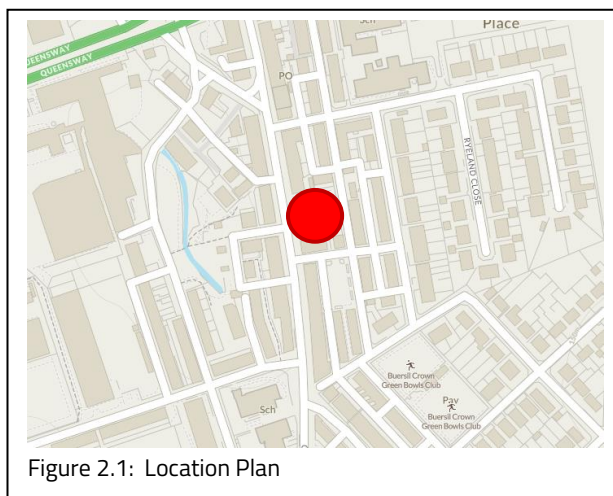


Figure 2.1: Location Plan

- 2.2 The surrounding area is largely mixed in character with small-scale retail and commercial units arranged in terraced rows flanking the eastern edge of Oldham Road. The western edge of Oldham Road is aligned by pre-war terraced housing and there is further terraced housing occupying an elevated position on Watkin Street to the rear (east) of the site.

Site Context

- 2.3 The site was formerly in use as a commercial vehicle hire depot (Easirent), however, this use ceased a number of years ago and the site has now stood vacant for over a decade. The site is largely flat and is formed predominantly by hardstandings, although small areas of scrub and self seeded vegetation have established across parts of the site.

- 2.4 The western boundary of the site with Oldham Road is formed by a palisade fence with established vehicular access / egress points to the northwest and southwest corners. The northern and southern boundaries are formed by the side elevations of the neighbouring commercial properties and a 2m high retaining wall topped by a palisade fence forms the eastern boundary reflective of the change in levels between the site and Watkin Street to the rear.

Planning History

- 2.5 Planning permission was granted for a change of use of land from former petrol filling station to a car and van hire depot (LPA Ref. 95/D32176) and there were a number of subsequent applications related to this use in the period up until 2007.
- 2.6 However, of greater relevance to the assessment of the current application proposals are applications for the erection of 2 No. retail units across the site submitted following the cessation of the former vehicle hire use. An initial application for the erection of 2 No. retail units (LPA Ref. 13/01176/FUL) was withdrawn in December 2013. A subsequent application forming a resubmission of planning application 13/01176/FUL was approved in November 2014 (LPA Ref. 14/01078/FUL).
- 2.7 A further application for the erection of two commercial units (Class E) including associated access, plant area, car/cycle parking and landscaping was validated by the LPA on 25th August 2023 (LPA Ref. 22/00947/FUL), which sought to broadly follow a number of the general principles established by the previous consent in relation to layout, design, scale, car parking and servicing. However, in view of concerns raised by Officers in relation to the design, layout and servicing arrangements for the proposed units, this application was

withdrawn in July 2023. The current application therefore forms a resubmission of the previous application to address the stated concerns of Officers.

3. Development Proposals

- 3.1 The current application proposals involve the erection of 2 No. retail / commercial units occupying the northern part of the site.
- 3.2 Unit A will have a total gross floor area of 372 sq.m and will be a convenience foodstore operated by a national retailer. The proposed store will have a net sales area of 280 sq.m in line with Sunday Trading restrictions and is intended to serve a local '*walk in*' catchment area offering a wide range of fresh, frozen and chilled product lines. The store will open from 06.00 – 23.00 seven days per week and will generate in the region of 20 job opportunities for local people across full and part time roles. Unit B will have a gross floor area of 91 sq.m, although an end operator has not yet been secured.

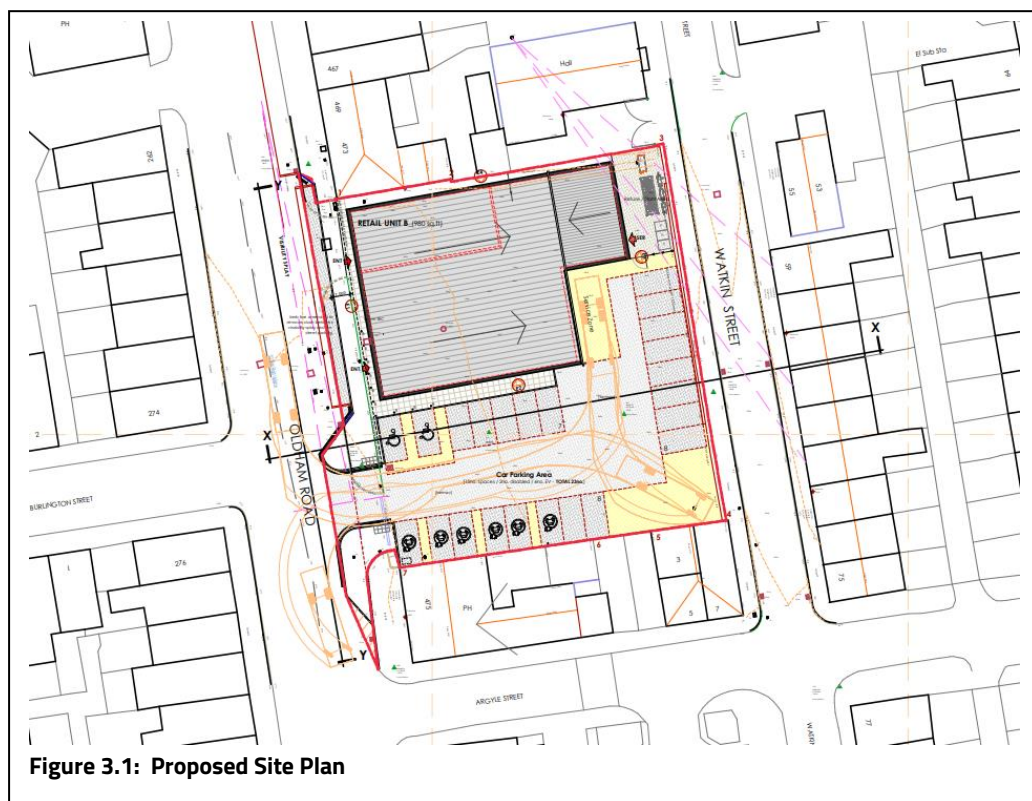


Figure 3.1: Proposed Site Plan

- 3.3 The proposed units will be single storey in height and there is a uniformity in the design approach adopted for each unit. The principal elevation fronting Oldham Road will be of a predominantly facing brickwork incorporating the customer entrance to each unit, which will be formed by aluminium framed glazing panels and doors. The remaining elevations will be finished in a mix of facing brickwork and built up horizontal profile metal cladding.
- 3.4 Access will be taken directly from Oldham Road via the existing upgraded access point towards the south western corner of the site. A total of 23 No. car parking spaces will be provided, including 2 No. disabled and 6 No. EV charging bays. A dedicated service bay will be provided to the rear of the building and the general arrangement of the site will enable the largest servicing vehicle to be utilised by the identified convenience store site to manoeuvre within the site and exit onto Oldham Road in a forward gear.

4. Planning Policy Context

General Principles

- 4.1 S.38(6) of the Planning and Compulsory Purchase Act 2004 states that the statutory Development Plan will continue to be the starting point for the consideration of planning applications for the development or use of land, unless material considerations indicate otherwise.
- 4.2 The Development Plan therefore provides the essential framework for planning decisions. When conflicts between Local Plan policies arise, decisions should be taken in the light of all material considerations, including local priorities and needs, guided by relevant national policy.

Development Plan

Rochdale Borough Unitary Development Plan (June 2006)

- 4.3 The application site lies within the Oldham Road / Kingsway Local Centre, as shown on the adjacent extract from the adopted UDP Proposals Map.



Figure 4.1: Proposals Map Extract

4.4 The proposals will secure the comprehensive redevelopment of the site to deliver 2 No. retail / commercial units (Class E) and the following saved policies of the adopted UDP are of relevance to the assessment of the proposed development:

- Policy G/D/1: Defined Urban Area;
- Policy G/S/1: Hierarchy & Role of Centres;
- Policy S/6: District Centres, Local Centres & Linear Commercial Areas

Rochdale Core Strategy (October 2016)

4.5 The following policies of the adopted Core Strategy are of relevance to the assessment of the current application proposals:

- Policy SP1: Rochdale Borough's Role in the City Region;
- Policy SP2: The Spatial Strategy of the Borough;
- Policy E1: Establishing Thriving Town, District & Local Centres;
- Policy C6: Improving Health & Well Being;
- Policy P1: Improving Image;
- Policy P3: Improving Design of New Development;
- Policy G1: Tackling & Adapting to Climate Change;
- Policy G8: Managing Water Resources & Flood Risk;
- Policy G9: Reducing the Impact of Pollution, Contamination & Land Instability;
- Policy T2: Improving Accessibility;
- Policy DM1: General Development Requirements

Material Considerations

National Planning Policy Framework

- 4.6 The revised version of the NPPF was published in July 2021 and sets out the Government's planning policies for England and how they should be applied. The NPPF is a material consideration in planning decisions.
- 4.7 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development and, in order to achieve this purpose, the planning system has three overarching objectives, which are independent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- a. **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b. **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c. **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using

natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.8 Paragraph 9 of the NPPF confirms that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of an area.

4.9 At the heart of the NPPF is a presumption in favour of sustainable development and Paragraph 11 confirms that, for decision-taking, this means:

- Approving development proposals that accord with an up-to-date Development Plan without delay; or
- Where there are no relevant Development Plan policies, or the policies that are most important for determining the application are out-of-date, granting planning permission unless:
 - the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the Framework taken as a whole.

4.10 Paragraph 12 of the NPPF reiterates that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take

decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

- 4.11 Paragraph 38 of the NPPF confirms that LPAs should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available and work proactively with applicants to secure development that will improve the social, environmental and economic conditions of the area. Decision makers at every level should seek to approve applications for sustainable development wherever possible.
- 4.12 The relevant areas of the NPPF will be referred to throughout this Planning Statement, as appropriate.

Emerging Development Plan

- 4.13 Paragraph 48 of the NPPF confirms that LPAs may give weight to relevant policies in emerging plans according to:
- a. the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
 - b. the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - c. the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given)

- 4.14 A Regulation 18 consultation on the draft Rochdale Allocations Plan Development Plan Document (Allocations Plan) was undertaken between September and November 2018. However, the revised version of the plan has not yet been published for consultation and, accordingly, the Allocations Plan has not reached a stage in its preparation where it can be afforded material weight in the decision taking process.

5. Planning Assessment

Key Planning Considerations

5.1 Having regard to the adopted Development Plan in force for the area and other material considerations, namely the NPPF, the key planning considerations in relation to the assessment of the current application proposals are as follows:

- Principle of Development;
- Design Considerations;
- Tackling & Adapting to Climate Change;
- Managing Water Resources & Flood Risk;
- Pollution, Contamination & Land Instability;
- Highways & Accessibility

Principle of Development

5.2 The current application proposals will secure the comprehensive redevelopment of land between 473 & 475 Oldham Road, which is a longstanding previously developed vacant site within the Oldham Road / Kingsway Local Centre. The application proposals would therefore evidently support well-established policy objectives aimed at focusing new development on accessible sites within urban areas and encouraging the re-use of previously developed land.

- 5.3 The proposals also represent significant capital investment in the area and will generate a number of additional job opportunities for local people in both the operational and construction phases development. The proposed convenience store will generate approximately 20 full and part time job opportunities across a range of roles with flexible shift patterns offered. The end operator also provides continuous professional development and training to staff with opportunities to grow and progress within the company thereby providing flexible and high quality job opportunities for local people. The proposed development would therefore fully align with established policy objectives aimed at supporting economic growth.
- 5.4 Policy G/S/1 of the adopted Rochdale UDP sets out the hierarchy of centres across the Borough, which will be the promoted as the principal locations for shopping; offices; other commercial uses; entertainment; leisure; cultural and community facilities with the scale of development appropriate to the centre being related to its position in the hierarchy of centres.
- 5.5 Policy S/6 of the adopted UDP confirms that, within the local centres, the development of, *inter alia*, shops and food and drink outlets will be permitted provided that it will be of a scale and character appropriate to the size, role and function of the local centre. Policy E1 of the adopted Rochdale Core Strategy reaffirms that centres will be the focus for new main town centre uses and that support will be given to meeting local shopping needs in existing centres where there is an opportunity for appropriate development.
- 5.6 The NPPF also confirms that planning decisions should support the role that town centres (including local centres) play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Paragraph 87 of the NPPF states that a

sequential approach should be applied to proposals for main town centre uses, with such uses being directed to existing centres in the first instance.

- 5.7 The scheme will deliver a convenience store offering a wide range of fresh, frozen and chilled product lines. The proposed development will provide residents in the immediate vicinity with a high quality, modern format convenience store within their local neighbourhood that they will be able to visit at regular intervals throughout the week to pick up provisions, including evening meal options, food-to-go and perishable daily staples such as milk and bread. The existing Local Centre currently has a limited food shopping offer comprising a Best One store to the southern edge of the centre and the current application proposals will therefore enhance the range of food shopping options available to residents in the surrounding area.
- 5.8 The existing Local Centre suffers from low levels of pedestrian footfall and activity with a number of businesses closed at the time of our visit (midweek early afternoon) with roller shutters down, which contributed to a general sense of inactivity and reinforces the view that the current offer of the Local Centre is not conducive to encouraging residents from the surrounding catchment area to visit. A number of the retail / commercial units on Oldham Road are also poorly maintained and in need of investment, which further perpetuates negative perceptions of the Local Centre. The Oldham Road / Kingsway Local Centre is therefore exhibiting signs of weakness and is in need of investment to improve the retail offer and enhance the overall vitality and viability of the Local Centre.
- 5.9 The delivery of a modern format, high quality convenience store operated by a well-established national retailer and second Class E unit will significantly improve the retail offer of the Local Centre and will therefore strengthen its role and attractiveness as a local shopping destination for local residents thereby helping to drive footfall and general activity

within the centre. The increased footfall and general activity within the centre provides obvious potential for linked trips with other businesses in the Local Centre, particularly given the strong pedestrian links between the application site and other retail / commercial units within the wider Local Centre to the eastern edge of Oldham Road. The support for existing businesses through increased footfall may lead them to maintain their presence within the centre and may also serve to boost investor confidence in the local area and act as a catalyst for further inward investment into the Local Centre.

- 5.10 The current proposals will also lead to significant improvements to the shopping environment through the redevelopment of this longstanding vacant site with a well-designed retail development, with resultant positive benefits for the overall vitality and viability of the Local Centre.
- 5.11 The application site is extremely well related to the local residential catchment that it will serve and Policy C6 also recognises that ensuring good provision of and access to a range of food shops within local centres will support wider policy objectives aimed at improving people's health and well being and reducing health inequalities.
- 5.12 It is therefore wholly evident that the application proposals represent an entirely acceptable form of development in this location in principle that would have a positive impact on the overall vitality and viability of the Oldham Road / Kingsway Local Centre in line with well-established policy objectives aimed at ensuring the vitality of centres. This conclusion was supported by Officers in assessing the previous application for the same form of development across the site.

Design Considerations

- 5.13 Policies P1 & P3 of the adopted Rochdale Core Strategy emphasise the need for high quality design in new development and these principles are also enshrined within the NPPF, which recognises that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 5.14 Paragraph 130 of the NPPF confirms that planning decisions should ensure that developments:
- a. 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;
 - b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c. are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d. 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;
 - e. optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f. create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where

crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 5.15 The application proposals will secure the comprehensive redevelopment of a longstanding vacant 'gap' site to the eastern edge of Oldham Road within the Oldham Road / Kingsway Local Centre. The existing vacant site clearly has a negative impact on the character, appearance and general perceptions of the local area and is evidently in desperate need of redevelopment.
- 5.16 The immediate locality is characterised by pre-war, two-storey terraced properties flanking Oldham Road, primarily finished in facing brickwork, although pebble dashing and painted render has been added to a number of properties in the area. The Plough Inn to the direct south of the site is a two-storey, natural stone construction building illustrating some variation in the material palette within the locality.
- 5.17 Whilst the immediate built form is largely characterised by two-storey terraced properties, the LPA have previously accepted in assessing planning application 14/01078/FUL, that *'a pastiche which attempts to replicate the character of adjacent properties is necessary in this case, nor does such a design concept readily lend itself to the size, scale or purpose of the development,'* although concerns were raised by Officers in relation to the design and layout of the scheme in assessing the most recent proposals. The revised submission is therefore seeking to address the concerns raised by Officers in relation to the previous scheme.
- 5.18 The proposed Class E units will be contained within a single storey building with an inverted pitched roof occupying a prominent position fronting onto Oldham Road. The unit would follow the prevailing layout and building line of properties along this frontage, aligning with the front elevations of premises in adjacent terraces to the north and south of the site. The

single storey form of the building contrasts with that of surrounding terraced properties in view of its use as a modern format convenience store, however, its layout generally respects the pattern of surrounding development and its orientation takes advantage of the site's prominent frontage onto Oldham Road.

- 5.19 The proposed building will have a strong active frontage onto Oldham Road articulated by the aluminium framed shop fronts to both units. The principal elevation of the building will be predominantly finished in facing brickwork in deference to the surrounding built form. A further glazing panel is provided within the southern elevation of the building fronting the customer car park and, whilst the remainder of this elevation is largely blank with a mix of facing brickwork and vertical metal cladding, the aforementioned glazing panel and signage will help break up this elevation when viewed from Oldham Road. Nonetheless, the visual envelope of views of this elevation will be relatively limited and it is not therefore considered that the design approach adopted would harm the visual amenity of the local area, particularly in view of the significant benefits that will be delivered in this regard through the redevelopment of this longstanding vacant site.
- 5.20 The existing unsightly palisade fencing to the Oldham Road frontage of the site will be removed to facilitate the proposed development and the existing vehicular access to the north western corner of the site will be made good. The customer car park will be located to the side (south) of the proposed convenience store (Unit A), which will ensure that the building remains the dominant element along the site's frontage onto Oldham Road.
- 5.21 It is therefore evident that the proposed development, by virtue of its size, scale, height, layout, massing and materials would be well assimilated into the streetscape and would significantly enhance the overall appearance of the site, thereby providing clear visual amenity benefits. The application proposals are therefore considered to represent an

appropriate form of design that would accord with the design related policies of the adopted Development Plan and NPPF.

Tackling & Adapting to Climate Change

- 5.22 Policy G1 of the adopted Rochdale Core Strategy sets out a number of measures that will be adopted to address climate change and to ensure that growth does not increase CO₂ emissions.
- 5.23 The current application proposals will result in the comprehensive redevelopment of a longstanding, previously developed site within the Oldham Road / Kingsway Local Centre to deliver a modern format convenience foodstore to meet the needs of the surrounding local community. The application site is highly accessible to the surrounding residential catchment and the provision of high quality food shopping provision in this location will serve to minimise the need for local residents to travel by car and the number and length of vehicle trips made to access such amenities in line with established policy objectives.
- 5.24 The proposed retail unit will also be subject to the new Part L of the Building Regulations that came into force in June 2022. The proposed non-residential floorspace will therefore be required to produce 27% fewer carbon emissions compared with previous standards to support the Government's overarching objectives of achieving net zero.
- 5.25 The convenience foodstore will be operated by national retailer who are committed to reducing their environmental impact and are signatories to Courtauld 2025, which is a voluntary agreement that brings together organisations across the food system to make food and drink production and consumption more sustainable.

- 5.26 The end operator has an established waste hierarchy, which seeks to reduce the amount of waste generated from their operations, whilst maximising re-use and recycling. Staff are trained on waste management procedures and waste cardboard and plastic is recycled, with plastic from stores sorted and bailed by type before being sent for final processing. General waste is sent for energy recovery through incineration or Refuse Derived Fuel (RDF).
- 5.27 It is therefore evident that the application proposals will align positively with established policy objectives aimed at tackling and adapting to climate change.

Managing Water Resources & Flood Risk

- 5.28 Policy G8 confirms that it will be ensured that new development does not lead to any form of increased flooding locally or further downstream, does not impede natural water and flood risk management, is not detrimental to existing or potential flood storage areas, contributes where possible to alleviating existing flood risk, is itself well protected from flood risk and ensures prudent use of water resources.
- 5.29 The application site lies within Flood Zone 1, as shown on the adjacent extract from the EA Flood Map for Planning and the proposals will therefore accord with established policy objectives aimed at directing new development towards areas at lowest risk of flooding.

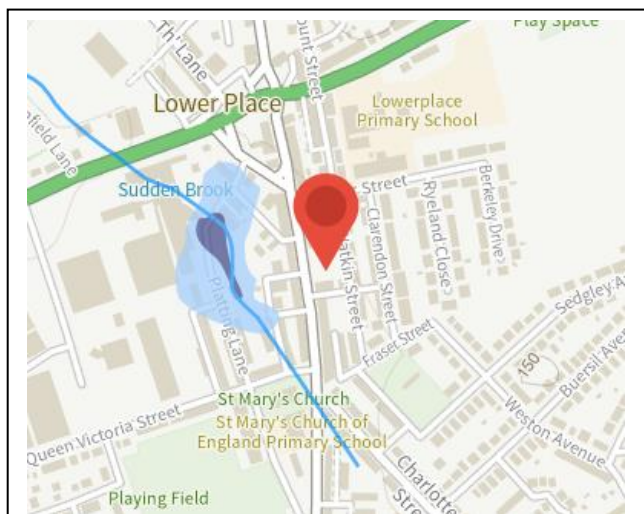


Figure 5.1: EA Flood Map for Planning

- 5.30 The planning application is also accompanied by an Outline Drainage Strategy prepared by Beam Consulting, which demonstrates that suitable surface water and foul drainage management arrangements can be put in place to ensure that the proposed development does not increase the risk of flooding elsewhere, including appropriate allowances for climate change and discharge rates. Nonetheless, the applicant would be willing to accept a planning condition requiring the detailed drainage design to be submitted to the LPA for approval prior to the commencement of development.
- 5.31 The application proposals therefore fully accord with local and national objectives aimed at minimising the risk of flooding.

Pollution, Contamination & Land Stability

- 5.32 Policy G9 of the adopted Core Strategy sets out a number of measures to reduce all forms of pollution, contamination and land instability in the Borough, which are considered below, as appropriate:

Noise & Light Pollution

- 5.33 Policy G9 confirms that new development will be required to demonstrate that it will not lead to an unacceptable increase in, *inter alia*, noise and light pollution.
- 5.34 The application site occupies a busy urban location to the east of Oldham Road and ambient noise in the vicinity is dominated by traffic noise from existing road network. The site therefore occupies a location subject to elevated background noise levels and, in this context, it is considered that sound associated with the operation of the store, comprising the operation of fixed plant equipment, the daily movement of delivery vehicles and the

potential shutting of car doors during the evening, is unlikely to have any significant adverse impact on local residents, particularly as the nearest residential properties to the rear on Watkin Street occupy an elevated position with the existing retaining wall and proposed soft landscaping likely to provide noise mitigation for activities associated with the proposed development.

- 5.35 The external lighting design has not been finalised as yet, however, having regard to the location and setting of the site relative to neighbouring properties, it is considered unlikely that any future lighting strategy would give rise to unacceptable impacts on neighbouring properties or the wider local environment as a result of light pollution. Nonetheless, the application would be willing to accept a condition requiring that details of any external lighting are submitted to and approved by the LPA prior to installation.

Contamination & Land Stability

- 5.36 Policy G9 also confirms that any risks in relation to contamination and land stability and appropriate risks to address those risks are identified prior to any development taking place on the land.
- 5.37 The NPPF confirms that, where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and / or landowner. A Phase 1 Contaminated Land Assessment has therefore been undertaken to identify any potential risks and to set out any suggested actions to mitigate such risks, including further intrusive ground investigation works, which could be secured by way of planning condition alongside a requirement for the submission and approval of a Remediation Strategy and subsequent Verification Report, as deemed appropriate.

- 5.38 It is therefore considered that, subject to the implementation of any required remedial works, the site will be suitable for the proposed use and will not result in unacceptable risks in relation to contamination or land stability in line with established local and national policy objectives.

Highways & Accessibility

- 5.39 Policy T2 of the adopted Core Strategy confirms that accessibility will be improved by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility.
- 5.40 Policy DM1 also confirms that new development should provide satisfactory vehicular access with adequate parking, manoeuvring and servicing arrangements taking into account the proposed use and location.
- 5.41 The planning application is accompanied by a Transport Statement prepared by MJM Consulting Engineers, which demonstrates that the proposed development will not give rise to unacceptable impacts on the safe operation of the local highway network.
- 5.42 The previous application included an on-street servicing bay to reflect the arrangements accepted by the LPA in granting planning permission for a retail development on the site in 2014. However, in assessing the most recent scheme, Officers confirmed that such an arrangement is no longer considered appropriate in highway safety terms and it was therefore suggested that servicing would need to be accommodated within the site boundary. A dedicated service bay will be provided to the rear of the building and the general arrangement of the site will enable the largest servicing vehicle to be utilised by the

identified convenience store site to manoeuvre within the site and exit onto Oldham Road in a forward gear.

5.43 It is therefore wholly evident that the site occupies a highly accessible location and that the proposed development will not undermine the safe operation of the local highway network providing satisfactory vehicular access with adequate parking, manoeuvring and servicing arrangements in place.

5.44 The application proposals would therefore clearly accord with the relevant highways related policies of the adopted Development Plan, as well as national guidance contained within the NPPF.

6. Conclusions

- 6.1 The application proposals relate to the erection of a Class E convenience foodstore (372 sq.m GIA) and Class E retail / commercial unit (91 sq.m GIA) with access; car and cycle parking; servicing bay; hard and soft landscaping; and refuse / plant area at land between 473 & 475 Oldham Road, Rochdale.
- 6.2 The proposals will secure the comprehensive redevelopment of a longstanding previously developed vacant site within the Oldham Road / Kingsway Local Centre and will evidently support well-established policy objectives aimed at focusing new development on accessible sites within urban areas and encouraging the re-use of previously developed land. The proposals also represent significant capital investment in the area and will generate a number of additional job opportunities for local people in both the operational and construction phases of development and would therefore align positively with established policy objectives aimed at supporting economic growth.
- 6.3 The delivery of a modern format, high quality convenience store operated by a well-established national retailer and second Class E unit will significantly improve the retail offer of the Local Centre and will therefore strengthen its role and attractiveness as a local shopping destination for local residents thereby helping to drive footfall and general activity within the centre. The increased footfall and general activity within the centre provides obvious potential for linked trips with other businesses in the Local Centre, particularly given the strong pedestrian links between the application site and other retail / commercial units within the wider Local Centre to the eastern edge of Oldham Road. The support for existing businesses through increased footfall may lead them to maintain their presence

within the centre and may also serve to boost investor confidence in the local area and act as a catalyst for further inward investment into the Local Centre. The environmental enhancements offered by the redevelopment of this longstanding vacant site would also further enhance the vitality and viability of the Local Centre and the proposed development evidently represents an entirely appropriate form of development in this location in principle.

- 6.4 It has also been demonstrated that the application proposals represent an appropriate form of design in this location and will not give rise to unacceptable impacts in relation to climate change; flood risk; pollution, contamination and land stability or highway safety.
- 6.5 The application proposals therefore represent an entirely sustainable form of development that would fully accord with the adopted Development Plan for the area. We would therefore respectfully request that the LPA resolve to grant planning permission at the earliest convenience.