

# 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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# Contents.

|                                                  |    |
|--------------------------------------------------|----|
| 1. Introduction.....                             | 3  |
| 2. The Proposed Development .....                | 5  |
| 3. The Development Plan.....                     | 6  |
| 4. Assessment of the Development Proposals ..... | 7  |
| 5. Conclusion.....                               | 12 |

# 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 25<sup>th</sup> 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

## 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 18,907m<sup>2</sup> for flexible use between E(g)(iii), B2 and B8.
- 2.2. Unit J1 has a total internal area of 10,824m<sup>2</sup> with the internal ancillary office area comprising 749m<sup>2</sup>. Unit J2 has total internal area of 7,525m<sup>2</sup> with the internal ancillary office area comprising an additional 558m<sup>2</sup>.
- 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 Kear Avenue along the southern boundary of the site.
- 4.21. Surface Water Run-off will be discharged into the existing sewer system within James Kear 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 Kear 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. Conclusion

- 5.1. 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.
- 5.2. 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.
- 5.3. 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.
- 5.4. 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.
- 5.4.1. 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.

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

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