

APPLICATION NUMBER: 22/01088/FUL

DELEGATED DECISION CHECKLIST AND REPORT

APPLICATION NO.	CASE OFFICER	DATE
22/01088/FUL	Rosalind Gralton	21 February 2023

Address: R And B Switchgear Switchgear House The Courtyard Green Lane
Heywood OL10 2EX

Proposal: Extension to industrial unit including internal mezzanine, alteration to fenestration on southwest facing elevation and alterations to vehicle circulation and parking layout

PUBLICITY	Weekly list expired?	Y	Site notice expired?	N/A
	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?	Y
	Pre-commencement conditions agreed (or notification period expired)?	Y

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

DATE: 12/04/23

SITE AND SURROUNDINGS

The site relates to a two storey industrial building, currently housing R&B Switchgear which is a manufacturing business.

The site is located within the Defined Urban Area, and is identified within a Mixed Employment Zone. The site is located on the perimeter of various industrial units. The site is visible from Gregge Street; a residential street parallel to the south of the site.

PROPOSAL

Planning permission is sought for the extension to the existing industrial unit including internal mezzanine. The extension is proposed to be constructed on the south eastern rear elevation and will project 25m, would measure 9.13m in height and 18.45m in width. The extension will add manufacturing and assembly floor space. It will be constructed on land currently used as overspill car parking, formal parking and a loading bay.

Additionally, the proposal would include alterations to fenestration on southwest facing elevation, including reconfiguration of new window openings, blocking up existing window openings and relocating them on the same elevation within the new extension.

The proposal would include alterations to vehicle circulation and parking layout. The existing site accommodates 44 spaces, including four disabled spaces. 21 parking spaces would be lost including one disabled space. 25 spaces including 3 disabled spaces are proposed. The proposed site plan indicates however informal parking to the north eastern end of the site..

Value Added

Following comments from Highways Officer's, amended plans showing waste storage and clarified parking spaces was submitted.

RELEVANT PLANNING POLICY

National Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

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

P1 – Improving image

P3 – Improving design of new development

SO5 – Improving accessibility and delivering sustainable transport

T1 – Delivering sustainable transport

T2 – Improving accessibility

DM1 – General development requirements

Unitary Development Plan (UDP):
G/D/1 – Defined Urban Area
EC/3 Mixed Employment Zones

RELEVANT SITE HISTORY

12/56152/FUL – Installation of two new windows to first floor of elevation fronting Park Street. – Grant subject to conditions 17/12/2012

97/D34071 – Extension to Factory – Grant subject to conditions 08/05/1997

96/D33588 – Erection of workshop with associated office – Grant subject to conditions 21/01/1997

95/D32383 – Erection of warehouse unit with associated parking – Grant subject to conditions 16/01/1996

CONSULTATION RESPONSES

Highways And Engineering

First Response (03/10/2022)

The industrial site is long established so vehicle access arrangements and servicing arrangements to the site are already in place.

The proposed extension and changes in use within the site will change parking demand, however having assessed the number and layout of parking spaces we would say that the proposed parking is acceptable. We would however require that a minimum of three disabled spaces are provided as close as possible to the main pedestrian entrance to the building to meet Council standards.

The internal turning spaces for HGV's is limited but accessible and the area is surrounded by parking spaces. To ensure both the parking and turning areas are kept clear and used for their intended purpose, we would ask for a condition to ensure that no goods, materials or bins are stored in parking or turning areas.

All parking and hard standing areas within the development site are SUDs compliant.

We do not expect any detrimental impact on road safety or highway capacity as a result of development

We raise no objection to this application subject to the above requests being met.

Second Response (09/12/2022):

We would support the removal of existing boundary if it improved the access.

When looking at a swept path it usually shows one single ideal manoeuvre to prove vehicle access is viable, in reality the drivers of these vehicles will not take the exact line of the swept path shown and in reality drivers may undertake more “shunts” to get the correct line. If when assessing swept paths we feel that these shunts are excessive then we would raise some concerns around viability.

The service yard is remote from the highway and the applicant appears to be in the sole control of the access and it is entirely within their interest to ensure that this access can be maintained.

Taking these issues into account we felt that we could accept the sites accessibility after making a judgement on the swept path.

Third Response following submission of amended plans (13/03/2023):

The submitted site layout would appear to be able to accommodate the turning movements of the expected service vehicles. The parking arrangements would appear to be adequate for the size of the development. We would again ask for a condition that retains both the parking and turning areas are retained for their intended use.

At this stage Highways raise no objection to this application.

Env Health - Noise/Odours

No objections to the proposals

Lead Local Flood Authority/Drainage

No drainage proposals submitted. A suggested pre-commencement condition is proposed.

Network Rail

No comments to make.

REPRESENTATIONS

The application was advertised by way of neighbour notification. No responses were received.

ANALYSIS

Principle

The application site is within the Defined Urban Area under the Rochdale Unitary Development Plan. Policy G/D/1 is therefore relevant to any applications on the site and in the supporting text to this policy it is established that new development should be located in the urban area, so as to support urban regeneration and to protect the countryside. Extensions to existing employment buildings are supported in principle via policy E3 of the Core Strategy. The application would maintain the use class as B2, and therefore the site would remain as an employment use, and the principle of development is accepted.

Visual Amenity

Paragraphs 126 and 130 of the NPPF state good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Further to this, Rochdale CS Policy P3 requires all new developments to adhere to high standards of design, ensuring it enhances the borough's identity and sense of place, by respecting context where it is positive.

The proposed extension would be a continuation of the existing industrial building, comprised of a side and front extension. The building would be 25m in length, 9.13m in height and 18.45m in width. The proposal would not be set down from the main building ridge, however would appear in keeping in relation to design and scale.

Additionally, alterations to the south western fenestration are proposed, including the reconfiguration of windows removing 3 existing first floor windows and proposing two first floor windows, facing properties on Park Street. The windows would be designed

to be in keeping with the existing windows and would not have any unacceptable visual amenity of the properties to the west of the site.

The site would develop a parcel of land to the south, and would remove the existing gap within the streetscene to the next industrial unit further south. It is noted, however, a 20m distance would be retained to the industrial building to the rear. As such, it is not considered the proposal would result in overdevelopment of the site.

Overall the proposal is acceptable in regards to its design.

Residential Amenity

Policy DM1 states development should not adversely affect the amenity of residents or users through visual intrusion, and should 'mitigate against any impacts due to noise, air, dust, light and odour pollution ... where such mitigation is identified as being necessary'.

The Council's Environmental Health officer has been consulted on the application and has no objections to the proposal. While the proposal may result in an intensification of the use, given the supporting information submitted by the applicant, it refers to an upgrade of existing facilities, and therefore it is not considered the scale of the extension proposed would result in an unacceptable residential amenity impact, by reason of noise.

It is noted the alterations of the windows to the south western elevation. The windows would maintain a 25m distance to the rear elevations of properties on Gregge Street. Additionally, the addition of the proposed two storey industrial building extension would result in a large mass of building previously used as a car park ancillary to the existing industrial building. The height of the building will be 9.13m compared to the houses to the rear being approximately 5m in height. The extension will be 25m away from the rear elevation of these properties. The SPD requires a separation distance of 14m where the proposed building is 2 storey in height, however this should increase for taller buildings and this is a matter of judgement. While the proposed building is taller than the properties on Gregge Street, the distance between the properties significantly exceeds the required separation distances. While the outlook of Gregge Street would change, given the distances between the properties, it is not considered the proposals would result in an unacceptable degree of harm to privacy, or have an adverse overbearing or overshadowing impact.

It is not considered the proposal would have any unacceptable residential amenity impact, and would be in compliance with CS Policy DM1 and the SPD, subject to conditions.

Highways

Relating to sustainable transport, Paragraph 111 of the NPPF states '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.'

Policy DM1 sets out the general development requirements and establishes that proposals should demonstrate they 'mitigate against any impacts due to noise, air, dust, light and odour pollution, traffic generation or inadequate access, where such mitigation is identified as being necessary' and 'provide satisfactory vehicular access with adequate parking, manoeuvring, and servicing arrangements taking into account of the proposed use and location'.

The proposal is an extension to a long established industrial site, so vehicle access arrangements and servicing arrangements to the site are already in place. However these will be changed by the proposed development as a result of the loss of spaces and alteration of existing HGV movements on the site, as demonstrated in the submitted site plan showing the swept path.

To fully assess the matter, consultations have taken place with Highways officers who have requested access is maintained within the site and not blocked by the storage of bins, goods or materials. A condition is secured to this regard, and Highways have no objections to the scheme.

As such the proposal would meet the requirements of Policies DM1 and T2 of the adopted Core Strategy and the National Planning Policy Framework subject to a condition requiring the retention of the car parking and service areas as shown on the amended plans.

Drainage

The site does not propose any significant areas of hardstanding, however would require drainage proposals to be in accordance with the drainage hierarchy set out in NPPG. The Council's Drainage Engineer has accepted that drainage proposals can be required via pre-commencement condition. Subject to this condition, the proposals would be in accordance with the relevant paragraphs of the NPPF and Policy G8 of the Core Strategy.

RECOMMENDATION

Approve with 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:-

'Amended Site Plan' - R441-003 / A

'Proposed Elevations' - R441-101/A

'Proposed Floor Plan' - R441-SK102/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 No development shall take place until such time as a scheme for the disposal of foul and surface waters from the site has been submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, surface water must drain separately from foul water. The surface water drainage scheme should be based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions, and include details of how the scheme shall be managed after

completion. The development shall be completed, maintained and managed in accordance with the approved details.

Reason: To prevent an increased risk of flooding as a result of the development and to ensure satisfactory disposal of surface and foul water from the site in accordance with the requirements of Policy G8 of the adopted Rochdale Core Strategy and the National Planning Policy Framework.

Reason for pre-commencement condition: As the proposals require ground works, these details are required prior to commencement of any building or engineering works on site.

- 4 The materials used in the construction of the exterior of the development hereby permitted shall match those used in the construction of the exterior of the existing building in colour, form, type, size and texture.

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.

5. The car parking and servicing areas shown on Amended Site Plan - R441-003 / A shall be made available prior to first use of the extension hereby approved, and shall be retained as approved thereafter. No goods, materials or bins should be located in the parking or turning areas in order to maintain vehicle access for its intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with Policies T2 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.

Report Author Rosalind Gralton