

Planning Statement

Proposed Class B8 (Storage or Distribution) Development on Plot 3 of the South Heywood Masterplan Scheme, South Heywood, Rochdale

December 2022

Contents

1.	Introduction	3
2.	Background to the Proposed Development	6
3.	The Site and its Surroundings	10
4.	The Proposed Development	12
5.	Compliance with the Development Plan	17
6.	Other Material Considerations	31
7.	Green Belt.....	41
8.	Summary and Conclusions.....	46

Appendices

Appendix I Site Location Plan

Appendix II Approved Land Use and Height Parameters Plan (Hybrid Permission)

Appendix III Kingsway Land Supply Appraisal

Report title: Supporting Planning Statement

Date: 12 December 2022

For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Supporting Planning Statement ('SPS') has been prepared by Avison Young on behalf of Russells South Heywood (Commercial) Limited ('the applicant') in support of the outline planning application being submitted to Rochdale Metropolitan Borough Council ('the Council') for a new Class B8 (storage or distribution) development on land off Pilsworth Road in South Heywood, Rochdale, which forms Plot 3 of the South Heywood Masterplan scheme.

Context to the proposals

- 1.2 The South Heywood Masterplan scheme is a major, mixed-use urban extension, which is located on land bound by Manchester Road, Hareshill Road and Pilsworth Road, west of Junction 19 of the M62 in Rochdale. The scheme will provide a new link road between Junction 19 of the M62 and Pilsworth Road (due to open in November 2022), up to 1,000 new homes, a new primary school, shops, recreation space including sports pitches, a link road and a large area of employment uses in the northern part of the site.
- 1.3 A hybrid planning permission was granted on 31st March 2020 for the South Heywood Masterplan scheme (ref. 16/01399/HYBR). The approved description of development was as follows:

'Part full / part outline planning application for the redevelopment of land at South Heywood, including the demolition of existing on-site buildings and structures. Full consent sought for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, together with associated junction improvements, landscaping and other works including the importation of material and engineering works in order to construct the link road. Outline consent (with all matters reserved for future approval except access) sought for a major mixed-use development comprising supporting residential uses comprising up to 1,000 dwellings (Class C3); employment uses (Classes B2/B8) comprising up to 135,460sqm Gross Internal Area (GIA); a new primary school (Class D1); Class A1/A2/A3/A5 uses comprising up to 2,500sqm GIA which includes no more than 499sqm of A1 uses; together with associated landscaping, open space and sports pitches, drainage, ecological enhancements, cycleway and footpath linkages, infrastructure and other works ancillary thereto. (Application accompanied by an Environmental Statement).'

- 1.4 Plot 3 forms part of the approved South Heywood Masterplan scheme, and can be brought forward for Class B8 use in accordance with the provisions of permission ref. 16/01399/HYBR.
- 1.5 Since the hybrid planning permission was granted, the applicant has undertaken detailed design assessments across the employment zone of the development. In formulating optimal layouts, it

became clear that all of the employment development approved by the hybrid planning permission could be implemented without having to develop any of the land within Plot 3. Plot 3 is therefore available for additional development and the applicant considers it is entirely suitable for a Class B8 (storage or distribution) development, with a gross internal floorspace of up to 40,000sqm. This provides an opportunity to deliver more employment floorspace, with all the associated benefits that this would deliver (such as additional job creation etc), without having to extend onto additional Green Belt land, and do this within the confines of the original approved application red line. This provides the rationale for the application being submitted

- 1.6 The proposed development would provide a significant regional base for a distribution / logistics operator. It would provide a modern complex, offering a high-quality design set within an attractive landscaped setting.
- 1.7 The site's location is shown edged red on the plan contained within **Appendix 1**.

Environmental Impact Assessment

- 1.8 The applicant has submitted an Environmental Impact Assessment (EIA) Screening Request in respect of the proposed development to formally determine the requirement for EIA under the provisions of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 1.9 The applicant considers that an EIA of the proposed development would not be required, but a formal Screening Opinion confirming this to be the case is awaited from the Council.

Pre-application consultation

- 1.10 The applicant has held several pre-application meetings with the Local Planning Authority to discuss the principle of the development proposed and the form and scope of the outline planning application required. The application being submitted addresses all the feedback received during these pre-application discussions.

Structure of Statement

- 1.11 Following on from this introductory section, the Statement is structured as follows:
- Section 2: describes the background to the proposals, summarising the recent planning history of the site and introducing the applicant;
 - Section 3: describes the application site and surrounding area;

- Section 4: summarises the development proposed;
- Section 5: provides an assessment of the proposals against the Development Plan;
- Section 6: considers other material considerations, specifically the National Planning Policy Framework and the emerging local plan;
- Section 7: deals with Green Belt issues; and
- Section 8: sets out the summary and conclusions.

2. Background to the Proposed Development

- 2.1 This section describes the background to the proposals, introducing the applicant and summarising the recent planning history of the site.

The applicant

- 2.2 Russells South Heywood (Commercial) Limited is part of Russell LDP, the developer arm of the Russell Group, and a subsidiary of Russell Homes, the applicant of the hybrid permission for the South Heywood Masterplan scheme. The applicant has an exemplary track record of bringing to the market and delivering major high quality residential and major commercial developments across Rochdale and the North West region.
- 2.3 The applicant is in full control of the South Heywood Masterplan scheme site, including the land which is the subject of the outline planning application being submitted.

Recent site planning history

Hybrid Planning Permission

- 2.4 As outlined in the previous section, planning permission was granted for a hybrid application on the South Heywood Masterplan scheme site under reference number 16/01399/HYBR on 30th March 2020. This planning permission approved the construction of the link road between Junction 19 of the M62 and Pilsworth Road in 'full', and 'outline' consent with all matters reserved for future approval (except access) for employment, residential and ancillary activities.
- 2.5 Both elements of the permission were subject to extensive planning conditions set out in Schedule 1 (for the road) and Schedule 2 (for the remainder of the development) of the decision notice. The following Schedule 2 conditions are of particular relevance to the current application:
- Condition 10 limited the amount of Class B8 floorspace to 94,819sqm and the amount of Class B2 floorspace to 40,637 sqm (equating to a total of 135,456 sqm of employment floorspace).
 - Condition 11 required the development and all reserved matters applications to accord with the approved Land Use and Height Parameters Plan (Drawing No 4846_SP(90)43 Rev N).

Non-Material Amendments

- 2.6 A number of non-material amendments have been approved, which alter the original hybrid planning permission. These are summarised below.

Date of Decision	Application ref.	Description / Effect
22 Jul 2020	20/00417/ANM	Amendments to various Schedule 1 conditions relating to the construction of the link road.
27 Jul 2020	20/00464/ANM	Changes to the layout and alignment of the link road and junction connections.
28 Oct 2020	20/01270/ANM	Amends condition 33 of Schedule 2, in relation to the travel plan.
11 Dec 2020	20/01413/ANM	Amends conditions 32 and 42 of Schedule 2, the former relating to the Junction at Pilsworth Road/Moss Hall Lane.
23 Dec 2020	20/00933/ANM	Amends conditions 11, 12, 13, 14, 18 and 37 to Schedule 2 securing approval for a revised Land Use and Height Parameters Plan (Revision Q).
22 Mar 2021	20/01338/ANM	Amends conditions 2 and 4 of Schedule 1 and also conditions 11 and 13 of Schedule 2 and in the latter instance secures approval for a revised Land Use and Height Parameters Plan (Revision R).
29 Apr 2021	21/00390/ANM	This amends conditions 10, 11 and 13. Condition 10 is amended to permit up to 116,500 sqm of B8 floorspace and up to 18,960 sqm of B2 floorspace. A further revision to the Land Use and Height Parameters Plan is approved (Revision S).
17 Sept 2021	21/01210/ANM	This secured approval for a further revision of the Land Use and Height Parameters Plan for the purposes of conditions 11 and 13 (Revision T).
10 Jun 2022	22/00500/ANM	This secured approval for a further revision of the Land Use and Height Parameters Plan for the purposes of conditions 11 and 13 (Revision U).

- 2.7 The effect of these changes is that all reserved matters applications must now be carried out in accordance with Revision U of the land Use and Height Parameters Plan. This Plan (which is contained within **Appendix 2** for reference) permits employment uses (Class B2/B8) on the Plot 3 land of up to 23m in height from finished floor level. It also shows a proposed access point in the Plot 3 parcel off Pilsworth Road and a landscape buffer along its western and southern boundary, where it adjoins the retained Green Belt land.
- 2.8 The other relevant effect of these changes is that the maximum quantum of permitted Class B2/B8 floorspace within the South Heywood Masterplan scheme is amended to the following amounts:
- B8 (storage or distribution): 116,500 sqm; and
 - B2 (general industrial): 18,960sqm.
- 2.9 The overall maximum floorspace limit for employment development is however unchanged.

Reserved Matters

- 2.10 The following reserved matters applications have been approved pursuant to the hybrid planning permission.

Date of Decision	Application ref.	Description / Effect
17 Jun 2021	20/01480/AEN	The approval of reserved matters for a distribution centre on Plot 1 together with preparatory earthworks and landscaping to create a development platform upon which Unit 2, 4, 5 and 6 could be constructed.
23 Dec 2021	21/01738/ANM	Amendment to the finished levels for the plateau earthworks.
27 May 2022	21/00909/REM	The approval of reserved matters for 156 dwellings within the residential zone of the development.
8 Sept 2022	22/00787/REM	The approval of reserved matters for a revised proposal for a distribution centre on Plot 1 (with an amended layout and slightly reduced floorspace).
13 Sept 2022	22/00130/REM	The approval of reserved matters for 120 dwellings within the residential zone of the development.

Implemented Development

- 2.11 The construction of the link road is well underway and is due to open at the start of November 2022, thus implementing the hybrid planning permission.
- 2.12 Work is also underway on the construction on the residential component of the scheme.
- 2.13 None of the reserved matters approvals relating to the employment component of the scheme have yet been implemented but works are due to commence in 2023.

Rationale for current application

- 2.14 All of the employment development permitted by hybrid planning permission 16/01399/HYBR (as amended by the various non-material amendment approvals detailed above) can be implemented without having to develop any of the land within the site of the current application (Plot 3). Plot 3 is therefore available for additional development and the applicant considers it is entirely suitable for a Class B8 storage and distribution development with a gross internal floorspace of up to 40,000sqm.
- 2.15 The proposal would accord with the provisions of the latest version of the Parameters Plan approved as part of the hybrid planning permission in terms of land use, maximum building height, the provision of an access point into the site off Pilsworth Road and the provision of a landscape buffer zone along the western and southern boundary of the site.
- 2.16 This provides the rationale for the outline planning application being submitted.

3. The Site and its Surroundings

Site Location

- 3.1 The application site extends to approximately 8.8 hectares and forms part of the wider South Heywood Masterplan scheme site.
- 3.2 It is bound by Pilsworth Road and Heywood Distribution Park to the north and open fields to the east and south. Agricultural fields are also located further to the south and west. The site itself comprises of three irregular shaped agricultural fields with hedgerow boundaries separating the fields and a line of trees located along the southern boundary of the site.
- 3.3 The site's location is shown edged red on the plan contained within **Appendix 1**.

Site Context

- 3.4 The site is in close proximity to both the M66 and M62 motorways which are linked to Manchester's orbital motorway, the M60. These strategic motorway connections provide access to northern counties including Lancashire, West Yorkshire and Merseyside.
- 3.5 Within a one-hour drive of South Heywood are Manchester Airport, Liverpool John Lennon Airport and the Port of Liverpool. Bury Town Centre is approximately 3.7km north west and Rochdale Town Centre is approximately 6.8km north east of the site.
- 3.6 There are no statutory designated sites for nature conservation within the site boundary. The following designated sites are however located within the area surrounding the site:
- Rochdale Canal Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) c. 4.1km east;
 - Hollins Vale Local Nature Reserve (LNR) c. 2.1km west;
 - Hopwood Woodlands LNR c. 2.6km east; and
 - Alkrington Woods LNR c. 3.9km south.
- 3.7 The site is located on the edge of Heywood within a transitional zone between the densely populated area of Manchester to the south and wild open moorlands to the north. It lies within National Character Area 54 Manchester Pennine Fringe. The site does not lie in a nationally designated landscape and is

not part of a conservation area or World Heritage Site. The site is located within an area defined as Green Belt.

- 3.8 There are no statutory or non-statutory designated heritage assets such as scheduled monuments, listed buildings (all grades), registered parks and gardens, registered battlefields or conservation areas located within the Site. The closest designated heritage asset to the Site boundary is the Grade II listed Lower Whittle Farmhouse located c. 1km south east.
- 3.9 According to the Environment Agency Flood Mapping the site is located within Flood Zone 1 (the lowest area of flood risk). There is no risk of fluvial flooding, tidal flooding or reservoir flooding within the site boundary. There are two main rivers running within the site with one running parallel with Pilsworth Road and another running parallel to the southern boundary of the site. Both rivers confluence to the west of the site before discharging into Brightley Brook.
- 3.10 The site is not located within an Air Quality Management Area (AQMA). The closest AQMA to the site is the Greater Manchester AQMA which covers the M66 located c. 1.7km west of the site boundary. The Greater Manchester AQMA is declared for Nitrogen Dioxide (NO₂).
- 3.11 Footpath Hey Fp75 is located along the eastern boundary of the site.
- 3.12 There are two landfills located approximately 400m west of the site. These are operated by Viridor and are the north and south section of their Pilsworth Road site. Portions of the south- west of the site are identified on the Coal Authority Interactive Map as being in a Development High Risk Area.
- 3.13 The applicant controls the application site in full and it is available immediately for development, with the intention of bringing forward a reserved matters application at the earliest opportunity, assuming outline planning permission is secured.

4. The Proposed Development

- 4.1 This section describes the proposed development which is the subject of the planning application being submitted.

Description of Development

- 4.2 The planning application is seeking outline planning permission (with all detailed matters reserved for future approval except for access) for a Class B8 storage or distribution development with a gross internal floorspace of up to 40,000sqm.
- 4.3 The formal description of development is as follows:

'Construction of a Class B8 (storage or distribution) development and associated works.'

- 4.4 The proposed development would provide a significant regional base for a distribution / logistics operator. It would provide a modern complex, offering a high-quality design set within an attractive landscaped setting.
- 4.5 The development would be served by a series of loading bays, possibly to both the northern and southern elevation, or just to the southern elevation. A number of parking spaces would be provided within the western section of the site close to the proposed site access point off Pilsworth Road. This would include electric charging spaces and disabled bays along with cycle and motorcycle parking provision. It is anticipated that an ancillary administrative office building would be delivered as part of the development, provide office, welfare and administration functions. New landscape would form part of future detailed proposals (at the reserved matter stage), to create an attractive arrival and setting. It is likely one building would be proposed over several, and the design intent would follow that already approved as part of the Unit 1 development (22/00787/REM).
- 4.6 The applicant is committed to achieving the best in sustainability and construction, seeking to deliver a BREEAM 'excellent' development, target net zero in Construction and an EPC A rating.

Documents for Approval

- 4.7 The following documents are being submitted to the Council for approval:
- **Parameters Plan** (dwg ref. 4846_SP(90)44 Rev P1) – this plan identifies all areas across the site where built development is proposed, together with maximum building heights, landscape buffer

zones and the proposed access point into the site. Subsequent reserved matters applications would be required to comply with the parameters defined by this plan.

– **Means of Access Plans**

Key Development Components

- 4.8 A development comprising up to 40,000sqm of modern employment premises (gross internal area) falling within Use Class B8 (storage and distribution) is proposed.
- 4.9 The design approach of the current proposal carefully analyses the existing constraints and characteristics of the current site, the potential end user's requirements to maximise the potential of the site and the parameters established by the hybrid planning permission. The key design principles are summarised below.

Layout

- 4.10 The building plot layout would be governed by the extent of the access road being delivered in the eastern part of the site, the gas main to the south, Pilsworth Road and Hareshill Road to the west and north. This creates a naturally rectangular area to formulate the building layout.

Character

- 4.11 The aim is to provide an appealing and functional building within a new attractive landscape setting, which would sit comfortably in its surrounding context. The development would also seek to provide the basis to formulate a common design language between future buildings elsewhere within the South Heywood Masterplan scheme, to strengthen the brand and identity of the employment park.

Appearance

The aim is to produce fenestration, design interest and a colour and material pallet for the building(s) which would resemble that of the approved unit 1 application (22/00787/REM). This reference to a similar design intent, will strengthen the HPark's (name given to the commercial area) building character.

The building design will ensure visual interest to key elevations, to reinforcing important frontages; enhance arrival; and signal wayfinding.

Functionality

- 4.12 The aim is to provide a market-facing, Grade A building that meets the requirements of end-users. Functionality is thus essential to this, and necessary to attracting the best regional, national and international operators. Building design is a key component of this, and the applicant is promoting innovative designs and building processes to create truly sustainable and intelligent buildings.
- 4.13 Functionality of buildings will typically inform whether the building is a single sided building or cross dock, whether it has mezzanines etc. The 40,000sqm floorspace sought enables a range of building layouts and make-ups to be achieved. The actual reserved matters application(s) may be seek less floorspace. The principal aim is to respond to the operator's operational requirements.

Scale

- 4.14 A maximum overall height of 23 metres from finished floor level is a parameter approved by the hybrid planning permission (following the approval of non-material amendment application ref. 22/00500/ANM). The Plot 3 proposal has an overall height of 23 metres from finished floor level. The scale responds to the parameters approved by the hybrid planning permission and reflects the heights of other larger existing buildings to the north and east, off Hill Top Road.
- 4.15 Given the lower levels of this site, to the neighbouring unit 1, which is on a higher plateau, the approved 23m building height is appropriate here.

Access

- 4.16 Vehicular access to and from the development site would be provided via a proposed new access road from Pilsworth Road. The point of access is shown on the parameters plan being submitted for approval as part of the outline planning application is consistent with that shown on the latest version of the parameters plan approved as part of the hybrid planning permission.
- 4.17 Rochdale Borough Council is proposing to bring forward road widening upgrades along Pilsworth Road, up to the Three Arrows Pub, as part of their permitted development powers. This will include the access into plot 3. Accordingly, this access will be delivered by the Council, and this proposed application aligns with these highways improvements, enabling them to be delivered in full. The applicant has liaised with the Council on this, and any future reserved matters application will utilise this new access.
- 4.18 The HGV and car accesses for Plot 3 would be separated for safety and operational efficiency. Once into the car parking area, designated safe walkways would be provided on level ground which would lead towards the building entrance.

- 4.19 Parking areas will be demarcated, providing disabled parking, EV charging spaces, and motorcycle and cycle spaces (the latter covered and secured). Parking will be landscaped to provide an attractive arrival into the site.
- 4.20 Service yards will provide HGV bays, dock-level doors for loading, and be secured with a paladin fence.

Landscaping

- 4.21 A proposed landscaping scheme would be submitted for approval at the reserved matters stage. This would be designed to respond to the development proposals, to create distinct character areas, respond to opportunities and constraints, to be utilised as to formalise and soften the built setting, provide visual buffers and enhance biodiversity.
- 4.22 Similar design principles as already approved as part of the Unit 1 scheme will be used. The new building(s) will form part of the wider HPark commercial area, whereby the open spaces that connects all buildings will be optimised to create attractive landscaped (formal and informal) areas that promote health and wellbeing, and ecological enhancement.
- 4.23 As shown on the parameters plan being submitted with the outline planning application for approval, a landscaping buffer is proposed along the western and southern edges of the site.

Sustainability and Renewable Energy

- 4.24 The development will be designed to reduce carbon emissions, through an aspiration to achieve an Energy Grade A Rating and a BREEAM 'excellent' rating.
- 4.25 In addition, the development would be built upon an established carbon zero supply chain which would ensure the construction process procures materials from renewable sources, which are of low embodied energy or with strong credentials in recyclability. Furthermore, the design would encourage the reduction of energy consumption during the occupation by high standards of specification that, in some cases, exceed the Building Regulations, and seek to reduce demands for energy by careful design.
- 4.26 At the detailed design stage, the applicant is committed to given consideration to incorporating the following design features, which would provide a more sustainable building:
- Optimisation of use of natural lighting and minimise use of artificial lighting in daylight hours both through roof lights and translucent wall panels;
 - Achieving a higher level of thermal insulation than the maximum set in the Building Regulations; and

- Achieving high levels of air tightness (less than 3m³/hour/sq m) in the building in excess of Building Regulations.

4.27 The sustainability and renewable energy strategy for the development will include guidelines for building design and performance to maximise flexibility, longevity, and recyclability, and will be matched by specifications that will determine the most sustainable choice of construction materials, by virtue of their source and their impact on the environment. This will include:

- Ensuring that timber is sourced from sustainable forestry, by carrying the Forest Stewardship Council certificate;
- The use of steel as the major structural material, which is made of 80% recycled product;
- Prohibiting materials containing CFCs and HCFCs; and
- Remediation and re-distribution of soil from ground modelling and crushed materials from demolitions as fill material to minimise the carting away and disposal of waste.

4.28 A strategy will also be devised for alternative forms of non-operational travel to the site, which will be incorporated in a Travel Plan, and will involve public transport, cycling and walking.

4.29 The proposed development would contain designated routes for pedestrians and cyclists, which would link meaningfully into the surrounding road network. This would include the provision of ample parking for bicycles at convenient points close to staff entrances to the buildings. The development would also contain cyclist's facilities, such as showers, in both the office and the warehouse areas.

5. Compliance with the Development Plan

Introduction

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 5.2 In the context of this legislation, this section of the Statement provides an assessment of the proposed development against the relevant policies of the Development Plan.

Statutory Development Plan for Rochdale

- 5.3 The current adopted Development Plan for Rochdale comprises the following policy documents:
- The ‘saved’ policies of the Rochdale Unitary Development Plan (UDP), which was adopted in June 2006; and
 - The Rochdale Core Strategy, which was adopted in October 2016.
- 5.4 The policies from the Development Plan which are most relevant to the determination of the application are assessed below.

Accordance with the Development Plan

The principle of development

- 5.5 The Core Strategy’s Spatial Portrait of the borough identifies key issues, challenges and opportunities for each of its four distinctive townships. For Heywood, and in particular South Heywood, its location by the M62 and M66 is identified as capable of attracting high quality distribution businesses with Heywood Distribution Park (now a Simplified Planning Zone) recognised nationally. The potential to enhance the current and future role of this area, and for further improvements in employment opportunities, is also identified.
- 5.6 The preamble to Policy SP3/H sets out the following vision for Heywood:

“Heywood will have more and better jobs with new high quality employment opportunities within the employment areas to the south and east of the town. There will be a wider choice of good quality housing to attract and retain residents. South Heywood will be a desirable location for businesses

enjoying improved access and better traffic management, reducing congestion in the town centre and residential areas."

- 5.7 Furthermore, the text to Policy SP3/H itself highlights the promotion of economic growth in South Heywood as one of three main priorities for Heywood, to be achieved by:
- Delivering new economic development on sites within the successful employment areas in the south of the town to maintain their national reputation as a high quality business location;
 - Developing higher value housing to support and complement this economic growth area and promote wider prosperity; and
 - Promoting infrastructure improvements and traffic management to service new and existing development and reduce heavy goods traffic in Heywood town centre and residential areas.
- 5.8 Notwithstanding the application site's Green Belt location, which is dealt with in Section 7 of this Statement, the proposed development would, in principle, clearly be in keeping with the vision and priorities identified for Heywood in the Core Strategy.
- 5.9 The extant hybrid planning permission for the South Heywood Masterplan scheme establishes the suitability of the application site for employment development, in accordance with aspects of the Core Strategy outlined above.

Green Belt

- 5.10 Policy G4 seeks to protect from development the areas of Green Belt to the urban fringe countryside to the south of the borough, thus preventing the neighbouring towns of Rochdale, Middleton and Heywood, along with towns outside the borough from merging. It also protects the Pennine rural fringe to the north and east of the borough where its primary role is to prevent encroachment into the countryside.
- 5.11 The Policy goes on to state that development will be restricted to those limited types of development which are deemed not to be inappropriate by national planning policies unless 'very special circumstances' can be demonstrated.
- 5.12 Section 7 of this SPS demonstrates that the proposed development would comply fully with national Green Belt policy; and that the development, whilst in the Green Belt, already has planning approval for employment; that this application does not extend any further into the Green Belt than that which already has planning consent; and that this development optimises the use of employment land within

the confines of the original hybrid planning permission sited edged red, thus removing pressure on Green Belt development elsewhere.

Highways

- 5.13 Policy DM1 sets out general development requirements for proposed developments which include providing satisfactory access and mitigation against development impacts. In respect of transport, Policy T1 seeks to deliver sustainable transport. Specifically, section 3(a) states:

“Providing access for all to development focus areas and town centres including: enhancing transport links and access within the M62 corridor to improve sustainable transport access and traffic management, to ease town centre traffic congestion in Heywood and Middleton.”

- 5.14 Policy T2 also seeks to improve accessibility, stating that:

“We will improve accessibility by locating development where good access to public transport is available or can be provided, backed by measures to reduce the need for travel and effective provision for cyclists, pedestrians and people with impaired mobility.”

- 5.15 It goes on to set out the requirements for Transport Assessments and Travel Plans, and where developers should contribute to essential transport infrastructure to service their proposals and alleviate any additional congestion resulting from their proposals.
- 5.16 The planning application is accompanied by a Transport Assessment prepared by Focus Transport Planning. Taking account of anticipated future operational highway conditions and with reference to appropriate guideline assessment standards and thresholds, the Transport Assessment demonstrates that the delivery and operation of the proposed development would not result in a severe impact on operational or environmental conditions over the local highway network.
- 5.17 The Transport Assessment also demonstrates that additional development traffic levels would be generally low when compared to accepted future baseline consented network conditions and that the identified main road routes serving the site are of a suitable standard to accommodate predicted traffic and have few immediate sensitive receptors. Indeed, much of the local highway network has been upgraded specifically to allow for the accommodation of such traffic levels.
- 5.18 If the trip generation associated with the hybrid planning permission (based on a c. 70%:30% Use Class split between B8 and B2 across a total floorspace of 135,460sqm) is compared with the anticipated trip generation associated with the current application for Plot 3 (40,000 sqm of Class B8 use) plus the hybrid planning permission (i.e. a cumulative total of 175,460 sqm) including change in B2 / B8 split

permitted through non-material amendment ref. 21/00390/ANM , then the total AM peak for all vehicles reduces by 2.1%, whereas the total PM peak for all vehicles increases by 3.2%. This is the equivalent of a reduction in 29 vehicles in the AM peak hour and an increase of 44 vehicles in the PM peak hour. This is a negligible variation. This is partly because the applicant has already secured a reduced amount of B2 from 30% of 135,460 sqm at the original outline planning consent, to 14% as per non-material amendment ref. 21/00390/ANM. Taking account of the current application, Use Class B2 equates to 11% of the total 175,460 sqm of employment floorspace across the South Heywood Masterplan scheme. As Use Class B2 creates more trips than Use Class B8, then the reduction in B2 has a markedly positive effect on trips, resulting in a negligible increase in trips.

- 5.19 On the basis of the above information, it is therefore concluded that there is no requirement for additional development related off-site highway improvement works to support the current proposal for Plot 3 over and above those already proposed to support the wider South Heywood Masterplan scheme and therefore that the proposals represent acceptable development in highways and transport terms.
- 5.20 Considering the proposed development at an additional 40,000sqm for Use Class B8, the results of the development trip demand exercise suggests that the scheme could be expected to generate of the order of 124 (61 HGVs) additional vehicle movements (in + out) in the AM peak period and 123 (51 HGVs) vehicle movements in the PM peak, when compared to the consented SHDA scheme. This represents an overall net change in peak hour consented overall SHDA related development traffic movements of circa 9.6% to 10.0%. Just under half of these additional peak hour vehicle movements could be expected to be HGV delivery vehicles.
- 5.21 The immediate study area network is not predicted to experience substantive changes in total traffic demand associated with the delivery of the application scheme, with total additional traffic levels of the order of just 2 additional vehicle movements per minute during peak 'rush hour' demand periods. Once assigned across the wider study network, this translates into the majority of study links being anticipated to experience only slightly increased levels of total traffic demand (all vehicles) under 'Do-Something' conditions, when compared to the planning fallback case - well below a 5% threshold (most link increases being less than +2.5% of 2038 'Baseline Consented' traffic levels – representing two-way link changes of less than 1 vehicle every 1 – 2 minutes).
- 5.22 Maximum increases in overall traffic flow on the study network as a result of the proposed development are predicted to be less than 5% of 2038 'Baseline Consented' flows, with the majority of study links showing changes of less than +2.5%. Such changes in total flow demand are therefore well below both IEMA Rule 1 & 2 thresholds and therefore, on preliminary review at least, would suggest

that the potential for general development traffic related environmental impact is likely to be **'negligible'**. Further detailed review of HGV impact is set out in the paragraphs below.

- 5.23 For these reasons, the applicant considers that the proposed development accords with Local Plan Policies T1 and T2.

Employment land

- 5.24 Policies E2, E3 and E4 are the most relevant Local Plan policies in respect of the employment land.
- 5.25 Policy E2 seeks to ensure that a sufficient supply of up to 210 ha of suitable land is provided for offices, manufacturing and distribution to ensure quality jobs and prosperity during the Plan period. This policy has a clear focus upon the south of the Borough delivering most of the employment sites and jobs, particularly along key economic growth corridors and sites, including sites in South Heywood. In terms of considering the need for additional employment sites, criterion c) indicates that a set of mechanisms outlined in policy E4 will help identify the need for additional employment land.
- 5.26 Policy E3 also seeks to focus new employment development in key economic growth corridors and areas to create sustainable patterns of development that will help deliver and maximise the benefits of new investment and potential for growth. South Heywood is identified as an employment area by this policy, particularly for logistics and distribution. In addition, South Heywood is identified as a potential growth area to support the overall growth of Greater Manchester as a sub region. This policy therefore gives support to employment growth in South Heywood.
- 5.27 To deliver economic growth and prosperity in the long term the preamble to policy E4 states that it is important to ensure that sustainable sites can come forward to meet the evidenced need for additional employment land. In supporting the economic growth and prosperity of the borough, and achievement of sustainable development, the supporting text to this policy also emphasises the importance of ensuring that developments are delivered at the right time, in the right place, to provide the quality of site to meet the needs of modern businesses and their workforce.
- 5.28 To achieve this, policy E4 permits the release and development of additional employment land outside existing employment zones or sites currently in employment use if it meets the requirements in the table below.

Requirements of Local Plan Policy E4

- | |
|--|
| a. There is a clear and demonstrable need that additional land for employment development is required in order to meet the target. |
|--|

Requirements of Local Plan Policy E4

- | |
|---|
| b. At least 60% of all the land available for employment development on Kingsway Business Park or 80% of the land available for B8 uses in Kingsway Business Park is contractually committed. |
| c. The location of the site is consistent with the Spatial Strategy and policy E2. |
| d. The site is capable of delivering high quality employment uses which meet the needs of modern businesses. |
| e. The development of employment uses on the site does not have an unacceptable impact on the amenity of local residents. |
| f. The site is in a sustainable location and is, or will be, well served by motorway access and public transport. |
| g. The site can accommodate development without an unacceptable impact on landscape, biodiversity or wider green infrastructure value. |

5.29 The policy adds that in considering proposals or identifying sites for development, the following sequential approach is also required to be applied:

1. Brownfield sites within the urban area; then
2. Greenfield sites within the urban area; then
3. Protected Open Land; then
4. Green Belt.

5.30 Proposals are required to demonstrate that the search criteria have been rigorously applied and that no suitable sites exist or are available within the preceding categories to meet the scale and quality of employment land required.

5.31 The proposed development for Plot 3 is assessed in the context of each of these criteria below.

Criteria a

5.32 In its determination of the hybrid planning application for the South Heywood Masterplan scheme, the Local Planning Authority concluded (and which the Secretary of State also concurred with) that there was a compelling case for additional employment land and that the proposed employment uses would help to ensure that the Core Strategy target is met over the plan period. As such it considered that the

scheme would contribute to meeting the sub regional need for employment growth and as a consequence would satisfy criterion (a) of Policy E4.

- 5.33 The latest Rochdale Council Annual Monitoring Report 2017 (Published July 2019), shows that the employment land supply available for primarily B1, B2 & B8 uses was 103.02 ha, compared to the Core Strategy target of 210ha. Since then, the South Heywood hybrid planning permission was approved in March 2020, which secured circa 49ha. Even with this quantum, there is still a significant shortfall in employment land supply. The proposed 40,000 sqm will help towards the Council's employment target. The whole of the application site falls within the South Heywood Allocation, which forms part of Rochdale Council's emerging Allocations DPD that accompanies the Core Strategy. In addition, the application site also forms part of Allocation JPA1.1 (Northern Gateway Heywood / Pilsworth) of the Places for Everyone (PfE) Plan, for which the Examination in Public is due to start in November 2022. The Allocation Policy supports the delivery of 1,200,000 sqm of industrial and warehousing space (with around 700,000 sqm being delivered within the plan period). The development proposed by the current application complies with and supports this Allocation. Indeed, the PfE Employment Topic Paper (July 2021) states that in response to employment need, *"a margin of flexibility has been added to account for recent evidence of strong demand for Industrial and Warehousing space indicating demand may have been suppressed by a lack of supply"*. The PfE Topic Paper reiterates the acute employment land issue, stating that *"the total industrial and warehousing floorspace requirement for the plan period is 3,300,000 sqm. As outlined in this topic paper, Greater Manchester's existing Industry and warehousing land supply for 2021-2037, as at 1 April 2020, is 1,805,509 sqm. This represents a shortfall of 1,494,491 sqm"*.
- 5.34 The lack of supply for both existing Grade A stock and speculative development is apparent and coupled with the strong demand across the North West region, future supply levels will ultimately diminish unless further industrial, and specifically warehousing, development continues.
- 5.35 As discussed in the pre-application Council meetings that have taken place, the applicant considers that there is a need for the additional 40,000 sqm of Class B8 floorspace that is now being proposed. A key component of the 'very special circumstances' case which resulted in the approval of the hybrid planning permission was the evidenced growth in the demand for large sites to accommodate large warehouses, for which there were very few sites across Greater Manchester and specifically Rochdale. Since the hybrid planning application was submitted in 2016 and approved in 2020, there has been a greater growth in ecommerce and on-line shopping meaning an exponential demand for more large Grade A warehouses, yet the supply of land has remained.
- 5.36 The ONS Report, 2021 *'The rise of the UK warehouse and the golden logistics triangle'*, highlights the seismic shift towards on-line retail and the growth in Warehouses/logistics sector. It states that *"the number of*

business premises used for transport, logistics and warehousing in the UK has almost doubled in the last decade. In 2021, the number of UK business premises classified as transport and storage was 88% higher than in 2011 and 21% higher than in 2019. The rise since 2019 is especially notable given the overall trend – the number of business units across all industries increased by just 1% over the same period. Online shopping as a percentage of all retail sales peaked at nearly 38% in January 2021, having stood at 8% at the start of 2011 and 19% in February 2020.”

- 5.37 In light of the ONS report, Savills, 2022 state that “2021 saw UK industrial and logistics take-up surpass 50 million sq ft for the second year running, achieving another record for the sector in the process. However, vacancy rates are now at 2.9%”. They continue, “At present, requirement levels are not falling, in fact they increased by 44 per cent in 2021 and remain stable at around 108 million sq ft per quarter. This suggests there is enough demand to once again breach the 50 million sq ft mark come the end of the year. The pinch point is supply, which is now at its lowest level ever”.
- 5.38 The above highlights that not only is there compelling evidence at the national level, but Greater Manchester Combined Authority has demonstrated that at the regional and Rochdale level, there is an acute need to deliver ever greater quantum of employment land, specifically warehousing and distribution, to respond to record breaking market demand in this sector. The proposed development would therefore positively respond to help the Core Strategy and Places for Everyone Plan to meet its employment supply requirements.

Criteria b

- 5.39 Appendix 3 contains an appraisal of the current land supply position at Kingsway Business Park. This demonstrates that 75% of all employment plots at the Business Park are already committed/occupied; and 88% of the Use Class B8 (Warehouse) plots are committed/occupied. Accordingly, the requirement of Policy E4 b has been met.

Criteria c

- 5.40 Policy SP2 sets out the overall spatial strategy for Rochdale. Amongst other areas, it identifies the southern part of the borough, where there is good access to existing facilities and infrastructure, the motorway corridor, public transport facilities and the wider Greater Manchester city region, to be where the delivery of most new housing, employment and commercial development would take place. This policy stipulates that investment, development and improvements will be focussed on specific areas including key corridors and gateways. It also makes clear that Policies E4, G4 and G5 set out approaches for proposals which may include greenfield sites outside of the urban area.

- 5.41 As stated above, Policy E2 has a clear focus upon the south of the Borough delivering most of the employment sites and jobs, particularly along key economic growth corridors and sites, including sites in South Heywood.
- 5.42 The application site is located in the south of the borough, has good access to existing facilities and infrastructure, and the wider Greater Manchester City region. As such it is considered that the proposal would accord with the Council's Spatial Strategy and Policy E2.

Criteria d

- 5.43 The hybrid planning permission for the South Heywood Masterplan scheme permits new employment development on the application site. All the current application is seeking to do is increase the quantum of permitted B8 floorspace. The hybrid permission establishes the principle of bringing forward employment development on the site and demonstrates that the site is capable of delivering high quality employment uses which would meet the needs of modern businesses in the area.
- 5.44 The site is relatively flat, and forms part of the hybrid planning permission site, for which there is a framework for a well-thought-out development. Indeed, the approved Plot 1 Reserved Matters (ref. 20/01480/AEN) provides an insight into the quality being sought. Reference should also be made to section 4 of this Statement and the Design & Access Statement.

Criteria e

- 5.45 The suite of technical and environmental reports being submitted in support of the planning application demonstrate that the proposed development could be accommodated on the site without having an unacceptable impact on the amenity of local residents or upon landscape, biodiversity or wider green infrastructure value. Indeed, this has already been tested as part of the hybrid application, and no change on impact is proposed.

Criteria f

- 5.46 The substantial financial contribution that the applicant is already making towards the provision of bus stops and new services as part of the approved proposal for the wider South Heywood Masterplan scheme would enable the proposed development of Plot 3 to be well served by public transport. The new link road off Junction 19 (which is due to open within the next few weeks) would also allow the site to be well served by the M62 and M66 motorway corridors. As such it is considered that the site is in a sustainable location and is, or will be, well served by motorway access and public transport.

- 5.47 The south Heywood Masterplan scheme promotes a network of cycle and footpaths connecting the employment with the local centre (school, children's play, retail and sports pitches), and residential areas. The development proposed by this application for Plot 3 will benefit from this comprehensive approach to open spaces and sustainable travel.

Criteria g

- 5.48 The suite of technical and environmental reports being submitted in support of the planning application demonstrate that the proposed development could be accommodated on the site without having an unacceptable impact on the amenity of local residents or upon landscape, biodiversity or wider green infrastructure value. Indeed this was concluded by the Local Planning Authority in its determination of the hybrid planning permission, which covers development of the Plot 3 site.
- 5.49 The framework of biodiversity net gain, landscape and green infrastructure forms a part of the wider South Heywood Masterplan scheme, with standards already exceeded. Accordingly, this new application won't vary this and can rely upon these same provisions.

The sequential test

- 5.50 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority concluded that no suitable sites existed or were available on sequentially preferable land to meet the scale and quality of employment land required, and that the land within the South Heywood Masterplan scheme was capable of being delivered with least harm to the Green Belt.
- 5.51 As discussed in the pre-application meetings that have taken place, these same conclusions can be reached in relation to the current application proposal, especially as the Council has since released a draft Allocations DPD and submitted Places for Everyone to the Secretary of State for as part of the planning adoption process, both of which support and amend the Green Belt designation to employment development at this Site.

Summary of compliance with employment land policies

- 5.52 In summary, on the basis of the above information, it is considered that the proposed development would comply with Local Plan policies E2, E3 and E4.

Landscape character and appearance

- 5.53 On the basis that the proposed development would not result in a change to the approved land use or heights parameters approved as part of the hybrid planning permission for the wider South Heywood

Masterplan scheme, it follows that the proposed development would not be in conflict with Local Plan policy P2, which seeks to protect and enhance character, landscape and heritage.

- 5.54 This matter is considered in more detail within the Landscape and Visual Impact Assessment note being submitted in support of the planning application.

Historic environment

- 5.55 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority concluded that the proposed development would not materially harm the significance or setting of any Conservation Area or Listed Buildings in the vicinity of the site, and as a consequence would also not harm, and thereby preserve their character or appearance, setting or any features of special architectural or historic interest which they possess.
- 5.56 On the basis that the proposed development would not result in a change to the approved land use or heights parameters approved as part of the hybrid planning permission for the wider South Heywood Masterplan scheme, it is considered that the current proposal would also not conflict with the provisions of Local Plan policies P2 and BE/17.
- 5.57 This matter is considered in more detail within the Heritage Update note being submitted in support of the planning application.

Design, layout, security and safety

- 5.58 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority concluded that the proposed development would not cause any significant harm with regards to design, layout and living conditions of existing or future residents. As such, it was found that there would be no conflict with the provisions of Local Plan Policies DM1 and P3, which in combination seek to improve the design of new development, to incorporate design measures that design out crime, and to not adversely affect the amenity of residents, through visual intrusion, overshadowing, loss of privacy, and noise pollution.
- 5.59 The proposed development would not result in a change to the land use or heights parameters approved as part of the hybrid planning permission for the wider South Heywood Masterplan scheme. As such, it is considered that the current proposal would also not conflict with the provisions of Local Plan policies DM1 and P3.

- 5.60 The planning application is accompanied with a Crime Impact Statement, which identifies a range of measures which could be incorporated into the proposed development in order to minimise the risk of crime.

Air quality

- 5.61 Local Plan Policy G9 seeks to reduce the impact of pollution by focussing on measures that reduce air pollution in Air Quality Management Areas, and other areas where pollution levels are unacceptable, particularly around motorways and main roads.
- 5.62 The planning application is accompanied by an Air Quality Assessment which demonstrates that, the proposed development would not result in unacceptable impacts on air quality at the Rochdale Air Quality Management Area, largely because it will not lead to any real change in the overall level of trips that will be generated by the South Heywood Masterplan scheme. The proposal would therefore comply with Policy G9, which amongst other matters, requires that development does not have impacts that lead to an unacceptable increase in air or other pollution.

Noise

- 5.63 The planning application is accompanied by a Noise Impact Assessment note, which demonstrates that there should be no adverse impact upon existing residential receptors due to the proposed development largely because it will not lead to any real change in the overall level of trips that will be generated by the South Heywood Masterplan scheme. The proposal would therefore comply with Policy G9, which amongst other matters, requires that development does not have impacts that lead to an unacceptable impact in noise pollution.
- 5.64 This matter is considered in more detail within the Noise and Vibration note submitted in support of this planning application.

Land stability, contamination and health & safety

- 5.65 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority concluded that the proposed development would comply with Local Plan policy G9, which seeks to reduce all forms of pollution, contamination and land instability in the borough.
- 5.66 The proposed development would not result in a change to the approved land use or heights parameters approved as part of the hybrid planning permission for the wider South Heywood

Masterplan scheme. As such, it is considered that the current proposal would also not conflict with the provisions of Local Plan policy G9.

- 5.67 This matter is considered in more detail within the Site Investigation Update note being submitted in support of the planning application.

Flood risk and drainage

- 5.68 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority concluded that the site could be suitably drained to ensure that it would not be at risk of flooding and would prevent flooding elsewhere.
- 5.69 The proposed development would not result in a change to the approved land use or heights parameters approved as part of the hybrid planning permission for the wider South Heywood Masterplan scheme. As such, it is considered that the current proposal would also not conflict with the provisions of Local Plan policies SO4, G8, EM/7 and EM/8, which collectively aim to reduce the risk of flooding.
- 5.70 This matter is considered in more detail within the Flood Risk and Drainage note being submitted in support of the planning application.

Biodiversity and ecology

- 5.71 The application is accompanied by an Ecological Assessment which demonstrates that the use of appropriately worded planning conditions would ensure that the proposed development would not have any unacceptable effects. As such the proposal would not conflict with Local Plan Policy G7 which seeks, amongst other matters, to recognise and protect sites and features of biodiversity and geodiversity importance.
- 5.72 This matter is considered in more detail within the Ecological Update note being submitted in support of the planning application.

Accordance with Development Plan – Summary

- 5.73 A summary of the proposed development's compliance with the key policies of the Development Plan is provided in the table below.
- 5.74 The proposed development derives support from Local Plan policy SP3/H, which seeks to promote economic growth in South Heywood, policy E2, which seeks to ensure that a sufficient supply of employment land is provided to ensure quality jobs and prosperity, and policy E3, which seeks to focus

new employment development in key economic growth corridors and areas to create sustainable patterns of development that will help deliver and maximise the benefits of new investment and potential for growth, whilst also specifically identifying South Heywood as an employment area, particularly for logistics and distribution.

- 5.75 The Development Plan also requires proposals on the site to accord with Green Belt policy, as set out in national policy. This is assessed in Section 7, which demonstrates the application scheme's consistency with national Green Belt policy.
- 5.76 In short, the principle of introducing additional Class B8 development within the South Heywood Masterplan scheme would be consistent with relevant Development Plan policies.
- 5.77 The extant hybrid planning permission for the South Heywood Masterplan scheme establishes the suitability of the application site for employment development, in accordance with the relevant policies of the Development Plan.

6. Other Material Considerations

- 6.1 The key material considerations that are considered to be relevant to the determination of the planning application are the relevant policies provided within the National Planning Policy Framework (NPPF) and the policies contained within the emerging Local Plan. These are assessed in the context of the application proposals below.

Compliance with the National Planning Policy Framework

- 6.2 The NPPF provides the overarching planning framework that underpins decision making and the planmaking process in England and was most recently updated in July 2021. It places significant weight on the need to support economic growth and productivity and requires local authorities to adopt a presumption in favour of sustainable development.

Achieving Sustainable Development

- 6.3 The NPPF defines the purpose of the planning system as being to contribute to the achievement of sustainable development. It explains at Paragraph 8 that there are three dimensions to sustainable development. These are economic, social and environmental. Paragraph 10 states that at the heart of the NPPF is a presumption in favour of sustainable development.
- 6.4 Whilst the NPPF does not change Section 38(6) of the Planning and Compulsory Purchase Act 2004 (i.e. planning applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise), it places significant weight on the principle that development which is sustainable, and accords with the Development Plan, should be approved without delay.
- 6.5 Paragraph 11 sets out the presumption in favour of sustainable development and describes how this policy should be applied in the decision-making process:

'Plans and decisions should apply a presumption in favour of sustainable development.'

For decision-taking this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.'*

6.6 Footnote 6 of the NPPF goes on to identify the specific policies that protect areas or assets of particular importance which could provide a clear reason for refusing a development proposal, which paragraph 11 refers to. This includes policies relating to land designated as Green Belt. However, it should be reiterated that the hybrid planning permission has already established employment development in the Green Belt, accepted by both the Local Planning Authority and Secretary of State. This application does not extend beyond the confines of the hybrid planning permission site boundary, nor does it extend further into the wider Green Belt.

6.7 It is also important to consider the economic, social and environmental benefits which would be delivered by the scheme and which go to the heart of sustainable development which undoubtedly this proposal does comprise. Indeed, this development is truly sustainable, in that it optimises the land already released from the Green Belt, by the hybrid planning permission, and in doing so maximises employment land supply, without encroaching further into the wider Green Belt. The development will result in increased economic impact with no net loss of Green Belt.

Economic Benefits

6.8 In summary, it is considered that the scheme would strongly accord with this element of sustainability for the following reasons:

- A significant number of direct jobs would be created by the proposed development on completion. As such, it would make a significant and positive contribution to the local economy in terms of creating stable, long-term jobs at a variety of skill levels.
- The proposed development would facilitate expenditure in the wider local economy through spin off benefits and multiplier effects. Annual business rates for Rochdale Borough Council, of around £624,960, would be generated once the development is fully constructed and operational.
- It would make a substantial contribution towards further strengthening Rochdale's logistics sector, further adding to the Borough's reputation as supporting national and international logistics operators and being one of the top UK logistics hubs; and critical to the future growth of the local economy and of regional importance.

- The construction phase of the proposed development would generate some direct, temporary on-site employment as well as some indirect employment through the use of local contractors / businesses.

6.9 Further details are provided within the Summary of Economic Benefits note being submitted in support of the planning application.

Social Benefits

6.10 The scheme would make a positive contribution in relation to the social aspects of sustainability.

6.11 It would support the creation of strong, vibrant and healthy communities, by providing a further employment boost to the local area. The social benefits of employment generation are extensive and include improved security, living standards, social cohesion and health.

6.12 The submitted Design and Access Statement describes the steps that would be taken to ensure the proposed development would achieve a high-quality design which is appropriate for the site and would be compatible with the surrounding area. The resulting high quality built and landscaped environment would have a positive social impact on users of the development.

Environmental Benefits

6.13 In relation to the environmental role, the proposed development has already been tested as part of the Hybrid Permission, with the principle of developing the site for employment purposes having already been established.

6.14 The detailed scheme design will incorporate a series of measures which would assist in minimising carbon dioxide emissions and the impacts of climate change on the environment. Importantly, the Transport Assessment demonstrates the increase in all vehicles trips is negligible. When compared to the Hybrid Permission, this new development would result in the total AM peak for all vehicles reducing by 2.1%, with the total PM peak for all vehicles increasing by 3.2%. This is the equivalent of a reduction in 29 vehicles at the AM peak hour and an increase of 44 vehicles at the PM peak hour. This is because Russells has already secured a change in the use class split in favour of Use Class B8, which typically has a lot less trips compared to Use Class B2.

6.15 Whilst the development would be highly accessible by car, the applicant is fully committed to encouraging staff to travel using more sustainable modes of transport and will develop a framework Travel Plan containing a range of measures aimed at influencing travel behaviour. Not to mention the wider approved South Heywood Masterplan scheme will provide new bus services and infrastructure,

and a new extensive network of cycle and footways are to be provided. Given the proximity to new and existing homes, new community facilities and retail there will be an inherent shift towards walking and cycling.

- 6.16 As already noted, and as demonstrated at the approved Unit 1 development (application ref. 20/01480/AEN),
- 6.17 The proposed development also includes measures to ensure the prudent use of natural resources and the minimisation of waste. Every opportunity would be taken to minimise waste through the provision of waste reduction and recycling opportunities. The applicant is signed up the Considerate Contractor Scheme and is responsible for securing local and sustainable procurement of materials where possible; is committed to delivering BREEAM Excellent and achieve an EPC A rating; is targeting net zero in construction; and providing a host of renewables, such as Photovoltaics, air source heat pumps, energy saving intelligent PIR lighting, rainwater harvesting, EV charging, and water leak detection systems etc.
- 6.18 As noted already, green infrastructure, landscape and biodiversity net gain are key features of the wider masterplan for which the Hybrid Permission fits. The Land Trust are the proposed Management Company whom will manage public open spaces in perpetuity.
- 6.19 As noted above, the NPPF advises that the three dimensions of sustainable development should be pursued in mutually supportive ways so that opportunities can be taken to secure net gains across each of the different objectives. When a balanced view is taken of the three elements, leaving aside the separate discussion about 'very special circumstances' which is dealt with in the next section of the Statement, the proposed development is considered to be a sustainable form of development which would accord well with the NPPF in this regard.

Building a strong, competitive economy

- 6.20 Paragraph 81 states that planning decisions should help create the conditions in which businesses can expand and invest and advises that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 6.21 The development proposed by this application is consistent with this theme. The economic benefits associated with the proposed development, as set out in paragraph 6.7 above, demonstrate the contribution that would be made towards supporting economic growth in Rochdale.

Promoting healthy and safe communities

- 6.22 The NPPF attaches great importance to promoting healthy and safe communities. Paragraph 92 states that planning decisions should aim to achieve healthy, inclusive and safe places which, amongst other things, are safe and accessible and enable and support healthy lifestyles (for instance, using layouts that encourage walking and cycling).
- 6.23 The proposed development would deliver a high quality employment development, including excellent cycle and pedestrian linkages, all of which would make a positive contribution to the health and well-being of the local community, in accordance with this aspect of the NPPF.

Promoting sustainable transport

- 6.24 Paragraph 105 states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 6.25 Paragraph 110 advises that, in assessing planning applications, local planning authorities should ensure that appropriate opportunities to promote sustainable transport modes have been taken up; safe and suitable access to the site can be achieved for all users; the design of streets, parking areas and other transport elements reflect current national guidance; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 6.26 Public transport links in the vicinity of the site will be enhanced as part of the wider South Heywood Masterplan scheme, meaning that the proposed development therefore would have the potential to promote the use of sustainable modes of transport. In addition, the proposals incorporate measures aimed at encouraging cycle and pedestrian movements to, from and within the site. Further details are provided within the supporting Transport Assessment.
- 6.27 Paragraph 111 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 Transport Assessment sets out the basis of the applicant's case that there would be no such impacts.

Achieving well-designed places

- 6.28 The NPPF identifies good design as a key aspect of sustainable development, which creates better places in which to live and work and helps make development acceptable to communities.

- 6.29 Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.
- 6.30 Paragraph 130 explains that planning decisions should ensure that developments will function well and add to the overall quality of the area, are visually attractive, sympathetic to local character and history, establish or maintain a strong sense of place, optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development, and create places that are safe, inclusive and accessible and which promote health and well-being.
- 6.31 The Design and Access Statement demonstrates the proposal's compliance with this guidance.

Protecting Green Belt Land

- 6.32 Matters relating to the Green Belt are addressed in Section 7.

Meeting the challenge of climate change, flooding and coastal change

- 6.33 The NPPF aims to steer new development to areas with the lowest risk of flooding. Paragraph 167 explains that, when determining planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Paragraph 169 advises that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.
- 6.34 These matters are addressed within the submitted Flood Risk and Drainage note. The site is not vulnerable to climate change in terms of flood risk and its redevelopment would not lead to an increase in flood risk elsewhere.

Conserving and enhancing the natural environment

- 6.35 Paragraph 174 states that planning decisions should contribute to and enhance the natural and local environment through measures including minimising impacts on and providing net gains for biodiversity, and preventing new development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.
- 6.36 It is not anticipated that the proposed development would give rise to any unacceptable impacts in relation to the conservation of the natural environment and pollution, as demonstrated in detail in the suite of supporting technical and environmental reports. Biodiversity and related matters are fully considered in the submitted Ecological Update note.

Conserving and enhancing the historic environment

- 6.37 The NPPF identifies heritage assets as an irreplaceable resource, which should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Local planning authorities should consider the potential impacts of a proposed development on heritage assets when determining planning applications.
- 6.38 Paragraph 197 states that, in determining applications, local planning authorities should take account of the significance of heritage assets, viability, sustainability, local character and distinctiveness.
- 6.39 The proposed development would not materially harm the significance or setting of any Conservation Area or Listed Buildings in the vicinity of the site, and as a consequence would also not harm, and thereby preserve their character or appearance, setting or any features of special architectural or historic interest which they possess.
- 6.40 This matter is considered in more detail within the Heritage Update note being submitted in support of the planning application.

Compliance with the National Planning Policy Framework – Summary

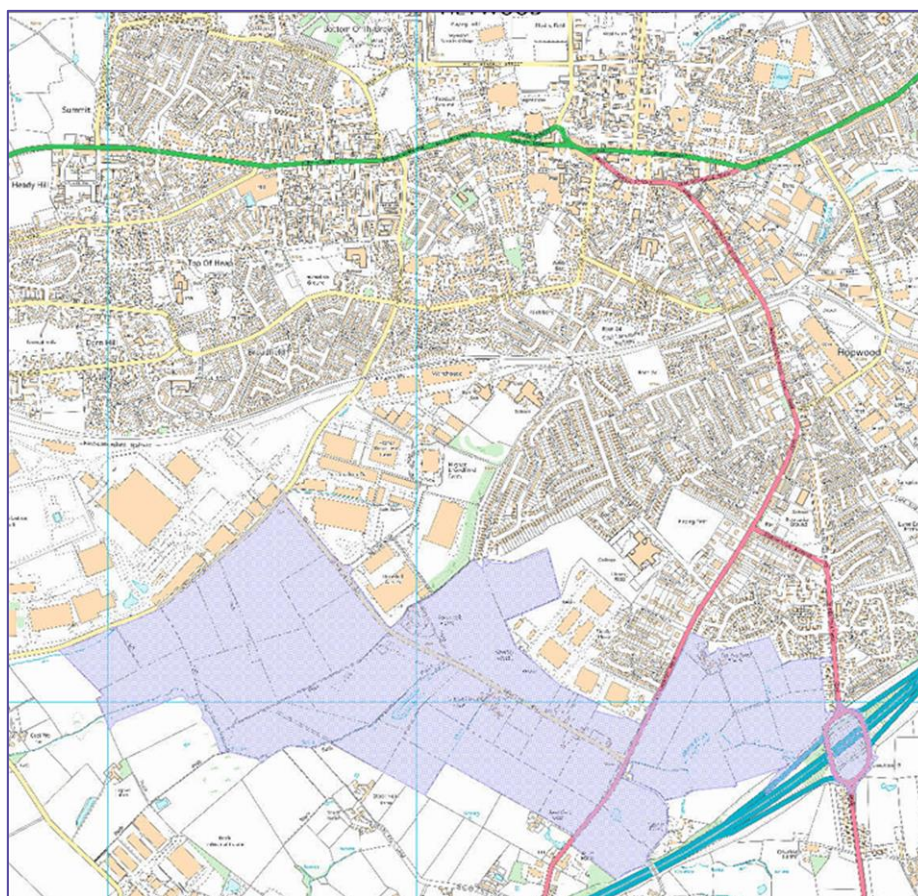
- 6.41 There are no policies in the NPPF that protect areas or assets of particular importance, including those relating to land designated as Green Belt, that provide a clear reason for refusing the development proposed.
- 6.42 There would not be any adverse impacts associated with the proposed development that would significantly and demonstrably outweigh the anticipated benefits associated with the scheme.
- 6.43 As such, the application proposals would deliver a demonstrably sustainable development.

Compliance with the Emerging Local Plan

- 6.44 Work is currently underway on the preparation of the following documents which, on adoption, will form part of the statutory development plan for Rochdale:
- Draft Rochdale Allocations Plan; and
 - Places for Everyone joint development plan document (PfE).
- 6.45 The extent to which the proposed development complies with the relevant policies within these two emerging development plan documents is assessed below.

Draft Rochdale Allocations Plan

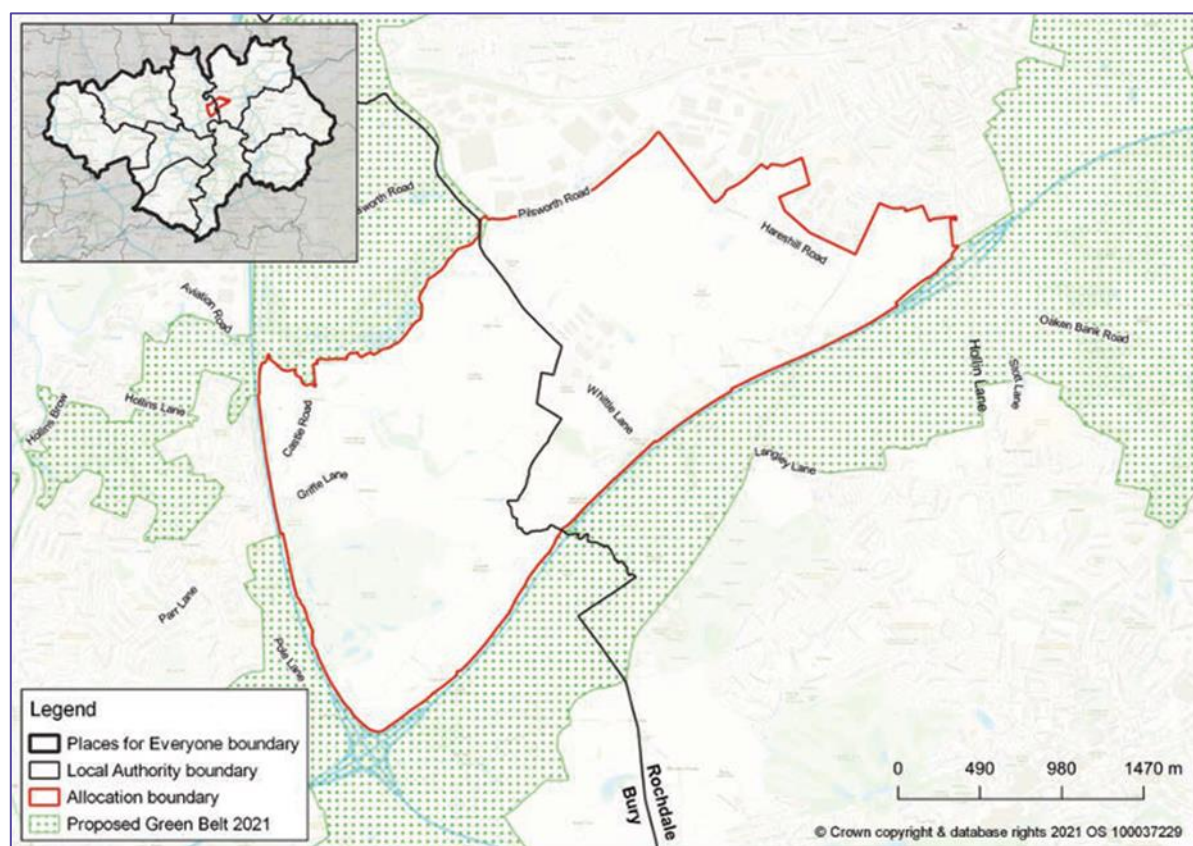
- 6.46 The Rochdale Allocations Plan is intended to support the Core Strategy. It proposes detailed planning policies, area designations and site allocations for specific types of development to meet the borough's needs for new homes and jobs through to 2028. It provides the details needed to deliver the spatial vision, strategic objectives and scale of growth outlined in the Core Strategy.
- 6.47 Policy AL/1 of the Draft Allocations Plan allocates a number of sites across the Borough for employment development uses within Use Classes B1 (Business), B2 (General Industrial) and B8 (Storage or Distribution), in order to maintain a range of sizes and types of employment sites required through the plan period.
- 6.48 The list of employment sites includes the land which is the subject of the approved South Heywood planning application, bound by Manchester Road, Hareshill Road and Pilsworth Road (policy ref. AL/EMP/33), which includes the application site, as shown in the proposals map extract below this paragraph.



- 6.49 The development proposal which is the subject of the current planning application would comply fully with this draft allocation and would help Rochdale to meet its development needs.

Places for Everyone joint development plan document (PfE)

- 6.50 The Places for Everyone joint development plan document (PfE) is a long-term plan of nine Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes, and sustainable growth. It has been published by the Greater Manchester Combined Authority on behalf of the nine districts.
- 6.51 A draft version of the Plan has been submitted to the Secretary of State for Examination, which is scheduled to commence in November 2022.
- 6.52 The application site forms part of the wider Heywood/Pilsworth (Northern Gateway) area identified within the emerging PfE under policy JPA1.1, as shown in the proposals map extract below this paragraph. This is identified as a large, nationally significant location for new employment-led development within the area between Bury and Rochdale. This major development allocation is intended to help to deliver a significant jobs boost to wider northern and eastern parts of the conurbation, increasing the economic output from this area and helping to rebalance the Greater Manchester economy.



- 6.53 This draft policy promotes, among other uses, the delivery of a total of around 1,200,000 sqm of industrial and warehousing space (with around 700,000 sqm being delivered within the plan period),

comprising a mix of high quality employment premises in an attractive business park setting in order to appeal to a wide range of business sectors.

- 6.54 The supporting text to draft policy JPA1.1 states that the allocation benefits from being in close proximity to existing regionally renowned employment sites at Heywood Distribution Park and Pilsworth and the development of this site will complement other opportunities in the Northern Gateway as well as other key sites in the north of the sub-region such as Logistics North.
- 6.55 The planning application proposal accords fully with the proposals for the Northern Gateway area than are presented in the draft PfE, and would contribute positively towards the achievement of its objectives.

Summary

- 6.56 There are no policies in the NPPF that protect areas or assets of particular importance, including those relating to land designated as Green Belt, that provide a clear reason for refusing any of the developments proposed.
- 6.57 There would not be any adverse impacts associated with the proposed development that would significantly and demonstrably outweigh the anticipated benefits associated with the scheme.
- 6.58 The proposed development would accord fully with the site allocations set out in the Draft Rochdale Allocations Plan and the Draft Places for Everyone document, and would contribute positively towards the fulfilment of their stated objectives.

7. Green Belt

National Policy Context

- 7.1 Paragraph 147 of the NPPF states that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in 'very special circumstances'. Paragraph 148 states that when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt, adding that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.
- 7.2 The applicant's case is that firstly the hybrid planning permission has already secured consent from the Local Authority for the development of employment land in the Green Belt, which was supported by the Secretary of State, during referral of the decision notice in 2020. Importantly, a Reserved Matters Application for a Distribution development could be submitted within days and would already be supported in principle, without having to 'open the door' to Green Belt policy. This new Outline Application ties in with and neatly drops into the Hybrid permission in all ways, with only the quantum of development up for consideration. Accordingly, it is deemed that Green Belt policy is not pertinent in this context.
- 7.3 Secondly, the potential harm associated with the proposed development would be clearly outweighed by the scheme benefits, such that 'very special circumstances' exist which justify approval of the planning application. This case is presented below.

Harm

- 7.4 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority identified the following harm as being associated with the proposed development:
- Harm to the Green Belt through the scheme's impact on openness and the five purposes of including land within it (significant);
 - Harm to the landscape character and appearance of the area (moderate);
 - Harm to the Council's long term strategy in respect of managing land to meet future employment needs (very limited); and
 - Harm caused in relation to noise, air quality and biodiversity/ecology (very limited).

- 7.5 The harm anticipated in relation the current planning application proposal for Plot 3 is summarised below, including in relation to the each of the above matters.

Harm to the Green Belt

- 7.6 On the basis that the proposed development would not result in a change to the latest parameters plan approved as part of the hybrid planning permission for the wider South Heywood Masterplan scheme (in relation to land use, building height, access arrangements and the provision of landscape buffers), it is considered that in overall terms, impact on openness and the five purposes of including land within the Green Belt would unchanged from that arising from the previously approved scheme.
- 7.7 Moreover, on the basis that the principle of employment development has already been established on the site through the granting of the hybrid planning permission, which has been implemented and represents an established 'fall-back' option, the applicant considers that the harm to the Green Belt would be moderate rather than significant in the context of the current planning application proposal.
- 7.8 In addition, a substantial area of land (circa 1500 acres to the west and south) directly abutting the application site, is proposed by Places for Everyone (PfE) Plan, for Green Belt release to make way for Allocation JPA1.1 (Northern Gateway/Pilsworth) for employment development. Accordingly, the sensitivities of the Green Belt would be non-existent. Given that the PfE has been submitted to the Secretary of State, and the Examination has due to commence in November 2022, this Allocation holds material planning weight.

Harm to the landscape character and appearance of the area

- 7.9 On the basis that the proposed development would not result in a change to the latest parameters plan approved as part of the hybrid planning permission for the wider South Heywood Masterplan scheme, it is considered that the impact on the landscape character and appearance of the area caused by the proposed development would be the same as that anticipated for the original planning application.
- 7.10 However, on the basis that the principle of development has been established on the site through the hybrid planning permission, which has been implemented and represents an established 'fall-back' option, the applicant considers that the harm to the landscape character and appearance of the area would be limited in the context of the current planning application proposal.

Harm to the Council's Employment Land Strategy

- 7.11 On the basis that the principle of employment development has been established on the site through the granted of the hybrid planning permission for the wider South Heywood Masterplan scheme, added

to the fact that the site forms part of a wider area being promoted for employment development by the emerging development plan (both the Draft Rochdale Allocations Plan and the PfE development plan document), it is considered that the application would not cause any harm to the Council's Employment Land Strategy. On the contrary, it would in fact make a positive contribution towards it.

Harm caused in relation to noise, air quality and biodiversity/ecology

- 7.12 The technical and environmental reports submitted in support of this planning application demonstrate that there would be no harm caused in relation to noise, air quality and biodiversity/ecology by the current planning application proposal for the Plot 3 site.

Other harm

- 7.13 It is not considered that there would be any other harm caused by the current planning application proposal beyond the items identified above.

Benefits

- 7.14 In its determination of the hybrid planning application for the wider South Heywood Masterplan scheme, the Local Planning Authority identified the following harm as being associated with the proposed development:
- Economic benefits (significant);
 - Traffic benefits (significant);
 - Education benefits – new school (significant);
 - Housing benefits (moderate);
 - Public health benefits (limited);
 - Local employment opportunities (limited); and
 - Environmental benefits (limited).
- 7.15 Although many of the benefits listed above are associated with elements of the wider South Heywood Masterplan scheme that will be delivered on land away from Plot 3, the current planning application forms an important part of the wider Masterplan proposal and on this basis, the applicant considers that some weight should be attached to these in considering whether other considerations outweigh the harm such that 'very special circumstances' are found to exist.

7.16 In addition to the above, it is anticipated that the following benefits would be delivered directly as a result of the additional 40,000 sqft of B8 development that the planning application is seeking approval for:

- A significant number of direct jobs would be created by the proposed development on completion. As such, it would make a significant and positive contribution to the local economy in terms of creating stable, long term jobs at a variety of skill levels.
- The proposed development would facilitate expenditure in the wider local economy through spin off benefits and multiplier effects. Annual business rates of around £624,960 would be generated once the development is fully constructed and operational.
- It would make a substantial contribution towards further strengthening Rochdale's logistics sector, which is recognised as being critical to the future growth of the local economy and of regional importance.
- The construction phase of the proposed development would generate some direct, temporary on-site employment as well as some indirect employment through the use of local contractors / businesses, which would be promoted through the Employment and Training Strategy which the applicant is already implementing across other parts of the site.
- The scheme would support the creation of strong, vibrant and healthy communities, by providing a further employment boost to the local area. The social benefits of employment generation are extensive and include improved security, living standards, social cohesion and health.
- The detailed scheme design will incorporate a series of measures which would assist in minimising carbon dioxide emissions and the impacts of climate change on the environment.
- Whilst the development would be highly accessible by car, the applicant is fully committed to encouraging staff to travel using more sustainable modes of transport and will develop a framework Travel Plan containing a range of measures aimed at influencing travel behaviour.
- The proposed development also includes measures to ensure the prudent use of natural resources and the minimisation of waste. Every opportunity would be taken to minimise waste through the provision of waste reduction and recycling opportunities.
- The applicant and development maximises the use of land to secure additional employment space, without encroaching onto any further Green Belt land. This new employment land supply will help

the Core Strategy meet its targets; and will create more jobs, without a net loss of Green Belt. This is highly sustainable and supported by the NPPF.

Summary

- 7.17 In overall terms, it is considered that the benefits associated with the proposed development clearly outweigh the harm that has been identified. As such, in accordance with Paragraph 148 of the NPPF, it is considered that 'very special circumstances' exist because the harm to the Green Belt and all other harms that have been identified are clearly outweighed by the benefits.

8. Summary and Conclusions

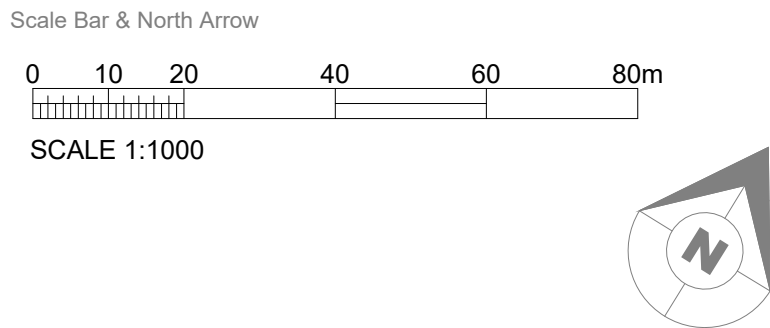
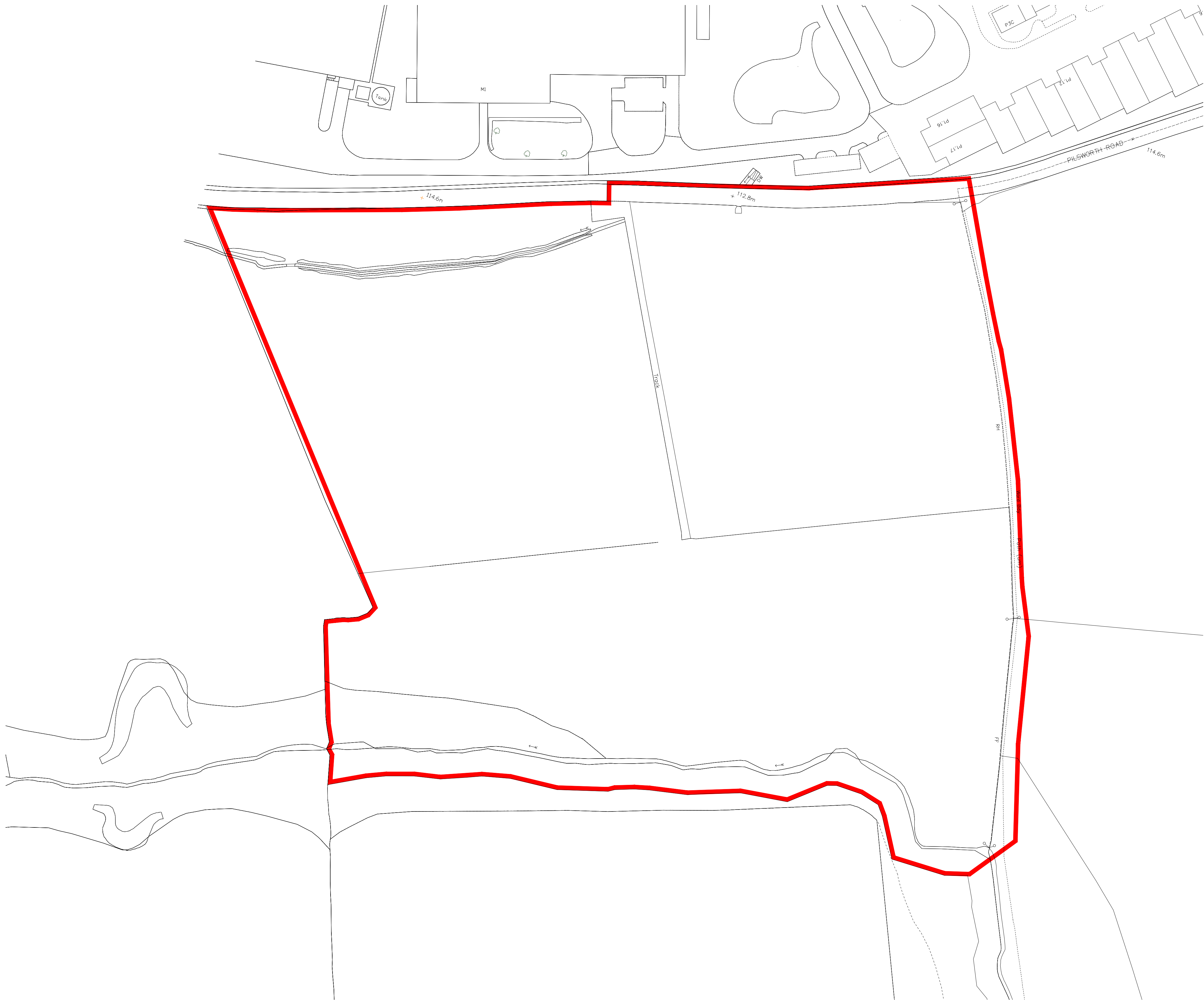
- 8.1 Russells South Heywood (Commercial) Limited is submitting an outline planning application to Rochdale Metropolitan Borough Council for a new Class B8 warehousing and distribution facility on Plot 3 of the South Heywood Masterplan scheme, which comprises land bound by Pilsworth Road and Heywood Distribution Park to the north and open fields to the east and south.
- 8.2 The South Heywood Masterplan scheme is a major, mixed-use urban extension, for which hybrid planning permission was granted on 31st March 2020.
- 8.3 All of the employment development permitted by the hybrid planning permission can be implemented without having to develop any of the land within the site of the current application (Plot 3). Plot 3 is therefore available for additional development and the applicant considers it is entirely suitable for a Class B8 storage and distribution development with a gross internal floorspace of up to 40,000sqm.
- 8.4 The proposed development would provide a significant regional base for a distribution / logistics operator. It would provide a modern complex, offering a high-quality design set within an attractive landscaped setting.
- 8.5 The proposed development derives support from Local Plan policy SP3/H, which seeks to promote economic growth in South Heywood, policy E2, which seeks to ensure that a sufficient supply of employment land is provided to ensure quality jobs and prosperity, and policy E3, which seeks to focus new employment development in key economic growth corridors and areas to create sustainable patterns of development that will help deliver and maximise the benefits of new investment and potential for growth, whilst also specifically identifying South Heywood as an employment area, particularly for logistics and distribution.
- 8.6 There are no policies in the NPPF that protect areas or assets of particular importance, including those relating to land designated as Green Belt, that provide a clear reason for refusing any of the developments proposed.
- 8.7 There would not be any adverse impacts associated with the proposed development that would significantly and demonstrably outweigh the anticipated benefits associated with the scheme.
- 8.8 The proposed development derives support from the emerging policies set out in the Draft Rochdale Allocations Plan and the Draft Places for Everyone development document.
- 8.9 The previous section demonstrated that the benefits associated with the proposed development clearly outweigh the harm that has been identified. As such, in accordance with Paragraph 148 of the NPPF, it

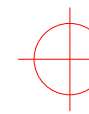
is considered that 'very special circumstances' exist because the harm to the Green Belt and all other harms that have been identified are clearly outweighed by the benefits.

- 8.10 In summary, the applicant considers that there is a clear case for the proposed development and it is respectfully requested that the planning application is approved by the Local Planning Authority.

Appendix I

Site Location Plan



 **LOCATION PLAN**
SCALE 1:1000

LOCATION PLAN:

NOTES:

REDLINE AREA 95,054sqm/ 23.48 Acres

P1	27/07/2022	Initial Issue	DH	RR
REV	DATE	DESCRIPTION	DRAWN BY	CHECK BY
REVISIONS				

PROJECT TITLE				
SOUTH HEYWOOD				
DRAWING TITLE				
PLOT 3 LOCATION PLAN with Expansion				
RIBA STAGE	STATUS		DRAWN BY	CHECKED BY
N/A	PLANNING		DH	RR
SHEET	SCALE	DATE	SUITABILITY	REVISION
A1	1 : 1000	27/07/2022	S0	P1
DRAWING NO.				
20019-ASA-ZZ-SI-D-A-3014_(S0-P1)				

CLIENT

**AshtonSmith**
Beyond Design

Ashton Smith, Belvedere House, 2 Victoria Avenue, Harrogate, North Yorkshire, HG1 1EL
Tel: 01423 522882 Fax: 01423 565104
www.ashtonsmith.co.uk

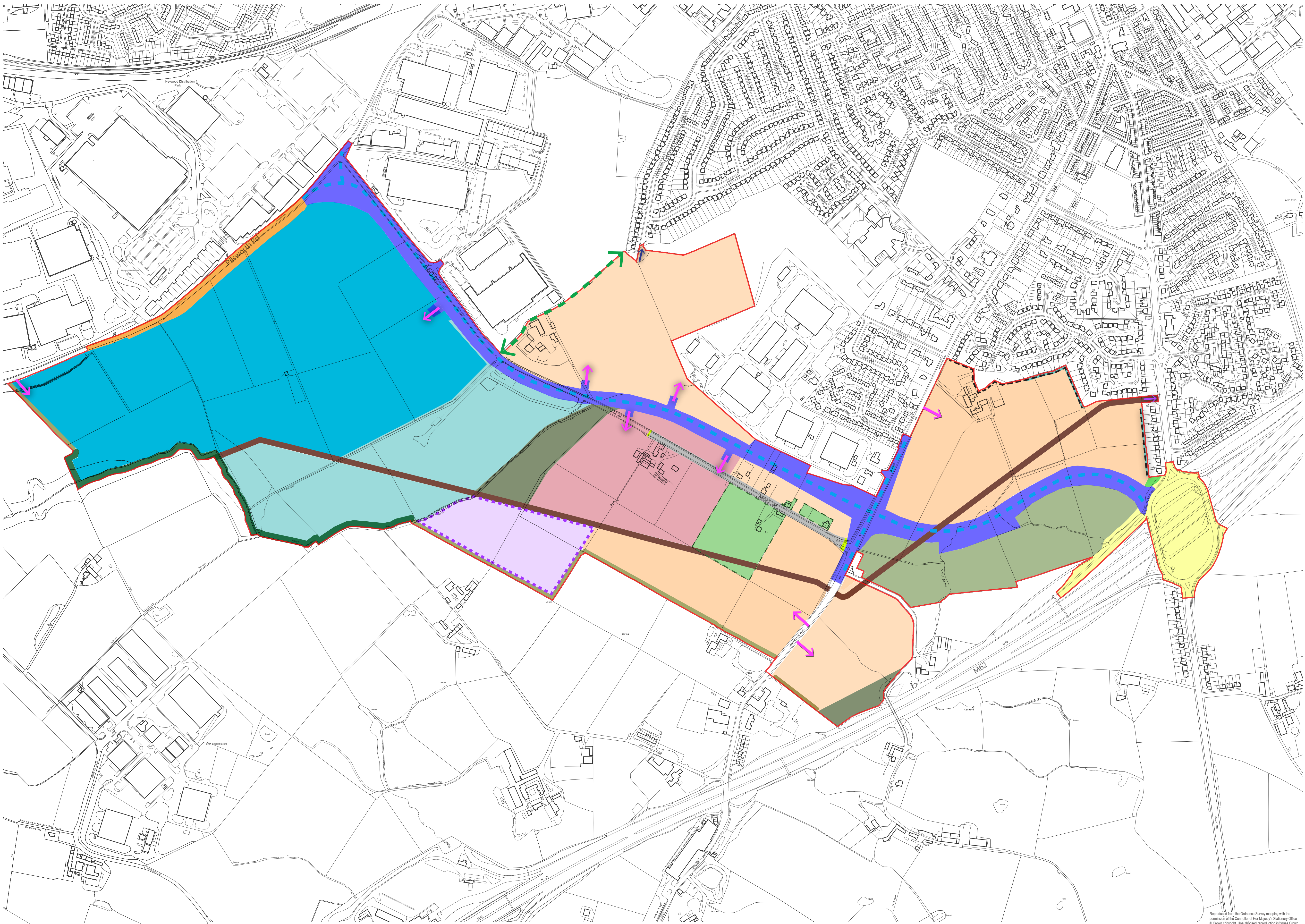
JOB NO. 20019

Scale this drawing for planning purposes only
Ashton Smith to be notified of discrepancies in figured dimensions
Contractors must check all dimensions from site
This drawing is copyright and is for use on this site only
This drawing is to be used solely for information as entitled
For other information refer to the latest revision of any cross referenced drawing



Appendix II

Approved Land Use and Height Parameters Plan
(Hybrid Permission)



- Notes:
- This drawing is copyright.
 - Do not scale dimensions from this drawing.
 - This drawing is to be read in conjunction with all other relevant drawings.
 - All discrepancies on this drawing are to be reported to the architect.
 - Do not modify any element of this drawing.
 - Use drawing only for purpose(s) issued.

- North Sign / Key Plan
- Application boundary
 - Residential uses (use class C3) including open space, landscape, SuDs & access and associated infrastructure (up to 3 storeys/ 12m above FFL)
 - Employment uses (use class B2/ B8) including SuDs & access (Upto 23m in height above FFL)
 - Employment uses (use class B2/ B8) including SuDs & access (Upto 15m in height above FFL)
 - Area for SuDs, ecology & landscaping
 - Area for SuDs, ecology, access & landscaping
 - Residential uses (class C3), local centre and proposed primary school including open space, SuDs, access and associated infrastructure (up to 3 storeys/ 12m above FFL)
 - 10-15m Landscape buffer zone
 - 5-8m Landscape buffer zone along Greenbelt
 - Proposed Link Road and associated junction improvements - Incorporating landscaping & noise mitigation - See detailed drawing GA Plan A0/2001345
 - Landscape buffer zone at Junction 19
 - Road Works to Junction 19
 - Proposed road widening and improvements to Pilsworth Road
 - Gas Main Easement
Measured 6.1m either side from the gas main centre line. Landscape, plant/tree species and position of footpaths to be agreed with Cadent (formerly National Grid). Proposed vehicle access (at 90 degrees to the pipeline). No buildings or above ground apparatus/ structures.
 - Retained existing highway with new cul de sac where Hareshill Road meets Manchester Road
 - Proposed access points into development parcels
 - Proposed links to footpath/ cycle path
 - Proposed links to footpath/ cycle path if permitted by Cadent (formerly National Grid)
 - Proposed sports pitches
 - Properties on Hareshill Road. Retained existing uses
 - Rear gardens to be at least 15m in length where houses back on to existing houses
 - Max 2 storey housing along this edge (9m above FFL)
 - PROW improvements (widening and upgrade of the path)

Rev	Date	Revision Notes	DN	RV
U	05/04/22	Amendments from comments	DM	GP
T	28/07/21	Amendments from comments	DM	GP
S	18/02/21	Amendments from comments	DM	GP
R	01/10/20	Amendments from comments	DM	GP
Q	17/09/20	Amendments from comments	DM	GP
P	29/07/20	Minor Amendments	DM	GP
N	28/07/17	Amendments from comments	EC	AA
M	10/07/17	Amendments from comments	EC	AA
L	29/06/17	Amendments from comments	EC	AA
K	10/11/16	Amendments from comments	EC	DM
J	09/11/16	Amendments from comments	EC	DM
I	04/11/16	Amendments from comments	FA	DN
H	04/11/16	Amendments from comments	FA	DN
G	28/10/16	Amendments from comments	FA	DN
F	19/10/16	Amendments from comments	FA	DN
E	08/10/16	Amendments from comments	DM	DN
D	05/10/16	Amendments from comments	FA	DN
C	15/09/16	Amendments from comments	FA	DN
B	14/09/16	Amendments from comments	FA	DN
A	12/09/16	Amendments from comments	FA	DN

Client / Contractor

www.ibigroup.com

Project
SOUTH HEYWOOD

Drawing Title
Land Use and Height Parameters

Job Number 4846	Drawing Originated Date 06/09/2016	PAS 1192 Status Code -
Scale@A1 1:4000	Purpose Preliminary	

Drawing Number 4846_SP(90)43	Revision U
---------------------------------	---------------

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office
© Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Rochdale MBC Licence No. LA 100023108 (2016)

© Crown copyright (and database rights) 2016. OS 0100031673 (6/2004/1892-1)

Appendix III

Kingsway Land Supply Appraisal

Purpose of this Statement

Planning Policy E4 of the Rochdale Core Strategy stipulates that,

“The release and development of additional employment land outside existing employment zones or sites currently in employment use will be allowed or included within a subsequent Allocations Development Plan Document if:

b. At least 60% of all the land available for employment development on Kingsway Business Park or 80% of the land available for B8 uses in Kingsway Business Park is contractually committed; and”

The purpose of this Statement is to demonstrate that these respective triggers are met.

Schedule and masterplan prepared by Rochdale Development Agency in the marketing of Kingsway Business Park (August 2022)

The below is an extract of the RDA's marketing schedule, available at <https://www.kingswaybusinesspark.com/>. It details those plots committed and those still available. We have referenced this extract to correspond with the excel extract to the rear of this Statement.

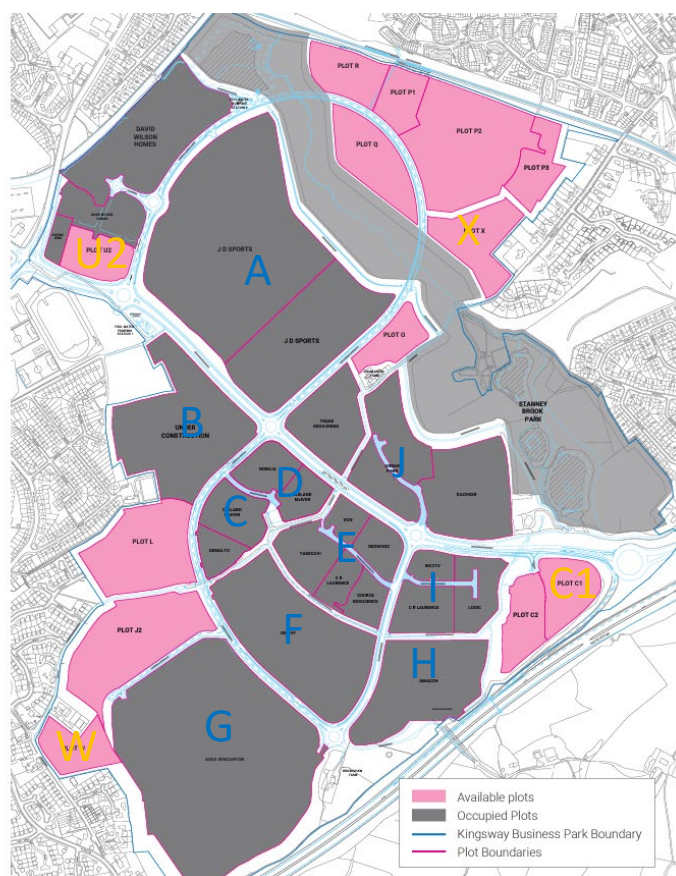
Masterplan and schedule of availability

Current tenants



kingswaybusinesspark.com

Available Plots	Size in Acres
Plot C1	4.03
Plot C2	3.81
Plot J2	11.06
Plot L	9.24
Plot O	2.87
Plot P1	2.92
Plot P2	14.08
Plot P3	3.34
Plot Q	5.83
Plot R	4.00
Plot U2	3.43
Plot W	3.48
Plot X	5.34
TOTAL	73.43

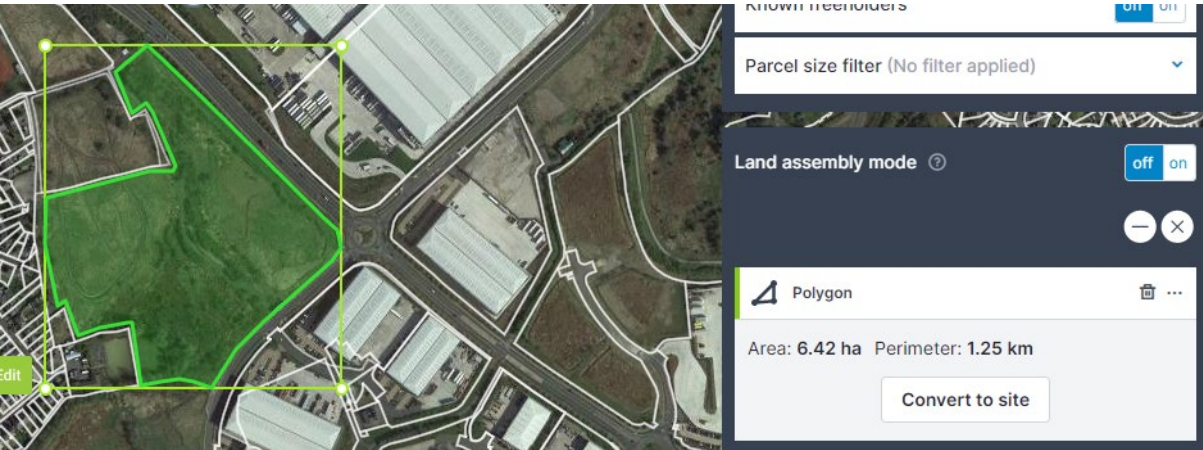


The following aerial extracts provide measurements (hectares) of each of the 'grey' plots that represents occupied employment, which have a blue lettered reference. This can be cross referenced to the approved Kingsway Parameters Plan to the rear of this Statement.

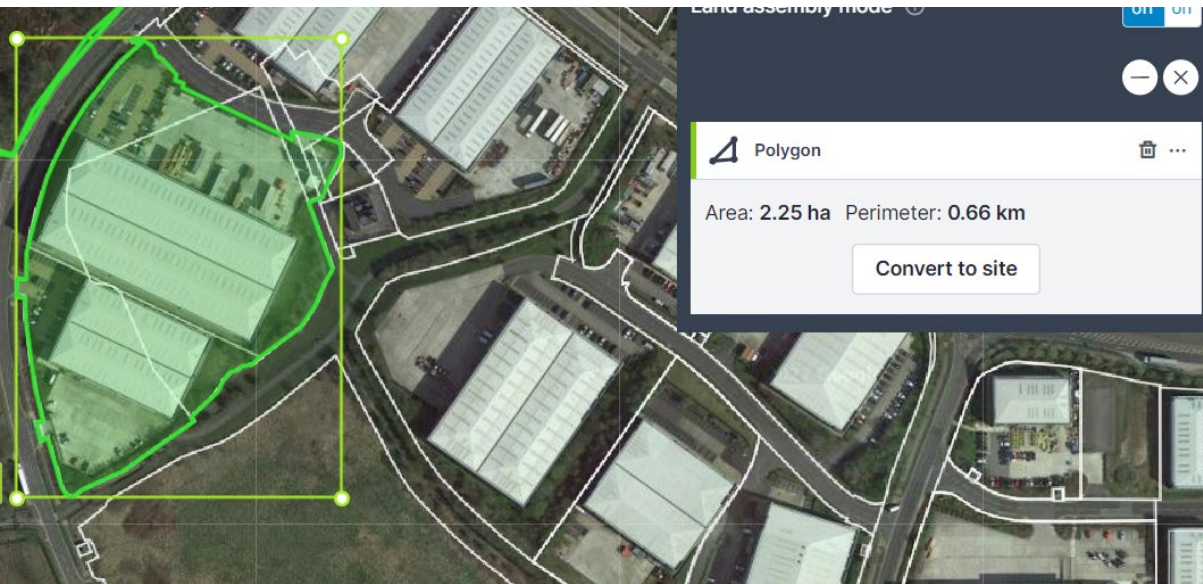
Plot A



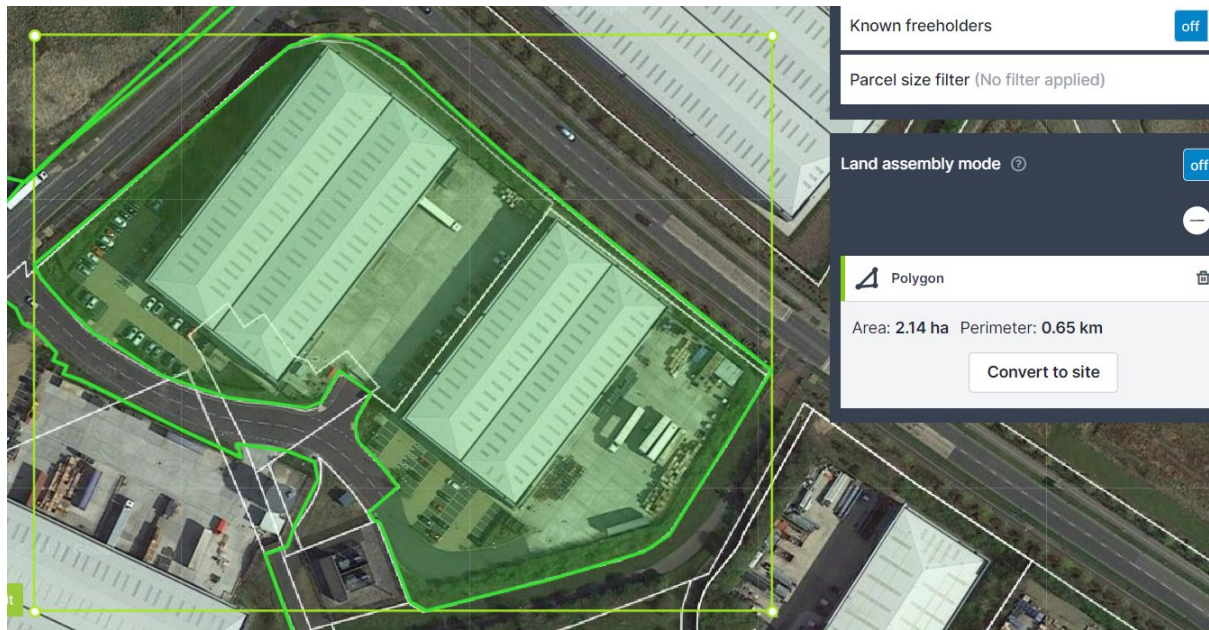
Plot B



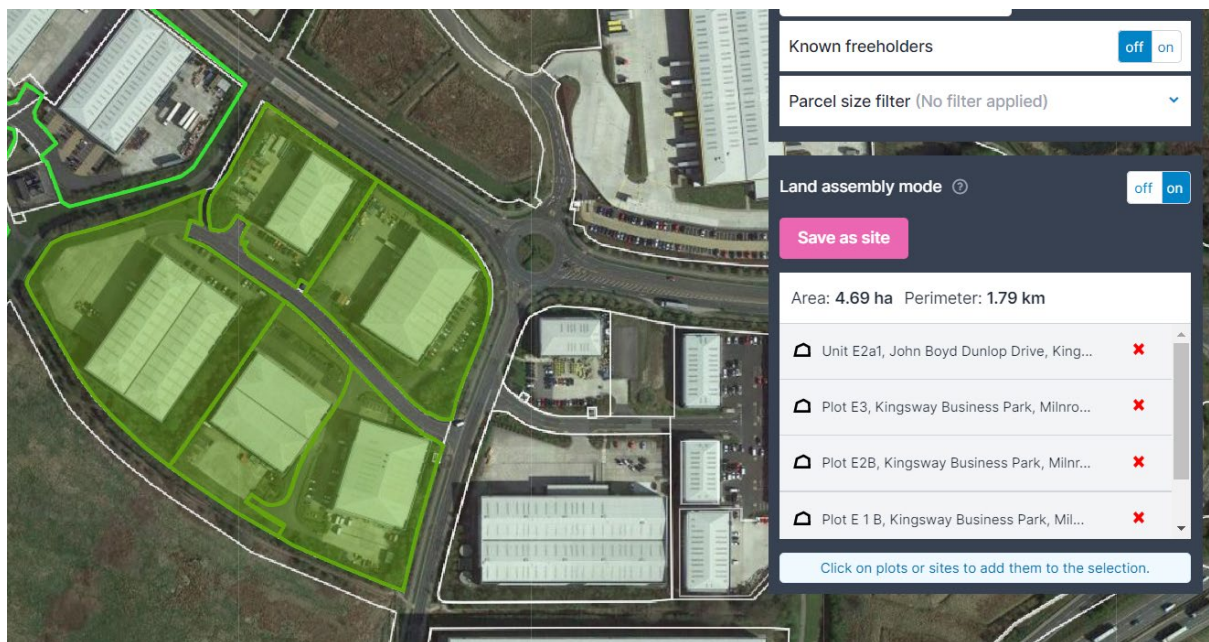
Plot C



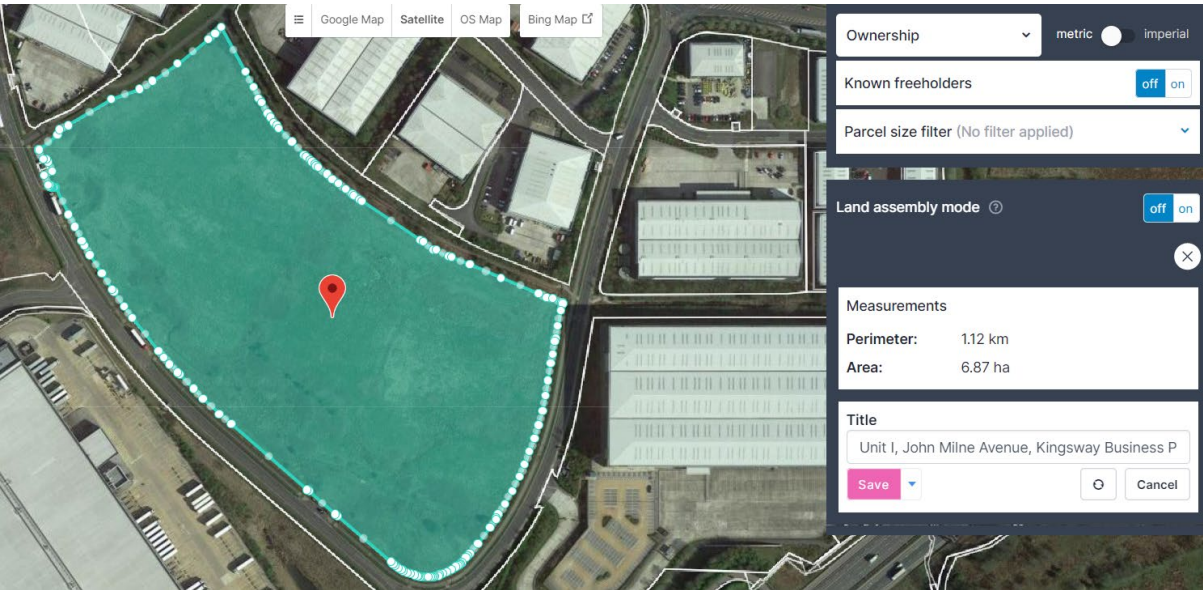
Plot D



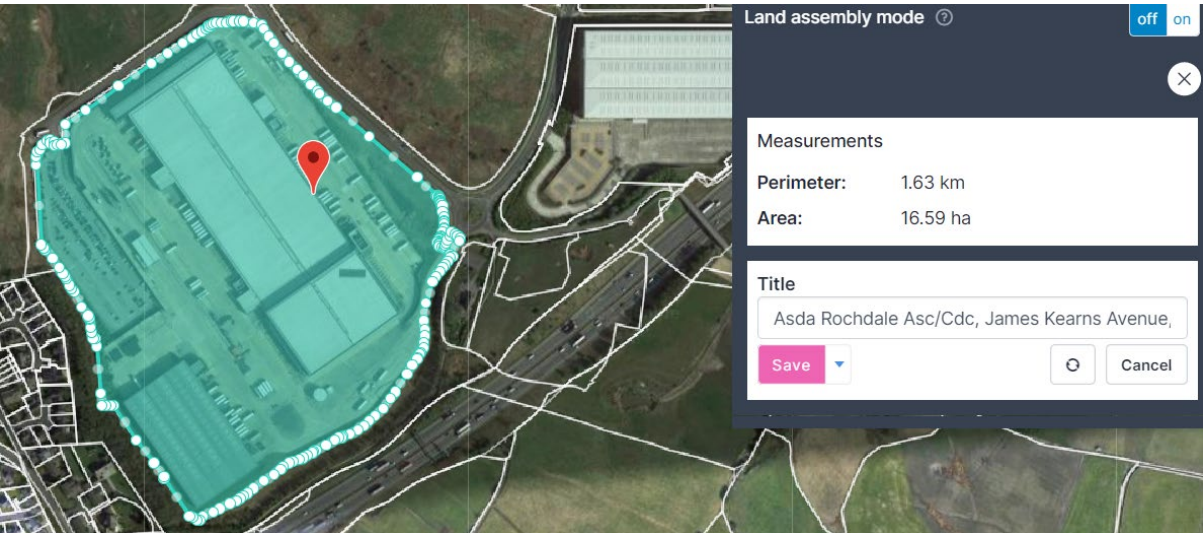
Plot E



Plot F



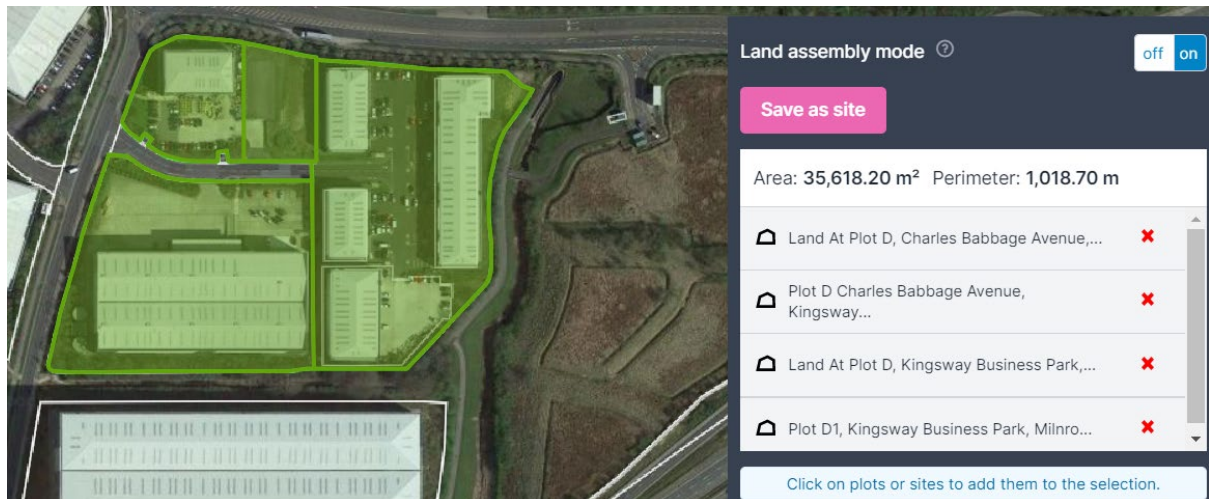
Plot G



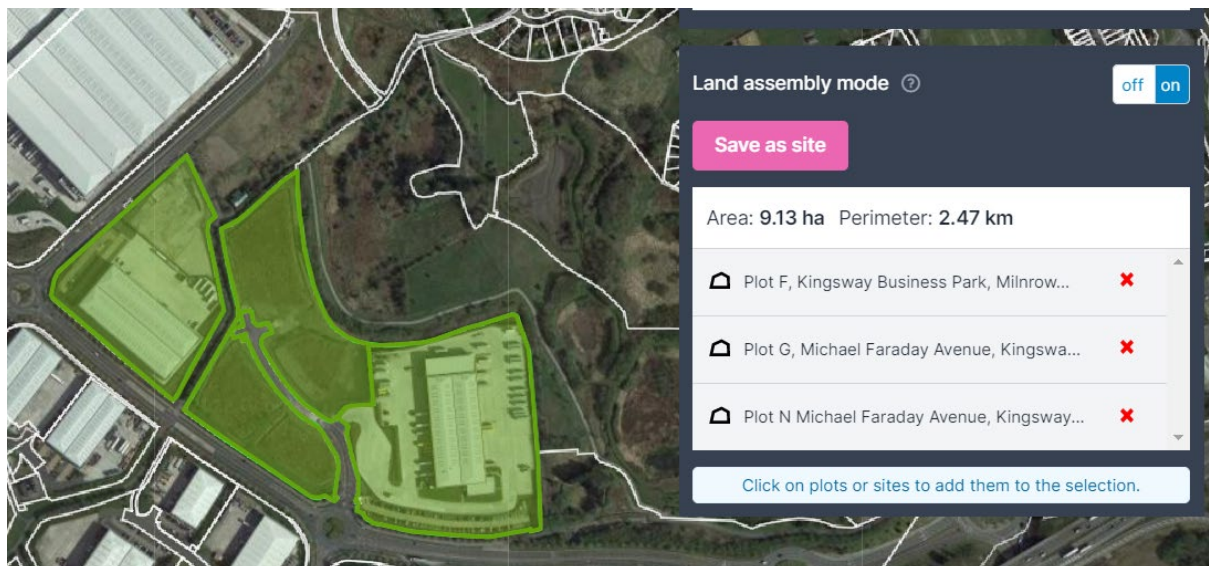
Plot H



Plot I

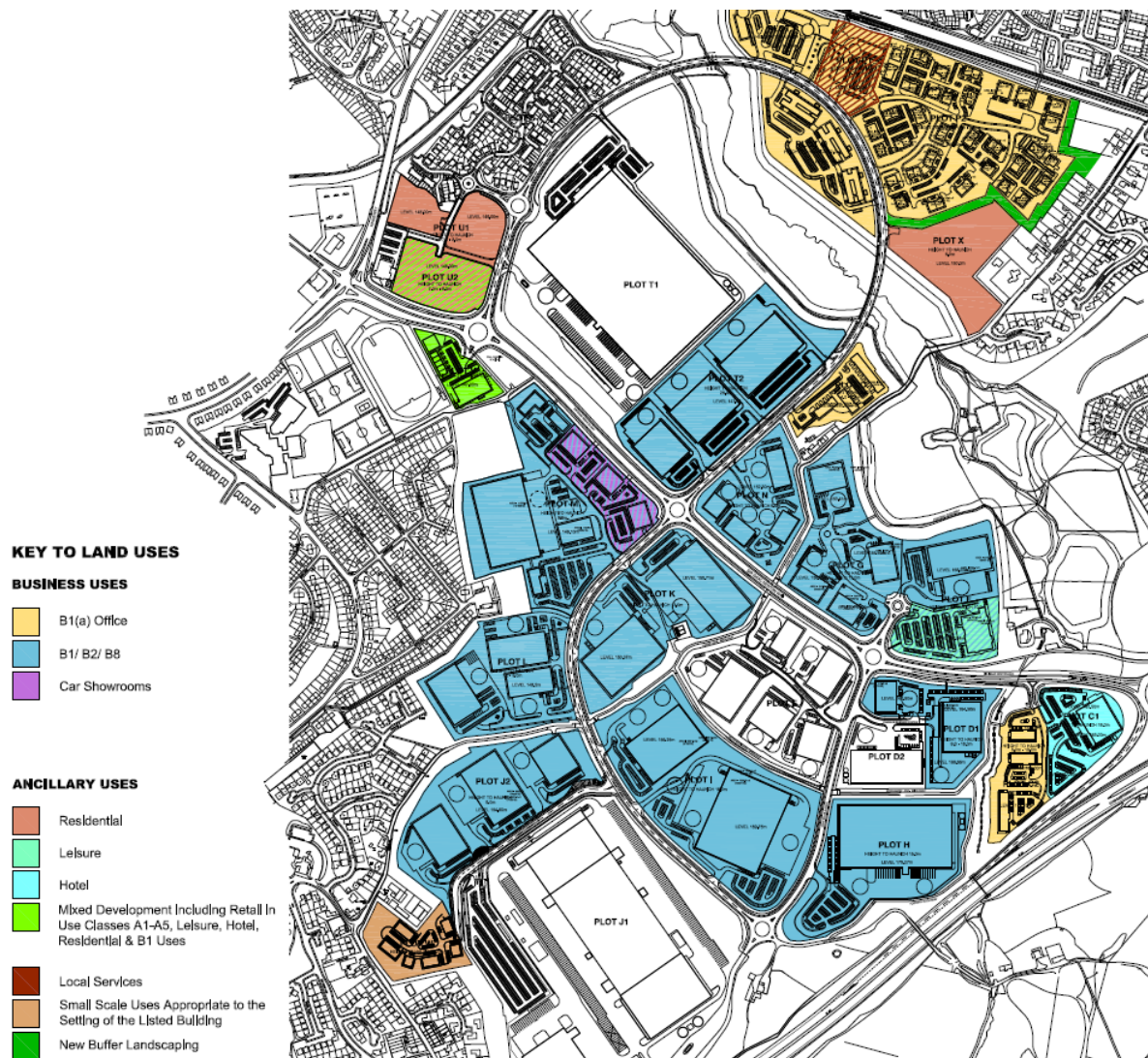


Plot J



Approved Kingsway Parameters Plan (2013-233/102 Rev A)

This can be used to cross reference the different use classes across the site, and are added to the Comparison schedule overleaf.



Kingsway Comparison Schedule

The schedule overleaf provides a comparison between the committed and available employment plots. This demonstrates that 75% of all employment plots are already committed/occupied; and that 88% of the Use Class B8 (Warehouse) plots are committed/occupied. Accordingly, Policy E4 b has been triggered.

Plots	Use Class As Per Approved Parameters Plan (2013-233/102 Rev A)	Hectares
Committed Plots		
A		18.7
B		6.42
C		2.25
D		2.14
E		4.69
F		6.87
G		16.59
H		4.49
I		3.56
J		9.13
Total		74.84
Available Plots		
Plot C1	leisure	1.63
Plot C2	B1/B2/B8	1.54
Plot J2	B1/B2/B8	4.47
Plot L	B1/B2/B8	3.73
Plot O	B1(a) Office	1.16
Plot P1	B1(a) Office	1.18
Plot P2	B1(a) Office	5.69
Plot P3	B1(a) Office	1.35
Plot Q	B1(a) Office	2.35
Plot R	B1(a) Office	1.61
Plot U2	Mixed use (residential and B1)	1.38
Plot W	residential	NA
Plot X	residential	NA
Total		26.09
Total Employment Floorspace		100.93
All land available for B8		84.99

% of contractually committed land		Policy E4 Trigger
against all employment Land	74%	60%
against B8 use land	88%	80%

Avison Young

Norfolk House, 7 Norfolk Street, Manchester M2 1DW

Copyright © 2021. Avison Young. Information contained in this report was obtained from sources deemed reliable and, while thought to be correct, have not been verified. Avison Young does not guarantee the accuracy or completeness of the information presented, nor assumes any responsibility or liability for any errors or omissions therein. All opinions expressed and data provided herein are subject to change without notice. This report cannot be reproduced, in part or in full, in any format, without the prior written consent of Avison Young.