

Our Ref. JOB003839

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Planning Department
Rochdale Metropolitan Borough Council,
Economy and Environment,
Planning Service,
Rochdale,
OL16 1XU

05 March 2026

Dear Sir / Madam,

PAUL PRICE, 311, KINGSWAY, ROCHDALE, OL16 5BX
THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
REMOVAL OF EXISTING STRUCTURES AND INSTALLATION OF 5NO. JET WASH BAYS AND ASSOCIATED DEVELOPMENT

On behalf of Moonbeam Enterprises Limited ('the Applicant'), we formally apply for planning permission allowing for the removal of existing structures and installation of 5no. jet wash bays at Paul Price, 311, Kingsway, Rochdale, OL16 5BX ("the Site").

In support of the planning application, please find enclosed a copy of the following information:

- Application Cover Letter dated 05 March 2026 (this letter);
- Application Forms and Certificate A signed and dated 05 March 2026;
- Community Infrastructure Levy (CIL) Form, signed and dated 05 March 2026;
- The following drawings:
 - Drawing No. Rochdale - 04C_Jet-Wash, Vacuum, Laundrette, Dog Wash & Vending;
 - Drawing No. Rochdale - 05_Existing and Proposed Site Location and Block Plans;
 - Drawing No. Rochdale - 06A_Proposed Boundary Treatment & Dog Wash Elevations;
 - Drawing No. Rochdale - 07A_Proposed Jet-Wash Floor and Roof Plans;
 - Drawing No. Rochdale - 08A_Proposed Jet-Wash Elevations;
 - Drawing No. Rochdale - 09_Plant Room Elevations;
 - Drawing No. Rochdale - 10_Existing Floor Plans and Elevations;
- NE-26-019 - Phase 1 Desk Study - Kingsway, Rochdale;
- Highways Note prepared by Dynamic Transport Planning;
- Noise Impact Assessment; and
- Flood Risk Assessment and Drainage Statement.

The application has been submitted via the Planning Portal with the Reference PP-14704733. The requisite fee of £588 has been paid via the Portal.

THE APPLICATION SITE AND SURROUNDINGS

The Site is located on the western side of the Rochdale Bypass. It comprises Paul Price Kingsway Ltd and used as an automotive garage.

Built development comprises a dealership building, forecourt and workshop to the rear.

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The Environment Agency Flood Map identifies the Site as being located within Flood Zone 1 (extract below) and therefore not at risk of flooding for the purposes of achieving a planning permission:



Figure 1 – EA Flood Map Extract

The Site is not listed or within a Conservation Area. It does not include any listed structures, nor is it not located within proximity to a heritage asset which could be affected by the proposed development.

The nearest bus stops are situated 85 meters north of the Site on the Rochdale Bypass. The No's 484 and 848 and 892 services run from the stop to a series of destinations in the locality.

The closest residential properties are located adjacent to the Site.

RELEVANT PLANNING HISTORY

We have undertaken a search of the planning history of the Site via the Council's website.

Re-Position Workshop Building Within Site, Previously Approved Under Planning Permission D36828

- LPA Ref. 00/D37322 allowed for a Re-Position Workshop Building Within Site, Previously Approved Under Planning Permission D36828 and was approved in March 2000.
- LPA Ref. 99/D36828 allowed for a Change of Use from Petrol Filling Station to Car Sales, And Erection of Two Workshop Buildings for Ancillary Car Repairs/Service and Valeting in September 1999.
- LPA Ref. 82/D14104 comprised an approval for the Erection of Canopy Alterations to Forecourt Layout and Rehabilitation Works to Existing Building in October 1982.

In accordance with the above, the Site has a positive history of use as a petrol station historically and latterly for its current use for vehicle sales and an ancillary workshop.

PROPOSED DEVELOPMENT

The application proposals comprise the removal of existing structures and their replacement with 5no. jet washers as part of a comprehensive redevelopment of the Site. It will enable the positive use of an element of land which is prominent and tired in appearance.

The development proposals will be supported by five parking bays, with one mobility impaired accessible bay. Each of the jet washing bays will be supported by two waiting bays, therefore, a total of 10 waiting bays will be provided at the Site, in

addition to the parking and valet bays. The jet washes are shown on the proposed elevations. They are typical in appearance of such operations and low in profile.

The jet washers will be located entirely on existing hardstanding and will not result in the loss of and landscaping within or on the periphery of the Site.

No alteration is proposed to the wider vehicular or pedestrian access arrangements to the Site which will continue to be accessed via the wider entrance on the Rochdale Bypass to the east.

PLANNING POLICY

Given the limited nature of the proposed development, policy considerations linked to the proposed development are limited in nature. Notwithstanding, a summary is provided below.

We consider national policy contained in the National Planning Policy Framework (2024 and as amended in 2025) (NPPF) and the accompanying guidance contained in the Planning Practice Guidance (PPG) relevant to this application.

At a local level, we consider the statutory Development Plan to comprise the Rochdale Core Strategy (2016).

National Planning Policy

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development – performing economic, social and environmental roles. The three roles are independent and need to be mutually supported.

Paragraphs 8 – 11 confirm that at the heart of the NPPF is a presumption in favour of sustainable development. The planning system should therefore promote sustainable development solutions.

Economic Growth

Paragraphs 90-95 state 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. Planning decisions should also recognise the specific locational requirement of different sectors.

Transport

Paragraph 116 of the NPPF confirms that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Sustainability

Paragraph 161 confirms that the planning system should support the transition to a low carbon future in a changing climate, including encouraging the re-use of existing resources, such as the conversion of existing buildings.

Local Planning Policy

Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory Development Plan for the Site consists of the following:

- Rochdale Core Strategy (2016).

The Rochdale Core Strategy was adopted in 2016 and comprises the relevant Development Plan against which applications are assessed. The Site is within the Settlement boundary and not allocated for a specific purpose.

We consider the following policies to be relevant in the determination of the application.

- Policy SO1 To deliver a more prosperous economy
- Policy SO3 To improve design, image and quality of place
- Policy P1 Improving image
- Policy P3 Improving design of new development
- Policy T1 Delivering Sustainable Transport
- Policy G9 Reducing the impact of pollution, contamination and land instability

Emerging Planning Policy

In 2024, the council gave notice of its intention to prepare a Local Plan. Consultation regarding the Draft Local Plan has recently closed.

The Draft Plan does not alter the policy designation of the Site. Nor does it introduce policies directly relating to jet wash developments. Notwithstanding, it maintains a focus on regenerative proposals and those that improve the image of sites and the surrounding area.

PLANNING CONSIDERATIONS

This application seeks permission to allow for the demolition of existing structures and the installation of 5no. jet washes at the Site. Given the minor nature of the proposals, planning considerations are limited. Notwithstanding, we make the following observations:

- The Site as existing is tired in appearance and in need of regeneration;
- The proposed development is small in scale and will comprise a positive use;
- It is appropriate in accordance with its non-allocated nature and location within the Settlement Boundary via the Development Plan;
- The primary consideration linked to the application comprises the proposed use, design and amenity;
- The jet washers will be located centrally within the Site;
- The appearance of the jet washers is typical of such facilities; and
- The proposed development falls below the Small Site BNG threshold for such an assessment.

In accordance with the above, the proposed development meets the requirements of Policy SO1 and P1 of the Development Plan.

Sustainable Economic Development

Sustainable economic development is the cornerstone of the planning system under NPPF. The Site comprises brownfield land, within the settlement boundary.

The proposed development will comprise a redevelopment of the Site to ensure its positive use and deliver an aesthetic betterment.

The Site is in the optimum location in the context of the proposed development. It is accessible by private vehicle and provides opportunities for linked trips with other uses within the wider area including the roadside facility to the north.

The proposal comprises sustainable economic development, given that it makes use of a space within an existing commercial operation that is serving no purpose.

Given the above, the submission accords with the principles of NPPF and should be treated favourably.

Design

The design and appearance of the jet washers is typical of such facilities. They are low level and will not materially impact on the appearance of the wider Site. As noted above, they will be screened by existing vegetation at its southern boundary when viewed from Brighton Road.

The jet washers will be more set back into the Site than the existing car wash facility and thus reduce the overall visual impact arising from the development.

The surrounding area is overwhelmingly commercial in nature. The proposal will therefore mesh well into its surroundings.

In accordance with the above, the appearance of the wider Site will not be materially altered from existing and the proposed development accords with Policy 14 of the Development Plan.

Highways

Dynamic Transport Planning have prepared a Transport Note to assess the impact of the proposals. The assessment identifies:

- A review of the highway accident data for the site access points and adjacent highway has been reviewed and identified no pre-existing patterns or trends of incidents that could be impacted by the development proposals. A swept-path assessment has been undertaken which demonstrates that the largest anticipated service vehicle can be accommodated within the site.
- A review of the site's accessibility has identified that the site offers a genuine choice of transport options other than private car, particularly for staff, which would work to encourage access by sustainable modes for staff.
- The TRICS database has been used to assess the trip generating potential of the proposed development, with a peak of 36 two-way trips during the busiest hour of the site. It is noted that the site would draw upon passing vehicle traffic and linked adjacent uses resulting in low numbers of 'new' vehicle trips.
- Operational assessments of the site access and local highway network demonstrates that the A664 Kingsway / Wallhead Road / Merinall Close signalised crossroad junction indicates that the impact of development related traffic would be negligible.

In accordance with the above, the impact of the removal of the parking spaces will be de minimis in nature on the wider operation of the Site. The proposed development therefore accords with the principles of Policy T1 of the Development Plan.

Noise

A Noise Impact Assessment prepared by ADC forms part of the application package. The assessment confirms:

- Overall modelled levels are based on fairly extreme worst case assumptions of the busiest times of all the brand's other sites, assumed to occur at the quietest periods of the day and night. Even under these assumptions, the predicted noise below what a BS 4142 initial estimate would rate as adverse impact depending on the context, and at nearly all times below what it would rate as low impact depending on the context.
- The general context is an established commercial area, with busy traffic and a retail park. The retail park includes a KFC with drive thru right opposite, and a McDonalds with drive thru, Subway, Greggs and Costa very close by.

The application site itself also has current use as a car dealership, including workshop at the northern end closest to the most affected houses. We have also gone to significant lengths to make robust assumptions regarding the intensity of the activities and the background periods against which they are assessed.

- Overall, we would expect the impact to be low. Simple acoustic fencing will be required along the main boundaries but these to do need to be specialist or bespoke acoustic fences.

In accordance with the approach adopted by the Council previously at the Site, it is considered that flood risk matters can be adequately dealt with via an appropriate Condition attached to any forthcoming consent.

In accordance with the above, the proposals comply with the requirements of Policy G9 of the Development Plan.

SUMMARY AND CONCLUSIONS

This application proposes the demolition of existing structures and installation of 5no. jet wash bays at Paul Price, 311, Kingsway, Rochdale, OL16 5BX.

The application has been evidenced to accord with relevant policy and comprise a positive use of an area of the Site which is currently a blight on the surrounding area in respect of its appearance. It will comprise a complimentary facility the principle of which is established via approvals for a car was at the Site in accordance with the current Development Plan.

The proposal is small in nature; it comprises a positive use of the Site resulting in a beneficial facility. The jet washes are typical in appearance in such facilities and will result in a lower level of visual impact when compared to existing arrangements when viewed from the Rochdale Bypass.

We trust the information submitted is in order and allows you to validate and determine this application, however should you require any further details please do not hesitate to contact Matthew Gray on 07881 230 361 (matthew.gray@montagu-evans.co.uk) should you require any clarification.

Yours sincerely,

Montagu Evans

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