

APPLICATION NUMBER: 23/01127/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
23/01127/FUL	Rosalind Gralton	8 November 2023

Address: Rossendale Transport Ltd Corporation Road Rochdale OL11 4EU

Proposal: Construction of single bay maintenance workshop adjacent to existing workshop facility following removal of container

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

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

RECOMMENDATION	APPROVE SUBJECT TO CONDITIONS
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CHECKED AND SIGNED OFF BY: LA

DATE: 23.01.24

SITE

The site relates to the current Rosso Transport (Rossendale Transport) bus depot. The site is largely hardstanding throughout, partly used as a car park, vehicle washing facilities, a two storey large garage/ bus maintenance building, and a single storey flat roof building housing staff facilities. The immediate surrounding area is industrial in character, however is only 100m away from rows of terraced housing. Across the River Roch, west of the site, a greenspace corridor is designated, providing a buffer between the application site's industrial setting and larger residential dwellings off B6222 Bury Road and Oakenrod Hill.

The site lies 15m immediately east of the River Roch and is located within Flood Zones 3 and 2. The site is located within policy designations of the Defined Urban Area, and it is within a Mixed Employment Zone as defined by the Saved UDP.

PROPOSAL

The proposal seeks to construct a new maintenance workshop building, measuring 8.9m in width, 18.8m in depth, 8.7m in ridge height and 7.15m in eaves height. The requirement for the new building is in order to maintain double decker vehicles; which currently the facility only has capacity to maintain single decker vehicles. The purpose of the building's height is to accommodate for these larger vehicles and would require these vehicles to be lifted up. The building will be constructed on an existing area of concrete yard, and the existing yard drainage system will be used.

The building would be of a similar design and scale to the adjacent facility.

The building would have a two storey roller shutter and a pedestrian entrance door at the front and rear.

The proposed materials are single sheet walling, an anti-condensation PVC roof system, a galvanised steel roller shutter. The building would be set on an existing concrete slab.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

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

G8 – Managing water resources and flood risk

(SO5) Improving accessibility and delivering sustainable transport

T2 – Improving accessibility

DM1 – General development requirements

Unitary Development Plan (UDP):

EC/3 – Mixed Employment Zones

EM/7 – Development and Flood Risk

G/D/1 – Defined Urban Area

RELEVANT SITE HISTORY

97/D34254 – Land at Mandale Park Corporation Road Rochdale – Grant

92/D27850 – Provision of Diesel Fuel Pumps and Vehicle Cleaning Facilities – Grant

90/D25970 – Use of part of depot for commercial vehicle fuel installation and vehicle wash refuse

88/D22265 – change of use from hire and sale of vehicles to transport depot – grant

87/d20646 – use of land for the storage of vehicles for hire and sale – grant

86/D19727 – Retail warehouse with ancillary parking and unloading areas - refuse

CONSULTATION RESPONSES

Highways And Engineering

'The proposed workshop is within an existing transport depot which has an established industrial access onto the highway network. There is adequate internal turning space for the size of the expected size of vehicle accessing the site.

We would not expect that the proposed development would have any detrimental impact on highway capacity or road safety on the wider highway network.

Highways raise no objection to this application and request no specific planning conditions.'

Env Health - Noise/Odours

No objections

Environment Agency

No objections. Advice and recommendations are provided to the applicant to improve flood resistance and resilience measures.

Environmental Control (Landfill Gas)

No comments received to date

REPRESENTATIONS

The proposal has been publicised by way of neighbour notification and site notice. No representations were received.

ANALYSIS

Principle

The application site is located within the Defined Urban Area as designated under the Proposals Map of the Unitary Development Plan (UDP) and is within a Mixed

Employment Zone – these are typically the older employment areas. The site is also within Flood Zones 2 and 3. New development, wherever possible and appropriate, should be concentrated within the urban area in order to support urban regeneration and to protect the countryside. Under Saved Policy EC/3, sites within Mixed Employment Zones should be protected for a variety of industrial / business / commercial uses to enable the retention and expansion of existing firms and attract new employment uses. This is echoed in the Core Strategy under policies E2 and E3.

The principle of building a new workshop building ancillary to the existing buildings in this location is in accordance with policies EC/3 of the UDP and E2 and E3 of the Core Strategy and is therefore acceptable in principle.

Character and appearance

Policies DM1, P1 and P3 of the Council's adopted Core Strategy requires development proposals to demonstrate high quality design. In addition, paragraphs 126 and 130 of the National Planning Policy Framework (NPPF) state that good design is a key aspect of sustainable development and that planning policies and decisions should ensure that developments function well and add to the overall quality of the area and are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The proposed development would measure 8.9m in width, 18.8m in depth, 8.7m in ridge height and 7.15m in eaves height, approximately just over two storeys in height. The building would be well set back from the highway.

The building would be of a similar design and scale to the adjacent two storey building on the site. The building would have a two storey galvanised steel roller shutter and a pedestrian entrance door at the front and rear.

The proposed materials are single sheet walling, an anti-condensation PVC roof system, and would be set on an existing concrete slab. The purpose of the building would be for the maintenance of buses, including double decker buses, and would require these vehicles to be lifted up.

The proposed building is functional in its design. While these materials and scale would typically not be considered acceptable in other settings, in this context, in an industrial setting, where views are limited, the proposal, including its materials, would be considered acceptable on balance.

As such it is considered that the proposal would accord with the requirements of Policy DM1, P1 and P3 of the adopted Core Strategy and the National Planning Policy Framework.

Residential Amenity

Paragraph 130 of the National Planning Policy Framework advises that planning decisions should always seek to secure a high standard of amenity for existing and future users. Policy DM1 of the Core Strategy requires new developments to be compatible with their surroundings.

The site is located at approximately 100m from a row of terraced residential properties and the Sparth Islamic Centre. The Council's Environmental Health Officer was consulted on this application and no objections were raised regarding the proposals. While the proposals will add a double decker maintenance facility to the site, an existing one is located onsite with capacity only for single decker buses.

While the introduction of this facility may intensify the use, given the status of the existing use on site, it is not considered the proposal would be unacceptable in residential amenity terms, specifically noise or odour. No objections have been received.

The proposal would not be visible from the residential properties, and would be set well back from the highway, and not result in an overbearing appearance upon pedestrians.

As such it is considered that the proposal would accord with the requirements of Policy DM1 of the adopted Core Strategy and the National Planning Policy Framework.

Contaminated land

The proposed development site is land that is currently and formerly the subject of industrial activity which may pose a risk to controlled waters. The Environment Agency provide guidance for the applicant in how to manage risks to the water environment from this site – their full response has been forwarded to the applicant and agent, and it referred to in an informative below.

The Council's Environmental Heath Team have been consulted and raise no objection, and request no specific planning conditions.

Highways

Policy T2 of the adopted Core Strategy seeks to improve accessibility by locating development where good access to public transport is available or can be provided and in all circumstances, prioritises the safety, accessibility and amenity of those who live or have business in the area. Policy DM1 also states that all development proposals should provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location. Paragraph 111 of the National Planning Policy Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

As part of the application process the Council's Highways Department has been consulted and they raised no objections. The increase in intensification of the use would not have a detrimental impact on existing servicing arrangements.

As such it is considered that the proposal would not adversely impact on public and highway safety and the application would accord with the requirements of Policy DM1 and T2 of the adopted Core Strategy and the National Planning Policy Framework.

Flood risk

The application site is within Flood Zones 2 and 3. It is also located immediately adjacent to the River Roch and the proposed building is 16m from the bank of the river. For this reason the Environment Agency are a statutory consultee. The application is accompanied by a Flood Risk Assessment. The Environment Agency raised no objections to the proposal, however did provide recommendations for the applicant in relation to flood resilience and resistance methods. The response was sent to the applicant and agent on 23/01/2024 and an informative drawing attention to the guidance contained within it is attached to the decision.

It is therefore considered that the development poses no unacceptable risk in terms of flooding and the application has duly been demonstrated to comply with the requirements of Core Strategy policy G8 and the NPPF.

The proposal is not a major development and therefore the Lead Local Flood Authority is not a statutory consultee.

The proposal would not have any unacceptable impact, and would accord with Policy G8 of the Rochdale CS and the NPPF.

RECOMMENDATION

GRANT subject to conditions

1. The development must be begun not later than three years beginning with the date of this permission.

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. This permission relates to the following plans:-

Location Plan - 1258 – 025 Rev A

Block Plan - 1258 – 026 Rev A

Site and building plans and elevations - 1258 – 027 Rev A

and the development shall be carried out in complete 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 adopted Rochdale Core Strategy, the saved Rochdale Unitary Development Plan and the National Planning Policy Framework.

3. The materials used in the construction of the exterior of the development hereby permitted shall match those described within the 'Site and building plans and elevations - 1258 - 027 Rev A' as approved within Condition 2 of this decision, and retained as such thereafter.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with policies P3 and DM1 of the adopted Rochdale Core Strategy 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. The applicant's attention is drawn to the Environment Agency response dated 17th January 2024 which provides guidance in relation to contamination and flood risk.

Report Author Rosalind Gralton