

Planning Statement for the erection of two employment buildings (Classes E(g)(iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping, and other associated works

Plot J2 Kingsway Business Park

On behalf of Wilson Bowden

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1. Introduction

- 1.1. This Planning Statement has been prepared to support the submission of a full planning application for two employment buildings (Classes E(g)(iii), B2 and B8) with ancillary office space, new access, car parking, servicing, boundary treatments, hard and soft landscaping, and other associated works.
- 1.2. The aim of this statement is to demonstrate that the proposals are acceptable in planning terms. It will consider relevant planning policy, bring together the technical work prepared to support the proposals and provide an assessment of the development, setting out the planning reasons why permission should be granted.
- 1.3. Plot J2 forms part of the overall Kingsway Business Park located adjacent to Junction 21 of the M62 to the south of Rochdale. The business park is a comprehensively planned business environment and is under development by the Kingsway Partnership following allocation of the land through the Rochdale Unitary Development Plan in the 1990s.
- 1.4. The principle of development at Kingsway Business Park including the application site has been established by the grant of outline planning permission for the comprehensive development of the overall site.
- 1.5. Outline permission was first granted in December 1999 (Ref:98/35130) and later renewed in October 2009 (Ref: 09/052264). The outline permission was again updated in August 2014 (Ref:14/00586/FUL) and subsequently varied via a Section 73 application in December 2016 (Ref: 16/01085/VRCON).
- 1.6. Since the initial grant of permission, significant development has taken place across the site and the Kingsway Business Park is now an established business and industrial location in the Rochdale area with occupiers across the site including Asda, JD Group, CR, Lawrence, E.ON and Amazon.
- 1.7. Plot J2 also benefits from the grant of planning permission for the development of the site for the storage of operational vehicles, including site levelling, drainage and resurfacing, formation of access, associated parking, acoustic and security fencing, retaining walls, guard hut, welfare building, substations, landscaping, lighting columns and related engineering works/infrastructure (ref 21/00608/FUL), granted 25th June 2021.
- 1.8. The site is also allocated within the Unitary Development Plan under Policy EC/7, the principle of employment uses is therefore firmly established.
- 1.9. This planning statement should be read in conjunction with following reports which have been prepared to support this application:
 - Drawing Pack
 - Design and Access Statement including Heritage Report and Crime Statement
 - Transport Statement

- Flood Risk Assessment and Drainage Strategy
- Ecology Report
- Tree Survey/Arboricultural Impact Assessment
- Framework Travel Plan
- Environmental Ground Report
- Energy Statement
- Noise Impact Assessment

1.10. Amendments have been made to the development proposals following the submission of the application and its deferral at Planning Committee in February 2023. Details of the amendments including an update to this Planning Statement is included in Chapter 5.

2. The Proposed Development

- 2.1. This is a full planning application consisting of the development of two employment buildings consisting of a combined internal floorspace of 18,907m² for flexible use between E(g)(iii), B2 and B8.
- 2.2. Unit J1 has a total internal area of 10,824m² with the internal ancillary office area comprising 749m². Unit J2 has total internal area of 7,525m² with the internal ancillary office area comprising an additional 558m².
- 2.3. Unit J1 has a proposed height to the haunch of 12.5m, and Unit J2 has a proposed height to haunch of 10m.
- 2.4. Access is provided into the site via James Kearns Way and separate accesses for HGV and Pedestrian vehicles is provided for each unit. A total of 103 car parking spaces have been provided for Unit J1 including 10 electric vehicle parking spaces and 6 disabled spaces and a total of 76 parking spaces, including 8 electric vehicle parking spaces and 5 disabled spaces have been provided for Unit J2 in accordance with Rochdale's adopted parking standards. Additional car parking for both units may be required if occupied within Use Class B2, this can be accommodated within the service yards of both units should this be required.
- 2.5. Cycle parking spaces are provided outside the entrance to each building.
- 2.6. Unit 1 is provided with 10 loading docks and 2 high bay double deck loading doors, as well as two level access bays. 8 additional HGV parking bays are also provided within the service yard. Unit 2 is provided with 8 loading docks and 1 high bay double deck loading door, as well as 12 level access bays. 5 additional HGV parking bays are also provided within the service yard. Landscaping is provided to the south, between the site and plot W.
- 2.7. Landscaping to the south and west of the site is provided via a detailed landscaping scheme. The existing mounding around the site is to be extended creating a significant landscaped buffer between the site and Plot W.

3. The Development Plan

- 3.1. Rochdale Borough Council's aspirations for the overall strategic Kingsway Business Park were originally confirmed in successive adopted UDP policies. Initially in the 1990's in Policy EC/6 of the first UDP and, then later, in Policy EC/7 of the UDP Review). These policies confirmed:

'Land between the A664 Kingsway, M62 Motorway, B6194 Broad Lane and the Rochdale – Oldham Railway Line is allocated and has outline planning permission for high quality general and light industry, offices, distribution and storage, research and development and associated and complimentary uses'.

- 3.2. In more recent years, the Council's Core Strategy has reaffirmed the policy commitment to achieving a high-quality mixed-use business park site, capable of meeting the flexible employment needs of the Borough. As a strategic site, this allocation represents one of the Council's primary opportunities to provide a supply of land to attract major, modern industries to the Borough.
- 3.3. Plot J2 therefore benefits from strong support from the development plan which ensures that the presumption in favour of sustainable development applies to the proposed development.

4. Assessment of the Development Proposals

- 4.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the determination of this application to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 4.2. The presumption in favour of sustainable development in Paragraph 11 states for decision-making, this means 'approving development proposals that accord with an up-to-date development plan without delay.'

The Principle of Development and Need for a Full Planning Application

- 4.3. Plot J2 is a 5.43ha development plot within Kingsway Business Park. The plot borders James Kear Avenue to the south-east, and the constructed Asda building is located adjacent to the site having occupied Plot J1. Plot W and the Silver Hill Listed building is located to the south, Plot L to the north and the Lower Lane Bridleway to the west. Further to the west are residential dwellings along Richmond close and Wrenbury Drive. In the wider context of Kingsway Business Park, there are several similar and approved schemes adjacent to the development site.
- 4.4. Plot J2 is undeveloped and comprises a combination of scrub and unmanaged woodland.
- 4.5. The outline planning permission, granted in August 2014 and varied in 2016 was accompanied by a 'Master Plan (illustrative)' and 'Parameters Plan' which expressly identified the flexible approach to employment development across the Kingsway Business Park. In particular, the 'parameters plan' confirmed that Plot J2 could be developed for B1, B2 and B8 purposes.
- 4.6. The Parameters Plan sets out the maximum extent and height of buildings permitted under the outline consent, including buildings of up to 9m haunch height across the entirety of Plot J2, with an overall plot finished level of 154.60m AOD. The illustrative layout of the proposed buildings shown on the Parameter Plan is indicative only and does not prescribe the layout as part of the outline permission.
- 4.7. The development proposals for Plot J2 now seek to introduce two larger units onto the site located adjacent to the eastern boundary with service yards fronting out onto James Kear Avenue.
- 4.8. The two buildings have proposed haunch heights in excess of the 9m approved in the Outline Parameters Plan and this is the reasoning why a full planning application is submitted and not reserved matters. The proposed finished floor level across Plot J2 is consistent with the outline parameters at 154.60m AOD.
- 4.9. Whilst the two buildings have haunch heights over the approved outline parameters, it is important to consider the extent of change in the context of the overall Kingsway Business Park, which does not material alter its overall appearance, not substantially add to the mass of structures in the vicinity. For instance, Plot I located to the immediate north-east of the site permits haunch heights of up to 18m, and permits finished floor levels at 156.25m AOD and 159.75 AOD some 1.65m and 5.15m higher than the levels permitted and proposed on plot J2.

- 4.10. The increase in haunch height across J2 is not considered to result in a material impact in the context of the neighbouring development. A significant landscaped bund is proposed between plot W and the Silver Hill Farmhouse Grade II listed building resulting in a separation distance of approximately 86m between the listed building and the closest proposed building in Plot J2. The separation distance reflects that shown in the parameters plan which has been deemed to result in an acceptable impact by virtue of the outline planning permission. The proposed landscaped bund is an additional feature as part of this proposal that further reduces the impact of the proposed development upon the setting of the listed building. Given that the proposed development reflects the relationship on the Parameters Plan approved as part of the Outline consent, the landscaped buffer which seeks to further soften the impact of the development and that the increase in height is minor in the context of the surrounding development, it is considered that the proposal will result in less than substantial harm to the significance of the Grade II listed Silver Hill Farmhouse.
- 4.11. Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits if the proposal. Development on the Kingsway Business Park has been identified as a key economic priority within the Rochdale Core Strategy in Policy E3 which seeks the co-ordinated development of Kingsway Business Park with large, high-quality serviced sites for B1 B2 and B8, and other employment uses.
- 4.12. The proposed development will attract inward investments to Rochdale, building upon the successes of the earlier phases of the Kingsway Business Park. It is estimated that the development proposals will create between 200–350 new employment opportunities, dependant on the occupiers use class (Employment Density Guide 3rd Editions Homes and Communities Agency). The employment opportunities will be in a range of skill and type and will therefore promote a diverse employment range. The proposals will also directly contribute towards gross added value as well as generate additional business rates to the Council.
- 4.13. The proposals therefore carry significant economic benefits which is considered to outweigh any perceived harm upon the Grade II listed Silver Hill Farmhouse. It is therefore considered that the proposals are compliant with Policy P2 of the Local Plan which seeks to conserve, enhance and promote key heritage assets.
- 4.14. A landscaped bund is also present on the western boundary between the plot and the nearby residential dwellings on Richmond close and/Wrenbury Drive there is a significant separation distance of approximately 40m as shown in the sections and in the context of the approved parameters it is not considered that that there would be any material negative impact upon residential amenity.
- 4.15. Accordingly, whilst a new full application is necessary to secure the proposed development, the change being sought from the outline consent is in the context of the wider development, is considered to be very modest.
- 4.16. The principle of development has been established in the grant of the outline consent and the wider allocations in the Local Plan. The proposals are not considered to result in a detrimental impact upon neighbouring residential plots or on the listed building and is considered acceptable, subject to other material considerations.

Drainage and Flood Risk

- 4.17. A comprehensive surface and foul water drainage strategy for the overall Kingsway development site has been approved in consultation with the Environment Agency and United Utilities. The site wide drainage infrastructure including the significant balancing lagoons has now been implemented.
- 4.18. An updated Flood Risk Assessment and Sustainable Drainage Strategy has been submitted for plot J2.
- 4.19. The FRA confirms that the site is located within Flood Zone 1 and is elevated approximately 15m above the nearest flood zones which are associated with the Sudden Brook located approximately 750m to the north-west. The site is therefore not considered to be at risk from flooding.
- 4.20. Dry access and egress into the site can be achieved via James Kearn Avenue along the southern boundary of the site.
- 4.21. Surface Water Run-off will be discharged into the existing sewer system within James Kearn Avenue to the south, where it will be discharged into the existing attenuation basin provided as part of the wider Kingsway Business Park drainage network. The flows will then ultimately discharge into the Stanney Brook.
- 4.22. Flows leaving the site will be restricted to the equivalent 1 in 100-year rate for the associated impermeable area, with hydraulic modelling the proposed run off rate amounts to 792l/s. The downstream infrastructure however restricts flows to the equivalent pre-development run off rates and the development does not increase flows above what was designed for and consented as part of the wider Kingsway Business Park Development.
- 4.23. Foul water will be disposed to the existing 225mm foul sewer located within James Kearn Avenue to the south of the site. Unit J1 will discharge via gravity and Unit J2 will require a pumping station. Connections will be made to the existing spurs constructed when the spine road drainage was installed.
- 4.24. The drainage layouts and calculations are included within the appendices of the sustainable drainage statement.
- 4.25. The proposed development is therefore not at risk from flooding and the drainage of the site is consistent with the already implemented and approved site-wide drainage strategy.

Ecology

- 4.26. Plot J2 is already a defined development site covered by the grant of the outline planning permission and as such has previously been assessed to have insufficient ecological value to prevent development. Ecological matters as part of the wider Kingsway Business Park have been carefully considered and mitigated throughout the entire lifetime of the development programme.
- 4.27. A further Preliminary Ecological Appraisal has been undertaken to support the development of plot J2.

- 4.28. The PEA concludes that the site is of limited ecological value, there was no evidence of protected species found on the site and no additional surveys are required. It is noted that there is presence of Badger elsewhere within the Kingsway Business Park and whilst no evidence of Setts was found within the site a pre-development check should be undertaken by a suitable ecologist. This can be secured via an appropriately worded planning condition.

Landscape and Visual Impacts

- 4.29. The proposed development ensures that the approved finished floor levels of the development reflect those that are approved in the wider outline planning permission. In design terms, the currently proposed buildings have been designed to accord with the approach to existing and neighbouring buildings to ensure a consistent approach is achieved, with further detail set out in the Design and Access Statement.
- 4.30. Tree planting and a landscape buffer is proposed to the south of the site between the development and Plot W/Silver Hill Farmhouse to ensure that a suitable separation distance has been maintained and views are suitably screened.
- 4.31. Careful attention has been given to the materials and orientation of the proposed buildings within the site. This has ensured that entrances are overlooked, and good quality elevations are presented to the frontages.

Archaeology

- 4.32. All appropriate archaeological investigations have been carried out as part of the previous planning approvals. The required archaeological work associated with the implementation of the Business Park has been fully discharged.
- 4.33. Accordingly, there is no requirement for any further archaeological work associated with the development proposals on Plot J2.

Transport

- 4.34. A Transport Statement has been prepared to support the development of plot J2, which compares the committed development in the outline planning permission to the development proposals.
- 4.35. The proposed development is forecast to generate up to 119 movements in the AM peak hour, and 106 movements in the PM peak hour, based on each unit operating as a worst-case scenario of a B2 use. Adding the additional traffic on top of the existing traffic flows associated with the wider Kingsway Business Park there would be sufficient headroom available compared against the 2014 outline planning consent. The development will therefore not result in any significant impacts.
- 4.36. Accesses into both plots have been assessed and are considered to be safe and suitable to serve the development. The accesses provide sufficient visibility for the existing 30mph speed limit on James Kearn Avenue.
- 4.37. Car parking for both units complies with Rochdale Borough Council's maximum standards for both B2 and B8 car parking, however additional car parking for B2 use can be accommodated within the service yards of both units should this be required. Both units have provided in excess of the minimum cycle parking requirements.

- 4.38. Swept path analysis have been undertaken of the typical type of vehicle that would enter and exit the development on a regular basis (16.5m articulated HGV and Refuse Vehicle). The analysis demonstrates both vehicles can enter the site, turn and leave in a forward gear.
- 4.39. The proposed development would therefore not lead to any significant traffic impacts and would not be detrimental to the safety or capacity of the wider highway network.

Sustainability/BREEAM

- 4.40. Provisions to ensure a sustainable form of development is delivered have been incorporated into the principles of the site from the outset. An energy statement has been submitted which demonstrates the use of the energy hierarchy in order to meet best practice and Rochdale Borough Council's objectives for energy, carbon dioxide and the adaptability to the likely effects of Climate Change.
- 4.41. The development will exceed the minimum standards set in Part L2A of the Building Regulations to ensure energy consumption via space heating/cooling is reduced. The energy statement proposes to reduce carbon dioxide emissions of the development by a total of 18.48% via Air Source Heat Pumps and Photovoltaic panels, built into the proposed roof cladding.

Noise

- 4.42. A Noise Impact Assessment has been undertaken by BWB to ensure that the proposed 24/7, unrestricted operation of the units does not result in a detrimental impact upon the amenity of the nearest residential properties.
- 4.43. Condition 23 of the outline planning permission requires development to meet certain noise requirements at different times of the day. The noise impact assessment predicts that noise emissions from HGV deliveries to and from the site will not result in a detrimental impact upon residential amenity.
- 4.44. Whilst details of the fixed plant are unknown, noise levels have been set in accordance with the levels outlined in condition 23 of the outline planning permission to ensure that there will be no detrimental impact upon residential amenity.

5. Revised Development Proposals

- 5.1. Planning application 22/01200/FUL was heard at Rochdale Borough Council's Planning Committee on 16th February 2022. The application was recommended for approval subject to conditions.
- 5.2. The application received approximately 85 objections from local residents, however it received no objections from consultee's including the Highway Authority, The Lead Local Flood Authority, Environmental Health, Greater Manchester Ecology Unit, Natural England, United Utilities nor the Environment Agency.
- 5.3. The application was deferred at planning committee requiring the applicant to consult directly with neighbouring residents and to consider additional mitigation measures.
- 5.4. The applicant met with a representative of the resident objectors on 3rd March. The need for the development was discussed alongside the outline planning permission and how the development proposals differ from the consented baseline position. A summary of the resident objections which are considered to be material planning considerations are outlined below:
- Height increase over the approved 2014 parameter plans, visual impact;
 - Overdevelopment;
 - Unacceptable noise impact and absence of plant noise consideration;
 - Impacts from Lighting;
 - Construction Noise;
 - Impacts on Ecology; and
 - Impact on the Grade II Listed Buildings
- 5.5. This update to the Planning Statement provides a brief summary of the amendments that are proposed by the applicant in response to Committee's request, with full details provided in the Design Response Statement (DRS) prepared by DLA Architects. This Statement provides a response to each technical area, demonstrating that the development proposals would not result in an unacceptable detrimental impact upon residential amenity.
- 5.6. The proposed amendments to the scheme are summarised as follows:
- Unit J2 car parking area has been replanned, reducing the overall length by 15.6m with an increase in width to move the spaces further away from the nearest residential properties.
 - Landscape buffer between Unit J2's car park and the residential dwellings Tithe Barn and Lower Tithe has been increased; separation distance between the car park and Lower Tithe now increased to 47m;
 - Provision of a close boarded timber fence at the back edge of the car park;

- Introduction of additional mature evergreen planting of around 4.5m in height within the site boundary;

The Existing Outline Planning Permission

- 5.7. Outline permission was first granted in December 1999 (Ref:98/35130) and later renewed in October 2009 (Ref: 09/052264). The outline permission was again updated in August 2014 (Ref:14/00586/FUL) and subsequently varied via a Section 73 application in December 2016 (Ref:16/01085/VRCON). The outline planning permission and the approved parameters of the development are material considerations in the determination of this application.
- 5.8. The Parameters Plans that accompanied the outline planning permission set out the maximum extent and heights of the buildings for the purposes of that permission, which included buildings of up to 9m haunch height within Plot J2. The building layouts shown on the parameters plan were indicative only and were not defined as a parameter under the outline permission.
- 5.9. Of note from the outline planning permission is Condition 23 which relates to the noise emission from any building, within the site or from anything attached to any building, or from plant and machinery used in connection with any building. Condition 23 sets noise levels at the facades of noise sensitive dwellings and within the curtilage of noise sensitive dwellings and therefore represents a baseline for the noise level that the development of Plot J2 should achieve to ensure no unacceptable detrimental impact upon the living environment of nearby residents.
- 5.10. Were it not for the slight increase in haunch height required by prospective occupiers, development on Plot J2 would progress via reserved matters instead of this full application.

Height Increase and Overdevelopment

- 5.11. The outline planning permission parameters plan provides for buildings with haunch heights of 9m on Plot J2. The development now proposes buildings with a haunch height of 10m, a minor increase of 1m over the parameters in the outline planning permission.
- 5.12. It is proposed to modestly increase the height of buildings due to industry standards changing since the grant of outline planning permission and occupiers requiring increased height which allows for the efficient storage of goods within buildings. Section 2.1 of the DRS sets out that with the industry standard pallet height of 1.51m, the increase in height allows for a fifth pallet to be stored within the racking system. The external impact of this slight increase in height is demonstrated in the building section illustration in section 2.1 of the DRS.
- 5.13. It is considered that the slight increase in height against the outline parameters is modest and would not result in an increased detrimental impact upon residential amenity. Section drawings have been included in the DRS which confirms that there will be roughly a 45m separation distance between building J2 and the nearest residential dwelling. Given the significant separation distance it is not considered that the proposals will result in an overbearing impact upon residential dwellings, nor result in any overshadowing.
- 5.14. It is also necessary to consider the intervening mature landscaping which screens Kingsway Business Park from the residential dwellings and the extension of this landscape buffer proposed within the planning application which further mitigates any impact upon the residential dwellings.

- 5.15. Notwithstanding this, in order to ensure the year round screening of the buildings the applicant is now proposing a number of additional mature, evergreen trees within the landscape buffer to further mitigate views of the development.
- 5.16. Comments from residents have indicated that the development proposals would represent overdevelopment of the plot, but it is not considered that this is the case. Whilst the parameter plan showed an illustrative layout of buildings within the site, the total floorspace area shown within the parameters plan largely reflects that proposed within this application.

Noise

- 5.17. As noted above, Condition 23 to the outline permission sets the required noise levels to be achieved across the wider business park site. The site is located within the section area north of A-A and south of B-B on the approved noise parameters plan for this area that sets noise levels of 52dB(A) between the hours of 0700 and 2300 and 48dB(A) at any other time as measured at the façade of any noise sensitive property, or 49dB(A) and 45dB(A) as free field measurements within the curtilage of any noise sensitive building.
- 5.18. A noise impact assessment has been submitted with the application which not only demonstrates compliance with Condition 23 imposed on the outline planning permission, it demonstrates that betterment can be achieved.
- 5.19. The delivery noise assessment shown in table 3.6 of the updated Noise Impact Assessment predicts a rating level of 40dB(A) at the nearest noise sensitive properties, some 9db below the daytime background noise level and some 5db below the night-time noise levels as prescribed by Condition 23, significantly lower than the allowed noise levels in the outline planning permission.
- 5.20. It is appropriate to also consider the impact of any fixed plant items that be may required for the day to day operation of the development; it is likely that this would consist of air conditioning condensers and other ventilation equipment, but the specific items of equipment to be installed are currently unknown as they will be installed to occupier requirements.
- 5.21. The updated noise impact assessment has assumed a worst case scenario and cumulatively the HGV noise levels and the plant noise levels have been assessed against the noise levels contained in condition 23 of the outline permission, the following proposed noise levels would result in an non-detrimental impact upon the residential amenity of the noise sensitive properties:
- 52db(A) between 0700 and 2300 hours and 47db(A) at any other time at the façade of any noise sensitive property; and
 - 48dB(A) and 43dB(A) as free measurements within the curtilage of any noise sensitive building.
- 5.22. The development proposals, subject to a condition requiring the development to operate in accordance with the submitted noise impact assessment and the above noise levels would result in a slight betterment than what could be operated under the parameters of the existing planning permission and the noise limits stipulated within Condition 23. Therefore, the proposals are considered to result in acceptable impacts on the amenity of nearby

residents. It should be noted that the Council's Environmental Health Officer has raised no objection to the development proposals.

- 5.23. Furthermore, it is unlikely that the location of plant would be positioned at the rear of the units due to services within the site being provided from James Kearns Avenue located to the front of the units. The future positioning of plant could be secured via an appropriately worded planning condition to achieve that.

Ecology

- 5.24. A preliminary ecological impact assessment was submitted alongside the application which concluded that the site is of limited ecological value. The site survey found that there was no evidence of protected species found on the site.
- 5.25. However, Badgers are present within the wider Kingsway Business Park and whilst no evidence of active, or non-active setts were found within the site, or within 30 metres of the site, the applicant is agreeable to a condition requiring checks for badger setts and nesting birds by a suitably qualified ecologist prior to construction commencing.
- 5.26. This approach has been considered acceptable by the Greater Manchester Ecology Unit and Natural England who have both raised no objection to the development and are satisfied with the imposition of such a planning condition.

Lighting Impacts

- 5.27. The site layout has been designed to minimise light spillage towards nearby dwellings, notably by positioning the yard areas, which will require lighting, to the east of the site with the buildings acting as intervening screening between the residential properties, protecting from overspill lighting impacts. A detailed lighting scheme has not been submitted as this depends on occupier requirements, but the general principles to be applied to future lighting schemes include PIR motion sensors with photocell to ensure lighting is only on when required as demonstrated within the DRS. Furthermore, the height of any installed lighting is proposed at a maximum height of 3m.
- 5.28. It is important to note that the consented application for the storage of operational vehicles provided lighting of a minimum 20lux to car parking areas, 50lux to circulation routes and 100lux to entry and exit roadways which were open to residential dwellings.
- 5.29. The lighting of Plot J2 proposes 20lux to the car park and 5lux along the pedestrian routes to the rear of the buildings, a significant improvement and betterment than that previously approved by the Council. Furthermore, the provision of evergreen tree species within the landscaping scheme will provide year-round screening. Precise details of the lighting scheme can be secured via an appropriately worded planning conditions which the applicant is prepared to accept.

Heritage Impacts

- 5.30. The Grade II Listed Silver Hill Farmhouse is located to the south of the application site with a proposed landscaped bund between plot W and the Silver Hill Farmhouse and with a separation distance of approximately 80m to the nearest building on Plot J2. The Grade II Listed Tithe Barn is located to the northern side of Lower Lane amongst a row of modern houses.

- 5.31. Both listing descriptions for the heritage assets omit any references to the setting in which they sit, leading to the conclusion that the buildings are listed for their architectural merit rather than their setting. Clearly the former agricultural setting of both buildings has changed significantly over the years with residential and industrial development such that the agricultural association to the buildings has been lost.
- 5.32. The Conservation Officer has confirmed that the development proposals would result in 'less than substantial harm' to both heritage assets and Paragraph 202 of the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal.
- 5.33. The development of Kingsway Business Park is identified as a key economic priority borough within the Rochdale Core Strategy, Policy E3 of the plan allocates the development of the business park with large, high-quality serviced sites for B1, B2 and B8 uses, alongside other employment generating uses.
- 5.34. An Economic Benefits assessment has been undertaken (see below) and its considered that the economic benefits of the development result in significant public benefits through the contribution to economic output and the creation of employment opportunities that outweighs the less than substantial harm to the Grade II listed buildings.

Construction Noise, vibration and other impacts

- 5.35. Construction noise, vibration and impacts from construction traffic has potential to result in temporary, short term impacts upon neighbouring residential properties, however this impact can be suitably managed through the imposition of a Construction Management Plan which will dictate amongst other matters; the hours of working, delivery hours, construction traffic routing, measures to control dust emissions and measures to prevent nuisance arising from piling works.
- 5.36. The construction management plan is to be secured via planning condition and will require agreement with the Environmental Health Officer prior to the commencement of development regarding the proposed mitigation.
- 5.37. The construction management plan will also include details of the site manager for the development and a complaints procedure should residents need to raise a complaint regarding on-going construction work.

Economic Development

- 5.38. An Economic Benefits Assessment has been undertaken to quantify the benefits that the development would bring to Rochdale, a summary of which is contained at Appendix 1. The construction of the development alone is estimated to directly and indirectly support around 422 jobs during the anticipated build period including on-site jobs and employment in the wider supply chain, alongside an estimated £21.7million of gross added value during the construction period. Furthermore, during the operational phase it is estimated that the development will contribute between £11.3million and £42.9million in gross added value to the economy.
- 5.39. Between 2015 and 2021 the manufacturing sector in Rochdale experience a decrease of 9.1% in employment and employment in the transportation and storage sector saw little to no job

growth in the same timeframe. The proposed development would also create in the region of 258 – 525 on-site full-time equivalent jobs, dependant on the use class of the end user. These newly created employment opportunities would be in a range of type, skill and function with approximately 47% of jobs requiring A-Level and above qualifications and 43% of jobs requiring GCSE's and below qualifications. The development proposals would therefore contribute towards much-needed employment in these sectors assisting in boosting the local labour market in accordance with Strategic Objective 1 of the Core Strategy which seeks to deliver a more prosperous economy by focusing on identifying quality employment sites and area to increase the number and range of jobs, and employment levels.

- 5.40. Furthermore, the employment opportunities created would result in estimated wages paid on-site of £8.1 million to £17.7 million per year, given the site's location it is reasonable to expect that a large proportion of these wages would be spent within Rochdale and would therefore benefit other local businesses within the area. The development would also contribute approximately £0.3million per annum in business rates directly to Rochdale Borough Council.
- 5.41. The proposed development will therefore contribute significantly towards the economic success of Rochdale Borough Council and create a significant number of employment opportunities within the manufacturing and transportation industry which has seen decline over previous years in accordance with Policy E2 – Increasing Jobs and Prosperity which seeks to ensure a sufficient supply of suitable land, buildings and infrastructure in the right places to support the creation and retention of successful businesses and increase the number and quality of jobs to create a more prosperous lower carbon economy.

Conclusion

- 5.42. Planning application 22/O1200/FUL was heard at Rochdale Borough Council's Planning Committee on 16th February 2022. The application was recommended for approval subject to conditions and has received no objection from statutory consultees. Following debate, the application was deferred requiring the applicant to consult with local residents and to consider amendments to the development to mitigate its supposed impact.
- 5.43. The applicant has met with a representative of the local residents to discuss the development proposals and despite the application being recommended for approval at Officer level by Rochdale Borough Council and receiving no consultee objections the following amendments have been made in order to further reduce any perceived impacts upon the residential dwellings:
- Unit J2 car parking area has been replanned, reducing the overall length by 15.6m with an increase in width to move the spaces further away from the nearest residential properties.
 - Landscape buffer between Unit J2's car park and the residential dwellings Tithe Barn and Lower Tithe has been increased; separation distance between the car park and Lower Tithe now increased to 47m;
 - Close boarded timber fence relocated from the top of the bund to the back edge of the car park;
 - Introduction of additional mature evergreen planting of around 4.5m in height within the site boundary;

- 5.44. The extant outline planning permission is a significant material consideration in the determination of this planning application as it already permits the employment development of Plot J2. The slight increase of 1m in haunch height against the outline parameters is modest and would not result in a perceptible change. Section drawings have been included in the Design Response Statement which confirms that there will be roughly a 45m separation distance between building J2 and the nearest residential dwellings. It is not therefore considered that the proposals will result in an overbearing impact upon the residents of nearby dwellings, or result in any overshadowing. Further, the provision of some mature, evergreen tree planting within the landscaped buffer will provide year round screening to assist in mitigating the impact of the development.
- 5.45. The significant employment benefits with regards to economic output, the creation of new employment opportunities, wages and business rates are considered to significantly outweigh the less than substantial harm that has been identified to the Grade II listed buildings located in the vicinity of the development.
- 5.46. The proposals with the imposition of the proposed noise limiting condition would result in a slight betterment than that allowed within the extant outline planning permission and in accordance with BS4142 would result in a rating of 'No Impact' upon residential amenity.
- 5.47. It is considered that the development proposals are in full accordance with the policies of the Rochdale Core Strategy and should therefore be approved without delay in accordance with the NPPF.

6. Conclusion

- 6.1. The proposed development of two industrial units at Plot J2 represents a high-quality proposal which is consistent with the development plan as well as the principles of development established by the planning history relevant to the Kingsway Business Park site.
- 6.2. The principle of Class E(g)(iii)/B2/B8 use on this plot has been established and the development is considered to be proportionate in scale and nature to the wider context of the development in this part of the business park.
- 6.3. The relationship with neighbouring residential development and Silver Hill Farmhouse Grade II Listed Building has been carefully considered and appropriate separation distances have been provided along with proposed soft landscaping to mitigate any adverse impacts. The relationship between the proposed buildings and the listed building reflects that shown on the parameters plan for the outline planning consent that has been accepted to conserve the setting of the heritage asset.
- 6.4. The development is considered to result in a less than substantial harm to the significance of the Grade II Listed Farmhouse and the public benefits of delivering significant economic investment, employment opportunities and the delivery of an allocated site is considered to outweigh any perceived harm.
- 6.5. The application is supported by a comprehensive set of documents which confirm that there are no adverse effects arising from the proposed scheme. Accordingly, as a sustainable development, acceptable under the provisions of the development plan, it should therefore benefit from the presumption in favour of development, and permission should therefore be granted.



APPENDIX 1 – Economic Benefits Graphic and Note

Economic Benefits

Land at Kingsway Business Park, Plot J2

Construction of 18,907 sq. m. of employment floorspace

Construction Benefits

£19 million ^①

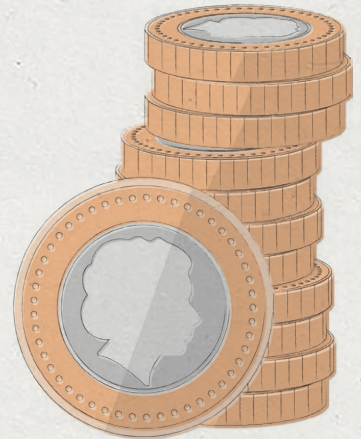
Estimated construction investment over ten-month build programme

422

Direct construction roles and indirect/induced jobs supported during build phase

£21.7 million GVA ^②

Economic output supported by activities at the site over ten-month build programme (in current prices)



Operational Benefits

Between £8.1 million and £17.7 million

Annual salaries paid to on-site staff

Between £11.3 million and £42.9 million

Additional economic output generated per annum once the scheme is built and fully operational



Between 258 and 525

Gross full-time equivalent jobs supported on-site by the employment floorspace



£0.3 million

Potential annual business rates generated once fully built and operational



Jobs at a variety of skill levels supported by the employment floorspace ^③

46.8%

Requiring level 3 or above qualifications

42.8%

Requiring level 2 qualifications or below



^① Construction cost estimate provided by the Client.

^② GVA, or gross value added, is the measure of the value of goods and services produced in an area, sector or industry.

^③ Level 3 or above qualifications include A-levels and above. Level 2 includes GCSEs and below. Figures exclude trade apprenticeships and other qualifications.

Main Findings

Construction Impacts

The construction industry was severely affected by the pandemic, with a sharp decline in construction activity in April 2020 following lockdown restrictions. Construction output experienced declined by 1.7 percentage points between and December 2022 and January 2023. This compares to no growth between and November and December 2022. The Proposed Development will generate much needed jobs and investment in construction during the build phase. A summary of the main benefits associated with the scheme's construction is provided below:

- **Direct and indirect construction-related employment:** The Proposed Development could support around 422 temporary jobs over the expected ten-month build programme. This includes on-site jobs and employment supported in the wider supply chain.
- **Contribution of construction phase to economic output:** The Proposed Development could generate an estimated £21.7million of gross value added (GVA – a proxy for economic output) during the ten-month construction period (current prices).

Operational Benefits Associated with Employment Floorspace

Between 2015 and 2021 the manufacturing sector in Rochdale experienced a decrease of 9.1% (1,000) in employment. Additionally, employment in the transportation and storage sector saw no job growth over the same timeframe. The Proposed Development has the potential to generate much needed employment in these sectors, which will help boost the local labour market. A summary of the operational benefits of the scheme is provided below:

- **Estimated New Employment:** Once the scheme is built and fully operational, it could support between 258 and 525 on-site jobs.
- **Contribution to economic output:** The GVA generated by the Proposed Development is estimated to be between £11.3million and £42.9million per annum.
- **Skills profile of the employment:** The jobs created by developing the site will support jobs across the entire skills spectrum, with 46.8% requiring level 3 or above (including A Levels and degrees) and 42.8% requiring level 2 and below qualifications (including GCSEs).
- **Wages:** The estimated wages paid to on-site are estimated to range from £8.1million to £17.7million. It is reasonable to expect a proportion of these to be spent within Rochdale, which would benefit local businesses in the area.
- **Business Rates Estimates:** Using data from the Valuation Office Agency for Rochdale local authority, the business rates generated by the scheme could be in the region of £0.3million per annum.

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

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