

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

23/01226/FUL

CASE OFFICER

Majid Mir

DETERMINATION DATE 14.06.2024 **EXT OF TIME** 21.06.2024

Address: Unit 13 Scotts Industrial Park Fishwick Street Rochdale OL16 5NA

Proposal: Change of use from a Storage and Warehouse unit (Use Class B8) to General Industrial use (Use Class B2) and HGV MOT Station (Sui Generis) (Retrospective)

PUBLICITY	Weekly list expired?	Y	Site notice expired?	Y
	Neighbour letters expired?	Y	Press Notice expired?	N/A

DELEGATION	Significant departure from local plan?	N	Contrary to national policy?	N
	Applicant a Council Member or officer?	N	Contrary to previous decision?	N
	Major with 10 or more objections and recommending approval?	N	Called in or Planning Panel objection?	N

COMMENTS	Planning Panel comments received?	N
	Neighbour comments received?	N

EIA	Screening opinion completed and saved to Onbase?	N
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CONDITIONS	Pre-commencement conditions proposed?	N
	Pre-commencement conditions agreed (or notification period expired)?	N/A

RECOMMENDATION

GRANT SUBJECT TO CONDITIONS

CHECKED AND SIGNED OFF BY: RG

DATE: 21 June 2024

SITE

The application relates to Unit 13 at Scotts Industrial Park. The building is set back from Fishwick Street. The site was formerly used by R. Charlson and Sons(Haulage) Ltd within Use Class B8. The site has since been occupied by the present occupants.

The site comprises a relatively large industrial style building that has been clad. It is noted that there is no planning permission related to installation of the cladding and this is not a consideration of this application.

The building faces south east and is set a back a considerable distance from the highway. Within the site, the building is located in the southwestern corner of the site. The rest of the site is used as parking space. Fishwick Street drops away from south to north and therefore the north part of the site is set higher than Fishwick Street. A stone wall encloses the site along Fishwick Street and Milnrow Road.

To the northwest the site abuts the Calder Valley Train Line with a tree lined embankment providing separation between the site and the train lines. To the southwest of the site, the site adjoins a training centre along Fishwick Street and the Post Office building on Ainsworth Street. The surrounding area is predominantly industrial in nature and there are a number of industrial buildings in the locality, in particular along Fishwick Street.

PROPOSAL

The application seeks to change of use of the site from a Storage and Warehouse unit (Use Class B8) to General Industrial use (Use Class B2) and a HGV MOT Station (Sui Generis). The application is a retrospective planning application.

No external alterations are proposed.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Sub-Regional - Places for Everyone Joint Development Plan (PfE)

The Places for Everyone Joint Development Plan was adopted and became part of the statutory development plan for each of the 9 authorities covered by the plan on 21st March 2024. The following policies are relevant:

JP-P1	Sustainable Places
JP-J1	Supporting Long-Term Economic Growth
JP-J2	Employment Sites and Premises
JP-J4	Industry and Warehousing Development
JP-S4	Flood Risk and the Water Environment
JP-C8	Transport Requirements of New Development
JP-C7	Freight and Logistics
JP-S1	Sustainable Development

JP-P2	Heritage
JP-G6	Urban Green Space
JP-G7	Trees and Woodland
JP-G8	A Net Enhancement of Biodiversity and Geodiversity

Adopted Rochdale Core Strategy (CS):

SO1	To deliver a more prosperous economy
E2	Increasing jobs and prosperity
E3	Focusing on economic growth corridors and areas
SO3	Improving design, image and quality of place
P3	Improving design of new development
SO4	Promoting a greener environment
G1	Tackling and adapting to climate change
G2	Energy and new development
G3	Renewable and low carbon energy developments
G6	Enhancing green infrastructure
G7	Increasing the value of biodiversity and geodiversity
G8	Managing water resources and flood risk
G9	Reducing the impact of pollution, contamination and land instability
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility

Unitary Development Plan (UDP):

EM/7	Development and Flood Risk
EM/8	Protection of Surface and Ground Water
G/D/1	Defined Urban Area

Supplementary Planning Documents (SPD):

Supplementary Planning Guidance note 'Guidelines and Standards for Residential Development' (June 2016).

RELEVANT SITE HISTORY

81/D12464	Renewal Of Planning Permission For Use Of Land As Rail Scrap Processing Depot. Decision: Approved.
84/D17320	Haulage Storage Vehicle Maintenance And Container Depot. Decision: Approved.
85/D18616	Haulage Storage Vehicle Maintenance And Container Depot With Office Accommodation (Revised Application). Decision: Approved.
85/D18163	Haulage Storage Vehicle Maintenance And Container Depot With 3M. High Boundary Fence. Decision: Approved.

CONSULTATION RESPONSE SUMMARIES

Natural England (North West Planning)

No objection.

Highways And Engineering

No objections to this development.

Env Health - Noise/Odours

No comments received to date

Transport For Greater Manchester

The trip generation assessment contained within the Transport Statement (TS) demonstrates that the likely number of trips from the development is below TfGM's trigger for any further assessment work.

In terms of other comments:

- The access should be designed to ensure the provision of tactile paving and dropped kerbs and benefit from adequate sightline visibility in accordance with standards contained within Manual for Streets.
- All vehicles should be able to carry out turning manoeuvres within the site, to enter and exit the site in a forwards gear.
- Cycle parking should be provided on site in accordance with the Council's standards. The spaces should be covered and secure, suitable for long-stay parking.
- It may be beneficial to review the surrounding TROs to ensure that overspill parking does not occur and to ensure unobstructed sightline visibility from the site access.

Network Rail

Network Rail provided extensive comments with its standing advice for works within proximity to the railway. These have been provided to the applicant in full who are advised to take account of any non-planning agreements required as part of any operations at the site.

Gtr Manchester Ecology Unit

No comments received to date.

Environmental Control (Landfill Gas)

The submitted report and recommendation is accepted. Requested Site Investigation and Assessment through pre-commencement condition.

Conservation Officer

No comments on this one, as it would appear no external changes are proposed.

REPRESENTATIONS

ANALYSIS

Principle of development

The application site is within the Defined Urban Area and Mixed Employment Zone as allocated under the Rochdale Unitary Development Plan. Under the supporting text for saved policy G/D/1 it is advised that wherever possible, new development should be located in the urban area so as to support urban regeneration and to protect the countryside. Saved policy EC/3 (which should be read in conjunction with Core Strategy Policies E2 and E3) advises that development related to uses such as business (B1) (now within Use Class E), general industry (B2), warehouse and

distribution (B8), merchants and suppliers, sui generis uses relating to the motor trade and certain entertainment, leisure and tourism uses and retail uses will be permitted. Policy E2 of the Core Strategy relates to increasing jobs and prosperity and advises that the Council will promote the delivery of infrastructure relating to the sufficient supply of suitable land, buildings and infrastructure required to create and retain successful businesses.

The proposed uses would provide a HGV MOT Station and general industrial use that will allow the site to be retained within the uses the UDP states should be permitted within a Mixed Employment Zone.

Overall, the proposal is considered acceptable in accordance with Policy E2 of the Core Strategy, EC/3 of the UDP, PfE and the NPPF.

Design and heritage

The application site is located within close vicinity of unit 12 (formerly Thomas Robinsons and Sons Ltd building) which is identified as an NDHA. It is noted that application does not propose any alterations which the only impact on the NDHA and visual amenity of the area coming from the change of use. The Conservation Officer had no comments to make in regards to the application as no external alterations were proposed.

Noting that the application proposes no external alterations, the proposal is considered to be acceptable and would accord with policies DM1, P3 and P2 of the adopted Core Strategy, PfE and NPPF.

Amenity

The site is sited next to the busy Milnrow road, located in an area surrounded with industrial uses and abuts the railway line. Additionally, it is noted that the existing use of the site is a storage and warehouse unit. Finally, residential properties are set a considerable distance away from the application site.

As such it is considered that proposal would not have an unacceptable impact on residential amenity. The proposal would accord with policy DM1 of the adopted Core Strategy, PfE and the NPPF.

Highway safety

It is noted that the application site is presently used as storage and warehouse unit for a haulage firm. Additionally, the site is located within a Mixed Employment Zone and an area with numerous commercial and industrial units. The highways department concluded that the surrounding highway network has capacity to accommodate the type and volume of traffic that would associate with this type of business. Furthermore, the highways department considered that the access to the site along Fishwick Street is suitable for this proposal. As such, the highways department concluded that there were no new road safety concerns as a result of this proposal.

In regards to parking arrangements on the site, the proposed plans show 11 car parking spaces and 16 HGV parking spaces. This would be the same as the existing. It is noted that there is space for additional parking within the site if required. Furthermore, it is noted that the site is within walking distance from public transport links. The highways department considered this to be an adequate amount for the site.

As such it is considered that the proposal is acceptable in regards to highway safety and would accord with policy T2 of the core strategy, PfE and the NPPF.

Ecology

Paragraph 174 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity, providing net gains where possible, and contributing to the Government's commitment to halt decline. Core Strategy policy G7 requires that no development should result in a net loss of biodiversity and geodiversity.

The application site is located within an SSSI Impact Risk Zone. Natural England have raised no objection to the proposal, concluding that the proposal is likely to not have a significant effect on statutorily protected sites or statutorily protected sites. The proposal would not lead to any loss of any biodiversity and only proposes a change of use of the application site. The site possess limited biodiversity within the site. The proposal is considered to be acceptable in regards to biodiversity and geodiversity and would accord with the Core Strategy, PfE and NPPF.

Land contamination

Core Strategy Policy G9 states that the Council will ensure that any risks arising from contaminated land or land instability are identified, and that any appropriate actions to address these risks are taken, prior to development taking place.

The application does not propose any alterations and therefore there will be no 'breaking of ground' on the site. Additionally, it is noted that the existing use is as a storage and warehouse unit for haulage company whereas the proposed use is as for general industrial use HGV MOT station. Finally, it is noted that the report provided was for an alternative development proposal that is not applied for in this application. The report's recommendations in respect of breaking ground are therefore not relevant in regards to this application.

It is considered that the application would accord with adopted Rochdale Core Strategy policy G9, saved UDP policies EM/7 and EM/8 and the NPPF.

Railway

Network Rail have provided comments in regards to this proposal. They have provided guidance to the LPA as well as the applicant. It is noted that the application is for a change of use and no alterations are proposed. Furthermore, it is noted that works on the site that impact the railway line would require approval from the Network Rail and such addition of the condition would be repeating what is already required through other legislation or procedures would fail to meet the planning conditions test. Where this is the case, it is considered appropriate to include details though an advisory note and to email the agent.

Given the application does not propose any alterations and only seeks to change the use to the site, it is considered that the proposed development is unlikely to interfere with the rail and/or tram lines and associated land in any manner. As such, there are no concerns regarding the application in this respect and the application accords with policy DM1.

RECOMMENDATION

Plans

1. This permission relates to the following plans:

Existing Floorplans. Drawing no: STE/03 Dwg 03

Proposed Floorplans. Drawing no: STE/03 Dwg 04

and the development shall be carried out in accordance with these drawings and documents hereby approved.

Reason: For the avoidance of doubt and to ensure a satisfactory standard of development in accordance with the policies contained within the adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

Procedure Statement

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively to issue the decision without delay.

Notes for Applicant:

1 – Network Rail

Network Rail have provided guidance to the applicant. This has been provided to the applicant.