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PLANNING STATEMENT

**for
NEW WAREHOUSE/STORAGE BUILDING
WELLINGTON STREET, BURY**

Report No 149/1

February 2024

For

RTK GRABHIRE LIMITED

Wellington Street

Bury

BL8 2BD

DOCUMENT CONTROL

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- Drawing No Z344.004 – Planning Boundaries
- Drawing No Z344.005 – Existing Site Plan

1. INTRODUCTION

- 1.1 This planning statement is to accompany a planning application by RTK Grab Hire Limited (the applicant) for construction of a new industrial storage building off Wellington St, Bury.
- 1.2 The site is within an established industrial area. The proposal is to change the use of the land from a service area to provide a new building for warehousing/storage with accompanied car parking and access.
- 1.3 The application was submitted to Bury Council who subsequently requested a planning statement in a letter dated 31 January 2025. This requested justification for the proposals in the context of the relevant national and local planning policy framework. In particular, it was requested that the proposals were assessed against the Places for Everyone Joint Development Plan policies:
- JP-S2: Carbon and Energy – Energy statement to set out how the proposal complies with Policy JP-S2.
 - JP-G8: A Net Enhancement of Biodiversity and Geodiversity – Net enhancement for biodiversity and protection of designated sites of 10%.
 - JP-C2: Digital Connectivity – All new development to have full fibre to premises connections, unless technical infeasible and/or unviable
- 1.4 This statement provides information in support of the application and is structured as follows:
- Section 2 provides existing site details
- Section 3 details the proposals
- Section 4 states the needs and benefits of the proposals
- Section 5 provides an assessment of the proposals against planning policy.
- All drawings referenced are appended at Appendix A.

2. EXISTING SITE

2.1 Site Details and Surrounding Area

2.1.1 The site is located off Wellington Street, Bury, Greater Manchester BL8 2BD. The national grid reference for the site is SD 79297 09994. The site is located at the southern end of Wellington Street as shown on Drawing Number Z344.000.

2.1.2 The site is accessed from Bolton Road (A58) onto Wellington Street which is an industrial standard road to the site entrances. Access into the site is from the north, via Junction 1 with exit from Junction 2, shown on Drawing no Z344.003. Both junctions are securely gated and the site boundary has been fenced with Paladin security fencing.

2.1.3 The site is currently used as a service yard and is surfaced with concrete, as shown on the Existing Site Plan Drawing No Z344.005.

2.1.4 The site is situated within the Daisyfield Industrial Park, approximately 1.2 km south-west of Bury town centre. It is bordered by the following land uses:

North Industrial buildings occupied by RTK Grab Hire Ltd and beyond further industrial buildings

East Wellington St and beyond the Manchester, Bury, Bolton canal towpath and associated woodland and River Irwell

South Industrial area used for waste recycling

West Industrial warehouse Rakem Group Limited and beyond the Daisyfield SBI

2.2 Planning History

2.2.1 Planning permission was granted for the site in 2006 by Bury Council with reference 46433. This was described as: 'Change of use of land to Contractors yard; area of open storage; distribution & recycling of construction materials; Training area; access road; boundary fencing; ancillary Offices storage & lighting'.

2.2.2 In 2015, permission was granted for the construction of the warehouse building to the west, with reference 58726. This was described as 'Erection of single storey warehouse and storage building with two storey office (Class 2BD (BI(a), BI(C), B8 uses) with parking and service yard'.

2.2.3 The current application area includes some of the service yard contained in the 2015 application. The planning permission boundaries are shown on Drawing No Z344.004.

2.2.4 From the planning history it is evident that the site already has the established use for warehousing and storage.

3. THE PROPOSED DEVELOPMENT

3.1 The application has been submitted with the following description:

TO CONSTRUCT A SINGLE STOREY NEW BUILDING WITH STEEL PORTAL FRAME 50.60M X 19.70M WITH A HEIGHT OF 10.50M TO THE RIDGE FROM FLOOR LEVEL, WAREHOUSING/STORAGE WITH CONCRETE BLOCKWORK AND STEEL CLAD WALLS AND ROLLER SHUTTER DOORS COATED WITH GREEN PVC AND STEEL CLAD ROOF COATED WITH MID GREY PVC AND HEAVY DUTY DOORS PAINTED GREEN

3.2 The footprint of the building will be underlain by concrete pavement, as will the car parking area and service yard as shown on Drawing No Z344.003.

3.3 The building will be used for storage and distribution by Rakem Limited, who lease the site from the landowner and applicant. Rakem Ltd operate from the large industrial unit adjacent to the west. The new building will become part of Rakem operations and the two buildings will be operated as one site.

3.4 Rakem Limited's business is described on their website as:

Rakem Ltd is a leading agent and distributor representing manufacturers that supply speciality raw materials to the paper, coating, plastics, textile fibres, pharmaceutical, and chemical industries. We operate throughout the UK and Ireland, with distribution sites located across the country, offering quantities ranging from 25 kg to 10 tonnes. (<https://rakemgroup.co.uk/rakem>)

3.5 A letter outlining the need and the benefits of the development is contained in Appendix B. This explains that the company is experiencing increased demand and how they intend to grow the business to meet the demand. They have operated from Wellington Street for many years and have grown substantially in that time. They now employ 49 staff, 95% of whom live within a 5 mile radius of the site.

3.6 The new building will be a steel portal frame construction providing a large open plan warehouse of 927m². The building will be 50.6m long and 19.7m wide. The height of the building from floor level to soffit will be 8.3m and 10.5m to the ridge line.

3.7 The building will be constructed from concrete block up to 4 m high and steel panels coated with green PVC, extending up to the roof. HGV access will be via two large roller shutter doors, with pedestrian access doors. The roof will be clad in panels of steel coated with mid grey PVC.

3.8 Fifteen new parking spaces will be provided, totalling 41 spaces to serve both buildings. Of these 15 new spaces, 2 will serve as disabled parking spaces at the pedestrian entrance to the warehouse and two electric vehicle (EV) charging spaces. There are already 10 EV charging spaces serving the western building and this will increase the total of EV charging spaces across the whole site to 12.

- 3.9 Further detail is provided in the Design and Access Statement Revision 1 (19 February 2025).

Energy Use

- 3.10 The building will be constructed in compliance with Building Regulations, including Part L Conservation of Fuel and Power.
- 3.11 The proposed use of the building is of low intensity energy use. The warehouse will not be heated. An electricity supply will be required for lighting, operation of appliances and telephone and internet connection.
- 3.12 The building will be constructed with roof lights to maximise use of natural daylight and minimise the requirement for artificial lighting, as shown on Drawing No Z344.002. Low energy lighting systems will be employed, such as the use of LEDs and automatic controls.

Hours of Operation

- 3.13 The proposed operating hours are:
- 07:00 to 18:00 on Monday to Saturday
 - No working on Sundays or Public Holidays

External Lighting

- 3.14 Directional hooded floodlighting as shown on detail and specification will be installed around the building and used when necessary during operational times of 07.00 to 18.00 to allow safe usage of the facility.
- 3.15 The direction and angle of the proposed external lighting will not cause spill, glare or nuisance to neighbouring properties.

Fencing and Security

- 3.16 The site is fenced with Paladin fencing and security gates which are locked out of operational hours.
- 3.17 The site will be fitted with an alarm system and CCTV cameras will be positioned on the building to view the 4 sides of the building and be monitored by a security contractor. External lighting will also be linked to the security and alarm system.

Highways and Traffic Management

- 3.18 A Transport Statement has been prepared and will be submitted as part of the planning application.

- 3.19 It is anticipated that approximately 3 No. HGV vehicles will attend the site each day to service both the new building and the existing Rakem Group warehouse to the west. Up to 6 No. HGV movements in and out will be generated at the site per day.
- 3.20 Site access for HGVs will be at Junction 1 and vehicles will exit at Junction 2. This will be enforced through signage. Staff vehicles will enter and exit via Junction 2 shown on Drawing no Z344.003.

Drainage

- 3.21 The site is already served by existing foul and surface water drainage. The drainage system will be upgraded to provide surface water drainage connections to the new building and car park.
- 3.22 A water harvesting tank with overflow will be positioned underground to the north east corner of the warehouse as shown on Drawing no Z344.003.

Landscaping

- 3.23 Landscaping proposals are submitted with this application, including the planting of a hedge, scrub and tree planting and a linear area of grassland. These proposals will be of native species, that will provide better habitats for biodiversity than the de-minimis area that exist on site.

4. NEED AND BENEFITS OF THE PROPOSALS

4.1 Reuse of Brownfield Land

- 4.1.1 The site is brownfield land within an established industrial area. The proposals will enable continued productive industrial use, conserving greenfield sites or sites which may be suitable for alternative development.

4.2 Business Need

- 4.2.1 Rakem Limited are experiencing growing demand for their services and plan to grow the business to meet this demand. The letter in Appendix B explains that they expect to grow by 25% over the next 5 years. To accommodate this they will require a larger storage space than they currently have.
- 4.2.2 Rakem Limited have looked at alternative sites but they are well established at Wellington Street and have invested considerably in their current base, for example installing EV chargers for staff use. They considered that the most sustainable option for growth is to expand into the available space on their existing base.
- 4.2.3 As 95% of the staff live locally this is also considered the most favourable option as it prevents excessive employee travel and will allow them to retain their existing staff.

4.3 Employment

- 4.3.1 Expansion on the current site will retain the 49 job roles in the local area. It is also predicted that the company growth will result in a 20% increase in staff, increasing the number of jobs to 49 to 60.

4.4 Economic Benefit to the Local Area

- 4.4.1 The proposals will allow expansion of an existing business, both retaining existing jobs and generating additional local employment. This will provide direct benefits to the local area.
- 4.4.2 Further local benefits will also be experienced through the ripple effect, whereby local job creation reduces unemployment, brings stability, brings supply-chain benefits and boosts the local economy.

5. ASSESSMENT AGAINST PLANNING POLICY

- 5.0.1 The proposals have been assessed against National Planning Policy (NPPF), the Bury Unitary Development Plan and the Places for Everyone Joint Development Plan.

5.1 National Planning Policy

- 5.1.1 The main national planning policy guidance is set out in the National Planning Policy Framework (NPPF). Policy NPPF1 details presumption in favour of sustainable development:

When considering development proposals the Council will take a positive approach that reflects the presumption in sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions of the area.

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking account of whether:

Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or Specific policies in that Framework indicate that development should be restricted.

- 5.1.2 NPPF 1 clearly spells out the Government's presumption in favour of allowing sustainable development unless the adverse impacts of doing so would be very significant.
- 5.1.3 Approval of the proposal would support economic development through the expansion of a successful business, providing jobs and input to the local economy.
- 5.1.5 Operations at the site are considered to be sustainable development and should be supported in accordance with national planning policy, in that the proposals:
- Use of a brownfield site
 - Are for an existing business bringing jobs and economic growth to the area.

5.2 Unitary Development Plan (UDP) and Places for Everyone (PfE) Joint Development Plan

- 5.2.1 The UDP was adopted in 1997 and many of the policies have been superseded by PfE. The policies map on the Bury Council website identifies a number of policies that are relevant to the site. These are listed as UDP policies but these have been updated by PfE as detailed in Table 1 below.
- 5.2.2 The site is located within an existing employment area in the UDP and is also designated for industrial use as part of Daisyfield Industrial Park.

UDP Policy	PfE replacement Policy
EC1 Employment Land Provision	JP-J1
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4
EN6 Conservation of the Natural Environment	JP-G8
OL5 River Valleys	JP-G2 and JP-G3
MP1 Protection of Mineral Resources	JP-S6

Table 1: UDP Policy Replacement

- 5.2.3 The proposals are reviewed against the PfE policies below.

Policy JP-J1: Supporting Long-Term Economic Growth

- 5.2.4 This policy states '*economic growth is central to the overall strategy for Greater Manchester. It will be essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities*'. The proposals align with this policy in that they will enable the growth of an existing business and retention of the service the business provides, the jobs and the expertise in the local area.

Policy JP-J2: Employment Sites and Premises

- 5.4.3 This policy states: '*A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across the Plan area in terms of location, scale, type and cost. This will offer opportunities for all kinds and sizes of businesses, including start-ups, firms seeking to expand, and large-scale inward investment, which will help to tackle inequalities*'. The proposals are for an existing industrial site which is ideally suited to the needs of the applicant due to the proximity to the existing business and the sustainability gains from expanding on the current site.

Policy JP-J4: Industry and Warehousing Development

- 5.4.4 This policy states: '*At least 3,513,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2022-2039. To achieve this, a high level of choice and flexibility will be provided in the supply of sites for new industrial and warehousing floorspace.*' The proposals will help meet this target to provide industrial warehousing space.

Policy JP-G2 Green Infrastructure Network

- 5.4.5 This policy states: *'A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Green Infrastructure Network provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities'.*
- 5.4.6 As the proposals only cover an already industrial site, there is no reduction in green space and no impact on the green infrastructure network.

Policy JP-G3: River Valleys and Waterways

- 5.4.7 This policy states: *'River valleys and waterways will be protected and improved as central components of our Green Infrastructure Network and a vital part of a Nature Recovery Network, making a major contribution to local identity, quality of life and the natural environment'.* The site is situated in close proximity to the River Irwell, which is approximately 55 m to the east. However the proposals are contained within the existing industrial footprint and do not infringe on the river network or the surrounding green space. There are no proposed industrial discharges which would impact the water quality in the river or the surrounding ecosystem.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity

- 5.4.8 At the time the application was submitted, it was considered that the site was below the minimum requirements for biodiversity net gain to apply. This has now been assessed by Ecology Services Limited and the initial assessment is contained in their letter submitted with this application. It is concluded that the sites biodiversity value should be set at zero and excluded from Biodiversity Net Gain.

Policy JP-S6: Resource Efficiency

- 5.4.9 This policy states: *'The achievement of a circular economy and a zero-waste economy will play a key role in meeting Greater Manchester's ambition of becoming a leading green city region by 2038. The following measures will help achieve this:*
- 1. Development and implementation of the Zero Waste Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency within the Plan area in order to gain the maximum value from the things we produce;*
 - 2. Recognition of the role of existing infrastructure in managing our waste and protecting such facilities to ensure adequate waste management capacity is maintained; and*
 - 3. 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.'*

- 5.4.10 This policy has replaced MW1 which covered mineral safeguarding, however JP-S6 does not mention safeguarding of mineral resources. Instead this is covered in the Greater Manchester Joint Minerals Plan. The site is shown on the Bury Council UDP policies map as being in a mineral safeguarding area, and this is still the case in the Greater Manchester Joint Minerals Plan.
- 5.4.11 The mineral safeguarding designation has not prevented construction on the surrounding area to form the existing Dasiyfield Industrial Park, therefore it is assumed that the area has greater importance as an economic zone than as a potential minerals site. Due to the existing precedent, it is not considered that designation as a minerals safeguarding zone would prevent the proposals from being approved.

JP-S2: Carbon and Energy

- 5.4.12 This policy centres on how to deliver a carbon neutral Greater Manchester by 2038. The energy requirements of the proposals are described in Section 3. This demonstrates that the proposals are not energy intensive and would minimise energy demand by use of natural lighting and following Building Regulation requirements on energy use and lighting. The storage facility will not require space heating.
- 5.4.13 The proposals include for 2 EV charging points within the parking provision. This will enable and encourage staff to use electric vehicles to drive to work. The majority of the staff live within a 5-mile radius of the site and sustainable travel is a viable option including walking, cycling and public transport.

JP-C2: Digital Connectivity

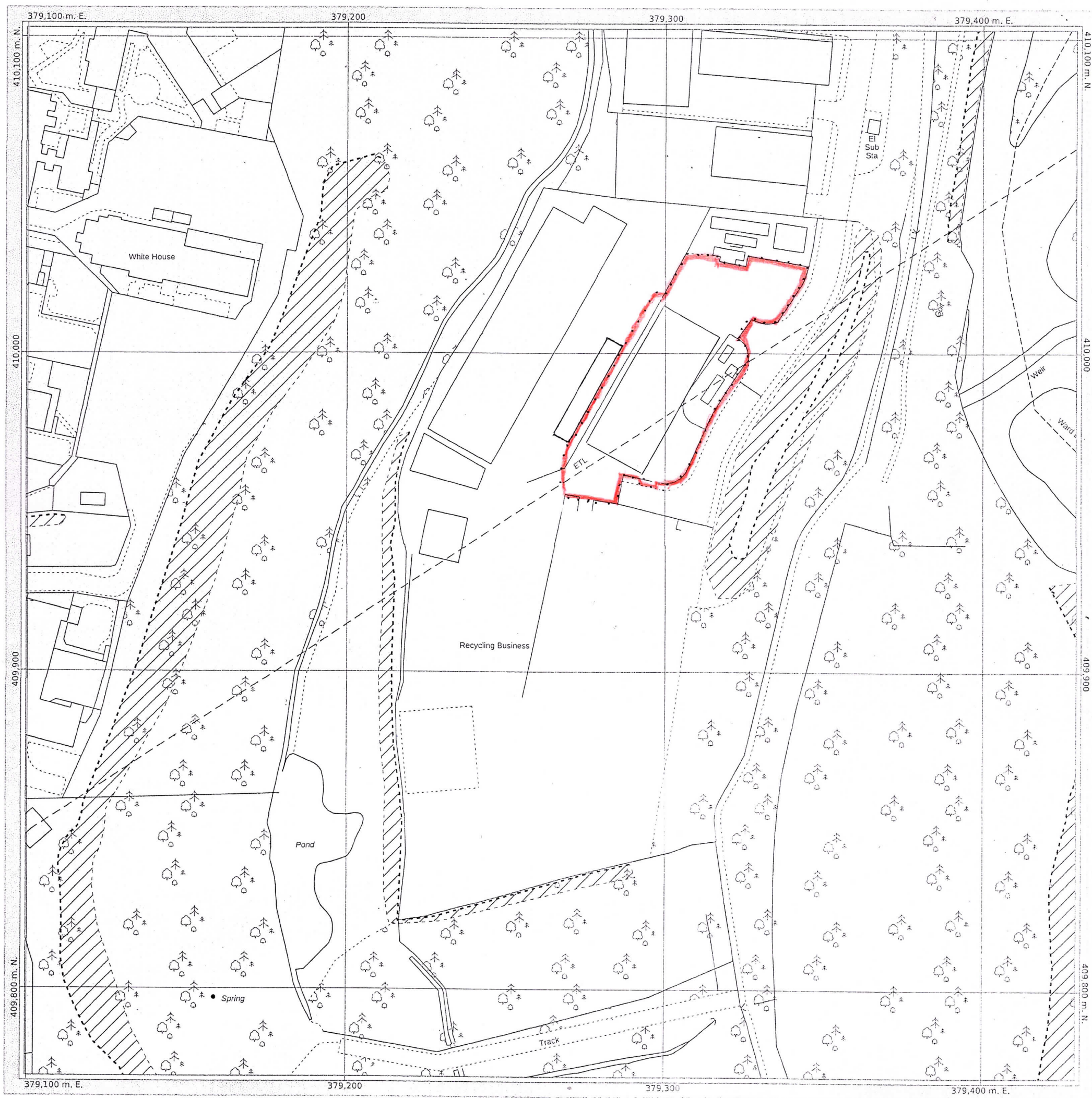
- 5.4.14 This policy requires all new development to have full fibre to premises connections, unless technical infeasible and/or unviable. This policy supports high quality digital infrastructure and requires new development.
- 5.4.15 There is already a full fibre connection to the site and this will be extended into the new building as part of the construction.

6. CONCLUSIONS

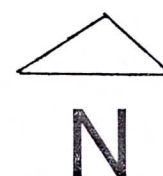
- 6.1 National Planning Policy states that there should be a presumption in favour of sustainable development, and it has been demonstrated that the proposals are sustainable.
- 6.2 The proposed development is for construction of a new building for industrial use in an established industrial zone. The building will be constructed to modern standards in accordance with Building Regulations, with full fibre internet connectivity. The use of the building for storage of materials is not energy intensive.
- 6.3 The building will provide additional storage space for an existing business to support growth and expansion of that business. This will allow retention of existing jobs and generation of additional local employment.
- 6.4 The vast majority of the staff live locally and therefore retention of the business on this site is considered the most sustainable option as it prevents excessive employee travel, which may result if the business were relocated.
- 6.5 The development will allow the business to retain their existing staff, keeping the skills in the local area. It will also benefit the local community through the ripple effect, whereby local job creation reduces unemployment, brings stability, brings supply-chain benefits and boosts the local economy
- 6.6 The proposed development is within the current industrial footprint of the site and will not impinge on habitats or green infrastructure. The use of the building will not result in excessive noise, traffic or emissions to the environment.
- 6.7 In conclusion, the proposals will provide direct benefits to the local area. It has been demonstrated that the proposals are commensurate with local and national planning policy and the Council is therefore respectfully requested to support the proposals and approve the application.

APPENDIX A

Drawings



 SITE BOUNDARY



Job Title

WELLINGTON STREET BURY

All dimensions must be checked on site and not scaled from this drawing

Drawing Title

LOCATION PLAN

 **OakbayDesign**

29 Bradford Road Eccles Manchester M30 9FF
Tel: +44 (0)7966 470358 info@oakbaydesign.com

Scale

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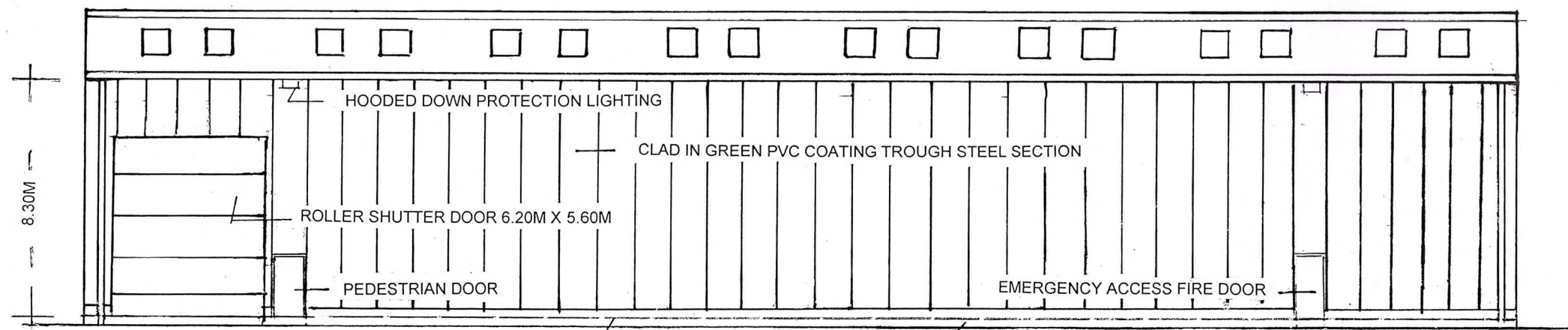
Date

DECEMBER 2024

Drawing No.

Z344. 000

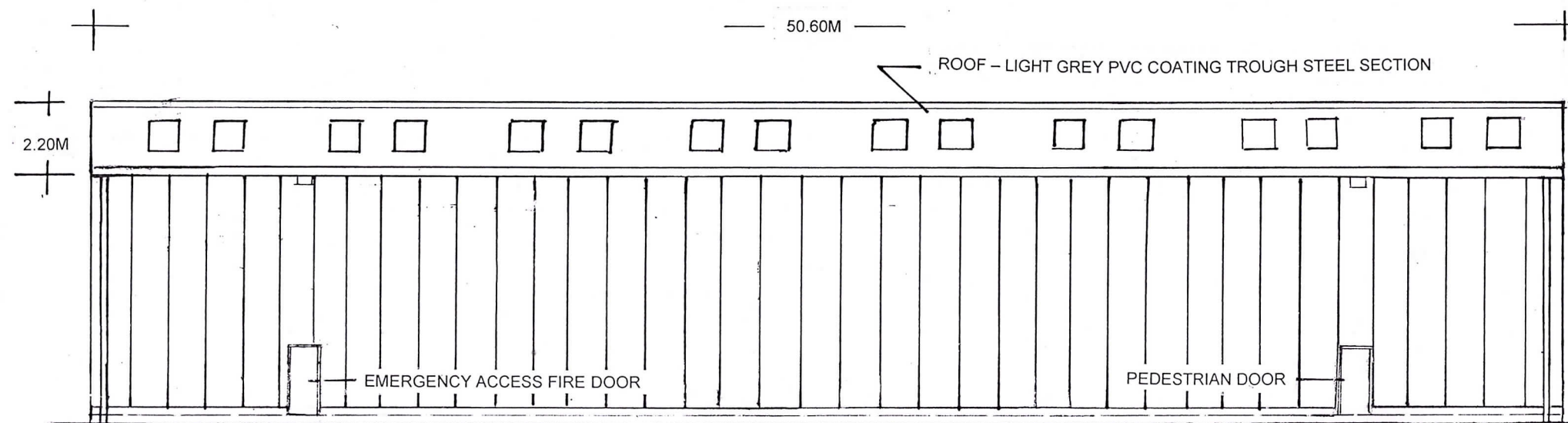
Rev.



WEST ELEVATION

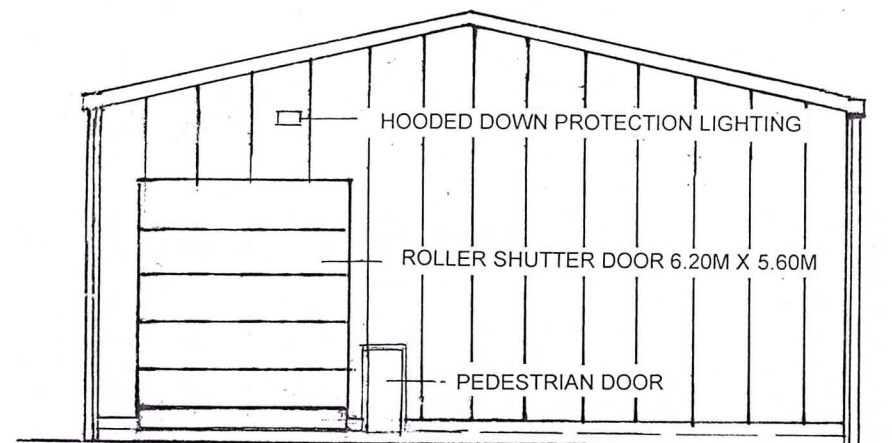
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CONCRETE BLOCK WALLING / RENDERED

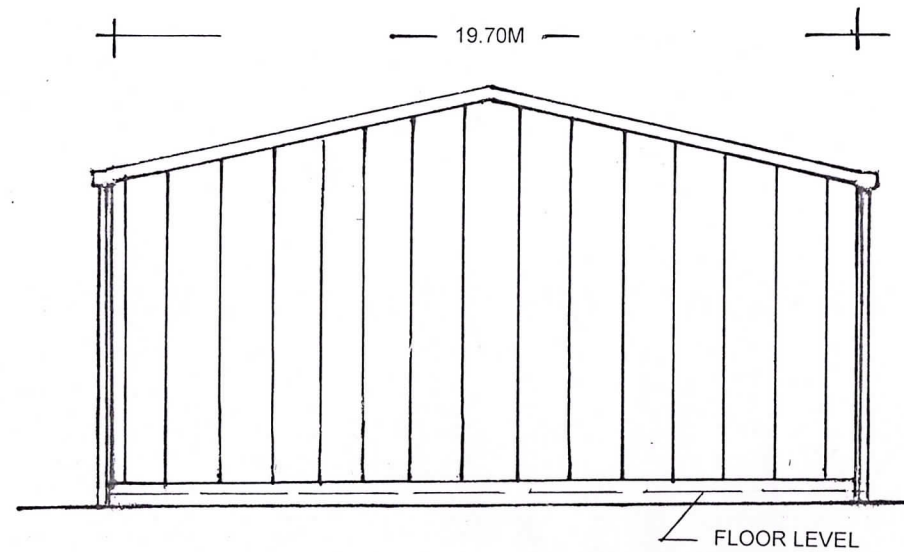


EAST ELEVATION

CONCRETE BLOCK WALLING / RENDERED

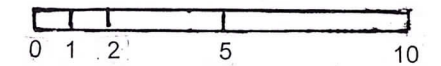


SOUTH ELEVATION



NORTH ELEVATION

SCALE BAR



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Job Title

WELLINGTON STREET BURY

Drawing Title

WAREHOUSE ELEVATIONS

Scale

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Date

DECEMBER 2024

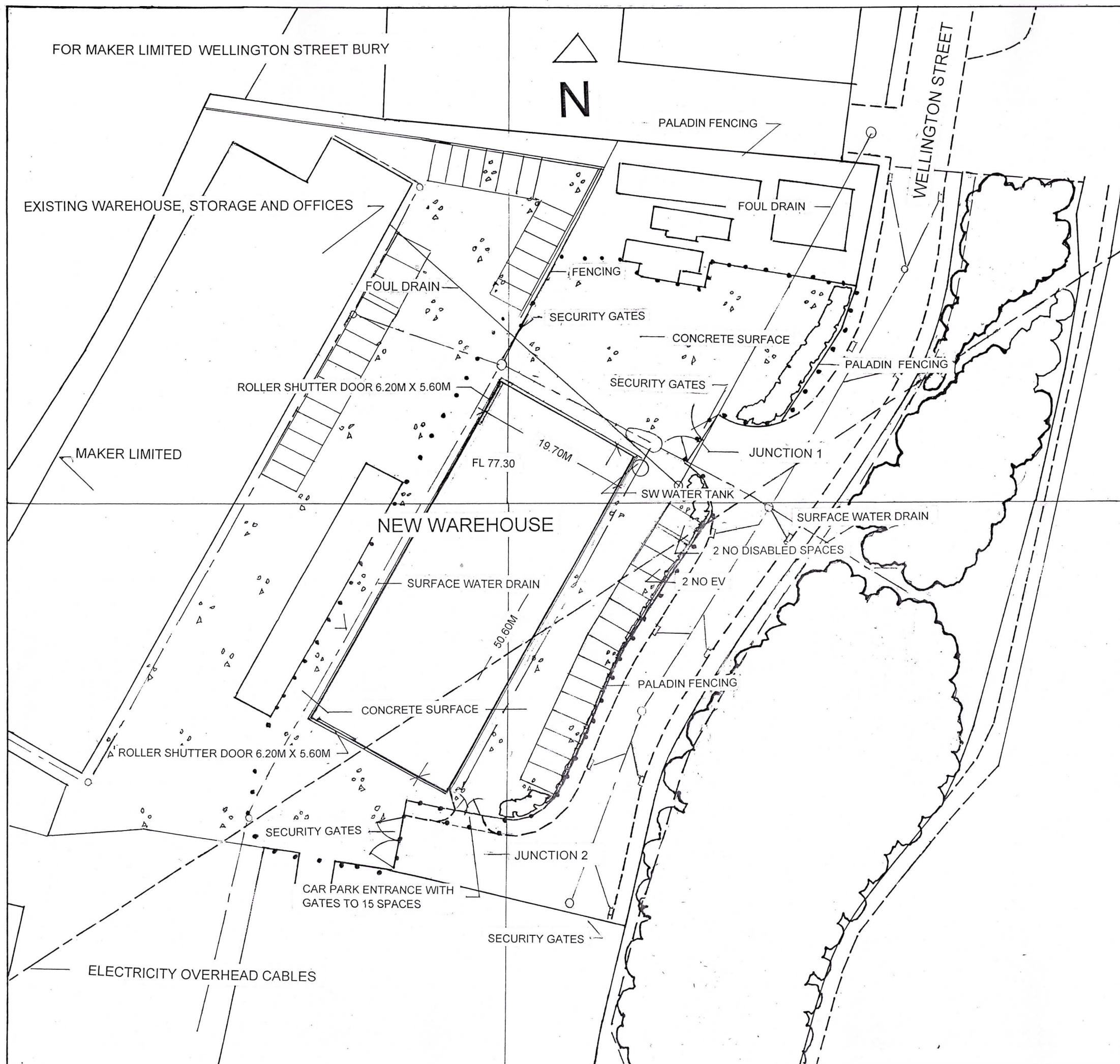
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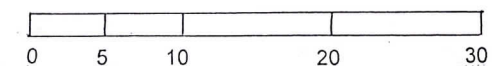
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1

All dimensions must be checked on site and not scaled from this drawing



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• • • • PLANNING APPLICATION BOUNDARY

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Job Title

WELLINGTON STREET BURY

Drawing Title

NEW WAREHOUSE
SITE PLAN

Scale

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Date

JANUARY 2025

Drawing No.

Z344. 003

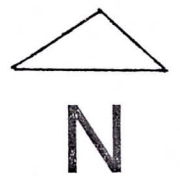
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- - - - - PLANNING PERMISSION BOUNDARY TO APPLICATION NO 46433 DATED 31.08.2006
- - - - - PLANNING PERMISSION BOUNDARY TO APPLICATION NO 58726 DATED 14.08.2015
- NEW APPLICATION BOUNDARY



Job Title

WELLINGTON STREET BURY

All dimensions must be checked on site and not scaled from this drawing

Drawing Title

PLANNING BOUNDARIES

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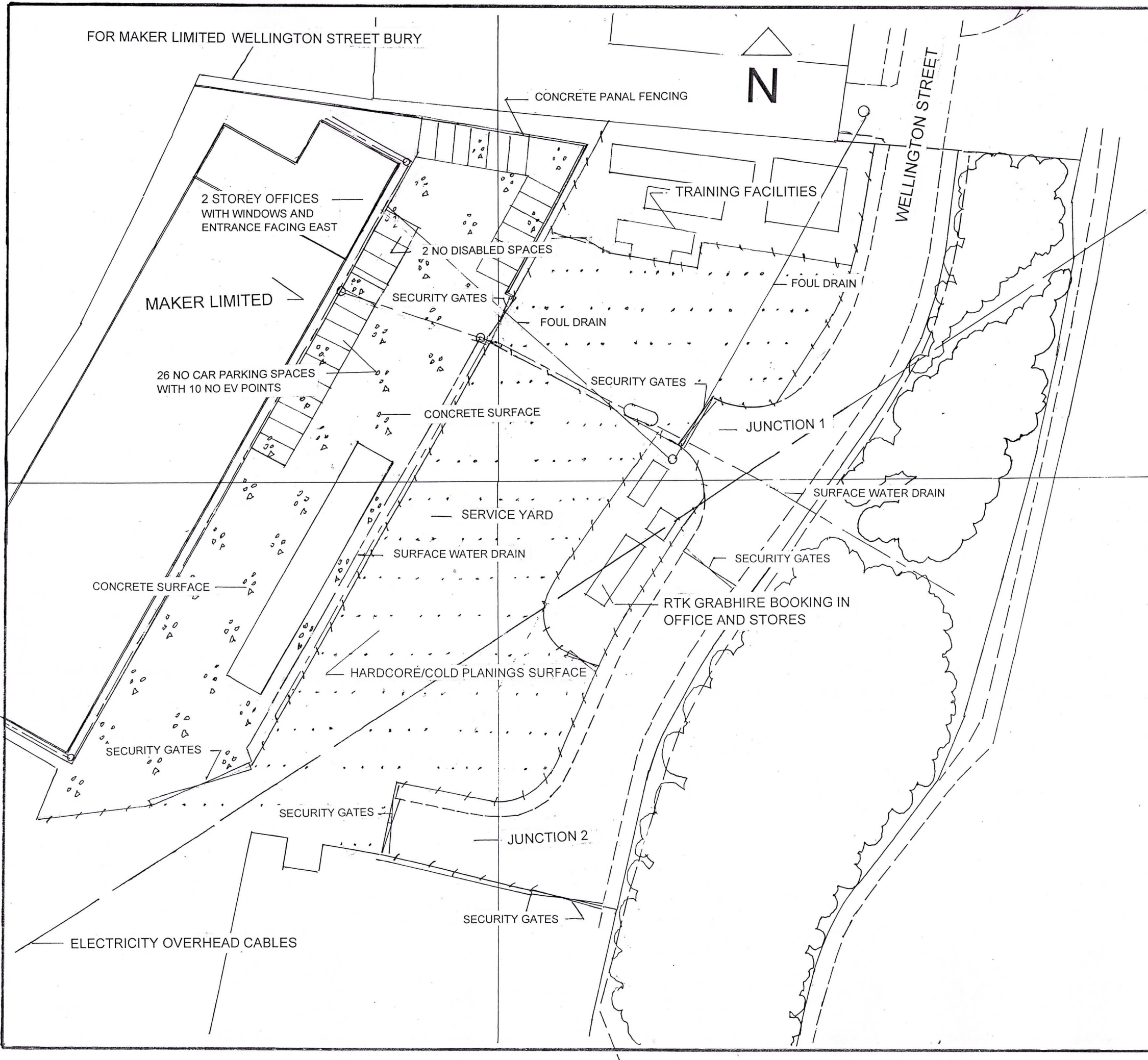
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FEBRUARY 2025

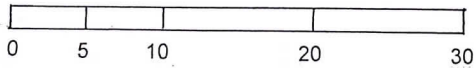
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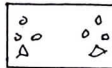
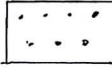
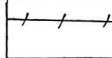
Z344.004

Rev.



SCALE BAR



-  CONCRETE SERVICE YARD
-  CONTRACTORS SERVICE YARD
-  PALADIN SECURITY FENCING

 **OakbayDesign**

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Job Title
WELLINGTON STREET BURY

Drawing Title
EXISTING SITE PLAN

Scale 1 : 500 @ A3	Date FEBRUARY 2025
Drawing No. Z344. 005	Rev.

All dimensions must be checked on site and not scaled from this drawing

APPENDIX B

Rakem Limited Business Need

Rakem Limited

Wellington Street

Bury

BL8 2BD

4th February 2025

To whom it may concern,

Please find a feasibility study below for the proposed new extension to the existing site based in Wellington Street Bury.

Company Summary.

Rakem Ltd has been based at Wellington Street for 30 years and are considered a family business. Rakem originally employed 6 people at the outset, and now employs 49 people, of which 95% of employees live in the Bury area. From it's original 13,000 square foot of offices and Production site, we have continued to grow substantially over the years, adding new premises of 25,000 square feet of storage and warehousing in 2017. Given increasing demand, and projected market expansion, a new storage and warehouse facility will enable increased production, extra storage capacity, and an expanded workforce. The company are expecting considerable growth, with a demand expected to increase by 25% and an expected 20% increase in new employees, over the next 5 years. The current site operates at near capacity which is currently limiting expansion opportunities. With the proposed new facility the company will aim to,

- Increase production to meet demand.
- Provide additional storage for raw materials and finished goods.
- Enhance operational efficiencies with modern processes and new technologies.
- Create new job opportunities and attract skilled talent.
- Strengthen the company's market position and reputation.

We have looked at several locations within a 25-mile radius of BL8 and the decision to potentially stay at Wellington Street has been based on factors listed below.

- 95% of our employees are based within 5 miles of our current operation. This will offset the need of excessive employee travel and potential relocation, thus helping the company's retention of staff, and employing local people.
- Accessibility to major highways and transportation hubs which we currently use.
- Adequate space for future expansion.
- Compliance with environmental regulations which exist within the company's other sites.

I trust this information will help the proposed application and if you require any further information, please do not hesitate to ask.

My contact details are,

andy@rakem.co.uk

07917 161348.

Regards

Andy Bower

Operations Manager.



**Starling
Environmental
Limited**