



Planning Statement

JD Bury: Phase 2 REM

JD Sports Fashion

20/09/2024

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Document Issue Sheet

Issue Nr.	Document	Status	Issue Date	Parties Sent To	Prepared By	Reviewed By
1.0	September 2024 Report	Pending Review	04/09/2024	Bury Council	Jonathan Mumby	Matt Dixon
2.0	October 2024 Report	Reviewed	01/10/2024	Bury Council	Jonathan Mumby	Matt Dixon



Introduction

1. Introduction



- 1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, JD Sports. The statement is submitted in support of a Reserved Matters Application pursuant to the Outline Planning Permission (68530).
- 1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

- 1.3 The submitted planning application is seeking planning consent for:

Application for reserved matters approval (appearance, landscaping, layout and scale) for the Zone 2 development of commercial building (Hub building, Use Class E) car parking, internal roads and a multi-purpose all -weather sports pitch and all details required to discharge the following conditions from application 68530; 8 (Remediation Strategy), 8 (Construction Environment Management Plan), 17 (Risk Assessment), 18 (Construction Traffic Management Plan), 27 (Landscaping), 28 (Materials), 30 (EV Charging), 31 (Floodlighting), 32 (Biodiversity), 33 (Ecology), 35 (Transport).

JD Sports Fashion

- 1.4 JD Sports Fashion Plc is a leading retailer in sports, fashion, and outdoor clothing, footwear, and accessories, serving a broad customer base in the UK and internationally.
- 1.5 JD Sports focuses on delivering a dynamic retail experience through its high street stores, retail park outlets, and digital channels. The company has cultivated a reputation for high-quality offerings, blending premium products with streetwear trends, making it a key player in the sports-fashion sector.
- 1.6 As a major employer in the retail sector, JD Sports is committed to supporting local economies by creating jobs and investing in the communities where it operates. This includes partnerships with local initiatives and a focus on youth employment, training, and development programs.
- 1.7 JD Sports is also actively engaged in promoting sustainability within its operations, with efforts focused on reducing environmental impacts and improving energy efficiency.



Application Documents

- 1.8 This Planning Statement should be read alongside the architectural plans / drawings and supporting documents submitted to accompany the planning application. The application documents comprise:

- Design and Access Statement, prepared by AEW Architects;
- Architectural Plans / Drawings, prepared by AEW Architects;
- Landscaping Strategy and Plan, prepared by CW Studio;
- Air Quality Assessment, prepared by Redmore Environmental;
- Planning Noise Assessment, prepared by Cundall;
- Remedial Specification, prepared by GroundTech Consulting;

- ↘ Transport Statement, prepared by Eddisons.
- ↘ Construction Environment Management, Method Statement Plan & Construction Traffic Management Plan, prepared by Caddick Construction;
- ↘ Invasive Non-Native Species Method Statement, prepared by Urban Green;
- ↘ Preliminary Ecological Appraisal, prepared by Urban Green;
- ↘ BNG Report, prepared by Urban Green;
- ↘ Energy Strategy Report, prepared by Kennedy Redford;
- ↘ Pre-Construction Information Hazard Elimination / Reduction & Management Schedule, prepared by Caddick Construction;
- ↘ EV Charging Details, prepared by BP;
- ↘ Crime Impact Assessment, prepared by GMP: Design for Security.

The background is a solid teal color. On the left side, there are three overlapping, semi-transparent geometric shapes that resemble stylized, layered paper or fabric. These shapes are in various shades of teal and have sharp, angular edges. On the right side, there is a large, thin, light teal number '2'.

Site and Surroundings

2. Site and Surroundings

Site

- 2.1 The application site is located within the wider JD campus. The surrounding buildings are predominantly brick built and range from three to four storeys in height with traditional pitched roofs. These are occupied by JD including Balmoral / Windsor House, Edinburgh House and Warwick House. These make up other parts of the wider JD campus.
- 2.2 To the western boundary there are several residential properties which are screened by dense vegetation. Nearby, in this direction, is Beechwood, which is a two-storey apartment block with a traditional pitched roof. The other properties nearby are single storey bungalows with pitched roofs.
- 2.3 The southern edge of the site is the wider JD Campus and Hollins Vale Nature Reserve, the latter is characterised by mature trees, grassland and local angling sites.
- 2.4 A public right of way runs through the site connecting Pilsworth Road and the nature reserve. The walking route provides an opportunity to create a direct link for JD employees into the nature reserve as a potential walking route for JD staff.

Surroundings

- 2.5 The JD site is an established business park located on the outskirts of Bury town centre in between Pilsworth and Hollins.
- 2.6 The site is well connected to the motorway and wider road network. The site lies 0.5 miles from J3 of the M56 and 1 mile from the A56. Both routes offer easy access to Bury town centre, Prestwich, Whitefield and the wider north west. There is Metrolink public transport into Manchester City Centre from each of these nodes as well as bus routes.
- 2.7 The site is formerly an industrial site known as 'A-Plant.' It sits to the west of the remaining JD Campus, with the site representing an opportunity to complete the wider JD Campus.

Planning History

- 2.8 Please see below of the site and surrounding area's recent planning history:

Reference	Description	Decision
00/36942	Two non-illuminated fascia signs	Approved 23 October 2000
02/39529	Non illuminated company signage on building	Approved 20 August 2002
45174	Two unilluminated signs at first floor level	Approve 24 October 2005
46149	Non illuminated external building lettering	Approved

		1 June 2006
54670	Replacement boundary fence (Pilsworth Road / Hollins Brook Way)	Approved 2 February 2012
59331	Lawful development certificate for construction and use of existing car park for cars and light commercial vehicles only	Refused 20 November 2015
63159	Variation of condition 1 following grant of planning permission 60525 to allow an additional 6 months for commencement of the junction improvement works	Approved 4 October 2018
63998	Variation of condition 1 following grant of planning permission 63159 to allow an additional 6 months for commencement of the junction improvement works	Approved 23 May 2019
64607	Prior notification for proposed demolition of single storey steel framed workshop/works depot and single storey garage	Prior Approval Required and Granted 24 October 2019
68530	Hybrid application - Full application: Zone 1 development of Commercial building No1 (Creche, Use Class E), car parking and internal site roads, a new site access junction to Pilsworth Road, highway improvements to Hollins Brook Way and Pilsworth Road, use of an existing car park exit to Aviation Road for emergency purposes only. Outline application: Zone 2 development of Commercial building No.2 (Hub building, Use Class E) car parking and internal site roads and a multi-purpose all-weather sports pitch (Including reserved matters of means of access and scale included for determination).	Approved 18 April 2023

Table 1 - Planning History

- 2.9 The outline planning permission (68530) was granted on 18th April 2023 which included the granting of the full planning application for Zone 1 alongside the approval of the outline application for Zone 2, details shown above, subject to the submission of specific details under this Reserved Matters application.



3

Proposed Development

3. Proposed Development

Reserved Matters Overview

3.1 The application seeks approval for the following Reserved Matters and listed conditions:

- Appearance;
- Landscaping;
- Layout.

Each of these matters are addressed in detail below:

Site Arrangement

3.2 The site arrangement is in line with the illustrative masterplan, shown below in **Figure 2**, which was submitted as part of the approved outline application.

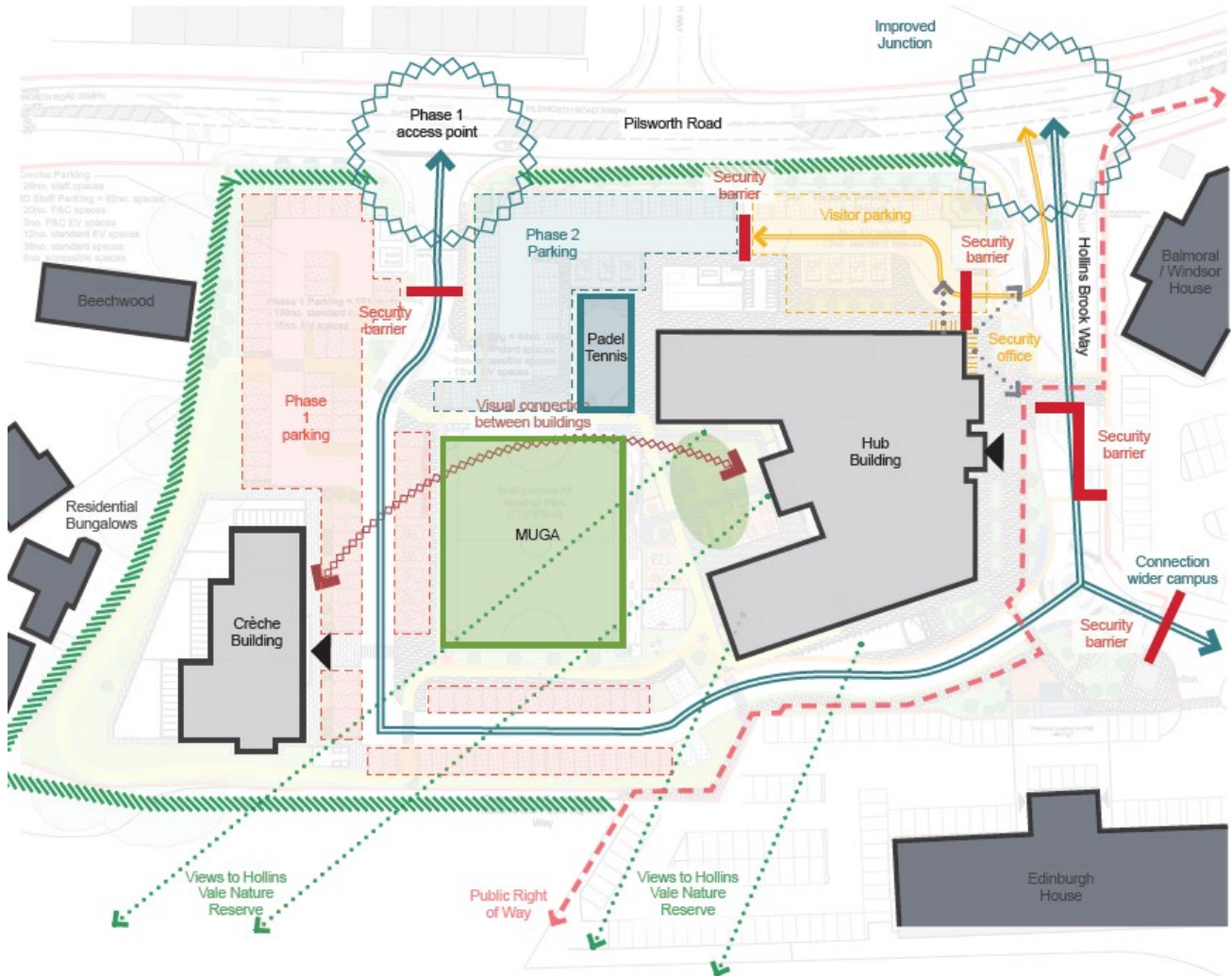


Figure 1 - Site Arrangement

Key Concepts

- ↘ The hub building located centrally on campus, anchored to the corner of the site;
- ↘ Amenity space located between hub and creche buildings as a green link;
- ↘ Public Right of Way maintained through the site through altered route.

Form, Scale and Massing

- 3.3 The proposal seeks to bring together the various elements of the existing campus into one focal point in the centre of the site, whilst responding to the context of the wider campus development and beyond.
- 3.4 Each wing of the proposed hub building is three storeys, which represents a one storey reduction on the outline planning consent, with the floor to floor height being 4.1m. The parapet height of the building is approximately 14m from external ground level. A louvred plant enclosure is located on each of the office wings and is set back from the parapet.



Figure 2 - West Elevation

- 3.5 The development of the hub building introduces an atrium which joins two wings with glazed façade deriving from an orthogonal floor plan. A bridge connects the two wings and provides circulation across the main atrium.
- 3.6 The atrium is articulated as a form slotted between the two office wings. It is recessed from the façade of the wings to articulate the form of the building further.

Layout

- 3.7 The internal arrangement of the hub building is intended to provide a range of amenity functions with meeting spaces and high quality office space.
- 3.8 The main entrance is located to the east elevation of the atrium between the two wings of the building, this is accessed through a single storey entrance lobby which further opens up to three storeys with a bridge link passing over head.
- 3.9 The hub building includes café and dining area on ground floor with back of house facilities behind it. A meeting suite and lecture theatre make up the ground floor of the north wing accessed through the atrium.

3.10 The first floor includes area of fixed and flexible working areas with a connection made through the link bridge. This floor also includes access to the gym area with associated WC and shower facilities. There is also a dedicated staircase which leads directly to the first floor gym from the external ground floor, allowing users to access the gym 24/7 through dedicated access control.

3.11 There is one central core behind reception in the north wing which provides 2no. lifts, a main staircase and toilets with escape stairs located in each wing, along with a second bank of toilets located in the south wing.

Appearance & Materials

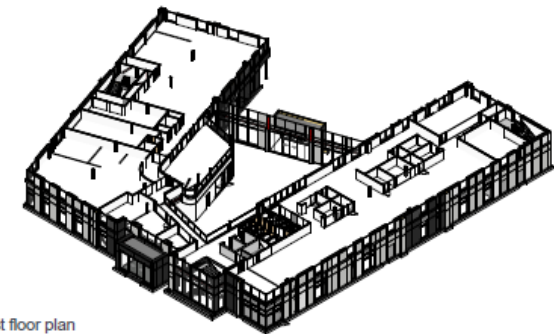
3.12 The hub building includes a suitable combination of windows and solid façade to guard against overheating.

3.13 The façade is broken into modules to introduce variation by providing solid elements contrasting against colours and textures through different cladding types.

3.14 The material palette for the building includes the use of aluminium and fibre cement cladding united by arrangement and joint details. More information on the materials used are available in the supporting **Design and Access Statement**.



Second floor plan



First floor plan



Ground floor plan

Figure 3 - Floor Layouts

Vehicle Access and Parking

3.15 Two points of vehicle access were secured under the outline consent ref: 68530 from Pilsworth Road and Hollins Brook Way with works associated with the latter already being carried out under Phase 1 of the scheme including road widening, along with a separate new access point to the west of the site.

3.16 Both access points are secured with barriers, with the security barriers for the entrance from Hollins Brook Way being moved further into the site to ensure maximum length into the site for queuing.

3.17 A total of 64no. car parking spaces will be provided on site; this is to be split into the following:

Hub Car Parking (44no. parking spaces)

- 28no. standard car parking spaces;
- 3no. accessible car parking spaces;
- 13no. EV charging spaces.

Visitor Car Parking (20no. parking spaces)

- 12no. standards car parking spaces;
- 4no. accessible car parking spaces;
- 4no. EV charging spaces.

Landscaping

Soft Landscaping

- 3.18 The proposed soft landscaping on site includes the retention of existing trees with additional planting including semi-mature boundary trees and ornamental trees strategically placed to enhance the visual appeal of the site and provide screening where necessary.
- 3.19 The landscape plan includes rain garden trees, selected for their resilience in both wet and dry conditions, there are complemented by a mix of ornamental grasses and flowering perennials to support water management as a dual function along with biodiversity.
- 3.20 Further soft landscaping features include native hedge and woodland planting consisting of native shrubs, ferns and seasonal flowering plants.
- 3.21 Grass turf is proposed for boundary and amenity areas. Further campus planting features a block arrangement of evergreen shrubs, ornamental grasses, spring bulbs which promote the site's aesthetic value.

Hard Landscaping

- 3.22 Pedestrian surfaces are to be surfaced with Kellen block paving in a buff mix, whilst grey mix permeable paving is to be used in areas requiring water drainage.
- 3.23 Tactile granite paving in grey is to be installed at crossing points to ensure accessibility with parking areas featuring porous asphalt with white aggregate chippings to allow for effective water runoff.
- 3.24 Further to the above decorative gravel edging is used to highlight building perimeters, adding a neat, polished look to the hardscape.

Recreational Facilities

- 3.25 The recreational facilities on site includes the multi-sports pitch and a padel tennis court, which are included to boost physical activity.
- 3.26 These areas are to be equipped with sports lighting to ensure they can be used into the evenings. Adjacent to these spaces are storage facilities to provide a practical space for equipment.

Furniture and Structures

- 3.27 The design incorporates a variety of outdoor furniture and structures including Bloc park benches with integrated tables designed from untreated jatoba hardwood and galvanised, powder-coated steel.
- 3.28 Rautster picnic benches are included which are wheelchair accessible. There is an urban island seating unit, created from the same materials, which provides seating to communal areas.



4

Planning Policy Context

4. Planning Policy Context and Compliance

- 4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning application should be determined in accordance with the Development Plan unless material considerations indicate otherwise.
- 4.2 As the principle of the development has already been established under the approval of the outline application relating to the development, the policies listed in this section only relate to those concerned with the details of the reserved matters submitted, along with any further changes beyond that which was approved at outline stage.
- 4.3 The relevant documents of the adopted development plan for Bury Council are:

↙ Places for Everyone (PfE) (2024);

↙ Bury Unitary Development Plan (UDP) adopted by the Council in August 1997;

↙ Greater Manchester Joint Waste Development Plan;

↙ Greater Manchester Minerals Plan.
- 4.4 Other planning policy documents relevant to this application that are capable of being a material consideration in the determination of this planning application comprise:

↙ National Planning Policy Framework (“the Framework”) (December 2023), and associated Planning Practice Guidance (PPG);

↙ Supplementary Planning Document 16: Design and Layout of New Development;
- 4.5 The below table highlights the relevant Development Plan policies and how the proposed development complies.

Places for Everyone		
Policy	Summarise	Compliance
JP-Strat6: Northern Areas	<i>A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on making as much use as possible of suitable previously-developed (brownfield) land through urban regeneration, enhancing the role of the town centres and diversifying the residential offer. This will be complemented by the allocation of sites for development identified in Chapter 11 of this plan, that will help to boost economic opportunities and diversify housing provision. Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the</i>	The proposed development is located on the outskirts of Bury and directly addresses the need for growth in Northern areas as per the policy. The proposal further supports long term business growth by enhancing an existing business campus area with modern office space, a creche and other internal and exterior amenity areas that contribute to economic vitality in the Northern area.

	<i>significant increases in economic growth in this location will help to reduce deprivation.</i>	
JP-Strat14: A Sustainable and Integrated Transport Network	<i>The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.</i> <i>[...]</i> <i>New development will have a significant role in delivering our future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.</i>	The development includes a number of EV charging points, enhanced pedestrian routes and storage for 72no. bicycles which contributes to a more integrated transport network that encourages sustainable travel.
JP-S1: Sustainable Development	<i>To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.</i> <i>In preparing plans, authorities should make as much use as possible of suitable previously developed (brownfield) land and vacant buildings to meet development needs.</i> <i>In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.</i>	The development represents sustainable reuse of previously developed land. The proposed development incorporates sustainable elements such as photovoltaic panels on the roof of the terrace and landscape integration which contributes towards the use of green infrastructure, sustainable building materials and an overall reduction in environmental impact.
JP-S2: Carbon and Energy	<i>The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:</i> <i>[...]</i> <i>5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;</i> <i>[...]</i> <i>b. Incorporate adequate electric vehicle charging points, [...]</i>	Further to the above, the inclusion of PV panels to the hub building contributes to on-site renewable energy generation, directly supporting reduced carbon emissions and aligning with energy efficiency goals. Refer to the Energy Strategy Report for further details on the energy efficiency across the scheme.

JP-S4: Flood Risk and the Water Environment	<i>An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk [...]</i>	The proposed development includes rain garden trees and planting palettes design to be suitable for wet and dry conditions, this supports water management and reduces flood risk.
JP-S5: Clean Air	<i>A comprehensive range of measures will be taken to support improvements in air quality [...] including:</i> <i>1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;</i> <i>2. Determining planning applications having regard to the most recent development and planning control guidance published jointly by the Institute of Air Quality Management (IAQM) and Environmental Protection UK (EPUK), and the most recent IAQM Guidance on the Assessment of Dust from Demolition and Construction, or relevant successor guidance, including the requirement for developers to submit construction management plans as appropriate;</i> <i>3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;</i> <i>[...]</i> <i>11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.</i>	The Reserved Matters application is supported by an Air Quality Assessment of which highlights no significant issues in terms of Air Quality. Please see Section 5 for more details. The provision of EV charging facilities on site and the promotion of sustainable travel options as an alternative to the private vehicle, through cycling infrastructure and pedestrian routes directly supports clean air initiatives by reducing car dependency and associated emissions.
JP-G7: Trees and Woodland	<i>We will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them.</i> <i>[...]</i> <i>12. Where development would result in the loss of existing trees, requiring replacement on the basis of</i>	The proposal includes woodland planting, the retention and protection of existing hedgerows along with the enhancement of green spaces. This aligns with policies to protect and expand tree cover and green spaces.

	<i>two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area, with a preference for on-site provision; and</i> <i>13. Protecting trees and woodland during the construction phase of development.</i>	
JP-G8: A Net Enhancement of Biodiversity and Geodiversity	<i>Through local planning and associated activities a net enhancement of biodiversity resources will be sought [...]</i> <i>Development will be expected to:</i> <i>a. Follow the mitigation hierarchy of:</i> <i>i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with less harmful impacts, then</i> <i>ii. Adequately mitigating any harm to biodiversity, then</i> <i>iii. Adequately compensating for any remaining harm to biodiversity</i> <i>b. Avoid fragmenting or severing connectivity between habitats;</i> <i>c. Achieve a measurable net gain in biodiversity of no less than 10%</i> <i>d. Make appropriate provision for long-term management of habitats and geological features connected to the development;</i> <i>[...]</i>	The reserved matters application is supported by a BNG report prepared by Urban Green. For details please see Section 5.
JP-J1: Supporting Long-Term Economic Growth	<i>A thriving, inclusive and productive economy will be sought in all our boroughs. There will be an emphasis on:</i> <i>A. Maintaining a very high level of economic diversity across our boroughs</i> <i>B. Facilitating the development of high value clusters in key economic sectors such as:</i> <i>i. Advanced manufacturing; ii. Digital and cyber;</i> <i>iii. Health innovation, including life sciences;</i> <i>iv. Low carbon goods and services;</i> <i>v. Business, financial and professional services;</i> <i>vi. Logistics.</i> <i>C. Making the most of major assets of the sub-region, such as:</i> <i>i. The high concentration and range of research assets</i>	The proposed development supports economic growth through the provision of modern, a well equipped and well designed campus hub building and associated infrastructure and green space that meet's the needs of an expanding business, which in turn contributes to job creation and economic stability in Bury. The proposed Hub is in line with the parameters of the controlling outline approval ref: 68530.

	<i>ii. The large pool of graduates</i> <i>iii. Highly productive businesses in every sector of our economy</i> <i>iv. Existing transport infrastructure such as Manchester Airport, Manchester Ship Canal, public transport networks and the motorway network</i> <i>v. Major proposed transport improvements such as Northern Powerhouse Rail</i> <i>D. Grasping the economic opportunities from the global transition to a low carbon economy</i> <i>E. Providing the high-quality, sustainable living environments that will help to attract and retain skilled workers</i> <i>F. Supporting local job growth, by seeking agreement with employers and developers, including housebuilders, to enter into local labour and training agreements through planning obligations and other mechanisms where appropriate.</i> <i>G. Maximising the potential of the key growth locations set out in JP-Strat1 to JPStrat12 to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents.</i>	
JP-J2: Employment Sites and Premises	<i>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.</i> <i>[...]</i> <i>Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will 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.</i>	The proposed site represents an area of vacant land in an area of existing office space. The proposed development represents the introduction of high-quality employment premises where the principle of use has already been established. This supports policy aims for maintaining a strong employment base in an area designated as an Employment Generating Area.
JP-J3: Office Development	<i>At least 2,019,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2022-2039, with a focus on:</i>	The proposed development would contribute significantly to the goal of increased accessible office space over the plan period.

	[...] <i>The refurbishment of existing office accommodation will be encouraged including improving standards of accessibility, in accordance with Part M (Volume 2) Building Regulations.</i> <i>A wide range of office development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just under 2,815,650 sqm of floorspace. This will help to ensure that there is a diverse range of opportunities, providing choice and flexibility in the market. The vast majority of these are in the key growth locations identified in Policy JP-J3 'Office Development' and are on previously-developed land.</i> [...]	The design focusses on providing contemporary facilities, enhancing business capacity to attract and retain staff. The proposed development of the hub building at the centre of the campus ensures a modern and flexible working environment.
JP-P6: Health	<i>To help tackle health inequality new development will be required, as far as practicable, to:</i> <i>A. Maximise its positive contribution to health and wellbeing, whilst avoiding any potential negative impacts of new development;</i> <i>B. Support healthy lifestyles, including through the use of active design principles making physical activity an easy, practical and attractive choice; [...]</i>	The proposed development will encourage active transport through the provision of cycle parking facilities. The inclusion of sports facilities like the Multi-Use Games Area (MUGA), active travel routes and connection to the nature reserve will support employees' physical health and wellbeing.
JP-C1: An Integrated Network	<i>In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:</i> <i>1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;</i> [...] <i>5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below</i>	The proposal's layout gives priority to pedestrians through the enhancement of walking routes, which promotes active travel. The development also connects to the public right of way, linking the wider campus to the local nature reserve which in turn enhances local walking routes. The proposal also makes provision for 72no. cycles parking spaces which further supports active travel choices.

	<i>(highest priority first):</i> <i>a. Pedestrians (and people using mobility aids);</i> <i>b. Cyclists, powered two-wheelers, and public transport users;</i> <i>c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)</i> <i>d. People in personal motorised vehicles</i>	
Policy JP-C2: Digital Connectivity	<i>We support the provision of affordable, high quality, digital infrastructure. In making decisions we will support a range of measures, including:</i> <i>[...]</i> <i>2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiplexing compliant with telecoms standards, to facilitate future-proof gigabitcapable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties ...</i> <i>[...]</i>	The proposed development, given its high design standards, will provide high quality digital infrastructure in the form of full fibre connections for existing employees of the company but also for future use.
JP-C8: Transport Requirements of New Development	<i>We will require 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.</i> <i>We will do this by:</i> <i>Connectivity and Permeability</i> <i>1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network [...]</i> <i>2. Ensure appropriate connectivity to the existing highway network.</i> <i>Design</i> <i>3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;</i> <i>[...]</i> <i>Parking Infrastructure</i> <i>7. Making adequate car parking provision, including for disabled drivers and passengers;</i> <i>8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking</i>	The reserved matters application is supported by both a Construction Method Statement and Transport Statement, of which more information is provided on in Section 5. The proposed development site is strategically located, accessible and compliant with policy JP-C1 as set out above. The proposed development is considered to provide an appropriate level of parking provision with 64no. car parking spaces located across the site. It is acknowledged that the proposed parking for the hub building is higher than the maximum parking standards (1 space per 35 sqm). However the hub is considered to include a range of staff facilities which will result in a proportion of staff using these spaces and then walk to the main campus to commence work or stay longer on site for use of facilities such as the gym, and therefore the parking provision caters for this. There

	<i>provision is flexible and can be adapted over time to reflect demand;</i> <i>9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use [...]</i> <i>[...]</i> <i>11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.</i> <i>[...]</i> <i>Construction Management</i> <i>15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries</i> <i>Transport Assessments</i> <i>16 Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. [...]</i>	is further provision of EV charging infrastructure and provision for pedestrian and cycle access which contributes to the sustainable travel choice available on site. The proposed development is also considered to provide suitable amenities on site in order to prevent unnecessary travel off site. The proposal is considered to meet the transport needs of its users, whilst promoting a modal shift away from the private car in support of policies aimed at sustainable transport.
Bury UDP (The outline consent assessed the scheme's compliance with the following policies; EC2/1, EC6/1, EN1/5, EN1/7, EN2/2, EN6/2, EN7/5, EN7/5, EN8/2, EN8/2, HT2/1, HT4, HT5/1 and HT6/1. Therefore the following policies relate to those required to be assessed against under the Reserved Matters application.		
EN1: Built Environment	<i>The Council will seek to protect, preserve and enhance the character, appearance and amenity of the Borough's built environment.</i>	The design of the proposed development incorporates high quality architectural features, with careful attention being given to the form scale and massing of the buildings, mainly the hub building. The central hub has been design with a scale and massing which is sympathetic to the surrounding built environment as well as those which already existing in the wider campus. The massing of the proposed hub building has been reduced by a storey from that which was approved under the previous outline consent which represents a reduction in visual impact of the building whilst

		remaining a striking an aesthetically pleasing design in keeping with the local vernacular.
EN1/1: Visual Amenity	<i>Development will not be permitted where proposals would have a detrimental effect on:</i> <i>public views of prominent or important buildings, especially those in areas of architectural or historic interest;</i> <i>the visual amenity both within, or viewed from, areas of environmental interest such as the Green Belt, Special Landscape Areas or the river valleys.</i>	The development enhances the visual amenity of the site through high quality design and by maintaining strong visual links between the new buildings and surrounding landscape. The development includes careful articulation of the façade, landscaping, and greenery to ensure the development integrates well with the surrounding natural environment, including views of Hollins Vale Nature Reserve.
EN1/2: Townscape and Built Design	<i>The Council will give favourable consideration to proposals which do not have an unacceptable adverse effect on the particular character and townscape of the Borough's towns, villages and other settlements. Factors to be considered when assessing proposals will include:</i> <i>the external appearance and design of the proposal in relation to its height, scale, density and layout;</i> <i>the relationship of the proposal to the surrounding area;</i> <i>the choice and use of materials;</i> <i>access and other design features for the mobility impaired;</i> <i>the design and appearance of access, parking and service provision;</i> <i>landscaping, including the use of natural landscape features, and open space provision;</i> <i>the use of lighting.</i>	The proposed development is sympathetic to the existing context, using a modern yet understated design that complements the surrounding office buildings which is of scale and massing which is sympathetic. It is considered to retain the townscape character through a consistent scale, massing and aesthetic. The approach has ensured consistency with the outline approval (Ref: 68530), and through detailed design has further reduced the overall scale of development reducing potential impacts upon the surrounding townscape.
EN1/3: Landscaping Provision	<i>Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.</i>	The proposed development includes extensive landscaping including a green link between the creche and hub building. The development also includes rain gardens, hedgerows and woodland planning along with areas of outdoor amenity and greenspace, ensuring

		that the site is well integrated into the surrounding green environment .
EN4: Energy Conservation	<i>The Council will encourage development which contributes to energy conservation in the Borough. The use of renewable energy resources and the incorporation of energy efficiency measures in built development and the transport system will be encouraged.</i>	The proposed development includes sustainable approaches to energy in the form of PV panels which are integrated into the roof terrace, demonstrating the development's commitment to renewable energy and energy conservation measures.
EN4/2: Energy Efficiency	<i>The Council will encourage energy efficiency in development proposals through:</i> <i>the promotion of energy efficient modes of transport such as walking, cycling and public transport;</i> <i>seeking the location of new development in areas easily accessible to public transport and local facilities;</i> <i>promoting the efficient use of energy in the design and layout of development.</i>	The building incorporates energy-efficient design principles, including the use of natural daylighting, through a high percentage of glazing to the façade, this helps to reduce the need for artificial lighting. Further to this the design of the built form uses energy-efficient materials. Please see supporting Energy Strategy Report for further details.
EN7: Pollution Control	<i>The Council will seek to control environmental nuisance and minimise pollution levels associated with development by limiting the environmental impact of pollution, wherever possible, in conformity with current legislation and prescribed standards.</i>	The proposed development addresses issues surrounding pollution through the prioritisation of sustainable transport options, such as the provision of EV charging stations and encouragement of cycling and pedestrian travel with significant cycle parking provision.
EN7/2: Noise Pollution	<i>In seeking to limit noise pollution the Council will not permit:</i> <i>development which could lead to an unacceptable noise nuisance to nearby occupiers and/or amenity users;</i> <i>development close to a permanent source of noise.</i>	The reserved matters application is supported by an updated Noise Impact Assessment of which more detail is provided in Section 5 .
HT1: A Balanced Transportation Strategy	<i>The Council will promote a balanced transportation strategy by ensuring that there is a coordinated approach to the formulation of policies and proposals for the alteration, upgrading or improvement of the transport network. This can be achieved by:</i>	The transport strategy for the site, further detailed in the supporting Transport Assessment, supports sustainable travel with improvements to pedestrian and cycling routes, including connects to local public rights of way and the Hollins Vale Nature Reserve.

	• <i>implementing measures designed to increase the attractiveness of public transport as a viable alternative to private transport;</i> • <i>facilitating better interchange between different modes of transport whether public or private;</i> • <i>improving the accessibility of public transport to those travellers whose mobility is impaired;</i> • <i>diverting road traffic, especially through traffic, onto major roads;</i> • <i>improving the capacity of major roads by selective improvement, also aimed at reducing road traffic accidents.</i>	
HT2/4: Car Parking and New Development	<i>The Council will require all applications for development to make adequate provision for their car parking and servicing requirements in accordance with the Council's car parking standards.</i>	The proposed development includes a total of 64no. car parking spaces across the site with the hub providing 44no. in total with a further 20no. visitor parking space. Although it is acknowledges that proposed parking for the hub is higher than maximum parking standards, the hub does include a range of staff facilities which will result in a proportion of staff using the parking to walk to other areas of the campus or staying longer on site to use facilities such as the gym. It is important to note that there is a significant focus on EV charging with 17no spaces in total.

Further Material Considerations

National Planning Policy Framework (2024)

- 4.6 As part of the determination process, material consideration inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development.
- 4.7 Paragraph 38 seeks the Local Planning Authorities should approach decisions on proposed development in a positive and creative way, using the full range of planning tools available, working with applicants to secure developments that will improve the economic, social, and environmental conditions of the area.
- 4.8 Section 9 promotes sustainable transport to ensure potential impacts of development on transport

networks can be addressed. Schemes should seek to promote walking, cycling and public transport where possible. To support development proposals safe and suitable access should be achievable for all users. Paragraph 115 stipulates that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety.

- 4.9 Section 10 cements the importance of advanced, high quality and reliable communications infrastructure for economic growth and social well-being. Planning policies and decisions should prioritise full fibre connections to existing and new developments and consider the potential impact of new buildings on broadcast and electronic communications services.
- 4.10 Section 11 champions the effective use of land, balanced with the safeguarding of the environment. To this end, the value of using suitable brownfield land within settlements should be given substantial weight.
- 4.11 Paragraph 128 sets out that development which takes into account the identified need for different forms of development, local market conditions, availability of infrastructure and services, importance of securing well-designed and beautiful, attractive and healthy places making efficient use of land should be supported.
- 4.12 Section 12 of the Framework seeks to achieve well-designed and beautiful places with the creation of high-quality buildings, and good design as a key aspect of sustainable development. Proposals should function well and add to the overall quality of the area, are visually attractive as a result of good architecture being sympathetic to local character, while not preventing increased densities.
- 4.13 Section 14 meets the challenge of climate change and flooding. New development being planned to avoid increased vulnerability to range of impacts arising from climate change and being sited to reduce greenhouse gas requirements. Developments should be positioned in areas of least risk of flooding when with proposed end users who would be at risk.
- 4.14 Section 15 tackles the conservation and enhancement of the natural environment and protecting neighbouring amenity with regards to soil, air, water and noise pollution.

Planning Practice Guidance

- 4.15 The National Planning Practice Guidance (PPG) is Governments supporting guidance which consolidates a series of advice documents into one online database. The PPG provides a guide for all development according to the relevant sectors / locations to which are relevant. The proposed development has had consideration of the various pertinent guidance sections within the progression of the scheme.

Conclusion

- 4.16 Sections 3 and 4 of this Planning Statement clearly illustrate the details of the remaining matters reserved under the previous outline planning consent (ref: 68530) including layout, appearance, landscaping and access, and the relevant policy to which the matters are to be assessed under. It is considered that the proposed scheme and details of the relevant reserved matters represent a policy compliant scheme in line with the planning policy listed above.

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5

Technical Considerations

5. Technical Considerations

Noise

- 5.1 The Planning Noise Assessment, prepared by Cundall, documents measured noise levels on site as well as the predicted noise impact from the existing noise climate on new buildings, and from the new outdoor play areas associated with the creche building and the new MUGA sports pitch, on existing noise sensitive receptors. Further to this the report determines noise emission limits for new items of building services plant associated with the development.
- 5.2 The reports provides the details of the environmental noise survey undertaken along with assessments of noise break-in to new buildings, along with noise from the MUGA sports pitch and outdoor play areas associated with the creche building and has set plant noise limits for the site.
- 5.3 Mitigation measures have been proposed around the outdoor play areas only in the form of noise barriers in locations detailed, in order to ensure appropriate levels of amenity will be maintained for existing residences to the west of the site, with no specific treatment required for the site boundary.
- 5.4 For the reasons provided above, the proposal is considered to comply with policy EN7/2 of the UDP, policy JP-P1 of the PfE Plan, Section 15 of the NPPF and therefore suitable for the discharge of condition 11 of the outline consent.

Ecology

Preliminary Ecological Appraisal

- 5.5 The Preliminary Ecological Appraisal, prepared by Urban Green, assesses and identifies habitats on site and determines the suitability for any 'protected or notable' species that may occur on site.
- 5.6 Previous surveys have been undertaken for the purposes of Phase 1 of the works on site including:
 - Preliminary Ecological Appraisal.
 - Bat Surveys
 - Construction Environment Management Plan (CEMP)
 - Bird and Bat Box Plan
 - Invasive Species Method Statement
- 5.7 It is considered that the PEA has met the objective outlined at the beginning of the report by demonstrating the following:
 - The major habitats on site including hardstanding, building, non-native ornamental hedgerow and sparsely vegetated land have been details in **Section 5.4** of the supporting report.
 - Potential ecological constraints and subsequent mitigation recommendations to be completed prior and during construction phase for phase 2 are detailed in **Section 6** of the supporting report.

- It is considered that no further surveys are required to progress with the development of phase 2 with general ecological enhancement listed in **Section 8** of the supporting report.

Invasive Non-Native Species Method Statement

- 5.8 The Invasive Non-Native Species Method Statement, prepared by Urban Green, has been produced for the discharge of Condition 34 of the original outline planning consent in order to suitably control and mitigate against both cotoneaster and Himalayan balsam species identified on site.
- 5.9 The report provides a comprehensive method statement, in line with the condition wording, provided in **Section 1.3** of the supporting report.
- 5.10 On the basis of the above and the further detail contained within the supporting Preliminary Ecological Appraisal, Arboricultural Impact Statement and Invasive Species Method Statement the proposed development is in line with policies EN6/3 and E8/2 of the UDP, Section 15 of the NPPF and therefore suitable for the discharge of conditions 7, 8 and 10 of the outline consent.

Biodiversity Net Gain

- 5.11 A Biodiversity Net Gain Report, prepared by Urban Green, has been submitted alongside the reserved matters application which provided an assessment of the impact of the development on biodiversity and is considered to be in line with the requirements of the outline consent (ref: 68530).

Air Quality

- 5.12 The Air Quality Assessment, prepared by Redmore Environmental Ltd, assesses the potential air quality impacts associated with the proposals and the risk of exposure of future employees to existing air quality issues, and identifies the requirement for relevant mitigation measures.
- 5.13 The details of the Assessment assess the potential impacts associated with fugitive dust emissions during the construction phase, with road transport emissions during operational phase and any requirements for mitigation.
- 5.14 The report concludes that during the construction phase there is potential for air quality impacts from fugitive dust emissions. Subject to implementation, residual air quality impacts from dust generated by earthworks, construction and trackout activities are predicted to be non-significant.
- 5.15 Potential impacts during the operational phase of the proposed development may occur due to road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed and it was indicated that road traffic exhaust impacts were predicted to be not significant.
- 5.16 On the basis of the above air quality factors are not considered to be a constraint to planning consent for the development.
- 5.17 More information can be found in the Air Quality Assessment, prepared by Redmore Environmental Ltd.

- 5.18 On the basis of the above, the proposed development complies with EN7/1 of the UDP, policies JP-S5 and JP-P1 of the PfE plan and Section 15 of the NPPF.

Transport

- 5.19 The Transport Statement, prepared by Eddisons, assesses the proposal and its impact on the local highway network.
- 5.20 Where the Transport Assessment submitted under the previous hybrid planning application considered the forecast traffic flows associated with the proposed Class E (g) land-use element of the Hub building, the Transport Assessment associated with this application provides an assessment of the local highway network, based on 3,300sqm of Class E (g) floor space.
- 5.21 The report concludes that the proposed development will be accessed by safe and efficient vehicular access arrangements with the traffic implications not being material with parking provision considered appropriate. It is therefore considered that the proposals are acceptable in highways terms.
- 5.22 On the basis of the above, the proposed development complies with policies HT2/4, HT6/1 and HT6/2 of the UDP, JP-Strat2 and JP-C8 of the PfE plan, section 9 of the NPPF and therefore suitable for the discharge of condition 13 of the outline consent.

Remediation

- 5.23 The Remediation Specification, prepared by Grountech Consulting, ensures that upon completion of the commercial development, it can be demonstrated that the ground and groundwater conditions at the site are appropriate for its intended use and risks to identified receptors have been reduced to an acceptable level.
- 5.24 The Remediation Specification includes the protection measures required during the enabling works phase and to be installed in the construction phase of the commercial redevelopment.
- 5.25 The scope of the Remediation Specification includes the following:
- Summary of Conceptual Site Model.
 - Summary of the Pollution Linkage Risk Assessment.
 - Remediation Options Appraisal including detailed assessment of preferred options.
 - Implementation of preferred remedial solution.
 - Specification for the remediation works.
- 5.26 On the basis of the above, the proposed development complies with policies JP-S1, JP-S4, section 15 of the NPPF and therefore suitable for the discharge of condition 3 of the outline consent.

Construction Environment Management, Method Statement Plan & Construction Traffic Management Plan

- 5.27 The Construction Environment Management, Method Statement Plan and Construction Traffic Management Plan, prepared by Caddick Construction has been produced for the discharge of condition 8 and 18 of the original outline planning consent in order to suitably protect the Local Nature Reserve from dust debris, run-off and pollution.
- 5.28 The supporting report produced is considered to provide both a comprehensive Construction Environment Management Plan and Construction Management Plan in line with the condition wording detailed in **Section 4.0** of the supporting document.
- 5.29 On the basis of the above information and supporting documentation the proposed development is considered to comply with policies EN7/1, EN7/3 and EN7/5 of the UDP, policies JP-S5 and JP-C5 of the PfE plan and section 15 of the NPPF.

Risk Assessment Method Statement

- 5.30 The Construction Information Hazard Elimination and Management Schedule, prepared by Caddick Construction, has been produced for the discharge of condition 17 of the original outline planning consent in order to suitably identify hazards and present measures taken to reduce or eliminate hazards identified.

Crime

- 5.31 The Crime Impact Statement (CIS), prepared by GMP: Design for Security, assesses the proposed JD Sports Campus Hub development to ensure that the design and layout reduce the opportunities for crime and the fear of crime, while making the site safe for its intended use.
- 5.32 The CIS outlines security measures that should be implemented during both the enabling works and construction phases, ensuring that the development will meet the required standards for crime prevention.
- 5.33 The scope of the CIS includes the following:
- Visual audit of the site and surroundings.
 - Analysis of local crime statistics and trends.
 - Risk assessments for specific crimes like burglary, theft, and vehicle crime.
 - Recommendations for physical security measures such as access control, fencing, lighting, and CCTV.
 - Guidance for securing the internal layout and management practices for crime prevention.
- 5.34 The statement concludes that the proposed layout of the scheme is considered acceptable on the basis that points detailed in Section 3.3 of the report are implemented.
- 5.35 Based on the above, the proposed development complies with Crime Prevention Through Environmental Design (CPTED) principles and is in line with policy EN1/5 of the of the Bury UDP, policy JP-P1 of the Places for Everyone Plan and Section 8 of the NPPF.

Energy

- 5.36 The Energy Strategy Report, prepared by Kennedy Redford, supports the planning application and aims to outline the energy strategy for the project and demonstrate how this aligns with local and regional planning policies.
- 5.37 The development includes commercial offices, a gym, a restaurant, and outdoor facilities, aiming to achieve a 30% improvement over the Building Regulations Part L 2013 Target Emission Rate. It focuses on fabric-first principles, energy-efficient systems, and alignment with JD's ESG goals, without relying on third-party certifications unless they benefit JD's sustainability efforts.
- 5.38 Key elements of the Energy Strategy include:
- **Be Lean:** Reducing energy demand through passive design measures such as enhanced thermal insulation, airtightness, solar control, and natural daylighting.
 - **Be Clean:** Incorporating energy-efficient systems like Air Source Heat Pumps (ASHPs) and Mechanical Ventilation with Heat Recovery (MVHR) to optimize energy consumption and reduce carbon emissions.
 - **Be Green:** Integrating renewable energy technologies like solar photovoltaics (PV) to further lower the development's carbon footprint.
- 5.39 The Energy Report demonstrates that the project will provide a 7% improvement over Part L 2021 TER through minimal operational carbon emissions and the use of locally sourced materials where possible.
- 5.40 On the basis of the above and the details of the document, the proposed development is considered to align with policies EN4/1 and EC6/1 of the UDP, policies JP-S2, JP-S3, JP-S5 and JP-P1 of the PfE Plan and section 17 of the NPPF.