

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.

24/00240/FUL

CASE OFFICER

Majid Mir

DETERMINATION DATE 12.02.2025 **EXT OF TIME** 21.02.2025

Address: Romac Logistics Unit 66 Stakehill Industrial Estate Touchet Hall Road
Middleton M24 2FL

Proposal: Construction of an HGV Liquefied Natural Gas (LNG) fuelling station and associated works (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: 19 February 2025

SITE

The application relates to a small proportion of land sited to the west of unit 66 on the Stakehill Industrial Estate. Unit 66 is a corner plot which is bound by Touchet Hall Road to the southeast and Finlan Road to the northeast. On the opposite side of both roads are industrial units. Access to the site is from Final Road. To the northwest of the site is Whit Brook. Whit Brook and unit 66 are separated by a strip of trees. There are trees planted on either side of Whit Brook. Further north of Whit Brook are industrial units within Stakehill Industrial Estate. To the southwest, unit 66 is adjoined to another industrial unit occupied by Christian Salvesen PLC. The proposed fuelling station will be sited close to the shared boundary with this industrial unit.

Surrounding land uses comprise other industrial/warehouse units that are generally large modern, steel-clad structures, with a utilitarian appearance.

PROPOSAL

The application is a retrospective planning application for the construction of an HGV Liquefied Natural Gas (LNG) fuelling station. The proposed fuelling station will consist of a LNG Tank, shelter (over dispenser), LIN storage tank, control room, compound fencing and fuelling station barriers around the whole development. The maximum height of the proposed fuelling station will be 6.2m. The LNG tank will be 3.9m tall and with the attached LNG vent stack, the height of 6.2m will be achieved. Up to 14.8 tonnes of LNG will be stored on site.

The proposed fuelling station will be accessed via Finlan Road and use the existing access and egress arrangements for the Roman Logistics operation.

The supporting statement states that the proposed development would be “a ‘closed facility’ and not open for public access. It is only used by Romac.” Additionally, the report states that it will not be open to the public. As such the proposed development is considered to be an ancillary use.

In regards to time of use, the supporting statement has confirmed that the fuelling facility will be available for HGV fuelling 24 hours a day and 7 days a week.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Places for Everyone Joint Development Plan (PfE)

JP-P1	Sustainable places
JP-J1	Supporting Long-Term Economic Growth
JP-J4	Industry and Warehousing Development
JP-C8	Transport Requirements of New Development
JP-C7	Freight and Logistics
JP-S1	Sustainable Development
JPA2	Stakehill

Adopted Rochdale Core Strategy (CS):

SO1	Delivering 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
G3	Renewable and low carbon energy developments
G9	Reducing the impact of pollution
SO5	Improving accessibility and delivering sustainable transport
T2	Improving accessibility
DM1	General Development Requirements
SD1	Delivering sustainable development

Unitary Development Plan (UDP):

G/D/1	Defined Urban Area
EC/2	Primary Employment Zones

RELEVANT SITE HISTORY

21/00177/FUL	Installation of Liquid Compressed Natural Gas (LCNG) Refuelling Station for the refuelling of Compressed Natural Gas (CNG) HGV vehicles. Decision: Grant subject to conditions.
21/00465/HAZ	Application for hazardous substances consent to store 20T liquid natural gas (LNG) and 6T of Compressed Natural Gas (CNG). Decision: Application withdrawn.
16/00296/ADV	One internally illuminated Directory sign and two externally illuminated Totem signs. Decision: Grant subject to conditions.
15/01372/ADV	9 non-illuminated zonal signs and 3 non-illuminated directional signs at various positions throughout Stakehill Industrial Estate. Decision: Grant subject to conditions.
11/A5912	Installation Of Two Non-Illuminated Fascia Signs To South And East Facing Elevations Of Building. Decision: Approved.
11/D54386	Installation Of 24 Dock Levellers To North Facing Elevation Of Building. Decision: Grant subject to conditions.
00/A5059	2 Number 5.0m High Non-Illuminated Entrance Column Signs And 60 Number Non-Illuminated Free Standing And Pole Mounted Signs (Various Locations Within The Estate). Decision: Grant subject to conditions.

92/D28768 Construction Of Loading Bay Canopy To Existing Warehouse.
Decision: Approved.

83/D15832 Extension To Road And Erection Of Distribution Depot With
Ancillary Offices And Vehicle Maintenance Unit.
Decision: Approved.

CONSULTATION RESPONSES

Highways And Engineering

No objection. The application proposes a LNG fuelling station to support the existing operation. This is not a publically accessible station and this will not generate traffic and this will not have a noticeable impact upon the highway.

Env Health - Noise/Odours

No objection.

Environmental Control (Landfill Gas)

No comment.

Environment Agency

No objection in principle to the proposed retrospective change of use, but we would like to provide the following advice to the applicant:

The applicant should assess whether they need to apply for a Hazardous Substances Consent from the Hazardous Substances Authority (usually your local planning authority). They should assess whether the activities will require a notification under the COMAH regulations.

Pollution prevention - Please refer to the following National Policy Statement for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) - GOV.UK.

Natural England (North West Planning)

No objection. Based on the plans submitted, Natural England considers that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

GM Fire Service - Operational Risk

No comments received to date.

Health And Safety Executive

Site of proposed development: Does Not Cross Any Consultation Zones.
Wider site assessment: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

United Utilities

No comments received to date.

REPRESENTATIONS

Letters of notification were sent to neighbouring properties and site notices were placed in the vicinity of the site. No responses have been received.

ANALYSIS

Design and Visual Amenity

The area where the proposed fuelling station is sited would not be widely visible from public vantage points. The fuelling station would be set back from Finlan Road and towards the rear of the wider site. When viewing from Touchet Hall Road, it is noted that the highway is set on lower ground. Additionally, the industrial unit as well as the boundary treatment will screen the fuelling station from view. Furthermore, the addition of the proposal in this location would not appear out of character in this industrial setting amongst large buildings.

The materials are considered acceptable and would reflect the industrial nature of the wider site and the context of Stakehill Industrial Estate. The structures for the fuelling station are proportionate and their heights do not rise above the height of the existing industrial building. Furthermore, the structures for the fuelling station are minor additions in the relation to the overall scale of the site and by its nature would not result in a significant visual presence. It is therefore considered the scale of the proposed development would not be a dominant addition in comparison to the existing scale of the warehouse.

In light of the above, the proposal would result in no undue harm to visual amenity. The application would accord with policies DM1 and P3 of the adopted Core Strategy, relevant policies in the PfE and the NPPF.

Highways and parking

The application does not propose a change of use to the existing building which would remain in its respective use as an industrial and storage distribution facility. The fuelling station would see the number of trailer parking bays reduced by 29. However, this would not impact on the number of vehicle parking bays for workers, customers, etc. Additionally, it is noted that the site will use a one way system to prevent interaction with vehicles moving in both directions.

Furthermore, the highways department noted that the fuelling station is not a publically accessible fuelling station. The highways department concluded that the fuelling station will not generate traffic and will not have a noticeable impact upon the highway. As such, the highways department raised no objection to the proposal.

Therefore, given the above, it is considered that the application would result in no undue harm to highway safety and would accord with Policy T2 of the Core Strategy, relevant policies in the PfE and the NPPF.

Other Considerations

Due to the nature of the development and siting of it within an industrial estate, there are no concerns in regards to amenity of neighbour properties. Furthermore, the Environmental Health department has raised no objections to the proposal.

The Environment Agency raised no objection to the proposal in principle. However, the Environment Agency did provide advice in regards to Hazardous Substances Consent, COMAH regulations and pollution prevention. Additionally, Natural England also raised no objection to the proposal. Natural England concluded that the proposed development will not have significant adverse impacts on statutorily protected nature conservation sites or landscapes.

The eastern side of the larger site is located within the LSE outer consultation zone and do not advice against granting of planning permission on safety grounds. Further to this, the site of the proposed fuelling station does not cross any consultation zones. Furthermore, it is noted that the application proposes to store up to 14.8

tonnes liquefied natural gas. As such the proposed maximum quantity of liquefied natural gas is below the controlled quantity limit of 15 tonnes.

RECOMMENDATION

Grant subject to following conditions:

1. This permission relates to the following plans:-
 - Site Location Plan. Drawing number: GPP/VB/MID/23/02. Revision: 3.
 - Pre-Existing Site Plan. Drawing number: GPP/VB/MID/24/06. Revision: 3.
 - Proposed Site Plan (as existing). Drawing number: GPP/VB/MID/23/03. Revision: 6.
 - Floor Plan of LNG Skidded HT43 Station & Control Room. Drawing number: GPP/VB/MID/24/05 (1 of 2). Revision: 1.
 - Floor Plan of LNG Skidded HT43 Station & Control Room. Drawing number: GPP/VB/MID/24/05 (2 of 2). Revision: 1.
 - Elevations of LNG Skidded HT43 Station & Control Room. Drawing number: GPP/VB/MID/24/04 (1 of 2). Revision: 2.
 - Elevations of LNG Skidded HT43 Station & Control Room. Drawing number: GPP/VB/MID/24/04 (2 of 2). Revision: 2.

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

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

2. The use of the hereby approved fuelling station shall be limited to the operation of the existing business on this site and will not be for public use or external business use.

Reason: to ensure that there is no inappropriate increase in vehicle movements to and from the site, in the interests of highway safety and in accordance with Core Strategy policy T2.

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. In the interests of safety and in accordance with the Health and Safety Executive Guidance, the amount of Liquefied Natural Gas (Schedule 1 Part 2 Substance 18) stored on site must not exceed 15 tonnes, unless further consent is secured from the Local Planning Authority.

Further information is also available on the Health and Safety Executive website at: <https://pa.hsl.gov.uk/>.

2. The Environment Agency has advised that the applicant should assess whether they need to apply for a Hazardous Substances Consent from the Hazardous Substances Authority (usually the Local Planning Authority). Additionally, Environment Agency has advised that the applicant should assess whether the activities will require a notification under the COMAH regulations. For pollution prevent, please refer to the National Policy Statement for Natural Gas Supply Infrastructure and Gas and Oil Pipelines (EN-4) available at: <https://www.gov.uk/government/publications/national-policy-statement-for-natural-gas-supply-infrastructure-and-gas-and-oil-pipelines-en-4/national-policy-statement-for-natural-gas-supply-infrastructure-and-gas-and-oil-pipelines-en-4#introduction>.