



Planning Statement and Design & Access Statement

Practice: Building Design Services

March 2026



bds

Address:
19–21 Boarshaw Road
Middleton
Manchester
M24 6BR

Proposed:
Change of use from former public house and car park
to hand car wash (sui generis) including associated
equipment, with the former public house building used
as ancillary office and storage.

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1. Introduction

- 1.1 This Planning Statement has been prepared in support of a full planning application for the proposed change of use of land at 19–21 Boarshaw Road, Middleton, Manchester, M24 6BR from an existing car park to a hand car wash facility. The application is submitted on behalf of Mr Sirwan Hama.
- 1.2 The proposal is entirely prospective in nature. The car wash has not commenced, and the application seeks planning permission before any operational activity takes place. The purpose of this statement is to provide a clear and comprehensive assessment of the proposal, to describe the site and its context, and to demonstrate that the development accords with both national and local planning policy.
- 1.3 The application site is located within an established commercial environment and comprises previously developed land that has historically functioned as a car park associated with surrounding commercial uses. The proposal represents an efficient reuse of the site and introduces an active commercial use that is compatible with the surrounding area's character and function.
- 1.4 This Planning Statement should be read alongside the accompanying application drawings and documents, which include existing and proposed site plans and elevations. Together, these documents provide a complete understanding of the development, its layout, and how it will operate.
- 1.5 The proposed development has been carefully designed to ensure that it does not give rise to unacceptable impacts in planning terms. Particular consideration has been given to matters typically associated with car wash uses, including amenity, noise, highways, drainage, and site management. The scale and nature of the proposal are modest and proportionate to the site and its surroundings. The development does not involve any significant built extensions or intensification beyond what is appropriate for the location.
- 1.6 The Planning Statement has been structured to address all material planning considerations relevant to the determination of the application. It assesses the proposal against the objectives of the National Planning Policy Framework and Rochdale Borough Council's development plan policies, with a focus on the principle of development, the site's suitability for the proposed use, and the balance of potential impacts.
- 1.7 In preparing this statement, regard has been had to the planning history of the site, the existing lawful use, and the wider context of Boarshaw Road as a commercial corridor. The statement demonstrates that the proposal supports local economic activity, provides employment opportunities, and makes effective use of previously developed land, in line with the planning system's aims.
- 1.8 Overall, this Planning Statement concludes that the proposed change of use is acceptable in principle and in detail, and that there are no material planning considerations that would justify the refusal of planning permission.

2. Site and Surroundings

- 2.1 The application site is located at 19–21 Boarshaw Road, Middleton, Manchester, M24 6BR, within an established commercial area along Boarshaw Road. The site comprises a parcel of previously developed land that has historically operated as a surfaced car park associated with surrounding commercial uses.
- 2.2 Boarshaw Road is a well-used local distributor road characterised by a mix of commercial, service, and employment-related uses. The immediate surroundings include commercial premises, workshops, and former public houses, reflecting the area's mixed-use, non-residential character. The site lies within the Middleton Town Centre Conservation Area, which was designated in 1978 and extended in 2009. The proposal relates primarily to the reuse of an existing hard surfaced car park and does not involve the demolition of any historic buildings or features.
- 2.3 The site is bounded by existing commercial buildings and service areas, with defined site boundaries and an established access arrangement from Boarshaw Road. Vehicular access to the site is already in place and has historically served the lawful car park use. The access point has adequate visibility and is appropriate for the level of vehicle movements expected for the proposed development.
- 2.4 There are no residential flats directly adjoining the site, and the nearest residential properties are sufficiently separated from the site by intervening commercial uses and highway infrastructure. As such, the site is well-suited to accommodating the proposed commercial operation without causing unacceptable impacts on residential amenity.
- 2.5 The application site is generally level and fully hard surfaced, with no significant landscape features or trees of amenity value within the site. The absence of sensitive ecological features reflects the land's prior development and its longstanding commercial function.
- 2.6 The surrounding built form is utilitarian in character, with a mix of low-rise commercial structures and service buildings. The visual context is therefore robust and can accommodate the proposed use without harming the character or appearance of the area. The proposal does not seek to introduce any prominent new buildings or structures that would appear visually intrusive within the street scene.
- 2.7 The site benefits from existing drainage infrastructure, which has historically served the car park use and adjoining premises. This provides a suitable basis for accommodating the proposed change of use, subject to appropriate management and controls.
- 2.8 In summary, the site is located within a clearly commercial context, is well served by existing access arrangements, and is physically and functionally suitable for the proposed change of use. The surrounding environment is not sensitive in planning terms, and the site's and the surrounding area's characteristics strongly support the proposed active commercial use of the site.
- 2.9 Although the site falls within the Middleton Town Centre Conservation Area, the proposal relates primarily to the reuse of an existing hard surfaced car park and does not involve the demolition or alteration of the former public house building. The scale of the proposal is modest, and the development will preserve the character and appearance of the conservation area. A separate Heritage Statement has been submitted in support of the application.

3. Proposed Development

- 3.1 The application seeks full planning permission for the change of use of an existing car park to a hand car wash facility at 19–21 Boarshaw Road, Middleton, Manchester. The proposal does not involve any significant new built development and is primarily operational, using the existing hard-surfaced site.
- 3.2 The proposed layout has been carefully designed to ensure the efficient and safe operation of the car wash while minimising potential impacts on the surrounding area. The site plan clearly defines areas for car washing and mini valeting, along with a small office and store within the former public house building to support the car wash's day-to-day operations. The office and storage space will be ancillary to the car wash use. These ancillary spaces are modest in scale and proportionate to the site's size and function.
- 3.3 Vehicular access will continue to be taken from the existing entrance and exit points on Boarshaw Road, which will be widened within the site boundary to improve visibility, manoeuvrability, and ease of access. The proposal incorporates a clear entrance and exits arrangement, allowing vehicles to enter and leave the site in forward gear. Internal circulation has been designed to ensure vehicles can manoeuvre safely within the site boundaries, eliminating the need to reverse onto the public highway.
- 3.4 The number of wash bays and the overall layout indicate a modest level of activity appropriate to the site's size and location. At peak times, the operation is expected to accommodate approximately 10 to 15 vehicles per hour, consistent with similar hand car wash facilities and reflecting a controlled, manageable intensity of use. This level of activity would not constitute over-intensification compared with the lawful use of the site as a car park.
- 3.5 The site will be operated by two full-time members of staff, with up to two part-time staff present during busier periods. Staffing levels are appropriate for the scale of the operation and ensure vehicles are managed efficiently, reducing the risk of congestion or queuing.
- 3.6 All car washing equipment will be electric, avoiding the use of diesel or petrol-powered machinery. This approach significantly reduces noise and emissions and reflects a modern, environmentally conscious operating approach. No external amplified sound or Tannoy systems are proposed.
- 3.7 The car wash will utilise standard hand car wash equipment including electric pressure washers, water hoses, vacuum cleaners for vehicle valeting and manual cleaning equipment. The wash bays will be covered by two permanent metal canopy structures which provide shelter for staff and vehicles during the washing process. The equipment is typical of small scale hand car wash facilities and will be electrically powered, ensuring that noise and emissions are minimised.
- 3.8 The site is to be enclosed by proposed boundary fencing, as shown on the submitted drawings. The fencing will provide visual containment, improve site security, and help limit potential noise and disturbance beyond the site boundary. Given the commercial nature of the surrounding area, the fencing is considered appropriate and consistent with the locality's character.
- 3.9 The proposal does not seek to alter the existing ground levels or significantly increase the extent of hardstanding within the site. Existing drainage infrastructure will continue to serve the site, and the development does not introduce any features that would materially change surface water run-off patterns.

- 3.10 Overall, the proposed development represents a logical and efficient reuse of previously developed land. The design and operational arrangements have been carefully considered to ensure that the use functions effectively while respecting the surrounding environment. The scale, layout, and nature of the proposal are entirely appropriate for the site and support the development's acceptability in planning terms.
- 3.11 The car wash will operate during normal daytime hours only, typically between 08:00 and 18:00, ensuring that activity on the site remains compatible with surrounding uses and does not give rise to late evening disturbance.

4. Planning Policy and Case Law

- 4.1 The determination of this application must be made in accordance with the statutory development plan unless material considerations indicate otherwise. The relevant development plan comprises the adopted policies of Rochdale Borough Council, as set out in the National Planning Policy Framework.
- 4.2 National Planning Policy Framework: The National Planning Policy Framework sets out the Government's overarching approach to achieving sustainable development. Paragraph 11 establishes a presumption in favour of sustainable development, requiring proposals that accord with the development plan to be approved without delay.
- 4.3 The Framework places significant emphasis on supporting economic growth and productivity. Paragraphs 81 and 82 encourage the planning system to support existing and new businesses, promote local employment opportunities, and enable the effective use of land within built-up areas. The proposed development aligns with these objectives by introducing an appropriate commercial use on previously developed land within an established commercial location.
- 4.4 Paragraph 85 supports the use of land in a way that promotes vitality and viability in urban areas. The proposal represents a modest development that makes efficient use of an underutilised site without requiring expansion into undeveloped land.
- 4.5 The Framework also requires that development should not result in unacceptable impacts on residential amenity, highway safety, or the environment. As demonstrated elsewhere in this statement, the proposal has been carefully designed to ensure that these considerations are fully addressed.
- 4.6 Rochdale Borough Council Development Plan: At a local level, Rochdale Borough Council's development plan supports the retention and introduction of appropriate commercial uses within established urban areas, particularly where proposals do not give rise to harm to amenity or the operation of the highway network.
- 4.7 Policies relating to economic development encourage small-scale commercial enterprises that provide local employment and contribute positively to the local economy. The proposed car wash use is consistent with this objective and represents a sustainable form of development in an accessible location.
- 4.8 Policies relating to amenity seek to ensure that development does not result in unacceptable levels of noise, disturbance, or other adverse impacts on nearby occupiers. Given the commercial nature of the surrounding area, the absence of nearby residential flats, and the use of electric equipment, the proposal is considered to comply with these requirements.
- 4.9 Highway policies require that development provide safe and suitable access arrangements and should not lead to congestion or unsafe conditions on the public highway. The proposal retains an existing access point, provides on-site circulation, and ensures vehicles enter and exit in forward gear, thereby satisfying these objectives.
- 4.10 Environmental policies seek to ensure that development does not result in pollution or unacceptable impacts on land or water. The site benefits from existing drainage infrastructure and does not involve any increase in built footprint or impermeable surfaces beyond the existing arrangement.

- 4.11 Case Law and Material Considerations: It is well established in planning case law that a change of use can be acceptable where the impacts of the proposed use are not materially worse than the existing lawful use of the site. In this instance, the site has historically operated as a car park, generating regular vehicle movements. The proposed use does not constitute a fundamentally different pattern of activity and remains compatible with the area's commercial context.
- 4.12 Case law has also confirmed that planning decisions must be based on evidence and realistic assessments of impact, rather than hypothetical or perceived concerns. The proposal has been designed with clear operational controls, defined access arrangements, and a modest level of activity, ensuring potential impacts are appropriately managed.
- 4.13 Furthermore, the courts have consistently held that planning authorities should not seek to control matters through the planning system where they can be appropriately addressed through other regulatory regimes or standard conditions. The proposal can be controlled through proportionate planning conditions, where necessary, without requiring refusal.
- 4.14 Summary: Taken together, national policy, local development plan policies, and established case law provide clear support for the proposed development. The proposal aligns with the objectives of sustainable development, supports economic activity, and does not cause unacceptable impacts. As such, the policy context strongly supports granting planning permission.

5. Planning Assessment

- 5.1 This section assesses the proposed development against the principal material planning considerations relevant to the determination of the application. These include the principle of the proposed use, the impact on amenity and highway safety, environmental considerations, and the overall suitability of the site.
- 5.2 Principle of Development: The application site is located within an established commercial area and comprises previously developed land that has historically operated as a car park. The principle of commercial use is therefore firmly established. The proposed change of use to a hand car wash represents a logical and appropriate reuse of the site and does not introduce a use that would be out of character with the surrounding area.
- 5.3 The site is associated with the former public house known as “The Nook”, which is no longer operating as a public house. The proposal does not involve the demolition of the existing building. Instead, the building will be retained and used for ancillary office and storage purposes associated with the car wash operation. The proposal therefore represents a reuse of the site rather than the loss of the building itself, ensuring that the property continues to contribute to the local area while supporting a viable commercial use of the land.
- 5.4 National and local planning policies support the effective use of urban land and the introduction of small-scale commercial enterprises where they contribute positively to the local economy. The proposed development provides local employment opportunities and supports economic activity without requiring new building construction or expansion into undeveloped land. Accordingly, the principle of the proposed use is acceptable.
- 5.5 Impact on Amenity: The potential impact of the proposed use on neighbouring amenity has been carefully considered. Commercial and service-related uses characterise the surrounding area, and there are no residential flats directly adjoining the site. This context significantly reduces the site's amenity sensitivity.
- 5.6 All car washing equipment will be electric, avoiding the noise and emissions associated with fuel-powered machinery. The proposed boundary fencing will provide additional containment and screening, helping to limit any noise or visual impacts beyond the site boundary. Given the scale of the operation and the commercial character of the area, the proposed use is not expected to result in unacceptable levels of noise, disturbance, or loss of amenity.
- 5.7 The anticipated level of activity, including at peak periods, is modest and proportionate to the size of the site. Use will be managed on-site by staff to ensure orderly operation and prevent uncontrolled activity.
- 5.8 In addition, the site's existing use as a car park already generates vehicle movements and activity associated with vehicles, meaning the proposed use does not introduce a fundamentally different land use in operational terms.
- 5.9 Highways and Access The proposal retains the existing entrance and exit points from Boarshaw Road, with minor widening proposed to improve vehicle movements and highway safety, which has historically served the lawful car park use. The submitted plans demonstrate a clear entrance and exit arrangement, allowing vehicles to enter and exit the site in forward gear.

- 5.10 Internal circulation has been designed to accommodate vehicle movements safely within the site, and there is no requirement for vehicles to wait or queue on the public highway. The anticipated traffic movements associated with the proposed use are not materially greater than those associated with the existing lawful use of the site as a car park.
- 5.11 The proposal therefore complies with highway safety objectives and is not expected to result in congestion or unsafe conditions on Boarshaw Road.
- 5.12 Drainage and Environmental Considerations: The site benefits from existing drainage infrastructure, which will continue to serve the proposed use. The development does not involve any increase in built footprint or impermeable surfaces beyond the existing arrangement, and there is no alteration to ground levels.
- 5.13 The use of electric equipment further reduces environmental impacts associated with noise and emissions. The proposal is therefore considered acceptable from an environmental perspective and can operate without causing pollution or adverse effects on the surrounding area.
- 5.14 Overall Assessment: When considered as a whole, the proposed development represents an appropriate and sustainable form of development. The proposal makes efficient use of previously developed land, supports economic activity, and has been designed to ensure that any potential impacts are appropriately managed.
- 5.15 There are no material planning considerations that indicate the proposal would result in harm sufficient to justify refusal of planning permission. On the contrary, the proposal aligns with the objectives of both national and local planning policy and is considered acceptable in planning terms.

6. Conclusion

- 6.1 This Planning Statement has been prepared in support of a full planning application for the proposed change of use of land at 19–21 Boarshaw Road, Middleton, Manchester, M24 6BR from an existing car park to a hand car wash facility.
- 6.2 The application site is located within an established commercial area and comprises previously developed land that has historically accommodated vehicle-related activity. The principle of commercial use is therefore well established, and the proposed change of use represents a logical and appropriate reuse of the site that is fully consistent with its surroundings.
- 6.3 The proposal has been carefully designed to ensure that it operates efficiently and responsibly. The layout provides clear vehicular access and internal circulation, enabling vehicles to enter and exit the site in forward gear and ensuring all activity remains within the site boundary. The development will not result in queuing or congestion on the public highway, and highway safety will be maintained.
- 6.4 Amenity considerations have been fully assessed. The surrounding area is predominantly commercial in character, with no residential flats directly adjoining the site. The use of electric car-washing equipment, combined with proposed boundary fencing and on-site management, helps ensure that noise, disturbance, and visual impacts are appropriately controlled. As a result, the proposed development will not cause unacceptable impacts on neighbouring occupiers.
- 6.5 The site benefits from existing drainage infrastructure, and the proposal does not involve any increase in built footprint or impermeable surfaces beyond the existing arrangement. Environmental impacts are therefore limited, and the development can operate without harming land or water quality.
- 6.6 The proposed development accords with the objectives of the National Planning Policy Framework, particularly in relation to supporting sustainable economic growth, making effective use of previously developed land, and ensuring that development does not result in unacceptable impacts. The proposal also aligns with the relevant policies of Rochdale Borough Council's development plan.
- 6.7 When assessed against the development plan as a whole and taking account of all material considerations, there are no planning grounds on which the application should be refused. The proposal represents a sustainable, well-managed, and appropriate form of development in this location.
- 6.8 For these reasons, it is respectfully concluded that planning permission should be granted.