

PLANNING STATEMENT

4th October 2023

23026-02-05-1-4 Gateway House, Pilsworth Industrial Estate, Bury

Full Planning Application for a B2/B8 extension to Gateway House, Pilsworth Industrial Estate, Bury, BL9 8RD on behalf of Kersia / Holchem Laboratories Ltd.



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Introduction

This Planning Statement has been prepared by HORIZON Fletcher Rae on behalf of Kersia Group in support of a full planning application for the creation of additional Class B2/B8 facilities with associated external works for servicing & parking.

The purpose of this statement is to summarise the planning submission, including the relevant policies, information on the site and an overview of the proposed design. The proposals address the relevant design policy in line with the relevant guidance as highlighted in the advice from the Pre-Application Reference: 02783E 01.03.2023 Jennie Townsend Senior Planning Officer

Pre-Application advice

A Pre-Application was submitted in September 2022 by HORIZON Fletcher Rae. Summary below to be read in conjunction with Planning Pre-Application Planning submission report.

The site is located in Pilsworth Industrial estate and allocated within an Employment Generating Area in the Bury UDP. The proposals for an extension to provide additional facilities and support the future needs of the business would be considered acceptable in principle within the EGA and industrial estate - subject to consideration and addressing the following issues:

Highways

Greater Manchester Fire and Rescue

Public Right of Way

Transport for Greater Manchester (TfGM)

Environmental Health - Contaminated Land

Greater Manchester Joint Minerals Plan

Air Quality

Health and Safety Executive

Ecology

Please see associated consultants reports for the various subjects above.

Planning Policies

In the consideration of the proposals, the following policies are relevant to the scheme and have been taken into consideration for the full application submission:

NPPF National Planning Policy Framework

Paragraph 7 of NPPF sets out that:

“The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection.”

In paragraph 10, NPPF makes it clear that:

“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.”

Promoting Sustainable Development

The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 104 advises development promoters to consider transport issues from the earliest stages of planmaking and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places.”*

This is expanded in paragraph 105, which states:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

The proposed development respects and reflects this NPPF transport sustainability related objective. See Travel Plan and Transport Statement by Ashley Helme

EC2/1 Employment Generating Areas

In the defined Employment Generating Areas, as identified on the Proposals Map, the Council will only allow development for the uses specified. Other uses will only be permitted where they constitute limited development or do not substantially detract from an area's value as an Employment Generating Area. The following areas have been identified for the uses specified: Business (B1), General Industrial (B2), Warehousing (B8) and Leisure and Tourism Uses.

The proposal is providing additional class B2/B8 facilities and therefore complies with this policy. Furthermore, the site is located on the EC2/1/2 - Pilsworth Industrial Estate, Bury. A traffic assessment has been completed; See Travel Plan and Transport Statement by Ashley Helme

EC6/1 New Business, Industrial and Commercial Assessing New Business, Industrial and Commercial Development

All new business, industrial and commercial development will be expected to be of a high standard of design and appearance and to take account of the surrounding environment, amenity and the safety of employees, visitors and adjacent occupiers. Factors to be considered when assessing proposals will include: ☐ scale, size, density, layout, height and materials; ☐ access and car parking provision; ☐ landscaping and boundary treatment; ☐ the effect on neighbouring properties; ☐ the safety of employees, visitors and adjacent occupiers.

The proposals are of a high standard of design and the appearance is to match the existing unit in relation to materials and height. Additional parking is included in the proposals as well as new external landscaping and

an amenity area. The existing site security measures and access are all retained. Therefore complies with this policy.

EN1/2 - Townscape and Built Design

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: the external appearance and design of the proposal in relation to its height, scale, density and layout; ☐ the relationship of the proposal to the surrounding area; ☐ the choice and use of materials; ☐ access and other design features for the mobility impaired; ☐ the design and appearance of access, parking and service provision; ☐ landscaping, including the use of natural landscape features, and open space provision; ☐ the use of lighting.

The proposals consist of an extension to an existing unit and will match the external appearance of the existing unit in relation to materials and height. The proposal utilises the existing car park and site access. See Architectural drawings and DAS by HORIZON fletcher rae

EN1/3 - Landscaping Provision

Development proposals will be required to make provision for incidental open space and landscaping to the Council's satisfaction.

The proposals include a new external amenity area with landscaping and seating. See Landscape Plan TPM Landscape

EN5/1 New Development and Flood Risk

The Council will not permit new development, including the raising of land and the intensification of development, where such development would be at risk from flooding, would be likely to increase the risk of flooding elsewhere, or would adversely affect river flood defences. When assessing proposals against this policy, the following criteria will apply: ☐ the impact on the floodplain; ☐ the increase in surface water run-off as a result of the proposal; ☐ the impact on fluvial flood defences; ☐ the incorporation of mitigating works.

The site is in Flood Zone 1 which is a low probability of flooding from rivers and the sea. A drainage strategy has been designed to ensure water run off does not cause any flooding to the existing site or surrounding areas. See drainage strategy by Brian Clancy Higby Associates

EN6/2 Sites of Nature Conservation Interest

LNR's (Local Nature Reserves and Grade B and C Sites of Biological Importance) Planning permission will not be granted for development which would damage either directly or indirectly, the nature conservation interests of sites of particular ecological significance (Local Nature Reserves or Grade B and C Sites of Biological Importance) unless conditions can be imposed that would acceptably mitigate those impacts.

The site comprises hard-standing, neutral grassland, marshy grassland, mixed scrub, scrub with scattered trees and Bramble scrub. The site has no statutory or non-statutory designation for nature conservation. No Priority Habitat, semi-natural habitat or irreplaceable habitat is present in or immediately adjacent to the site. See Ecology Report by ERAP

EN6/4 Wildlife Links and Corridors

The Council will seek to consolidate and, where appropriate, strengthen wildlife links and corridors, and will not permit development which would adversely affect identified areas. In particular, the Council will seek to ensure

that new development within or adjacent to identified links or corridors contributes to their effectiveness through the design, landscaping and siting of development proposals and mitigation works, where appropriate.

The areas of scrub with scattered trees are of 'local' importance as they support habitats of value to nesting birds and foraging birds and bats, and will contribute as wildlife links across the wider area. A reduction in the area of scrub habitat is an impact of the proposals and compensatory planting of native scrub with scattered trees is accommodated by the proposals. and likely value for use by feeding and breeding butterflies. Protection (and a mechanism for secured enhancement) of the adjacent areas of grassland is achieved by the proposals. See Ecology Report and Landscape Plan by ERAP and TPM Landscape

HT2/4 Car Parking and New Development

The present highway network of roads, footpaths and associated infrastructure will be maintained and selectively improved. In particular, preference will be given to improvement schemes which seek to: improve road safety; improve the operation and therefore the attractiveness of the public transport network; improve or protect the economic viability of the Borough or local area; improve the flow of traffic; improve or protect the environment.

The site has an existing access road with a speed limit of 10mph that is sign posted. The site has barrier control access into the carpark. All access to the proposed development is to be taken from Pilsworth Road via the existing Site access road. The proposals retain and utilise the existing access routes, security measures and footpaths already in place and are extend where necessary.

The arrival and departure of HGVs is carefully managed by the Yard Manager, which is a new position within the firm. This appointment also coincided with a comprehensive review of servicing arrangements. This led to a number of significant improvements, including: Restructure of Yard and Distribution personnel, Training and retraining of personnel, Approach road Management, Improvements to Good-In schedules and own vehicle arrival times, Comprehensive reorganisation of the Yard, including a reversal of pack storage area for greater safety, Overall improvements in Yard discipline and a reduction in unnecessary yard activity.

The applicant also intends to make increased use of technology to improve the overall logistics processes both to and from the Site as well as extending the hours available to receive, pick and despatch beyond the current window. See Travel Plan and Transport Statement by Ashley Helme for further details

OL5/2 Development in River Valleys

Within the River Valleys, new buildings or the change of use of existing buildings or the change of use of land will not be permitted. The only exceptions considered acceptable will be those where the development would not lead to the division of the open parts of the valleys into sections and it falls within the terms below:

- *where the area is designated as Green Belt the established Green Belt policies will apply;*
- *or where the area does not form part of the Green Belt,*
- *at least one of the following circumstances is met:*
 - *that the development represents limited infilling to an established valley settlement or industrial area;*
 - *that it is an extension to, or renewal of an existing industry, where the economic and employment factors are of overriding importance;*
 - *that the development is required in association with an outdoor recreation or appropriate tourist facility;*
 - *that the development is limited and will form part of, and be essential to, the maintenance of the provision and improvement of public services and utilities;*
 - *any other development that would be appropriate in a Green Belt.*

The proposal is not changing the use of an existing and it is an extension of an existing industrial unit.

SPD11 Parking Standards in Bury

The SPD primarily supports policy HT2/4, which states that all applications for development need to make adequate provision for car parking and servicing requirements.

The BC parking standards are set out in Supplementary Planning Document (SPD) 11: Parking Standards in Bury for adoption (May 2007). For B2 and B8 use classes, this prescribes the following maximum parking standards (excluding disabled parking):

- (i) B2 General Industry: 1 space per 60sm, and
- (ii) B8 Storage & Distribution: 1 space per 100sm.

The applicant commissioned a survey of the existing car park. This was undertaken on 14 March 2023 between 0700-1000 and 1600-1830 hours. The number of cars parked in the car park at the start and end of each survey period was recorded. The results of the car park survey are presented in the Transport Statement. This shows that the maximum number of parked cars was 98 at 1600 hours. This represents 70% of the total capacity of 140 parking spaces. This confirms that the current parking demands fall well below the current operational capacity.

It is estimated that the maximum parking demand, upon completion of the proposed extension, will be 140 cars. The expanded car park will be marked with 151 spaces. Therefore, the predicted maximum demand represents 92.7% of the expanded car park. This demonstrates that the proposed parking demands can be met by provision within the Site and that there is very low likelihood that development generated parking will occur of the surround road network. See Travel Plan and Transport Statement by Ashley Helme

PL Pipeline See statement below by Kersia and Travel Plan and Transport Statement by Ashley Helme

PATH Pathway See statement below by Kersia and Travel Plan and Transport Statement by Ashley Helme

Client background and commitment to Bury

“Holchem Laboratories, founded in 1982, is a local company and after progressing through a number of site iterations in our past, we eventually settled at Gateway House on the Pilsworth Road Industrial Estate in the late summer of 2012. The company up to this point and then until 2018, was in private, family ownership. We currently hold title to a 100,000 sqft facility that we have occupied since 2012.

We are a hygiene chemical, manufacturing company supplying chemicals and services to the Food & Beverage sector and to a lesser extent, the Foodservice & Facilities sector.

In 2018 the family sold the company to Ecolab. However, after the sale, the CMA investigated the transaction as they were concerned that a combined Ecolab – Holchem organisation, could exercise too much influence and monopoly in the UK Food & Beverage market. Ecolab were instructed by the CMA to divest the company. Subsequently, Ecolab sold the company to Kersia in 2020.

The products we produce and the markets we service are critical to the national food supply chain, with Holchem being one, if not ‘the’, primary supplier to the food manufacturing industry.

There are obviously rigorous obligations and regulations incumbent on food producers to maintain very high standards of plant and product hygiene. Holchem produce chemicals that facilitate and ensure these standards can be maintained.

As we are integral to food production in the UK, we were considered a key supplier to the ‘critical national infrastructure’ during the Covid pandemic. During this period, we also diversified and adapted a proportion of our capacity onto personal hygiene, as well as food hygiene.

As Holchem Laboratories we currently employ some 232 people. 146 of this total are employed at Gateway House with the remainder working in the field and visiting from time to time.

Part of the opportunity that we have reaped since becoming part of the Kersia Group is the opportunity to grow and diversify into other complementary markets and sectors. The Agricultural market is one such area.

Kersia have a mantra to provide effective global hygiene solutions for food safety, from 'farm to fork'. Presently, at the Bury site we are strongly biased towards the food end of this phrase, but we aspire to diversify into the farm side, with current opportunities availing themselves in the wider dairy and agricultural sectors.

Our aspirations to expand into these sectors are, at present, limited and constrained by our inability to locate sufficient plant, machinery, and storage within the current footprint at Gateway House. To overcome these limitations, we need to consider extending the current facility by a further 40,000 sqft plus. This proposed extension will be for production machinery and storage. Inevitably, this additional capacity will require significant employment from the local labour pool and lead to jobs at this 'extended' facility."

Full Planning Submission

On behalf of our clients, Kersia Group / Holchem Laboratories Ltd, we are submitting a Full Planning Application together with the following information: -

Architectural drawings (PDFs) – HORIZON fletcher rae

DWG files are available upon request.

- Ref: 23026-HFR-AV-ZZ-DR-A-PL00- P4 - Planning - Location Plan
- Ref: 23026-HFR-AV-00-DR-A-PL01 - P5 - Planning - Existing Site Plan
- Ref: 23026-HFR-AV-00-DR-A-PL05 - P3 - Planning - Existing Ground Floor Plan
- Ref: 23026-HFR-AV-RF-DR-A-PL06 - P2 - Planning - Existing Roof Plan
- Ref: 23026-HFR-AV-ZZ-DR-A-PL03- P3 - Planning - Existing Elevations
- Ref: 23026-HFR-AV-ZZ-DR-A-PL04 - P3 - Planning - Existing Site Sections
- Ref: 23026-HFR-AV-00-DR-A-PL02 – P3 - Planning - Demolition Plan
- Ref: 23026-HFR-AV-ZZ-DR-A-PL10 – P4 - Planning - Proposed Site Plan
- Ref: 23026-HFR-AV-00-DR-A-PL11 – P5 - Planning - Proposed Ground Floor Plan
- Ref: 23026-HFR-AV-01-DR-A-PL12 - P1 - Planning - Proposed First Floor Plan
- Ref: 23026-HFR-AV-RF-DR-A-PL16 – P3 - Planning - Proposed Roof Plan
- Ref: 23026-HFR-AV-ZZ-DR-A-PL13 – P3 - Planning - Proposed Elevations
- Ref: 23026-HFR-AV-ZZ-DR-A-PL14 – P3 - Planning - Proposed Site Sections
- Ref: 23026-HFR-AV-ZZ-DR-A-PL15 – P3 - Planning - Site Wide Fire Strategy
- Ref: 23026-HFR-AV-00-DR-A-PL17 - P1 - Planning - Proposed GEA Plan

Design and Access Statement – HORIZON fletcher rae

A higher resolution version is available upon request.

- Ref: 23026-FRA-AV-XX-RP-A-0001_P1_Pilsworth Industrial estate extension Design and Access Statement_LR

Transport Assessment – Ashley Helme Associates

- Travel Plan Ref: 1581 2B TP
- Transport Statement Ref: 1858 1 B TS Complete

Drainage Strategy – Brian Clancy Higby Partnership

- Ref: BCHP Drainage Strategy 0235 (Holchem Kersia Extension)

Ground Investigations – Groundtech consulting

- Ref: BGS_334642_48107 (Radon Assessment)
- Ref: GRO-22216-3751 (Site Investigation Report) Part 1
- Ref: GRO-22216-3751 (Site Investigation Report) Part 2
- Ref: GRO-22216-4726 (Gas Risk Assessment)
- Ref: GRO-22216-4794 (Mineral Resource Assessment)

Ecology Statement – ERAP

- Ref: Summary ecology 04.10.23
- Ref: ERAP Ltd 2023-026 Ecology Report Kersia_20.11.23

Tree Survey – Amenity Tree

- Tree Survey Ref: PilsworthTCRv1

Additional information to be issued:

- Landscape Plan completed by TPM Landscape

Site Location and context

The site is approximately 3.74ac (1.52ha) in size and is located south east of Bury. The site consists of an existing industrial building that sits within the Pilsworth Industrial Estate. The site is included within the land ownership boundary of Gateway House. The proposals will include an extension (under the same B2/B8 class) to the existing facilities with a total gross internal area of 3,990 sqm (42,948 sqft). This is subject to minor alterations. The proposals will also include a reclad of the existing buildings roof.

The new extension will dramatically increase the warehouse and R&D areas at Holchem Laboratories, and whilst the uses for the proposals haven't been finalised, we are confident it will lead to the expansion of the business, an increase in goods output and the generation of new jobs to the area, which will benefit local people and contribute to the economic growth of the area.

The M66 runs directly along the sites eastern boundary with Aviation road to the southern boundary. There are existing mechanical and electrical external plant to be relocated as part of the proposals. To the south and west of the site on the other side of Aviation Road is the Hollins Vale Nature Reserve. The site itself consists of dense vegetation and trees, of which some will be removed as part of the development. The site has servicing and access routes already established for the existing facility that will be extended and adapted where necessary.

Scope of Application

The site is part of a wider mixed use development area to the West known as 'Pilsworth Industrial Estate'. Directly to the North is a more modern mixed use development comprising of industrial / commercial units, several fast food outlets and a supermarket. Historically this site was known as 'Park 66' which included a multiplex cinema, a bowling alley and several national food chains, but all were demolished by 2017.

Gateway House, in it's current form, has been on the site from at least 1985. An additional 73 parking spaces were added in 2016. The land for the proposed extension is current vacant with some self seeded scrub, offering little amenity leading to an embankment down to the boundary which adjoins Aviation Road. There are some trees on the embankment which will be retained where possible and these will create a soft buffer between Gateway House and Aviation Road. According to Bury's Unitary Development Plan the Pilsworth Industrial Estate is designated as an 'Employment Generating Area' (EC2/1/2).

The application is therefore to develop and improve the available, vacant land, providing a high quality industrial and logistical development in accordance to the UDP.

Overview of proposals

The proposals provide an extension of an existing B2/B8 Industrial unit, which will be left as shell accommodation for the client to fit out internally. The proposed scheme involves the part removal of the existing unit wall, existing dense vegetation and some trees to allow for an extension to be built. The new single storey extension will have a total GIA of 3,990sq.m. The proposals will also include a reclad of the existing building roof.

Externally the scheme will include storage tanks, an extension to the existing site access points, a new service yard, additional cycle and car parking with electrical vehicle charging spaces with associated infrastructure as indicated on the site layout plans. The proposals will also introduce a new external seating area.

External works to include all hard standings, car parking, lighting, main services and drainage. Existing landscaping and trees are to be retained where possible.

**For further information please refer to the Design and Access Statement Ref: *23026-FRA-AV-XX-RP-A-0001*
*Pilsworth Industrial estate extension Design and Access Statement_LR***