

Planning Statement

including:

Design and Access Statement

Sequential Assessment for Flood Risk

Erection of Replacement Employment Unit (following demolition of existing buildings) and Extension to Existing Employment Unit and Associated Works

For Riley and Son (E) Ltd

Irwell Works (Unit 3), Irwell Ind Est, Lower Woodhill Road, Bury,
Lancashire, BL8 1AR

December 2025

Job Number: 18-179

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1.0 Introduction

- 1.1 This Statement has been prepared by Maybern Planning and Development ('Maybern') on behalf of Riley & Son (E) Ltd (the 'applicant') seeking full planning permission for the erection of a replacement employment unit and an extension to an existing unit (Use Class B2 and ancillary offices) along with parking changes at the existing Riley Locomotive Engine works site at Unit 3, Irwell Industrial Estate, Lower Woodhill Road, Bury.
- 1.2 The description of the application proposal is:
- Full application for the erection of a replacement employment unit (following demolition of existing buildings) and extension to an existing unit (Use Class B2 and ancillary staff accommodation/office) and associated works*
- 1.3 The site comprises the existing locomotive works and employment site of Riley and Son located at Lower Woodhill Road. Following recent further land acquisition and review of operations, the company is seeking to expand and upgrade their site and activities and enhance the capacity for repair and works to locomotives, rolling stock and other vehicles.
- 1.4 This Statement sets out:
- a description of the site and surroundings,
 - the development proposals,
 - the statutory and planning policy context of the site and application proposals, and
 - assessment of the proposals against the policy context and other material considerations and technical matters relevant to the site proposal – including Sequential Assessment for Flood Risk.
- 1.5 Submitted to the application in conjunction with this Statement are the following:

PLANS

- Site Location Plan ref 3690-16A
- Existing Site Plan ref 3690-10A
- Proposed Site Layout Plan ref 3690- 13A
- Northern Unit Staff and Ancillary Building -Plans and Elevations (Existing) ref 3690-02A
- Extension to Northern Unit Staff and Ancillary Building -Plans ref 3690-3D
- Existing Unit Extension Proposed Elevations – ref 3690 -9A
- Proposed Boiler Workshop Unit Plans – ref 3690- 14A
- Proposed Boiler Workshop Elevations – ref 3690- 15A

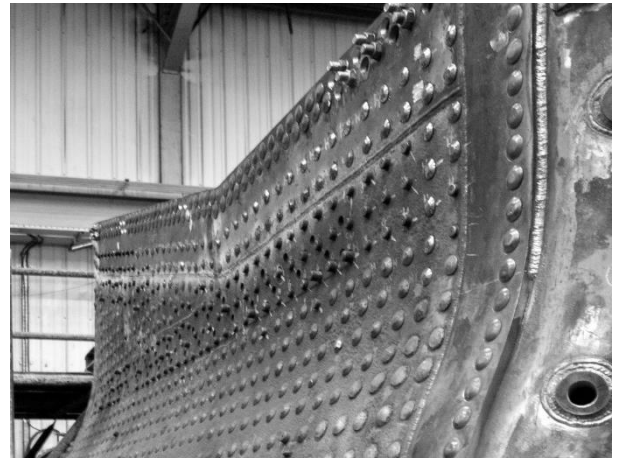
REPORTS

- Arboricultural Impact Assessment and Tree Survey (July 2025)– Iain Tavendale
- Preliminary Ecological Appraisal (December 2025) – Collington Winter
- Flood Risk Assessment (December 2025) – Reford

Applicant

- 1.6 The applicant is a premier Locomotive Works & Specialist Contract Engine Manufacturer, Repairer and Painters offering a complete range of locomotive and component overhaul, repair and replacement services. They are also experts in boiler maintenance, repair and overhaul and the manufacture of precision machined components.
- 1.7 Supporting the range of works, the company also offer welding and fabrication services with welders having extensive experience and are coded to B.S.E.N. 287 and 288 Standards. In addition, they undertake copper welding to A.S.M.X 1X standard and are certified to work on safety critical systems and pressure vessels.
- 1.8 The company also maintain and overhaul the boilers of their own locomotives (LMS Black 5's, 45407 and 44871) which they charter for steam trips and filming purposes. Other locomotives are also maintained and updated to modern mainline standard. For example, a recent comprehensive overhaul of an engine (45212) included attention to the boiler motion and running gear, installation of air brakes and AWS so that it is one of only two steam locomotives to be fitted with the latest in safety technology in the form of TPWS four and the DR3000 On Train Monitoring and Recording systems.
- 1.9 Examples of works and operations from the company website are below:





2.0 The Site and Surroundings

- 2.1 The site comprises the existing employment buildings, yard area and access land area of the company located at the eastern end of Lower Woodhill Road off Crostons Road, to the north-west of Bury town centre.
- 2.2 The main building comprises Unit 3 which forms the eastern end of a larger employment shed building that extends to the west. This tall portal frame unit houses four overhead moving cranes, including two at 9m in height to accommodate and move the large engines and rolling stock dealt with by the company.
- 2.3 Three smaller buildings are located on the southern side of the site. These are used for repair and paint projects however their size, separation and lesser heights do not enable all vehicles and equipment to be accommodated, do not have relevant crane/ lifting equipment and do not offer the efficiency of use of a larger, more open building.
- 2.4 The site also accommodates open storage and yard working areas and a weighbridge is located at the western edge. The operational site is largely enclosed by palisade fencing. The yard area is tarmacked and hardstanding and trees and vegetation lie beyond the fence line. The site access road is also tarmacked with areas of hardstanding alongside it.
- 2.5 Figure 1 below shows an aerial view of the site within its wider built and natural environment contexts.

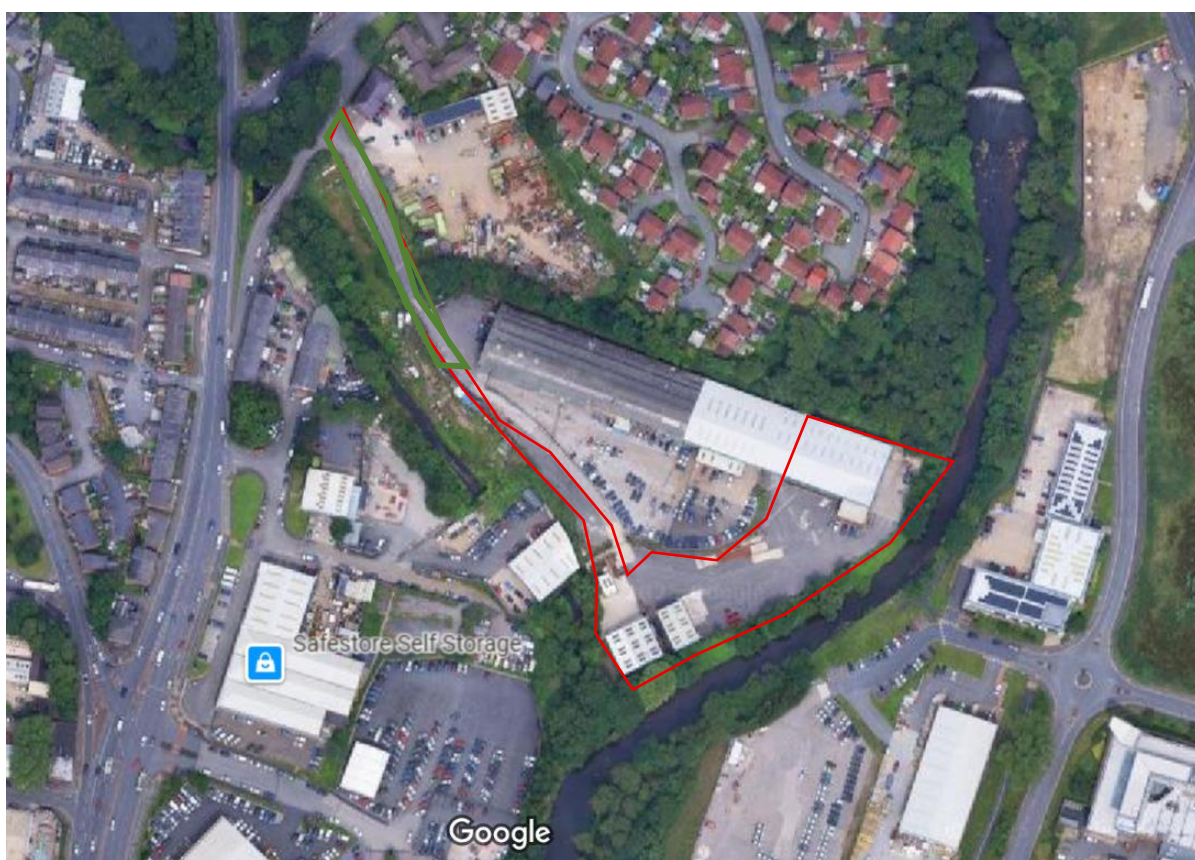


Figure 1 – Site Location (the approximate site area indicated in red – see Site Location Plan for full boundary).

- 2.6 The site is bound by the River Irwell to the east/ south-east which is set in a tree banked area and beyond which are further mixed employment areas to the east. The watercourse of Woodhill Brook,

vacant grassed/treed areas and an employment building lie to the south of the site (the brook being partly culverted in the area), beyond which is a mix of employment and trade retail/ car dealership uses. To the west, the industrial building continues along with other employment and trade retail uses. To the north is a wooded area and then the residential area of Woodhill Road/ Riverbank Drive.

Accessibility and Service:

- 2.7 Lower Woodhill Road is partially adopted but does not include a footway or lighting. After the initial access to Cheetham Hill Construction, the road provides access to the two western employment units and their parking area with the remainder of the road then serving the Riley site only.
- 2.8 Woodhill Road is accessible from Croston Road from which there is then access to the M66 via Peel Way and Rochdale Road or south to the M60 via A56. The East Lancs Railway is also accessible to the south-west.
- 2.9 The area is served by the large Tesco superstore and Aldi to the east and west and Bury town centre to the south-west. A small number of café and food outlets are also located on Croston Road.
- 2.10 Frequent bus services run along Croston Road linking to Bury town centre interchange and Ramsbottom/ Tottington to the north. The interchange also provides access to the Metrolink service (Bury- Manchester line).

Planning History

- 2.11 A review of the Council's on-line planning portal reveals that an industrial bale store building (40m x 10m footprint) was approved on the eastern side of the site yard in 2021 to the previous site occupier (Veolia Waste Management)(LPA ref 66114/FUL). The building included a 1m gap at the lower level to enable water to pass through it for flood resilience.
- 2.12 Three previous applications for storage buildings or extensions to garage/ workshop building were also approved at the site in 2003 (LPA ref 41240), 2005 (LPA ref 44031) and 2006 (LPA ref 46340).

General Technical Considerations

- 2.13 Environment Agency mapping demonstrates that the site and its immediate surroundings lie largely within Flood Zone 3 and 2 areas (similar to when the previous planning application was subject to FRA) given adjacency to the Main River of River Irwell.
- 2.14 The site does not lie within a Conservation Area as confirmed by the UDP Proposals Map, nor in proximity to any listed buildings.
- 2.15 The site is bound by trees along the banks of the river and stream and a woodland area to the north.

Development Plan Allocations

- 2.16 In the adopted Bury UDP development plan the site lies within the Crostons Road Area and is allocated as an employment opportunity site suitable for business/ employment uses. In the emerging Bury Local Plan, the site is not specifically allocated with the River Irwell corridor being identified as strategic green infrastructure and recreation route.

3.0 The Proposed Development

- 3.1 This planning application seeks full planning permission for the:

Full application for the erection of a replacement employment unit (with demolition of existing buildings) and extension to an existing unit (Use Class B2 and ancillary staff accommodation/office) and associated works

- 3.2 This section summarises the proposal and should be read in conjunction with the submitted plans and technical reports.

Layout and Amount

- 3.3 The proposal comprises the erection of a replacement building to form an improved workshop and repair building for engines and rolling stock following the demolition of the three smaller buildings on the southern side of the site. The building would be approximately 829 sq m, comprising dimensions of 40m long x 22m wide (with a small element extending approximately 7m further at the rear) and to 8.5m to eaves in height. The building height and single span arrangement would enable the introduction of high-level crane equipment to enable the lifting of the engines and equipment, similar to that present in the northern building, and increase the capacity of the business operations to meet existing and new orders. The new building would represent a c.235 sq m increase in floorspace above the existing buildings being removed.
- 3.4 It would be constructed of profiled metal cladding to match existing buildings and the main northern unit.
- 3.5 The building would be accessed from the northern elevation via a series of large roller shutter doors to enable access by the large vehicles and equipment dealt with at the site. The doors to the building would operate as a flood alleviation method to enable the passage of water through/out of the building (if the site was to flood), so maintaining the flood storage and capacity of the site (without deflection of increased flood risk off site as a result of the new building development. (Further details are provided in the Flood Risk Assessment Report). Within the building, the rear ancillary office and store floor level would be raised up slightly to accommodate more sensitive equipment.
- 3.6 There is aim to provide solar panels to the roof of the building for power usage associated with the building, similar to the solar array present on the existing northern building roof.
- 3.7 An extension is also proposed to the existing brick frontage element of the unit on the northern part of the site that includes ground floor storage, staff welfare accommodation and first floor ancillary office and administration space. This is proposed to be extended westwards by 21.86 m in length x 7.33 m width and provide a further 326 sq m of space (over 2 floors) for enhanced/ re-purposed administration, staff welfare and storage accommodation. The extension will also enable an enhanced meeting area with space for archive and exhibition facilities associated with the steam locomotive history and engines that the company work on and own. A new enclosed and weathertight stair access is also proposed on the frontage to replace an existing open metal staircase, this will extend forward by a further 2.66m.
- 3.8 Operational space within the yard area will be maintained and enhanced around the new buildings including via the relocation of staff parking to the hardstanding area along the site access road. Disabled and visitor spaces and a EV charge space and cycle parking will be maintained within the yard area adjacent to the office/ administration areas. Overall, 24 spaces would be provided at the site (including 3 disabled and 1 electric vehicle charging space), two motorcycle spaces and 3 cycle spaces.

Access

- 3.9 Vehicle and pedestrian access will be maintained from Woodhill Lane off Crostons Road, from which the majority of the access road only serves the Rileys site.
- 3.10 Space for 20 cars will be provided on the hardstanding verge area on the latter section of the access road, relocating spaces from the yard area and therefore away from operational areas. As this will be reserved for staff, all are fully aware of safety and the route to the staff and office sections of the site for movement, however a designated route will be provided along the northern yard boundary (following removal of the weighbridge).
- 3.11 Mode Transport has undertaken tracking of the access road, site yard entrance gate area and the yard area post introduction of the new building for access and turning by a large HGV with trailer to account for steam engine/rolling stock access requirements.
- 3.12 The site is also generally accessible to enable access by staff by a range of means and also for movements at lunchtimes etc.

Other Site Considerations

- 3.13 The proposals are related to the current developed and hardstanding areas of the site only and does not impact upon the boundary trees or vegetation. As such there is no requirement to provide for Biodiversity Net Gain (BNG) or river morphological assessment as part of the proposal, as set out in the accompanying Ecological Assessment.

4.0 Policy Considerations

- 4.1 In accordance with Section 70(2) of the 1990 Act and Section 38(6) of the 2004 Act, the statutory development plan for the site comprises the saved policies of the Bury Unitary Development Plan (UDP) which was adopted 1997 and the Greater Manchester wide Places for Everyone Plan adopted in March 2024.
- 4.2 Other material considerations include the National Planning Policy Framework (NPPF) and local planning guidance such as relevant SPD's. Bury Council also consulted on a Draft stage of a new Local Plan in March 2025.
- 4.3 Planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan

Bury UDP

- 4.4 Within the UDP, the land is part of Crostons Road opportunity area (EC1/3/3) for employment/commercial uses.
- 4.5 Other relevant saved policies include:
 - EC6/1 – New Business, Industry and Commercial Development.
 - EN1/2 – Townscape and Built Design
 - EN6/4 – Wildlife link and corridor
 - OL5/3 – Riverside and canalside development in urban areas
 - EN5/1 – Crime Prevention
 - EN7/2 – Noise Pollution

Places for Everyone (PfE)

- 4.6 A significant number of policies of the UDP have been replaced by PfE. Relevant policies from this Plan comprise:
 - JP-S1 – Sustainable Development - development should aim to maximise economic, social and environmental benefits and minimise adverse impacts. In preparing plans, authorities should make as much use as possible of suitable previously-developed (brownfield) land and vacant buildings to meet development needs.
 - JP-S4 – Flood Risk and Water Environment – including locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting existing developments to increase resilience to flooding
 - JP-S6 – Resources Efficiency – including using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use

- JP- J2 - Employment Sites and Premises - A diverse range of employment sites and accessible premises, both new and second-hand, will be made available to offer opportunities for all kinds and sizes of businesses, including firms seeking to expand. Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in boroughs will also be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as key growth locations
- JP-J1 – Supporting Economic Growth – Aims for a thriving, inclusive and productive economy will be sought in all boroughs. There will be an emphasis on maintaining a high level of economic diversity across boroughs
- JP- G3 – River Valleys and Waterways – a number of criteria seek to protect and enhance valley areas, but also have regard to protecting and enhancing semi-natural habitats, including: riparian (waterside) areas and impacting upon undeveloped valley areas/ flood risk.
- JP- G7 – Trees and Woodland – to protect and enhance trees and woodland, including through development phases
- JP-G8 - Biodiversity – criteria include enhancing the management of existing habitats, including through habitat restoration, avoiding habitat fragmentation and combating invasive specie
- JP-C3 – Transport Requirements of New Development – there is aim for new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Other Material Considerations

National Planning Policy Framework (NPPF) (2024)

- 4.7 The NPPF sets out the Government’s planning policies for England and how these should be applied. It establishes sustainable development having ‘three overarching objectives’ which are economic, social and environment objectives (para. 8). It confirms these objectives are interdependent and need to be pursued in mutually supportive ways. In respect of the economic role, there is the aim to build a strong and competitive economy and to support growth and improved productivity. Key considerations of the environmental objective are also to protect and enhance the natural and built environment, make efficient use of land whilst using resources prudently and adapting to climate change.
- 4.8 Paragraph 11 of the NPPF confirms *‘Plans and decisions should apply a presumption in favour of sustainable development.’*
- 4.9 Paragraph 39 provides that *‘Local planning authorities should approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, ..., and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.’*
- 4.10 Paragraph 85 confirms the aims for a strong and competitive economy including enabling businesses to invest, expand and adapt and taking full account of local business needs.
- 4.11 Proposals should also accord with aims for adapting to climate change via energy efficiency and good design and minimising flood risk in terms of the location of development or making provisions for the development to be safe for its lifetime and without increasing flood risk elsewhere (paras. 161 and 170).

A site-specific flood risk assessment should be provided and a sequential test be undertaken where relevant. Development can be considered where there are overriding reasons for a development location, the proposal is flood resilient, residual risks can be managed and access and escape routes can be provided (para 181). Within the Table 2 link of NPPG Para 79¹, employment and general industrial uses are classified as less vulnerable uses and can be accepted in flood zone 3.

4.12 Other key matters within the NPPF relevant to the proposals include:

- that development should be accepted unless there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network following mitigation would be severe (para. 116)
- promoting development in locations accessible by a range of means (para. 117)
- for development to add to the overall quality of the area including the surrounding built environment and landscape setting (para. 135); and
- to assist with the protection and enhancement of landscapes and trees (para. 136)

Relevant Supplementary Planning Documents (SPDs)

4.13 Parking Standards are provided in the June 2025 SPD. This references the site in Zone 2, where general industrial proposals are to provide for 1 space per 100 sqm, or provision based on full time equivalent staff levels (if for existing businesses). Provision for disabled spaces is outlined at 3 spaces and cycle parking of 1 per 300 sqm and 2 motorcycle spaces.

Bury Local Plan – Draft (2025)

4.14 Relevant policies of the emerging plan include:

- E2 - encourage business including industrial [Class B2] development within the Borough's Established Employment Areas and other suitable locations with reference to criteria for design, amenity, access and environmental considerations
- E5 - Employment sites outside Employment Generating Areas - to retain existing employment sites in Business [E(g)], General Industrial [B2] or Warehousing [B8] uses to help to create a sustainable and competitive local economy, to ensure a diverse supply of employment sites and to maintain accessible employment opportunities for the Borough's residents
- CC1 - Climate change – with criteria for access, construction and due regard to flood risk and climate adaptation methods
- TR1 - Sustainable Transport - including maximising opportunities to encourage a modal shift in transportation and accessibility
- TR2 - Walking, wheeling and cycling
- TR5 – Highways - with consideration to the efficiency, effectiveness and safety of the highways network
- BE6 - Design and layout of new development - with criteria for high standards of design and layout

¹ 079 Reference ID: 7-079-20220825

5.0 Assessment - Development Plan and Other Material and Technical Considerations

- 5.1 This section assesses the proposal and its compliance with the development plan and other relevant material and technical considerations.

Principle

- 5.2 The proposal will enhance the buildings, accommodation and layout of the employment site for operational improvements to the established business. In light of the form and scale of vehicles and equipment dealt with by the business, the current arrangement of the three smaller buildings does not provide for sufficient space, lifting capacity or efficiency of operations. Combining the space to the new building and providing for additional crane capacity will enable significant improvements to the business operations and for continued growth.
- 5.3 The provision of additional storage space within the extension to the northern unit will enable additional spares and materials to be held on site for ongoing work. Enhanced office, administration and staff welfare space will also provide improved facilities to the business and its employees and for when contractors and customers visit the site to discuss new and ongoing projects.
- 5.4 The relocation of staff parking spaces from the yard will enable safe and convenient parking provision as well as additional space for outdoor storage and equipment movement and working when needed.
- 5.5 As an established employment location and developed site, the site is appropriate for the provision of additional employment floorspace and enhanced working environments via policies EC1/3, EC1/6 and JP-J2 and JP-S1 of the development plan, as well as JP-J1 for supporting economic growth and a thriving and productive economy, reflective of NPPF aims for a strong and competitive economy enabling businesses to invest, expand and adapt (para 85).
- 5.6 The company has also invested significantly in the existing northern building since their move from Heywood via the provision of a new floor, roof solar panels for power use (and exporting excess supply when relevant) and the introduction of the cranes within that unit to service their operations. As the leading steam train engineering and works contractor in the country, the proposals will enhance and support the future operations. In this respect, the company consider the proposals could generate options for the employment of an additional eight tradesmen, and in conjunction with Bury College, an additional four new apprentices (as well as those recently taken on).
- 5.7 As such, the proposal complies with relevant national and local policy aims for supporting existing employment and enhancing business growth.

Design and Appearance Considerations

- 5.8 The new building will generally reflect the arrangement, form, height and materials of the existing northern building as well as other buildings in the surrounding general employment area.
- 5.9 The scale of the building also enables it to cater for the type of operations undertaken by the business at the site. The single aspect roof line will however enable it to have a lower overall height whilst still enabling the inclusion of crane and lifting accommodation.
- 5.10 The location of the building within the established employment area and bound by other employment uses is also considered to be appropriate for its design and form. There are limited public views to the site, with any views primarily from the east and the employment/ business uses beyond the River Irwell.

Such views will also be partly screened by the trees to the site banking area (such that only upper parts of the unit would be fully visible).

- 5.11 The frontage extension to the northern unit is also of materials and form to reflect the existing and will effectively be 'read' as part of the existing. The stairwell will project slightly forward, but will provide enhanced and weathertight access as an overall benefit.
- 5.12 As such the proposal will result in minimal and localised visual effects and be in keeping with the character of the surrounding area. The proposed development therefore accords with relevant design and appearance criteria of policies EN1/2 and JP-S6 and responds positively to the relevant provisions of the Framework in relation to well-designed places and conserving and enhancing the natural environment.

Flooding Impact and Drainage Strategy and Sequential Assessment

- 5.13 As the site is adjacent to the River Irwell and lies in a flood zone 3 area the scheme proposals and FRA has had full consideration to minimising flood risk at the site and to the wider area. Consideration has also been given to sequential assessment, however as a less vulnerable use in line with Appendix 3 of NPPF and Table 2, an exception consideration is not required.
- 5.14 Initially it is relevant that the site has been in employment use for a significant period and includes an existing business and existing buildings that represent a baseline level of development and floorspace on the site. Also new buildings have previously been granted planning permission on the land (e.g. in 2021). Further the topography of the site is such that the northern areas are set at a higher level to the southern part of the site.
- 5.15 As part of the proposals, three buildings will be removed such that there will be only a small increase in footprint floorspace of 237 sq m for the boiler unit in the southern (lower lying area of the site)², so not materially altering overall floorspace and built form.
- 5.16 The build form and use of ground floor spaces will encompass flood storage and resilience measures for the site and also ensure that the proposals will not result in off-site flood risks. As referenced in the FRA, the large frontage doors and level floor arrangement of the new boiler unit would enable any significant flood events that may occur on the site to utilise and flood into the building area and then drain away back to the river, so not diverting flood waters onto wider neighbouring areas. More sensitive equipment and services can also be stored and positioned above ground level and made resilient.
- 5.17 Similarly in the northern unit extension, ground floor areas would be appropriately used for storage and other ancillary purposes and serviced i.e. with raised power points etc, so as to be flood resilient.
- 5.18 The employment use is also a less vulnerable use and staff could be vacated from the site quickly if a significant flood event from the adjacent river was to be notified. As such, the inclusion of an evacuation plan scope and associated information as referenced within the FRA, that can be fully detailed and submitted for full agreement via a planning condition discharge, will also enable the proposal to have due regard to resilience in line with the criteria of para 181 of the NPPF.

Sequential Assessment

- 5.19 As an established existing business location and the company having invested significantly in the existing main unit and site, the proposals and business operational improvements are required at this

² Approx. 409 sq m overall floorspace increase

site and location. As such the proposal cannot be located elsewhere and the sequential assessment is therefore met.

- 5.20 In addition, the proposal represents only a limited amount of additional (footprint) floorspace, and is comparative to the 250 sq m scale referenced in NPPF for small scale non-residential developments that do not require sequential assessment (para 176 and footnote 62).

Summary of Flooding Impact

- 5.21 It is demonstrated through the submission that the proposals can be accommodated with due regard to the site designation and to be flood resistant and resilient in line with criteria (b) and (e) of para 181 of the NPPF. In addition, it is also demonstrated that the proposal is required at this site in line with criteria (a). Further in line with paras 170 and 181, the proposals will not increase flood risk elsewhere.
- 5.22 Given the above, the benefits of the proposals to the efficiency, operations and growth and prosperity of the existing business are of key importance. With the measures outlined, the proposals are in accordance with policy S4 of PfE and flood risk considerations of national guidance.

Ecology and Trees

- 5.23 The proposals are limited to the developed areas of the site and trees beyond the yard area fence line are not affected by the proposals. A Tree Survey (based on topographical survey) and an AIA has however been undertaken for completeness and is provided alongside the application.
- 5.24 Collington Winter ecologists have also assessed the site and the three buildings to be removed and extension area for habitats and potential protected species (bats) and prepared a Preliminary Ecological Assessment (PEA).
- 5.25 Again, as the proposals are limited to the developed and hardstanding areas of the land only, the PEA has found that the proposals will have no adverse direct or indirect effect on habitats, species or statutory or non-statutory designated sites for nature conservation. Similarly, as a result of the proposals being more than 10m from the top of the river bank and not affecting riparian/habitat areas, there is no consideration to Biodiversity Net Gain requirements as set out in the PEA.
- 5.26 The river corridor is acknowledged in the PfE including for ecology and habitats (and is proposed as a green infrastructure resource in the emerging local plan). As the proposals do not alter the river bank or habitats/ trees to it, the proposals are considered to accord with the ecology, trees and river valley policies of the development plan (JP-G3/G7/G8 and EN 6/4). On the basis of the assessment it is considered the site can be progressed in compliance with policies and national guidance in the NPPF for the natural environment.

Access and Parking

- 5.27 The site will maintain its existing access via the lane from Woodhill Lane which, for the majority, is only utilised by the applicant company. The wider hardstanding area at the latter section of the lane is also sufficient to provide width/ depth for parking spaces to be utilised by staff and for which the lane width is also sufficient to allow manoeuvring into the spaces. Mode Transport has provided a review that confirms appropriate manoeuvring arrangements. Staff will then use a defined pathway along the northern side of the yard area to access the main northern building and staff welfare and office/ administration areas and main working areas. In this respect, the access and the staff parking is considered appropriate.
- 5.28 Mode Transport has also provided tracking for the gate access and yard area with the proposed new building to demonstrate that a large HGV with trailer (or similar flat-bed trailer) could access and turn within the yard area to enable access and egress in forward movement.

- 5.29 As above the proposals will enhance the operational accommodation and facilities to the existing business operations and overall access arrangements or traffic movements will not be materially altered. As such there will not be a material or 'severe' impact on the operation of the highway network or highway safety, which according to the NPPF is the threshold at which development may only be resisted.
- 5.30 As such there are no highways or transportation reasons to preclude a grant of planning permission and the proposal accords with relevant criteria of policy C3 of PfE.

Technical Considerations Summary

- 5.31 From the above and assessment of the submitted technical reports, technical matters can be satisfactorily addressed via the development proposals and enable a grant of planning permission for the proposed development.
- 5.32 It is anticipated that a series of planning conditions to a grant of planning permission could be utilised following relevant discussions during the planning application process.

6.0 Conclusion and Planning Balance

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.2 The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions. The NPPF reflects the Government's aim to support existing companies and business growth. As an existing successful company, the proposals and investment planned for the site will enable operational improvements and support for ongoing trading and future growth.
- 6.3 The proposals acknowledge the location in technical, design and access terms and the development can ensure safe operations on the site if flood events were to occur, whilst also not increasing the risk of flooding off-site.
- 6.4 The development has been assessed against relevant local and national planning policy and found to be in general accordance given the site's location within an established employment area in the urban boundary and being accessible for the operations undertaken and for members of staff by a choice of means such that the principle of development is considered as acceptable.
- 6.5 In respect of the three elements of sustainable development of the NPPF, the proposal provides significant relevant benefits as follows:

Social

- Operations that support heritage and leisure-based activities undertaken by members of the public
- No material harm to public views from the location of the site and new development
- Choice of transport modes for staff to access the site
- No undue harm to residential amenity

Economic

- Support to existing jobs at the site and growth potential for additional jobs once the space and operational improvements are in place
- Local jobs support for construction companies and related local suppliers during the construction process
- Improved productivity and growth potential for the company

Environmental

- No significant harm to environmental assets, habitats or protected species
- Accessibility by a range of means
- Flood risk can be appropriately addressed for the site and immediate surroundings with relevant drainage provision to be made

- No harm to heritage assets
- Delivery of a quality building/extension that respects the site and character of the area
- Provision for energy efficiency measure including potential for solar panels to the roof of the new unit (to be fully assessed at build stage) and EV charge point to the site

6.6 The proposal is considered to form an appropriate economic and sustainable development that will provide significant benefits to the existing business and its operations and growth.

6.7 The information and technical documentation submitted in support of this application demonstrate that there are no significant adverse impacts and the proposal is in general accordance with the up-to-date development plan such that a grant of planning permission should be forthcoming.