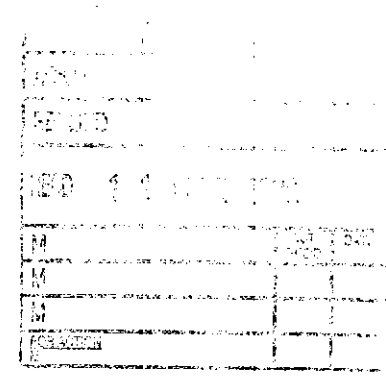
Retail Statement

Beswick Phase 2

New East Manchester



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Retail Statement - Beswick Phase 2
New East Manchester

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1. Introduction

This Statement compliments the Design & Access Statement in relation to the design, location and use of the proposed new retail facility, as part of the Beswick Phase 2 regeneration project. The statement also outlines the transition process from existing to new facilities and explains how the retail centre will remain open during construction of the new facilities.

2. Existing Retail Facilities

The existing retail facility is located in the Beswick District Centre. This is located on Grey Mare Lane, just off Alan Turing Way, to the eastern side of Beswick.

The centre currently comprises 24 purpose built shop units, some of which have office space above. The centre was designed to fulfil the local shopping needs of the residential community at the time of its construction. However, it is now out of scale with current retail demand (currently only 11 of the 24 units are occupied), this is partly due to strong competition from a nearby, recently developed, large supermarket and the resurgence of the nearby city centre.

The centre is now in a poor physical condition, having suffered from underinvestment over a lengthy period of time, and the facilities are out of date in relation to its design and fitness for purpose.

3. Retail Demand

In view of the problems associated with the existing retail centre, New East Manchester appointed Donaldsons LLP to undertake extensive market research (report included elsewhere within this Planning Application) to assess the following, taking into account the existing and likely future needs of the changing Beswick community:

1. The viability and sustainability of a retail centre in Beswick
2. The size and location of a retail centre in Beswick
3. The type of retail to be provided
4. The suitability of existing retailers (in terms of future rental values, quality of service offered and aspirations of NEM and the community).

Donaldsons report concluded:

1. There was demand for a small retail development in Beswick.
2. The development should be anchored around a convenience store and should comprise 6 to 7 shop units.

3. A mixed use facility (shops and residential) would offer the opportunity to reduce rents, attracting retailers to the facility.
4. The existing retailers fell into the following four groups:
    a. Those who cannot or should not be considered to use the new facility. This could be due, either, to the level of rent to be charged (existing rental costs are below the market rate and as a result re-investment in the facility is minimal, resulting in its poor condition) or due to the service they provide, which may not correspond to the aspirations of New East Manchester and the majority of the community.
    b. Those who can afford the proposed market rate but may not provide the quality of accommodation or image sought. E.g. retailers that are closed for the majority of the day resulting in a wall of shutters.
    c. Those who should remain in the centre but cannot afford the new market rents. E.g. Post Office. A suitable strategy for this unit should be adopted.
    d. Those who are already present in the centre, have the ability and desire to pay the proposed market rents and should be retained in the future development. These retailers would provide stronger covenants and give the developer (Gleeson) greater confidence in the centre.
5. Potential retailers should be selected based on the above criteria
6. A re-location strategy should be developed for the retailers which fail to secure a unit in the new development.
7. The existing retail centre represents the most suitable and viable location for a new retail provision in the borough.

4. Design Brief

Please refer to the Design & Access Statement for a detailed analysis of the mixed use retail & residential building.

The design of the new retail development takes into account the recommendations of:

1. The existing and future retail demand - The Donaldson report 'Beswick Retail & Commercial Provision: Stage 1'.
2. The Manchester City Council Regeneration Framework
3. The Unitary Development Plan - UDP
4. The Public Realm Strategy
5. PPS1 - Delivering Sustainable Development
6. PPG4 - Industrial, Commercial Development and Small Firms

In summary, the design comprises a shopping centre of a maximum of 7 shops (1,377m2), anchored around a convenience store with residential units over (thirty nine two and three bed apartments on three floors).

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An initial BREEAM assessment has been carried out on the proposals and a rating of 'Very Good' is achieved.

External works include:

1. 29 space visitor/staff car park for the retail development, including 5 disabled spaces, as agreed with the Local Authority Highway Department.
2. Secure car park for 100% of the residential development, including 10% disabled parking.
3. 6 loading bays for up to a 2 tonne van.
4. Refuse collection area.
5. Hard and soft landscaping.
6. Anti ram-raid bollards to shop fronts.

5. Tenant Relocation Strategy

Of the existing 24 units, 11 are currently occupied. The relocation strategy was developed taking into account:

1. The Beswick Retail & Commercial Provision report (undertaken by Donaldsons LLP)
2. The Manchester City Council Regeneration Framework
3. The Unitary Development Plan - UDP

Following extensive consultation between NEM, the retailers and the community the following strategy is agreed:

Existing Tenant	To Be Relocated Elsewhere	To Continue Trading in Interim in Existing Buildings	To be offered Unit in New Development	To Cease Trading
Eastlands Taxi Hire	✓			
Aloo Newsagents				✓
Beswick Supermarket		✓	✓	
Sivori				✓
Greggs		✓	✓	
Burrows Grocer, Butcher, Off Licence		✓		✓

Existing Tenant	To Be Relocated Elsewhere	To Continue Trading in Interim in Existing Buildings	To be offered Unit in New Development	To Cease Trading
Colemans Chemist		✓	✓	
Post Office		✓	✓	
Guardian Media Group		✓	✓	
Tote Bookmakers		✓	✓	
Tranters Solicitors	✓		✓	

Part of the existing retail facility will remain open during the construction of the new facility, thus providing a valuable service to the community. Details of the phasing of the works, including demolition of buildings, buildings remaining open in the short term, access for construction traffic, unloading, car parking and pedestrians are included in section 6 of this Statement and detailed on the following drawings which accompany the Planning Application:

1. Construction Phase 1
2. Construction Phase 2
3. Construction Phase 3

6. Construction, Safety & Maintaining Retail Facilities

To ensure the facility remains open to the public and is safe during the development/demolition/construction works, the mixed retail/residential development will be undertaken in three phases as follows:

Phase 1 (Please also refer to Appendix 1)

This phase comprises:

1. Erection of all safety/site hoarding.
2. Separation of construction and pedestrian/vehicular activities.
3. Security lighting and CCTV to both construction and pedestrian areas.
4. Forming separate access for construction traffic and rear of supermarket only (unloading) off Bell Crescent.
5. General retail access (excluding supermarket) shall be from Ranworth Close.
6. General car parking shall be from Windcroft Close.
7. Pedestrian access shall be from Windcroft Close and Ranworth Close.

8. All access routes shall be clearly sign posted for both vehicle and pedestrian access.
9. Construction and modification of temporary car parking areas.
10. Demolition of the library block (highlighted in Orange on Appendix 1)
11. Partial demolition of the main retail block (highlighted in orange on Appendix 1), with the retention of the supermarket only.
12. Relocation of Greggs from the above block into a vacant unit on Ranworth Close.
13. Retention of the blocks highlighted in purple on Appendix 1. These retail units remain open during construction of the new facility.
14. Construction of the new retail/residential facility and temporary car park / loading area.
15. Fit out retail units (currently by retailers).

Phase 2 (Please also refer to Appendix 2)

This phase comprises:

1. Relocation of the majority of the existing retailers (see Section 5) into the new facility, new facility opens.
2. Separation of construction and pedestrian/vehicular access.
3. Relocate safety/site hoardings to allow demolition of remaining retail units (highlighted in purple on Appendix 2)
4. Security lighting and CCTV to both construction and pedestrian areas where required.
5. General retail access from Bell Crescent.
6. General car parking shall be from Windcroft Close (as phase 1).
7. Pedestrian access shall be from Grey Mare Lane.
8. All access routes shall be clearly sign posted for both vehicle and pedestrian access.
9. Modification of temporary car parking areas.
10. Demolition of the remaining existing retail areas (highlighted in purple on Appendix 2).

Phase 3 (Please also refer to Appendix 3)

This Phase comprises:

1. Relocation of the safety/site hoardings to allow construction of the permanent car parking areas (retail and residential).
2. Separation of construction and pedestrian/vehicular access.
3. Removal of temporary car parking areas upon completion.

7. Conclusion

The mixed use retail and residential development has been designed in accordance with the requirements of:

1. The Community
2. The NEM Retail Strategy
3. The Manchester City Council Regeneration Framework
4. The Unitary Development Plan - UDP
5. The Public Realm Strategy
6. PPS1 - Delivering Sustainable Development
7. PPG4 - Industrial, Commercial Development and Small Firms

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Appendix 1 - Construction Phase 1



Appendix 2 - Construction Phase 2



Appendix 3 - Construction Phase 3

