

APPLICATION NUMBER: 23/00998/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
23/00998/FUL	Aimee Bovaird	16 November 2023

Address: Golden West Foods Ltd Hareshill Road Heywood Rochdale OL10 2TN

Proposal: Alterations to the existing access arrangement to enhance safety and enable more efficient vehicular movement into and out of the site

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
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CHECKED AND SIGNED OFF BY: LA DATE: 29.11.23

SITE

This site is Golden West Foods Ltd Hareshill Road. This relates to an area of hardstanding within Heywood Distribution Park. The surrounding area comprised of industrial buildings and south of the site is fields. The site is accessed of Hill Top Road.

This is within the Defined Urban Area and a Primary Employment Zone.

PROPOSAL

The application proposes alterations to the existing access arrangement to enhance safety and enable more efficient vehicular movement into and out of the site.

This will alter entrance and exit to the staff car park.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF) – February 2019

National Planning Practice Guidance (NPPG)

Core Strategy (CS):

- SO1 To deliver a more prosperous economy
- SO3 To improve design, image and quality of place
- E2 Increasing jobs and prosperity
- E3 Focusing on economic growth corridors and areas
- SD1 Delivering sustainable development
- P3 Improving design of new development
- T2 Improving accessibility
- DM1 General development requirements
- G9 Reducing the impact of pollution, contamination and land instability

Saved Unitary Development Plan (UDP):

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

RELEVANT SITE HISTORY

21/01510/ADV - Two non-illuminated vinyl signs – Approved

CONSULTATION RESPONSES

Highways And Engineering

The following comments were received,

'The application is supported by a Highways Technical Note prepared by Sanderson's Consulting Engineers which would be the main focus of this Highway Assessment.

The application site is remote from the adopted highways network and it would appear that proposals are intended to improve safety and vehicular access within the

site. The redesign of the barrier arrangements would mean the loss of one parking space which in overall terms is acceptable. Also included is the introduction of a central island to create two separated lanes and provide individual vehicle barriers, this would restrict access for larger sized vehicles however as this is access to the staff/visitor car park only we raise no concern.

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

National Highways

No objections

REPRESENTATIONS

Letters of representation have been sent out to surrounding occupiers and a site notice displayed. No objections have been received.

ANALYSIS

Principle of Development

The site lies within a Primary Employment Zone (as allocated under the provisions of the Unitary Development Plan). Policy E2 of the adopted Core Strategy is therefore relevant. Policy E2 states that we will ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy.

Saved Policy EC/2 of the adopted Unitary Development Plan is also relevant, which categorised the site as lying within a Primary Employment Zone. This policy states that within Primary Employment Zones development and change of use, for industrial, business and warehouse uses (Use Classes B1, B2 and B8) will be permitted where proposals:

- a) Are of an appropriate scale and character to the area;
- b) Will cause no unacceptable environmental or amenity problems in the employment area or adjoining areas; and
- c) Will cause no unacceptable traffic problems and have adequate on-site provision for parking, servicing and manouvering.

Policy EC/2 goes onto to state that 'Other uses will not be permitted unless it can be shown that they are ancillary and complementary (both in terms of size and function) to the industrial and business nature of the employment area'.

The above shows the policy can support improvements to infrastructure. Therefore the proposal is considered acceptable in principle.

Amenity

Policy DM1 of the Council's Core Strategy requires all development proposals, including changes of use of land and buildings, extensions and alterations, to demonstrate that they are of a high quality design and take the opportunity to enhance the quality of the area. Policy P3 of the Core Strategy acknowledges that good design will improve the image and attractiveness of the borough as a place to live, work and visit, and can also improve health, safety and the environment and reduce long-term costs. Furthermore, Paragraph 130 of the National Planning Policy Framework states that planning decisions should ensure that developments are

sympathetic to local character and visually attractive as a result of good architecture, layout and effective landscaping.

The proposal is to improve access to the staff car park and is considered an acceptable feature within the car park. The improvements will not detract for the surrounding character of the area

The proposal would therefore accord in this regard with policies DM1 and P3 of the adopted Core Strategy and the NPPF.

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.

The Council's Highways officer has been consulted and raise no objections, overall the proposal will improve safety and vehicle access. The loss of one car parking space is acceptable overall.

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.

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 – P01 Rev 1.1
Proposed Site Plan – P03 Rev 1.1
Junction Improvements – 300662 – 004

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 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.

Report Author Aimee Bovaird