

Planning Statement

35 Garratt Way, Gorton

On behalf of FPC (Gorton) Limited



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1 Introduction

- 1.1.1 JLL have been instructed by FPC (Gorton) Limited to prepare a planning application for change of use of a vacant former retail unit at 35 Garratt Way, Gorton to a car maintenance and repair use falling within use class B2. The description of development as set out on the application form is as follows:

‘Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park’.

- 1.1.2 The application consists of the following documents:

- Application form and certificates;
- Location Plan 19.0062 - SK05;
- Existing Site Plan 19.0062 - SK06;
- Proposed Site Plan 19.0062 - SK03 Rev B;
- Existing Elevations 19.0062 - SK04;
- Proposed Elevations 19.0062 - SK01 Rev E;
- Existing Floorplan GBS-1737-001;
- Proposed Floor Plan 19.0062 - SK02;
- Section 106 Heads of Terms;
- Transport Note; and
- Design and Access Statement

- 1.1.3 The planning fee of £462.00 based on a change of use application was paid via Planning Portal.

- 1.1.4 This Planning Statement is set out as follows:

- Chapter 2 provides a description of the application site;
- Chapter 3 outlines the planning history of the site and surrounding area;
- Chapter 4 describes the proposed development and defines the description of development in full;
- Chapter 5 outlines the pre-application discussions between the applicant and the Council;
- Chapter 6 sets out the relevant local and national planning policies;
- Chapter 7 provides information on previous tenants of the site and the marketing undertaken;
- Chapter 8 addresses the relevant planning policy and material considerations;
- Chapter 9 sets out a number of conditions proposed by the applicant to address key issues;
- Chapter 10 provides a summary and conclusion

2 Site Description

- 2.1.1 The site is located at 35 Garratt Way, Gorton and is also known as the former Crawshaw's Butchers unit.
- 2.1.2 The application site consists of a single-story commercial unit (use class A1), car parking, servicing area and landscaping. The site lies to the north of Hyde Road, to the south of Garratt Way and between commercial and roadside operators to the east and west.
- 2.1.3 The adjacent sites are occupied by a Texaco Petrol Filling Station with convenience store, a hand car wash and Aldi store to the west and a drive-thru KFC and police station to the east. The south of Hyde Road is dominated by retail and town centre uses including bulky goods retail and services such as estate agents. Residential development is located to the north of Garratt Way. The wider area is dominated by commercial development, such as a large format Tesco store to the east of the site, office development, a former public house and other retail uses benefitting from the key arterial route into Manchester City Centre (Hyde Road), railway infrastructure including Belle Vue station, leisure uses to the south-west such as Belle Vue Stadium and Cinema and residential uses.
- 2.1.4 The application site was last used as a butchers and factory shop selling retail and bulk meat products however this site has been unoccupied since 2018 and has been actively marketed to a wide range of users, as outlined later in this document.

3 Planning History

- 3.1.1 A review of Manchester City Council's online planning search function returned a number of results however several included below do not appear to relate to the application site and relate to adjacent sites. There are no results showing in recent years.
- 3.1.2 Application 044583/FO/CENTL3/93 is considered to be most relevant to this proposal which confirms the original development of the unit for a Blockbuster video rental store.

Reference Number	Description	Decision	Decision Date
044583/FO/CENTL3/93	Erection of a single-storey video store with 30 vehicle parking spaces.	Approved	20 Jan 1994
051828/FO/CENTL2/97	Extension to front of existing restaurant (4m.x11m. approx..) to increase no. of seats to 70, with external elevational alterations and canopy, and modifications to car park.	Approved	05 Jun 1997
051829/AO/CENTL2/97	Illuminated fascia sign and canopy sign.	Approved	06 Jun 1997
054187/AO/CENTL2/98	Illuminated fascia sign and erection of a two 4.5m high free-standing illuminated gantry signs.	Approved	07 Oct 1998
060589/FO/NORTH2/00	Erection of a single storey non-food retail unit with attendant car parking and landscaping.	Approved	01 Feb 2001
062691/AO/NORTH2/01	3no. illuminated fascia name signs and 1 free standing 5m high pole sign.	Approved	18 Sep 2001

4 Proposed Development

4.1 Applicant and Operation

4.1.1 The applicant is FPC (Gorton) Limited part of Sheppard Developments which is an investor and developer with a portfolio of sites and developments across England. FPC (Gorton) Limited has secured an end operator for the unit. The operator is Quick Lane UK.

4.1.2 Quick Lane UK is a global operator of roadside car servicing and testing facilities owned by the Ford Motor Company and operating in the United Kingdom. The mission statement of Quick Lane, as outlined on their website (<https://www.quicklane.co.uk/about-us>) is as follows:

“Quick Lane is the place to get extraordinary service for routine maintenance. We recognise the importance of placing your car in safe hands, and we aim to provide peace of mind to every customer through a combination of outstanding customer service, unrivalled technical expertise and state-of-the-art facilities”

4.1.3 Quick Lane offers a range of services including:

- 6, 12 and 24 month services;
- Supplying, repairing and fitting tyres;
- Carrying out MOTs;
- Repairs to brakes, exhausts and other common running repairs;
- Preparation for winter motoring;
- Oil changes;
- Air conditioning servicing and a range of other minor works.

4.1.4 Quick Lane’s business model is based on the provision of high-quality workmanship carried out in clean, pleasant, customer-friendly environment. The images and visuals below outline the quality of the Quick Lane operation and demonstrate the distinction between Quick Lane and other operators.



Internal view of typical Quick Lane facility



View of interior of existing site in Reading



View of exterior of existing site in Reading

- 4.1.5 Quick Lane recognises that appearance is critical to the perception of customers such that they will receive high-quality, trustworthy workmanship. As a result, Quick Lane ensures all sites operate in a clean environment with all spillages, used parts and packaging cleared away as soon as possible, storing all spare parts, **plant and waste within the unit, not storing any material or carrying out work outside the unit.** Thus, the operator offers a clean, welcoming waiting area with large viewing panels allowing customers to view mechanics and fitters at work on their vehicle, offering further peace of mind. Effectively the operation is 'on show' for customers at all times.

- 4.1.6 This is also an approach adopted by new car dealership service departments to meet customer expectations.

4.2 Amenity

- 4.2.1 Quick Lane seeks to provide services to all motorists, including private vehicles or company cars for business. Whether such customers are using Quick Lane for a routine planned service, an ad hoc repair such as puncture repair or a more significant replacement or repair task, Quick Lane aims to facilitate their customers by providing an amenity area (see Appendix 1 – Landlord's Pack 2019). This is a comfortable waiting area including the provision of hot drinks and wi-fi allowing customers to fit their visit into a working day and to continue to work while they await their vehicle. Most customers tend to wait for their car but few wait within the amenity area. For this reason, Quick Lane seeks to locate their operations close to other beneficial facilities such as a convenience store, restaurants, cafes, shops and other beneficial services for the benefit of their customers.
- 4.2.2 As a business intrinsically linked to vehicle transport, Quick Lane requires sites located adjacent to highways with good access and visibility. While many customers book planned services in advance, a prominent location on a major highway is necessary for motorists experiencing an ongoing or developing maintenance or repair issue. Often such facilities are located in industrial estates and are not attractive for some customers who prefer the confidence of visiting a visible, attractive and welcoming facility.
- 4.2.3 During discussions with the Council it has been suggested that Quick Lane considers available sites in the Ardwick area which has a cluster of B2 uses including car repairs, workshops and general industrial units. However, for the reasons explained above, this is not conducive to customer expectations and requirements. The site requires nearby amenities within easy walking distance to carry out other errands and to be able to spend time in a comfortable environment which Ardwick is unable to offer.

4.3 Description of Development

- 4.3.1 The applicant seeks permission for the following:
- ‘Change of use from use class A1 retail to flexible use class A1 retail and use class B2 industrial, external alterations and amendments to car park.’*
- 4.3.2 The proposal seeks a flexible use which would allow a future tenant to use the building as a shop (use class A1) without the need to seek further planning permission to revert back to use class A1 if required.
- 4.3.3 The proposal also seeks to permit the occupation of the site for use class B2 to allow the operation of MOT/car servicing and maintenance as described above for Quick Lane.
- 4.3.4 Quick Lane also requires external building alterations to the former retail unit including openings with shutters on the south and east elevations of the building which will allow vehicles to be brought into the building and a window to the north elevation. Some reconfiguration of the car park is required to create two holding areas fronting the proposed openings for vehicles to enter and leave the building.
- 4.3.5 The proposal will also include an electric charge point connection from the building's front (eastern) elevation for staff vehicles. In addition, 2no. Sheffield cycle stands (providing secure parking for four cycles) will be provided along with 2no. accessible parking spaces. No further alterations to existing parking provision are proposed.

- 4.3.6 A financial contribution of £5,000.00 is proposed for the Council to spend on tree planting/landscaping as a positive air quality improvement measure along Hyde Road. This will be secured by way of a Section 106 Agreement.
- 4.3.7 There are no changes to landscaping or site access which are largely outside the application site.
- 4.3.8 No boundary treatment is required as no storage whatsoever will be left outside of the building.

5 Pre-Application Advice

5.1 Discussions with Manchester City Council Planning Officers

- 5.1.1 JLL has engaged with the Council's planning team to discuss the principle of this change of use application. Initial feedback was negative. It is understood this is mainly for two reasons:
- The Council wishes the current A1 use class to remain due to the site's town centre location; and
 - A car service operation would result in noise impact and external storage areas resulting in harm to residential amenity.
- 5.1.2 On speaking with the planning officer, it is understood that the current planning application (124359/VO/2019) for a community hub comprising skills training and healthcare services, which will help to regenerate the town centre may also encourage the reletting of 35 Garratt Way for retail use.
- 5.1.3 It was agreed with the planning officer that the applicant present's a detailed set of information which demonstrates the proposal will provide a positive contribution to the town centre. This report therefore presents the detail including benefits and marketing of the site.

5.2 Discussions with Manchester City Councillors

- 5.2.1 Following discussions with Planning Officers, JLL undertook a period of consultation with the local ward councillors for Gorton; Councillors Hughes, Kamal and Reid. This involved a site visit with Cllrs Hughes and Reid to discuss the proposal. The Councillors were pleased to see that an operator with a good reputation that is likely to occupy the unit for the long term has shown strong interest in the site. The operator, Quick Lane also attended the meeting and set out its local contribution to the community including its investment in apprentices across Greater Manchester of which one will be employed in Gorton. The operator also presented a video of its new site at Prestwich to show the quality of the fit out.
- 5.2.2 Councillors suggested that full shutters are included on the unit during closing hours. This has been reflected in the proposal.
- 5.2.3 The financial contribution for tree planting to contribute to air quality improvements was most welcomed and are considering a suitable location along the Hyde Road corridor.
- 5.2.4 Councillors were overall supportive and keen to see the unit come back into use, encouraged the use of shutters at night time and support for apprentices.

6 Planning Policy

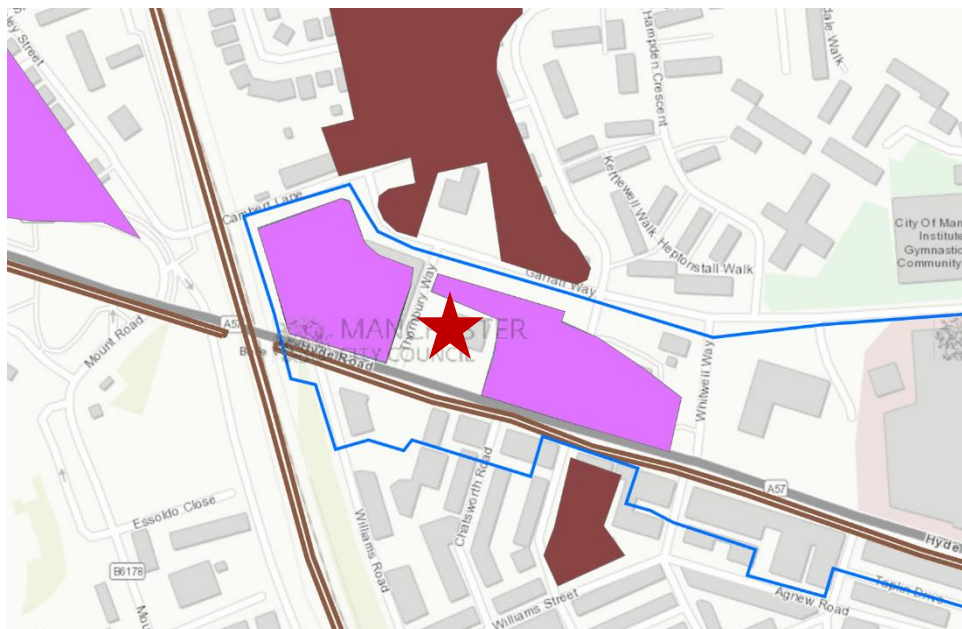
6.1.1 The Development Plan for Manchester consists of the following documents:

- Manchester Core Strategy adopted July 2012
- Extant Policies of the Unitary Development Plan (UDP) adopted in 1995
- Manchester Proposals Map incorporating Core Strategy and UDP policies
- Manchester Joint Waste Development Plan Document (adopted April 2012)
- Greater Manchester Joint Minerals Plan (adopted April 2013)

6.1.2 In addition, the City Council has prepared a number of Supplementary Planning Documents:

- Guide to Development in Manchester SPD
- Providing for Housing Choice SPD
- Hot Food Takeaway SPD

6.1.3 A review of the online planning policy map for Manchester shows the site to fall within a Mixed Use Area, an area identified for Economic Development and an area for new shops as outlined in UDP Policy GO6 in addition to falling within Gorton District Centre (UDP Policy S1) and within Core Strategy Policy SP1 Spatial Principles. An excerpt of the Policy Map is shown below.



6.2 Unitary Development Plan

- 6.2.1 The application site falls within the sub-area of Manchester referred to as Area 9 – North and South Gorton. A number of sub-area policies are retained in the UDP and are relevant to the proposed development.
- 6.2.2 Policy GO6 ‘Industrial and Commercial Uses’ states that *‘sites on the Hyde Road frontage, as shown on the Proposals Map, are allocated for industrial, commercial or retail development’*. The reasoned justification provided for Policy GO6 states that the policy is intended *‘to increase the number and range of job opportunities and training available for local people. Subject to suitable safeguards for residential amenity, these sites are capable of accommodating increased commercial activity and extensions to the Gorton District Centre’*
- 6.2.3 The retained UDP policies for the Gorton area include areas in which environmental improvement will be sought (Policy GO3) and areas for housing (Policy GO5) however these policies do not cover the application site.
- 6.2.4 A number of general and ‘city-wide’ retained policies of the UDP are relevant to the proposed development.
- 6.2.5 Policy DC26 relates to noise from new development and states *‘DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:*
- a) the effect of new development proposals which are likely to be generators of noise; and*
 - b) the implications of new development being exposed to existing noise sources which are effectively outside planning control’*
- 6.2.6 *DC26.3 Developments likely to result in unacceptably high levels of noises will not be permitted:*
- a) in residential areas;*
 - b) near schools, hospitals, nursing homes and similar institutions;*
 - c) near open land used frequently for recreational purposes.*
- 6.2.7 *DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.*
- 6.2.8 The application site lies within the defined Gorton District Centre and as such retained policy S1.2 of the UDP is relevant:
- ‘S1.2 The Council in partnership with the private sector will encourage, where appropriate, the improvement and re-development of existing District Centres in order to ensure that they remain the focus for both shopping and a full range of community facilities. These centres comprise Cheetham Hill, Chorlton, Didsbury, the district centre in Sportcity, Fallowfield, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Northenden, Openshaw, Rusholme, Withington and Wythenshawe.*
- Particular emphasis will be given to improving safety and enhancing environmental quality, tackling traffic problems and increasing economic viability. Priority will be given to following centres: Cheetham Hill, the district centre in Sportcity, Gorton, Harpurhey, Levenshulme, Longsight, Newton Heath, Openshaw, Wythenshawe.*

Elsewhere, more limited measures will be taken to improve conditions for pedestrians especially those with restricted mobility, visual impairments or shopping with young children. Where possible further off-street car parking will be provided as part of achieving these ends.

New development will be particularly welcome where it replaces obsolete shopping floorspace and is in keeping with the character of the existing centre'

6.3 Core Strategy

6.3.1 Policy SP1 Spatial Principles sets out the overarching principles for development across Manchester. The policy seeks to promote a range of aims including providing high quality, distinctive development which meets the needs of residents and visitors. The policy also requires that in all parts of the City should '*reuse previously developed land wherever possible*'.

6.3.2 At Policy EC 5 East Manchester, the Core Strategy sets out the approach to economic development in East Manchester as follows:

'The district centres of Newton Heath, Eastlands, Gorton and Openshaw offer opportunities for small scale mixed use local employment opportunities. Larger scale proposals will be considered if good transport links exist to the City Centre/Regional Centre.

The Council will promote development which:

- *ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;*
- *takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and new stops;'*

6.3.3 Policy EC 4 East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw outlines the approach to development in District Centres in East Manchester as follows:

'In Gorton and Openshaw the Council will support schemes which improve the District Centre environments, particularly in terms of access and movement within the centre and in creating a more diverse range of uses. Recent development in these centres responded to local retail needs, but there is potential for other commercial and public uses'.

6.3.4 Policy DM 1 Development Management provides overarching development management principles for development in Manchester, the relevant elements of which are included below:

'All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- *Appropriate siting, layout, scale, form, massing, materials and detail.*
- *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.*

- *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.*
- *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*
- *Community safety and crime prevention.*
- *Design for health.*
- *Adequacy of internal accommodation and external amenity space.*
- *Vehicular access and car parking.*
- *Refuse storage and collection'*

6.3.5 Policy EN16 of the Core Strategy relates to Air Quality and states:

"The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas".

6.4 NPPF

6.4.1 The National Planning Policy Framework (NPPF) was published in 2018 and updated in 2019. The NPPF provides the government's overarching approach to plan making and decision making in the planning system.

6.4.2 Paragraph 7 of the NPPF states 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". The NPPF elaborates that sustainable development consists of three objective; an environmental objective, an economic objective and a social objective.

6.4.3 Paragraph 85 of the NPPF outlines that policies should support the role of town centres including by *'allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters'.*

6.4.4 Paragraph 117 states that:

"Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land".

6.4.5 Paragraph 118 goes on to say that decisions should ‘*give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs*’.

6.4.6 Paragraph 181 states:

“Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement”.

7 Tenant History and Marketing

7.1 Tenant History

- 7.1.1 The tenant history of the site is vague therefore JLL has set out below the information that it is aware of.
- 7.1.2 The site benefits from planning permission for '*...a single-storey video store with 30 vehicle parking spaces*' which was granted in 1994.
- 7.1.3 **Blockbuster:** The building traded as 'Blockbuster' in the mid-1990s. Blockbuster went into administration in October 2013 however it is understood the unit was re-let in 2001.
- 7.1.4 **United Carpets:** It is understood that the unit was occupied by United Carpets and Beds from November 2001 to September 2011. During the summer of 2011, the unit's lease had been marketed and by September 2011 the business had been put into administration such that the store closed.
- 7.1.5 **Vacant:** It is assumed that the unit remained vacant for a number of years between the occupation of United Carpets and Crawshaws.
- 7.1.6 **Crawshaws Fresh Meat Factory Shop:** The tenant occupied the unit from 2016 until it went into administration and closed in October 2018. The retailer traded from two thirds of the available floorspace and was unable to identify a sub tenant to occupy the remaining floorspace. Ten jobs were lost as a result of the retailer falling into administration.
- 7.1.7 The unit has failed to attract long term tenants in recent years. All known operators that have occupied the unit have fallen into administration.
- 7.1.8 The unit has now been vacant for 15 months.

7.2 Marketing

- 7.2.1 Following the demise of Crawshaws, the owner of the site instructed JLL to market the property to attract prospective tenants. Marketing began in November 2018.
- 7.2.2 As a national agent, JLL has distributed its electronic mailshots across its national and local agency and operator databases. All local agents across the North West, Midlands and Yorkshire and Humberside were included. In total 168 national and local agents were contacted. A total of 328 operators were also approached. JLL also erected a banner across the building to catch any drive by opportunities. Appendix 2 of this document includes a full list of all agents and operators which received the mail shots promoting the site.
- 7.2.3 On reviewing Appendix 2, it is clear that all potential operators and their agents have been informed of the site. The site has been marketed to all operators from drive through and food and beverage to fashion and bulky goods retailers. Not one has come forward. A comprehensive marketing campaign has taken place with the only interest from Quick Lane.

- 7.2.4 It is clear that there is no market for this unit in regard to retail operators. It continues to be actively marketed but it is no surprise that interest has been poor given the current retail climate. JLL's agency team continues to experience a slowdown in take up of retail units outside of main city and town centre locations. It is not anticipated that this position will change in the near future. This is also reflected in the recent history of the unit which has attracted low end retailers which have themselves fallen victim to the current retail market.

8 Planning Appraisal

8.1 Unitary Development Plan

- 8.1.1 The application site lies in sub-area 9 as defined by the Manchester Unitary Development Plan (UDP). Area 9 covers North and South Gorton and includes a number of retained policies. Of particular relevance is policy GO6 which relates to Commercial and Industrial development. The policy specifically highlights properties on Hyde Road as being allocated for '*industrial, commercial or retail development*'. Although the permitted use classes are not detailed, use class B2 (industrial), within which the proposed use falls, is considered to fall within the 'industrial' or 'commercial' as indicated in policy GO6. Furthermore, the proposed use will generate six jobs in its first year with potential to grow year on year. As a well-established, respected employer (Quick Lane/Ford), it will offer a range of job roles and skills, increasing employment choice in an area dominated by retail, service and hospitality roles
- 8.1.2 Policy GO6 includes a restrictive element which seeks to protect residential amenity. This is accepted by the applicant however, as detailed above, the applicant's business model involves a high quality, clean and well-maintained site in order to reassure customers and provide a pleasant environment to visit and work at. As such, all work is undertaken inside which will eliminate noise emissions; and all storage of parts, materials, equipment and waste is within the unit, retaining the clean and organised business model operated by Quick Lane. As such, it is considered that the proposed use is compatible with the element of Policy GO6 which seeks to protect residential amenity. In addition, the applicant proposes a number of conditions (as detailed in the following chapter of this document) designed to give comfort to the Council that the proposed development will be operated in such a way that will protect residential amenity
- 8.1.3 Policy DC26 of the UDP seeks to control noise emitting from new development. The Policy seeks to restrict uses which will result in '*unacceptable high levels of noise*' in residential areas. As detailed above, all plant and equipment will be housed within the building and all works to vehicles will take place indoors using state of the art electric powered machinery (not traditional noisy air powered equipment)- the type of equipment used is a clear differentiator from traditional old operations of this type. There will be no external plant such as compressors or motors and no works involving powered tools will take place outside the unit. In addition, the unit will operate during reasonable operating hours which are typically 8am to 6pm Monday to Sunday thus further protecting residential amenity. The applicant proposes a number of conditions in the following chapter which, if imposed as part of a planning consent, will safeguard the amenity of neighbouring residential properties, in line with Policy DC26.5 of the UDP.
- 8.1.4 Policy S1 of the UDP outlines the extent of various District and Local Centres on the UDP Policy Map. The application site falls within Gorton District Centre. Policy S1.2 outlines the Council's approach to the redevelopment of a number of Centres, including Gorton District Centre, in order to retain their importance and functionality. Gorton District Centre includes a range of retail, food and beverage, roadside and service operators, including KFC, Texaco and a hand carwash on the sites immediately adjacent to the application site with Aldi and Tesco located further to the east and west of the site along Hyde Road
- 8.1.5 Policy S1.2 seeks proposals, subject to improving safety and enhancing the environment, in a number of Centres, including Gorton District Centre, which will increase the economic viability of the Centre. Furthermore, the policy states that the redevelopment of obsolete shopping floorspace will be '*particularly welcome*' where it is in keeping with the existing centre. As detailed above, the application site was last used as a butchers and bulk meat retailer. The site has been comprehensively marketed for a considerable period with **no interest** from retailers. As such, it is considered that the unit can be considered as '*obsolete retail floorspace*'.

- 8.1.6 The site is also adjacent to roadside users in the form of a drive-thru KFC, a Texaco petrol filling station and a hand carwash. These occupiers together form a cluster of roadside focused businesses making use of the location adjacent to Hyde Road, a key arterial route into Manchester City Centre. The proposed change of use of the site to form a MOT and car servicing centre operated by Quick Lane is considered to be in keeping with the character of Gorton District Centre. As detailed elsewhere in this chapter, the business model operated by the applicant requires the site to be clean and tidy at all times with no external working and no storage of plant, equipment, materials, parts or waste outside the unit. Noise emissions, appearance and waste management will be tightly controlled and will not have a detrimental impact on residential or environmental amenity and the proposed use is considered to be in line with Policy S1.2 of the UDP.

8.2 Core Strategy

- 8.2.1 Policy SP1 of the core strategy outlines the overarching principles for development in Manchester including development which meets the needs of visitors and residents. The proposed development will offer an important service to residents of the city requiring routine maintenance as well as more urgent repairs to vehicles. The site is well located adjacent to Hyde Road, a key arterial route into Manchester City Centre and is thus easily accessed by motorists and local residents needing urgent repairs, such as puncture repairs, and requiring servicing or MOT works.
- 8.2.2 Policy EC5 outlines the Council's approach to development in specific areas including Gorton. The Council seeks to support mixed-use employment opportunities. As detailed above, the proposed use falls within B2 and is considered to be appropriate for the location in question, being located adjacent to existing roadside uses. This is further supported by Policy EC4 which seeks to support a '*more diverse range of uses*' within Gorton District Centre and **specifically highlights the potential for more commercial uses within the Centre**. It is therefore clear that as a commercial use the proposal is compliant with the policy
- 8.2.3 Policy DM 1 of the Core Strategy outlines general Development Management principles to which all development in the City must abide. The policy addresses a range of issues including quality of development, design and the protection of the environment.
- 8.2.4 As detailed at length above, the applicant seeks to provide a high quality, distinctive service to residents and passing motorists including urgent repairs, scheduled servicing and MOT testing. Quick Lane's business model requires all sites to be kept clean and tidy with all materials, parts and waste carefully stored away in order that customers are reassured that the work being undertaken is of the highest possible standard. All works are undertaken by appropriately trained professionals within the unit with no works or storage of parts or waste undertaken outside the building. The applicant can therefore demonstrate that there will be no negative impacts on residential or environmental amenity in terms of visual impact, noise or waste management. Customers will make use of existing highways access and will not result in a material increase in vehicle movements or activity. The proposed works will require limited external alterations to the building and will not materially affect the appearance, massing or scale of the site.
- 8.2.5 Furthermore, the site is currently vacant with no prospect of occupancy in the near future. The building will undoubtedly fall into further disrepair and unfortunately vacant units fall victim to vandalism. The sooner the unit is reoccupied the better. The proposal is compatible with its neighbouring uses therefore meets the requirements of Policy DM1. The use of a vacant site is also in line with Policy SP1 and the requirement to reuse previously developed land.
- 8.2.6 Policy EN16 relates specifically to Air Quality in terms of the managements of causes of air pollution and the mitigation of its effects. The proposed development is intrinsically linked to road transport and is well

located on a key arterial route into Manchester which will limit the generation of additional longer trips were the site to be in a more isolated location.

- 8.2.7 While the goal of planning, highways and environmental policy is to reduce the use of ‘conventional’ (i.e. petrol and diesel) vehicles from the network, the vast majority of private and commercial vehicles on the network at present are not electric or hybrid. While conventional powered vehicles are beginning to be phased out, the careful maintenance and repair of existing conventional vehicles is imperative to ensure their ongoing efficient use in environmental and economic terms. **The provision of maintenance and repair sites, such as Quick Lane, are therefore important to maintain the existing UK conventional vehicle fleet as inefficient and poorly maintained vehicles generate significant and detrimental emissions and contribute to air quality issues** considerably greater than well maintained vehicles.
- 8.2.8 In acknowledgement that all development can and should contribute to reducing air pollution and improving air quality, the applicant proposes a two-pronged approach; the **installation of an electric vehicle charge point (EVCP)** for staff vehicles and a financial contribution to tree planting. This approach will facilitate staff who wish to purchase and operate an electric vehicle while contributing to **mitigation of air pollution by offering a financial contribution to plant trees**. A financial contribution to tree planting is considered appropriate as officers, local members and residents can direct planting to sites where tree planting will offer multiple benefits such as in existing or proposed public open space where the proposed trees can contribute to ecological enhancements, amenity and landscaping in addition to air quality mitigation.
- 8.2.9 On reviewing the Development Plan, all relevant policies relating to the site encourage industrial use and commercial use. The proposal delivers a commercial industrial development and one that will contribute positively to the local economy. Furthermore, JLL has not identified any policy which prevents the proposed use.

8.3 Highways

- 8.3.1 A light touch Transport Statement has been presented which demonstrates that vehicular activity to and from the site is low. Moreover, the site’s permitted use as a retail unit will result in a much greater volume of traffic than the proposal. Therefore, there will be a net reduction in vehicle activity if the proposal is approved when compared with the permitted use.
- 8.3.2 All vehicles for repair/service etc will park on site; and all works will take place within the building.
- 8.3.3 Dedicated cycle spaces are proposed which will be primarily for staff as customers are arriving by car given the nature of the operation.
- 8.3.4 An electric charge point will be connected to the building for staff vehicles.
- 8.3.5 The proposal will not result in negative harm to the local highway network and therefore complies with policies T1 and T2 of the Core Strategy.

8.4 NPPF

The purpose of the NPPF is to promote sustainable development comprising of an environmental objective, an economic objective and a social objective (Paragraph 7). In order to do so, the NPPF promotes the protection of town centres (Paragraph 85), the reuse of previously developed land (Paragraphs 117 and 118) and addressing the causes and impacts of air pollution (Paragraph 181).

- 8.4.1 The applicant has sought to reduce any potential impacts on air quality by introducing an electric vehicle charging point for staff; and providing a financial contribution of £5,000.00 to be used for tree planting/landscaping along the busy Hyde Road corridor, thus both encouraging staff to move towards electric vehicles and addressing the impacts of air pollution by enabling tree planting.
- 8.4.2 The electric charge point will benefit any staff. It is not possible to provide a charge point for customers as their cars are only located within the car park for a short period and spend most of their time within the building having works carried out. It is therefore not feasible to provide a customer point, however staff will benefit, thus contributing to air quality mitigation.
- 8.4.3 The site fronts Hyde Road and benefits from a line of established, attractive trees. Introducing additional trees along the section fronting the site would be tight; and would also result in screening the building's frontage. As with any commercial frontage, it is understandable that additional trees would not be of benefit to the operator. Consideration of low level planting has been reviewed however this can lead to concerns of safety and natural surveillance.
- 8.4.4 However, the applicant proposes to provide a financial contribution which the Council can use to benefit air quality improvements along other parts of Hyde Road by using the amount to plant new trees and other plants. This is considered to be a proportionate and reasonable contribution which will provide a real air quality benefit along a very busy arterial road. Officers, local members and local residents will also be able to direct planting to areas where multiple benefits may be available such as screening, ecological enhancements or public amenity.
- 8.4.5 Both the car charging point and financial contribution will meet air quality and climate change objectives as set out in Paragraph 181.
- 8.4.6 The NPPF paragraph 85 encourages town centres to take 'a positive approach to their growth, management and adaptation'. Of most relevance to para 85 is criterion a) which sets out that in defining a network and hierarchy of centres, they
- 'promote their long-term vitality and viability – by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters'.*
- 8.4.7 In describing the proposed operator, Quick Lane, above, it is explained that an amenity area providing refreshments and wi-fi access is available to customers. It also includes a viewing window for customers while they wait. However, most customers prefer to leave the premises. It is therefore important for Quick Lane that they are located close to other amenities including shops, food and beverage facilities etc so that they have somewhere to go on foot whilst they wait. The application site provides immediate facilities including the KFC restaurant, Aldi and Tesco stores which are all within walking distance.
- 8.4.8 JLL is also mindful of the recently submitted planning application by Morgan Sindall which proposed a new community hub comprising of a range of community based services including a training and health services. Customers would also be able to visit the 'hub' if and when delivered
- 8.4.9 The proposal is therefore clearly compatible with each of these neighbouring uses, but also will provide an opportunity for **linked trips** with these operators thus **contributing to the vitality and viability of Gorton district centre.**

- 8.4.10 Importantly, the NPPF is clear that town centres should be able to respond and adapt to change. As with many other centres, Gorton is experiencing change and has experienced a challenging environment in recent years, which is evidenced by the failure of the Site to retain any long term retailer operators and the poor market interest from other retail operators. The proposal will provide a suitable use contributing to the mix of uses that the immediate site is and will experience including the petrol filling station, KFC, supermarkets and pending Community Hub.
- 8.4.11 The proposal provides linked trips.
- 8.4.12 The proposed development is therefore considered to adhere to individual policies of the UDP and Core Strategy and the development plan as a whole; and meets the fundamental sustainability objectives of the NPPF.

8.5 Material considerations

- 8.5.1 The site has been vacant for ten months and so far no other market interest has been identified. Whilst the proposed Community Hub may come forward and substantial housing is being delivered, the retail market in Gorton remains weak therefore the site's future remains bleak.
- 8.5.2 The site's location is important to the operator, as it is important that their sites are located in accessible locations so that customers can occupy themselves whilst they wait thus providing genuine linked trips.
- 8.5.3 The operator will employ around six staff which are new jobs in year 1. The total wage bill (gross) is £170,000 per annum which equates to **£28,300.00 per person** on average. This is an **excellent level of pay** and provides good quality jobs requiring skilled manual workers within the Gorton area.
- 8.5.4 Quick Lane is currently working with the Prince of Wales Trust and running an **apprenticeship programme** across the Greater Manchester area. Within that programme, an apprentice will be allocated to each site that Quick Lane opens, therefore the Gorton unit will benefit from an apprentice and vice versa.
- 8.5.5 If permission is obtained, the proposal will result in a £450,000.00 investment and will also provide a contribution to local business rates. The current owner of the site is subject to paying empty rates which provides a difficult financial position which it is keen to overcome as soon as possible.
- 8.5.6 Quick Lane is a global company with a strong covenant therefore will provide confidence within the local business community that a **sustainable operation** is expected to establish itself in Gorton.
- 8.5.7 Furthermore, Quick Lane's growth strategy aims to deliver at least ten new sites across Greater Manchester. It has recently opened its first facility in Greater Manchester at Bury New Road, Prestwich opposite the TGI Fridays/Tesco development demonstrating it is committed to rolling out its growth strategy across Greater Manchester authorities. This demonstrates the operator's commitment to the city and real investment within Gorton.

9 Proposed Conditions

- 9.1.1 The applicant is conscious that the Council would seek to ensure the highest possible standards in order to protect residential amenity as a result of the proposed development. To this end, the applicant proposes the following conditions which would allow the proposed development to go ahead under strict parameters.

9.2 Noise

- [Car repair, servicing and testing] shall not take place anywhere on the site except within the building.
- No [specified machinery] shall be operated on the premises before [time in the morning] nor after [time in the evening] on any day of the week. (The applicant proposes operational times of 7am till 7pm Monday to Sundays).

9.3 Storage

- No [materials, parts, equipment, tools or waste] shall be stored outside the existing building.

9.4 Restriction of Use

- Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), the site shall not be used for any use other than those expressly authorised by this permission.

- 9.4.1 The above conditions are considered effective enough to remove concerns the Council may have if a situation occurred where Quick Lane as the prospective tenant was to vacate the unit and another similar operator was to move in. Therefore, any MOT/car servicing operator which falls under use class B2 would not be able to operate in any external areas, and no storage would be allowed in external areas. The permission would also be exclusive to use class A1 retail and B2 operators for MOT/servicing and maintenance.

- 9.4.2 JLL and the applicant would however be happy to discuss the suggested conditions and refine those or consider others by officers if required.

10 Conclusion

- 10.1.1 The proposal seeks a flexible change of use for use class A1 (retail) and use class B2 (MOT/servicing/maintenance) at 35 Garratt Way, Gorton. The unit has been vacant for 13 months following the former tenant having fallen into administration.
- 10.1.2 The unit has had a recently unsuccessful history with all known tenants having fallen into administration. This is also a reflection of the current retail market.
- 10.1.3 JLL has marketed the site since it became vacant in 2018. Whilst the site has been marketed extensively to 168 agents and 328 operators, FPC (Gorton) Limited has come forward as the only interested party with Ford Quick Lane as operator.
- 10.1.4 Quick Lane is a high quality, global operator which forms part of the Ford group. It uses the latest available cutting edge technology which allows car repairs and MOTs to take place quickly and efficiently.
- 10.1.5 Quick Lane only uses state of the art electric powered machinery, it does not use traditional, noisy, air pressured facilities. All operations take place internally and no goods are stored externally. This removes any concerns of noise or visual impact.
- 10.1.6 The site is located within Gorton's '*mixed use area*' which allows for industrial uses. The proposal forms an industrial use therefore is considered acceptable.
- 10.1.7 It also falls within Gorton District Centre which encourages the replacement of '*obsolete shopping floorspace and is in keeping with the character of the existing centre*', encourages '*a more diverse range of uses*' and allows '*potential for other commercial and public uses*'. The unsuccessful history of the site and marketing results demonstrate the unit's retail use is obsolete and that alternative uses which are compatible are encouraged. Given the operation's potential to encourage linked trips it will also provide good potential as a commercial use and enhance the diverse range of uses within the district centre that are needed to subsequently enhance the vitality and viability of the centre.
- 10.1.8 Quick Lane's excellent reputation and compatibility will regenerate this part of Gorton by refurbishing and occupying an otherwise long term vacant unit and will create real linked trips for its customers with existing and proposed new facilities (the Community Hub).
- 10.1.9 It will also provide a significant investment on a small but prominent site in the district centre fronting Hyde Road, creating six well paid and skilled jobs within the local community.
- 10.1.10 The applicant is mindful of the Council's declaration of the city's Climate Change Emergency and will provide air quality mitigation measures including an electric vehicle charge point and a £5,000 contribution for tree planting along the Hyde Road corridor.
- 10.1.11 The proposal provides a compatible and small but significant contribution to the regeneration of Gorton which is compliant with the objectives of the Development Plan and the NPPF thus delivering sustainable development.
- 10.1.12 Quick Lane is ready to relocate immediately on obtaining planning permission.
- 10.1.13 The proposal complies with the objectives of the development plan and NPPF therefore permission should be granted.

Appendix 1 – Landlord’s Pack



Landlord's Pack 2019

The road to success...

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Who are Quick Lane?

- Quick Lane Tyre & Autocentre is a quality maintenance and light repair franchise backed by 114 years of automotive resources and experience. The brand was born out of feedback from customers regarding their needs in an automotive repair shop.
- GP Strategies have undertaken to aid the brand in acquiring 350 units in the UK over the next five years.
- Quick Lane Tyre & Autocentre offers 14 maintenance and light repair services with tyres and oil changes as the catalyst to the repair and/or replacement of key parts around the wheel.
- Quick Lane offers Convenience with Confidence to consumers. Customers can expect professional, trustworthy vehicle experts to take care of them and their vehicle every time they stop in for a service.



Quick Lane's vision

- To be the trusted choice for tyre and automotive works by providing outstanding and convenient services that customers value
- By offering a consistently high level of customer experience, including ethical advice, and high-quality repairs across the national network, Quick Lane and its franchisees will enjoy success.

Quick Lane's mission

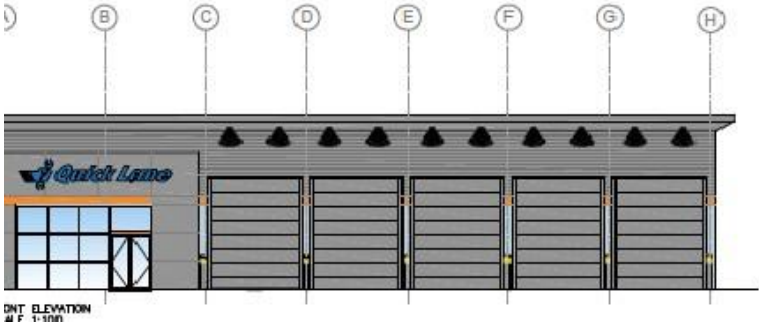
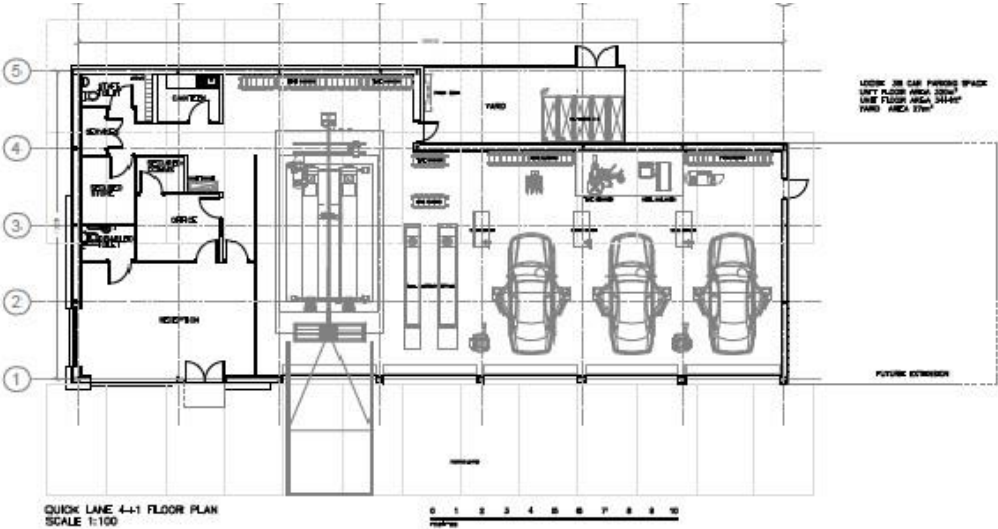
- To provide **Convenience with Confidence** by maintaining a transparent and consultative relationship that keeps customers coming back. We offer quality services, at competitive prices, resulting in customers knowing that their time and money were well spent.

Meeting the needs of today's customers

- Customers are looking for fast, convenient, and reliable service.
- Many customers do not have time to make an appointment and are not willing to leave their vehicle in a traditional facility to be picked up the next day or later.
- Quick Lane Tyre & Autocentre is here to offer an appealing service alternative, where customers can find quick and reliable maintenance and light repair service.

Standard Quick Lane Layout & Staffing

At Quick Lane, we keep to a straightforward model that is always cost-effective and helps keeps a customer to their budget.



Quick Lane Property Requirements

Quick Lane Property Requirements

- The unit should range from approx. 320 sqm. to 500 sqm. and the land should range from approx. 550sq.m to 750sq.m
- B2 use or potential
- “A” Road Visibility / Prominence preferred
- Return frontage/ corner site
- minimum 10 parking spaces
- Traffic flow 15K to 20K transient movements per day
- Opposite / adjacent to Retail parks / Supermarkets / Industrial / destination areas
- Near to residential or travel hubs
- Estate board signage availability
- Ideal sites include: Ex Retail Showrooms, Ex Petrol Filling Station sites, Trade centres, Car Showrooms



Quick Lane Property Requirements

“Tyred” of the same tenant line-up? Need performance not excuses?

- Quick Lane and its Franchisees can offer up to a 15 year lease
- You can deal with the brand directly, no middle men
- Freehold or business sales considered
- Five Yearly rent reviews to open market or Cap & Collar format considered
- Retail locations genuinely considered
- Bright and fresh look, expert construction and fit-out
- Trained technicians and customer service front line who will bring “kerb side” appeal to a landlord’s investment
- Contract, surveys and planning run concurrently to save everyone’s time, effort and expense.

Here at Quick Lane, we're ramping up our expansion!

Put your building through its paces and get an MOT test on your investment.

Got a site to introduce to Quick Lane? Own a building that needs a great end user/tenant?

Phone or email us now:

MARC WHELAN

07912 27 67 21 or

Marc.whelan@quicklane.eu

Appendix 2 – Marketing

Ackroyd Dent	Clark Weightman	Jackson Stops & Staff	Petch & Co
Adair Paxton	Colliers	John R Hornsby	Phillips Sutton
Allott & Associates	Cooper Rose	Johnson & Co	PPH Commercial
Andrew Ashwell	Crossland Otter Hunt	Johnson Fellows	Prescott & Partners
Andrew Idle Associates	Crosthwaite Commercial	Jon Simon Estates Agents	Property Complete
	Curson Sowerby Partners LLP		
Andrew Thompson & Co		K Short & Co	PSE Surveyors & Property Consultants
Anthony Sharpe & Co	Cushman & Wakefield	Kearns & Partners	Pudney Shuttleworth
AWS	Dacres	Knight Frank	Rae & Company
Banks Long	Daniel & Hirst	Lamb & Swift Commercial	Ramsdens
Barker Proudlove	David Honeyman Associates	Lambert Smith Hampton	Rapelys
Barnsdales	Dove Haigh Phillips	Lane Walker	Rawstron Johnson
Barry Crux & Company	Drake Commercial	Larards	redleaf
Bejamin Fitzpatrick Commercial	Dresler Smith	Lawrence Hannah	Reesdenton Ltd
Bennett	Eaton Commercial	Lawson Hubbard Lowe	Reid Rose Gregory
BHT	Edward Gill & Co	Legat Owen	Rising Sun Property Consultants Ltd
Bidwells Proeprty Consultants	Fawley Watson Booth	Leonards	RMA Commercial
Bilfinger GVA	Fernie Greaves	Lionel D Levine	Robert Austin & Co
Blacks	Fisher Wilson	Longstaff & Associates	Robert Watts
BNP Paribas	Fitzpatrick Commercial	Loveitts	Rowley Hughes Thompson
BNP Paribas Real Estate	Fowler Sandford	LSH	Sanderson Weatherall
Bond Wolfe	Francis & Co	LWE Commercial	Savills
Brady Chartered Surveyors	G L Hearn	Marie Busfield Associates	Scotts
Bramleys	Gadsby Nichols	Mark Brearley & Co	Sharma Williamson
Brassington Rowan	Garness Jones	Mark Jenkinson & Sons	Shoulers
Brearley & Company	GBR Phoenix Beard	Martin & Co	Smith Young Partnership
Brearley Greens	George F White	Mason Owen	Smiths & Co
Briggs Burley	Gerwyn Bryan	Mason Partners LLP	Space
Bromwich Hardy	GL Hearn	Mason Young	Stapleton Waterhouse
Brown & Co	GVA	Mather Jamie	Starkeys
Brownill Vickers	Haigh Nicholls	Mawsons	Stockford Anderson
Bruton Knowles	Hanson Chartered Surveyors	Michael Steel & Co	Taylor York Commercial Ltd
Budworth Hardcastle	Harris Lamb Ltd	Michael Tromins	TDB Real Estate
Burley Browne	Harrisons Commercial	Mitchell Roberts Commercial	Thompson Heaney
Burns Property Consultants	Harvey Burns	Mowbray Gill	Topham Larard Commercial
BWD	Hayfield Robinson	MP Real Estate	Trafford Oliver
Campbell & Co	Heaney Micklewaite	MVH Property Limited	Vickers Carnley
Carter Jonas	HEB	Nabarro McAllister	Walker Singleton
CBRE	Holt Commercial	Newbould Commercial	Williams Property Consultants Ltd
Central Retail	Howard Jenkins	Nicholas Robinson & Partners	Wolford Ltd
Chadwicks	Howie Property	nt3	Workman
Chamberton Properties Ltd	Hynes Illingworth	Paul Nichols & Co	Wright Silverwood
Cheetham & Mortimer	Innes England	Peel Investments (North) Ltd	WSB Property Consultants

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About JLL

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