Planning Statement

H2 Plus, Heywood Distribution Park, Rochdale, OL10 2TS

Prepared on behalf of HEREF Heywood Park Property Unit Trust

March 2021

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1. INTRODUCTION

1.1 This planning statement has been prepared on behalf of HEREF Heywood Park Property Unit Trust to support a full planning application to provide an extension to the existing employment unit known as H2 (formerly PN9) including an extension to the service yard, temporary works to the south eastern elevation including addition of loading doors to allow for continued operation of the unit during construction works and associated works.

1.2 The site falls within the administrative area of Rochdale Borough Council and currently comprises Unit H2, an employment unit used for general industry (Class B2) and storage and distribution (Class B8). The site is within an employment zone in the adopted Development Plan and until its expiration in April 2020, the site formed part of a Simplified Planning Zone (SPZ) along with the rest of Heywood Distribution Park.

1.3 This statement provides a summary of the proposed development and identifies the key planning considerations that should be taken into account in its determination and establishes the justification for the development of this site at this time.

1.4 This statement has been structured to review the specific conditions of the site, the planning context that frames this proposal and assesses the development against the relevant planning policy framework.

1.5 This document should be read in conjunction with the planning drawings and the following reports that support this application:

i. Planning Drawings
ii. Biodiversity Report
iii. Crime Impact Statement (included within the Design and Access Statement)
iv. Design & Access Statement
v. Energy & Climate Change Adaptation Statement
vi. Flood Risk Assessment
vii. Lighting Assessment
viii. Sustainable Drainage Assessment
ix. Phase 1 Site Investigation

2. THE PROPOSAL

2.1 This application is submitted as a full planning application to provide a 2,815 sqm extension to the existing employment unit known as Unit H2, including alterations to the service yard, temporary accommodation of loading doors on the south eastern elevation, plus associated works.

2.2 These works are proposed to meet the requirements of the existing occupier of the unit, Iron Mountain, to increase their storage capability and to meet operational requirements.

2.3 The description of development is therefore as follows:

> *Detailed planning application to provide an extension to the existing employment unit, alteration to the service yard, temporary works to allow for continued service access to the unit during construction, plus associated works.*

2.4 The elevational treatment of the extension will follow that of the existing building. The extension will be marginally lower in height (15.4m) than the existing building (15.8) and project from the building's eastern elevation, which fronts the service yard, by approximately 27m. The extension will be 107m in length, extending along the building's eastern elevation. The extension will result in a loss of existing service yard space so it is proposed that the yard is extended a further 27m to the east, to ensure that the site continues to operate efficiently. The position of the vehicular access points to the unit will not change from the existing arrangement.

2.5 The works to extend the unit will affect the loading doors to and from the unit for the duration of the construction works. In order to allow for the occupier to keep using the unit during these works, it is also proposed that temporary works are undertaken to the south eastern elevation to install two loading doors and associated structures. These works would only be in place for the duration of the construction phase, so would be temporary, and all areas affected by these works would be re-instated following completion of the development. The area affected by these temporary works is identified on the proposed elevations and layout drawing.

2.6 This development represents an opportunity to enhance the quality of an existing employment unit, providing additional storage space to accommodate the needs of the current occupier to allow them to meet the market demand for their services. The proposed development will make a more efficient and effective use of the site, which is already in employment use but has space to expand.

2.7 The Application site is presented in Figure 1 below:

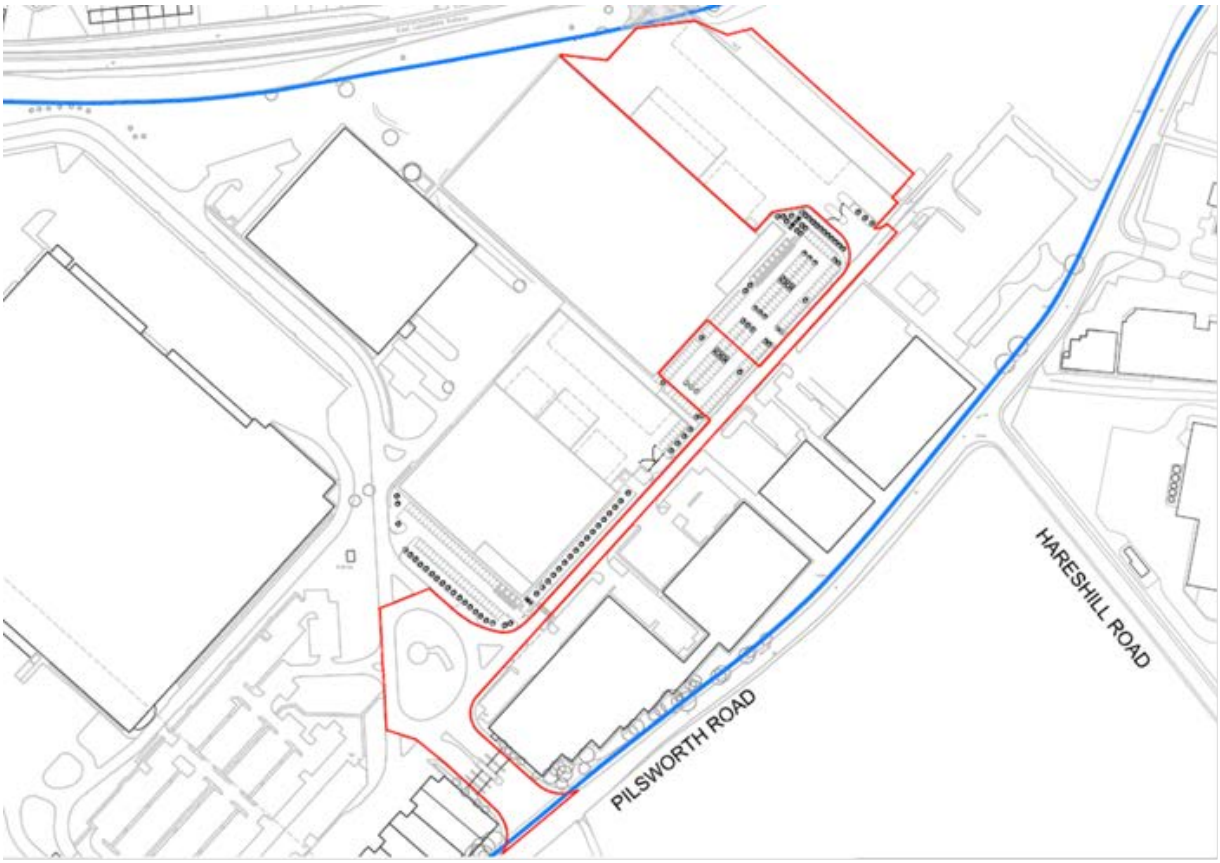

Figure 1: Application Site

3. SITE CONTEXT

3.1 The site is approximately 1.8 hectares in size, and accommodates an employment unit in use for B8 operations, which is currently occupied by Iron Mountain.

3.2 The site is located within Heywood Distribution Park, which is an employment area situated to the south-west of the town centre of Heywood, a key location between Rochdale, Manchester and Bury.

3.3 The site is located within easy reach of the M66 and M62 motorways, providing links to central Manchester and trans-Pennine routes between the major port cities of Liverpool and Hull. Access into the park is via Pilsworth Road where the existing gatehouse controls access in and out of the park to ensure security at all times. Pilsworth Road also provides access to M66 and M62 junctions, which are within 2.5 miles of the site.

3.4 To the east, south and west, the site is surrounded by other employment units that make up Heywood Distribution Park. To the north however, is the East Lancashire Heritage Railway Line which separates the site from residential areas of Heywood. Beyond the employment units and Pilsworth Road to the south, there is also land which makes up part of the North West Green Belt.

3.5 There are several bus routes within walking distance of the site, providing services to nearby towns in Greater Manchester including Heywood, Rochdale, Bury and Bolton. The nearest railway station is Castleton, which is approximately 4.5 miles from the site.

3.6 The general position of the site in relation to the wider surrounding context is illustrated in Figure 2.

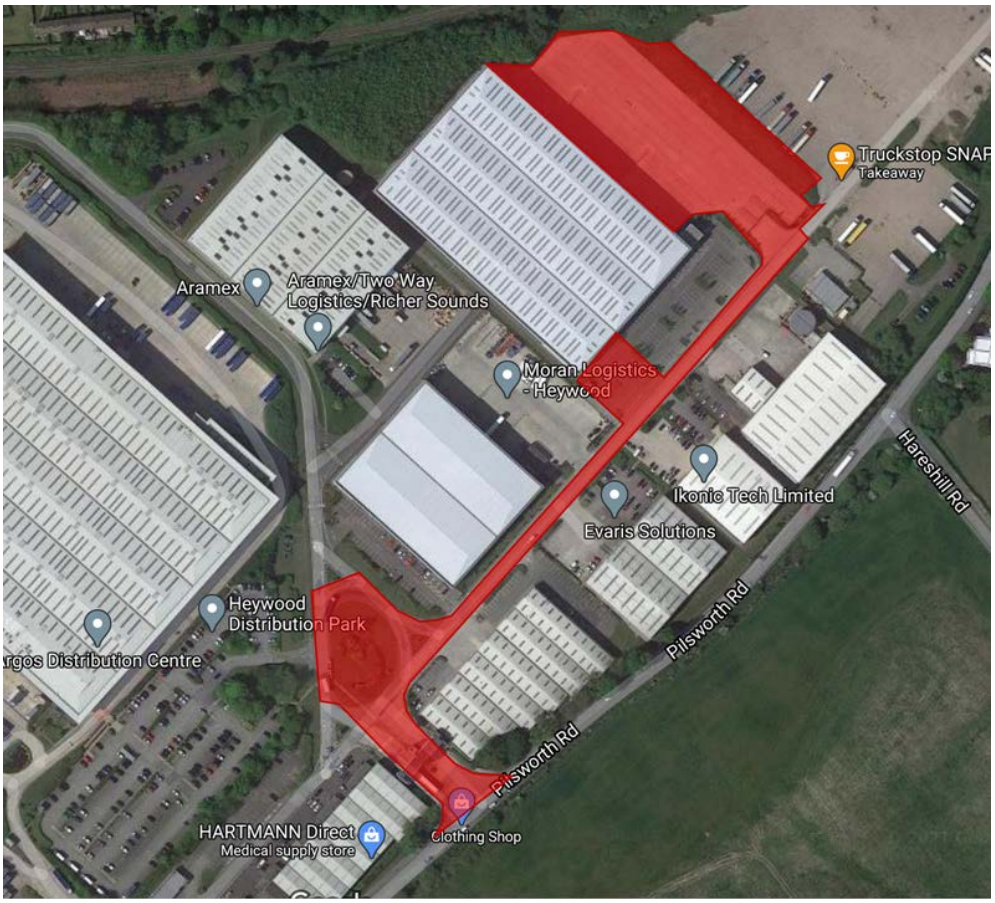

Figure 2: Indicative site location

3.7 The site is flat, and currently accommodates a single employment unit with parking spaces located to the south, fronting the office component of the building and a service yard to the east of the unit. The car park and service yards benefit from their own vehicular access points off Pilsworth Road to ensure that there is no conflict between private vehicles and HGVs.

3.8 There are areas of landscaping throughout the site, including trees and shrubs planted across the car park and to demarcate the service yard. There is also a dense treeline between the unit and the railway line to the north.

3.9 To the north east is an open area of hardstanding that also forms part of the Heywood Distribution Park, which is currently in use for truck parking.

3.10 Heywood Distribution Park benefits from being within a single ownership to ensure that high quality standards are maintained throughout.

3.11 The site is located in Flood Zone 1.

4. PLANNING HISTORY

4.1 Until April 2020, the Heywood Distribution Park was covered by a Simplified Planning Zone, which allowed development to come forward without requiring specific planning permission as long as the proposals for new buildings and uses were compliant with the terms of the SPZ.

4.2 The site has been subject to the following recent planning application as highlighted below:

Application Ref:	Decision Date	Description	Decision
SPZ1/011	17th April 2014	Erection of two industrial/warehouse units	Granted

4.3 In April 2014, prior to the expiration of the SPZ, an application was made under the terms of the Planning Zone for 2 new employment Units, identified as PN8 and PN9, for uses within classes B2 and B8. The proposals were in accordance with the SPZ and the development was therefore acceptable. These employment units are now known as Units H1 and H2 and they included ancillary offices as well as associated service yard areas and car parking. These units have now been constructed and Unit H2, which is the subject of this application, is now occupied for B8 uses.

5. PLANNING POLICY FRAMEWORK

5.1 This section reviews the national and local planning policy considered relevant to the application proposal.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004, requires local planning authorities to determine any planning application by having regard to the policies set out within the prevailing Development Plan, unless material considerations would indicate otherwise.

5.3 Any application for this site will therefore be assessed against the following planning policy framework:

National

- National Planning Policy Framework – MHCLG, 2019
- Planning Practice Guidance – MHCLG, 2018

Regional

- Emerging Greater Manchester Spatial Framework Publication Plan (GMSF) 2020

Local

- Rochdale Core Strategy (adopted 2016)
- Rochdale Borough Unitary Development Plan (adopted 2006)
- Maps of Rochdale Unitary Development Plan (adopted 2006)
- Emerging Allocations Plan

5.4 The Borough's development plan consists of the Core Strategy, adopted in 2016 as well as the earlier Unitary Development Plan from 1996-2016 which will remain in place until the Emerging Allocations Plan is adopted. Along with the nine other Greater Manchester local authorities, Rochdale are working to create a joint spatial framework to direct the use of land in the city-region for the period up to 2037. The plan is currently undergoing its final consultation before submission to the Secretary of State.

National Planning Policy Framework (NPPF)

5.5 The NPPF sets out the Government's overarching objective to encourage sustainable economic development which will be assisted by the planning system.

5.6 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

5.7 For decision-taking this means - approving development proposals that accord with the development plan without delay.

5.8 The NPPF identifies three strands to sustainable development comprising an economic role, a social role and an environmental role. The economic role should help to create an economy that is *'strong, responsive and competitive'*, whilst the social role should support the creation of *'strong, vibrant and healthy communities …that reflect the community's current and future needs and support its health, social and cultural well-being'*. The environmental role should ensure that the natural, built and historic environment is protected and enhanced.

5.9 The support for economic growth continues within Section 6 where considerable emphasis is placed upon support for development that contributes to economic growth as follows:

> *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*

5.10 Planning policies should proactively encourage sustainable economic growth, identifying or setting criteria for strategic sites and be flexible enough to accommodate needs not anticipated in the plan.

Regional Planning Policy

Greater Manchester Spatial Framework Publication Plan 2020

5.11 Policy GM-Strat 7 - North-East Growth Corridor

5.12 The corridor which stretches between Bury, Middleton, Rochdale and Oldham is allocated for one million sqm of new employment floorspace between the period 2020-2037. The area is a focus for development because it already accommodates well-established employment locations such as Heywood and has good access to key transport routes.

5.13 In addition to employment development, paragraphs 4.51-4.53 of the plan explain that there are also plans to enhance transport infrastructure throughout the corridor. Specifically, there have been considerations to improve Junction 3 of the M66 as well as reopening the East Lancashire Railway Line to provide a new light-rail route.

Local Planning Policy

5.14 The adopted development plan that covers the proposal site comprises the Rochdale Core Strategy (2016), as well as the Rochdale Unitary Development Plan (2006) and its associated map. The policies within these documents form the basis for the assessment of development proposals within Rochdale.

Core Strategy

5.15 The site is allocated as a Primary Employment Zone within the Rochdale Unitary Development Plan Map and therefore, in accordance with the Core Strategy, Policies E2 and E3 are particularly relevant to the development.

Policy DM1 – General development requirements

5.16 Policy DM1 requires new development to be of a high quality that responds to the site's context and establishes a positive relationship between the building and its natural and built surroundings. The policy also encourages proposals to take into account the potential of the development to contribute towards all forms of pollution and any impacts there might be on the amenity of the local area. From a transport perspective, the policy also requires developments to provide sufficient and adequate vehicular access as well as space for parking, manoeuvring and servicing arrangements.

Policy E2 – Increasing jobs and prosperity

5.17 Policy E2 seeks to increase prosperity in the Borough by ensuring that the there is a sufficient and adequate supply of buildings and land to support economic growth. The Core Strategy states that Heywood Distribution Park makes up part of the 'South Heywood Employment Area', where employment development should be focused due to its close proximity to the local road network and public transport routes. The development of employment premises suited to modern occupiers is also encouraged by the policy.

Policy E3 – Focusing on economic growth corridors and areas

5.18 Policy E3 addresses Heywood Distribution Park specifically, stating that proposals to '*enhance the quality of employment premises'* at the park will be supported. Paragraph 7.45 adds that there is potential to reconnect the East Lancashire Railway to the north of the site with the national rail network.

Policy G1 – Tackling and adapting to climate change

5.19 The Council encourage developments to be environmentally sustainable, which includes being well-connected to the surrounding area by sustainable modes of transport. Policy G1 also states that new developments should be zero carbon and in accordance with the energy hierarchy. The policy explains that developments should aim to reduce CO_2 emissions and include other sustainable measures such as SuDS as well as retaining existing trees and vegetation.

Policy G2 – Energy and new development

5.20 Following the previous policy, Policy G2 sets out the energy hierarchy for new developments in the Borough. Firstly, developments should reduce demand for energy. The second step is to maximise energy efficiency and implement low/zero carbon technologies and networks and the final step is to provide '*allowable solutions'*, meaning taking measures to compensate for residual emissions.

Policy G7 – Increasing biodiversity and geodiversity

5.21 The policy seeks to prevent the net loss in biodiversity across the Borough while also encouraging the protection of urban biodiversity and existing natural features on development sites.

Policy G8 – Managing water resources and flood risk

5.22 Developments should be located in areas which are not at risk of flooding and should not exacerbate local flood risk. If possible, developments should alleviate flood risk and implement Sustainable Urban Drainage Systems to ensure that proposals minimise flood risk.

Policy G9 – Reducing the impact of pollution, contamination and land instability

5.23 The policy considers all types of pollution and states that developments should not lead to unacceptable levels of air and light pollution. The policy also explains that applications should identify potential contamination risks and, where appropriate, outline suitable measures to reduce harm.

Policy T2 – Improving Accessibility

5.24 The Council are seeking to focus development in sustainable locations, where they can be accessed by sustainable modes of transport, including public transport, in order to reduce reliance on private vehicles.

Unitary Development Plan

5.25 The Development Management Plan contains detailed policies that relate to how development proposals should come forward on particular sites.

Policy EC/8 – Development sites in employment zones

5.26 Policy EC/8 refers to an undeveloped area of hardstanding at Heywood Distribution Park, to the immediate northeast of Unit H2 which is available for employment development and proposals for employment development will be supported by the council. The plot is identified as 'EC/G(g)' on the Unitary Development Plan Map.

6. PLANNING APPRAISAL

6.1 In line with Paragraph 7 of the National Planning Policy Framework, the proposals seek to contribute to the sustainable development of Rochdale.

6.2 This proposal represents an opportunity to create a high-quality sustainable development to suit the needs of future occupiers and meet market demand. The proposed development will make more efficient and effective use of the site.

6.3 This section therefore seeks to identify the key issues associated with the development of this site.

Principle of Development

6.4 The NPPF identifies that sustainable development should address three key issues relating to economic, environmental and social well-being. These three themes have been considered through the preparation of this proposal and a summary of how this application responds to create a sustainable form of development is set out below.

Employment Use

6.5 The site is allocated as a Primary Employment Zone on the Rochdale Unitary Development Plan Map and therefore the principle of expanding employment units at this site is considered to be acceptable. Policies E2 and E3 of the Core Strategy encourage the enhancement of the Borough's existing stock of employment units at Primary Employment Zones. Creating a larger employment unit to meet the needs of a specific occupier within unit H2 will support the activities of an existing occupier on the site, supporting their business needs and economic growth in the Borough.

6.6 The proposal will also contribute towards the objective of Policy GM-Strat 7 in the emerging Greater Manchester Spatial Framework Plan to boost employment floorspace in the North-East Growth Corridor of the city-region by 1 million sqm. This also demonstrates that there is sustained requirement for additional employment floorspace in the region.

6.7 The site partially overlaps an undeveloped area of hardstanding to the immediate northeast, identified as 'EC/G(g)' on the Unitary Development Plan Map and allocated for employment development. This land will enable the unit to be extended and the service yard to expand, in

order to create more effective use of Unit H2 for a specific occupier. Sufficient space will however remain on the neighbouring plot to support its full development in the future.

6.8 The location of this development is in close proximity to existing highway and public transport networks which will contribute to reducing any impact that additional capacity on site might have on the local environment. Policy E3 of the Core Strategy and Policy GM-Strat 7 of the Emerging Greater Manchester Spatial Framework Publication Plan explain that both the Rochdale Council and the Regional Authority are considering options to improve connectivity in the area, including improving Junction 3 of the M66 and reopening the East Lancashire Railway Line to provide a new light-rail link. Nevertheless, located within an established distribution park, the surrounding road network is already well-suited to support additional activities on the site.

6.9 In terms of environmental sustainability, existing landscape features are to be retained on the site where possible. It is therefore considered that this proposal will meet the objectives of sustainable development from an economic, social and environmental perspective.

Layout and Design

6.10 Detailed consideration of the design of the development is included within the Design and Access Statement that accompanies this proposal. Within Heywood Distribution Park, the site is surrounded by a mixture of employment units built over recent decades. There is limited soft landscaping across the park, mainly constrained to mature treeline boundaries surrounding the park.

6.11 In accordance with Policy DM1 of the Core Strategy, which encourages high quality development, the development will extend Unit H2 to provide modern premises in a well laid out manner and maintain suitable areas for car parking, servicing and landscaping.

6.12 The height and scale of the extension will be in keeping with the existing building. The extension will be marginally lower in height (15.4m) than the existing building (15.8) but when viewed from ground level, will appear the same height.

6.13 The design of the extension will follow that of the existing building, consisting of profiled cladding elevations laid vertically and horizontally to break down the scale and avoid repetition. The use of different shades of silver/grey will also assist in articulating the scale and proportions of the unit to reduce its perceived mass and create visual interest. A horizontal band at high level will

separate the main elevation from the roof area, which in turn will help to reduce the overall height of the building.

6.14 The extension will project into the existing service yard by 27m, extending along the building's eastern elevation by 107m, meaning that the service yard will also be extended to maintain its depth of 50m. This will ensure that the service yard continues to provide sufficient space for the turning and parking of HGVs. Despite alterations to the service yard, the position of the access point will not be moved. Furthermore, there will be no change to the number of car parking spaces or loading bays on the site.

6.15 The mature trees that form the existing landscaped boundary to the south of the site will be retained to maintain the character of the area.

6.16 The layout and form of the development has been considered in relation to the context and specific nature of the site and from a design perspective it is considered to be appropriate. The development will therefore comply with Policy DM1 of Rochdale's Core Strategy, providing a high-quality design that is in keeping with the context of the surrounding area.

Ecology

6.17 A Biodiversity Report has been undertaken to support this application. This has identified that the nearest statutory and non-statutory designations are too far from the site for the development to have any impact. The report also confirms that there are no priority or protected habitats on or adjacent to the site.

6.18 Through extending the service yard to the east, the development will result in the loss of small area of semi-improved neutral grassland but the report states that this habitat has no status and is in poor condition.

6.19 While the report accepts that the development may result in a small net loss of biodiversity, recommendations are put forward to avoid and mitigate ecological impacts of the development. These include implementing a Construction Environment Management Plan (CEMP) to avoid impact on surrounding natural features and to adopt woodland management measures of the area of tree planting to the north of Unit H2, which will secure a net gain in biodiversity as a result of the proposals.

6.20 The Biodiversity Report notes that there was evidence of one badger sett within 2km of the site and explains that badgers could use the trainline as a wildlife corridor and enter the site during

night-time hours. Recommendations are therefore made to ensure that the site is more badger-friendly during the construction phases of the development. This will mean providing safe means of escape for badgers that do enter the site and not leaving out food which might attract badgers.

6.21 Overall, from an ecological perspective it is considered that this proposal is acceptable and complies with Policy G7 of the Core Strategy to protect urban biodiversity.

Energy

6.22 An Energy Statement has been provided to outline how sustainability and energy efficiency issues have been taken into account on the site.

6.23 Specific design principles have been employed to minimise the building's demand for energy. This includes constructing roofs, walls, floors and rooflights with good U-values to reduce energy demand for heating. The design of the extension will also take into consideration the need for continuity of insulation and airtightness. It is also stated that roof lights will be positioned in the most optimum areas for enhancing energy efficiency.

6.24 Furthermore, the Energy Statement explains that the energy efficiency of the extension will be improved through high efficiency LED lighting and occupancy and daylighting controls which will reduce lighting energy use. In addition, implementing Power Factor Correction is also expected to reduce energy use and enhance the efficiency of the unit.

6.25 In terms of LZC Technologies, the Energy Statement highlights that the existing building was constructed in recent years and will already be highly energy efficient. The statement therefore recommends that improvements through LZC Technologies should only be made where it is technically, functionally and economically practical.

6.26 The Energy Statement confirms that through steps to reduce energy demand and improve efficiency, the development will be in compliance with policies G1 and G2 of the Borough's Core Strategy.

Flood Risk and Drainage

6.27 The majority of the site is land that is already developed for employment purposes, generally comprising impermeable surfaces with limited areas of landscaping. Development will however extend the site into the strip of grassland to the immediate east by 2,120 sqm but the

accompanying Flood Risk Statement and Drainage Strategy confirms that this increase of impermeable surface area is 'insignificant'.

6.28 Furthermore, the site is in Flood Zone 1 and is therefore at low risk of flooding. The flood risk of general industry, storage and distribution uses are considered 'less vulnerable', as defined by Table 2 of the NPPF's Technical Guidance. Table 1 of this guidance also adds that less vulnerable development is considered appropriate across Flood Zones 1-3.

6.29 The Drainage Strategy explains that stormwater is currently attenuated through flooding of the dock levellers and storage in below ground stormwater tanks. However, because of the extension to Unit H2, the dock levellers are no longer proposed to hold stormwater and the existing interceptor, manholes, below ground storm water tank and existing channel drains underneath the service yard will be removed.

6.30 Nevertheless, a larger attenuation tank will be built underneath the service yard, further from the existing building, meaning that surface water flow on site will be maintained at the existing discharge rate of 12.6 litres per second meaning that there will be no change to the downstream drainage network.

6.31 It is considered that the development can be achieved without increasing flood risk on the site or locally. It also demonstrated that the surface water drainage strategy would be able to withstand the potential effects of climate change.

6.32 The development is therefore considered acceptable from a flood risk and drainage perspective and thus compliant with Policy G8 of Rochdale Borough Council's Core Strategy.

Ground Conditions and Contamination

6.33 A Phase I Geo-Environmental Site Assessment has been submitted in support of this application. The assessment confirms that prior uses of the site do not represent a significant risk to human health or surrounding ecological receptors.

6.34 The assessment refers to previous investigations carried out in 2014 for the existing building and reiterates that the proposed industrial and warehouse use of the site would not pose a significant risk to controlled waters and the wider environment.

6.35 Recommendations are made for site enabling works including a watching brief to be implemented by a specialist. In the event that any unexpected contamination is discovered,

analysis will be carried out and the risk will be assessed to determine the extent of remediation measures required.

6.36 The assessment also recommends that following the enabling phase, a verification statement is submitted to Rochdale Borough Council to confirm that no pollution sources have been identified or that appropriate analysis, assessment and remediation steps were taken to address any contamination found.

6.37 It is considered that the proposals are in accordance with Policy G9 of the Borough's Core Strategy as the development will not increase the risk of pollution and contamination to the surrounding environment.

Lighting

6.38 In accordance with Policy G9 of Rochdale's Core Strategy, concerning issues of pollution, a Lighting Assessment has been submitted with this application to demonstrate that the proposal has been appropriately designed to take into account neighbouring sites, surrounding ecology, energy efficiency and night-time pollution.

6.39 The proposals will result in the replacement of some existing lighting columns and fittings on the site but the assessment confirms that the new lighting arrangement will be an improvement on the current situation. It is considered that the new lighting arrangement will reduce light spill and will be of better luminaire efficiency.

6.40 The proposed lighting scheme demonstrates that an appropriate level of lighting is provided to support use of the service yard. The brighter areas of the site shown on the lighting scheme require more lighting for safety and operational reasons.

6.41 The design of the site takes into account areas surrounding the site which are sensitive to continued or high levels of light exposure. Light sources are therefore designed and orientated to minimise light spilling off the site or onto the surrounding vegetation boundary and neighbouring sites.

6.42 Overall, the lighting proposals are in accordance with Policy G9 of the Borough's Core Strategy.

Trees and Landscape

6.43 There are areas of landscaping throughout the site, including trees and shrubs planted across the car park and to demarcate the service yard. There is also a dense treeline between the unit and the railway line to the north. The development will not impact on these areas of landscaping.

6.44 Extending the service yard will mean developing the strip of grassland to the immediate east. Nevertheless, as confirmed by the Biodiversity Assessment, this strip of grassland is considered to have no habitat status and is in poor condition.

6.45 The development is an extension of an existing employment unit in an established urban area. The effect on landscape is therefore a form of development that integrates with the existing character of the area. The proposed extension will be of a similar scale to the existing development and there are no sensitive landscape features in the vicinity of the site. Therefore there will be no impact on any important landscape features as a result of this development.

6.46 It is therefore considered that in relation to trees and landscape, this proposal is acceptable.

Transport and Highways

6.47 This application proposes an extension of Unit H2 that will increase floorspace to provide additional storage space for the current occupier. The unit is occupied for B8 operations and is primarily used for the storage of information and documents on behalf of clients. The demand for storage within this unit has increased and the occupier now requires more space to provide for this storage.

6.48 The use is therefore for storage rather than distribution, although customers storing information in this unit will sometimes require access to it. The use of the unit therefore generates relatively few operational vehicle movements it is not considered that the increase unit size will give rise to any additional impact upon the local highway network.

6.49 As such, it is not expected that vehicular movements to and from the site will change. Consequently, as shown on the Site Layout Plan, the number of car parking spaces and dock levellers on the site will remain the same.

6.50 Extending the unit into the existing service yard will require the extension of the service yard to allow for sufficient room for manouvering. Nevertheless, the footprint of the service yard will not be reduced or altered in any way that restricts the parking, servicing and turning of HGVs on the

site. Furthermore, the position of the existing access point into the service yard will not change and continue to provide efficient and direct vehicular access to Unit H2.

6.51 It is anticipated that the development will have a negligible impact on local vehicle movements, and in any event the proposed extension is small in scale and the site is in a well-established distribution park where there is already adequate transport infrastructure to support the park and its future growth. The wider area is also easily accessed by major roads including the M66 and M62 as well as nearby bus stops providing public transport access to the site.

6.52 From a transport perspective, the development will therefore comply with policies DM1 and T2 of the Borough's Core Strategy.

7. SUMMARY

7.1 The site is allocated for employment use under the adopted development plan. The proposed development will extend Unit H2, providing more space and creating a development of higher quality to suit the needs of future occupiers and meet market demand. The proposed development will make efficient and effective use of an existing site which has space to increase storage capacity.

7.2 A number of technical reports have been undertaken to consider detailed aspects of this proposal and these have identified any required mitigation measures. The recommendations of these reports do not identify any issues that would prevent the development of this site for the proposal as set out within the planning drawings.

7.3 It is therefore considered that this development accords with the policy provisions within the NPPF, emerging regional plan and both the adopted and emerging Development Plan and forms a sustainable form of development that will not give rise to any unacceptable impacts. Planning permission should therefore be granted without delay.