

Application Number	Date of Appln	Committee Date	Ward
142670/FO/2025	30th Apr 2025	31st Jul 2025	Charlestown Ward

Proposal Erection of food store (Use Class E) with associated car parking and landscaping.

Location 440 Hollinwood Avenue, Manchester, M40 0AE

Applicant Lidl Great Britain Limited

Agent Mr Jake Challinor-Smith, Rapleys LLP

Background

This application was deferred at the committee meeting held on the 31 July 2025 to enable members of committee to undertake a site visit on the grounds of understanding the impact of the development on highway and pedestrian safety.

Executive Summary

The application relates to the erection of a single storey, retail food store (Class E) following demolition of existing structures. It is proposed that the store is operated by Lidl.

In response to the notification of application 12 representations have been received. 1 in support and 11 of which object to the proposal. Principal comments are summarised below:

Key Issues

-The impact to residential amenity.

-Retail impact.

-The application site relates to accessible, brownfield land and would offer favourable regeneration to provide appropriately scaled economic development which would create shopping choice and a range of local employment opportunities.

-The proposed redevelopment has the potential to bring about significant economic, environmental and visual improvements by replacing what is currently underutilised brownfield land with a modern food store development.

-The application has been considered by both TfGM and Highways Services. Subject to necessary off-site highway works, no significant issues are raised.

Description

The application site relates to large, single-storey warehouse buildings previously occupied by Barr soft drinks, but now vacant. The premises were understood to be used as part of the company's distribution operations.



View of application site from Hollinwood Avenue

The buildings proposed to be demolished are surrounded by hard standing used for car parking/servicing, save for narrow strips of soft landscaping and tree planting to the site frontage and along the eastern boundary of the site.



Aerial view of existing site (extract: Design and Access Statement)

The site is enclosed by metal Paladin fencing and gates along the Hollinwood Avenue perimeter, with a double vehicular access gate serving the road.

The site is not situated within a conservation area and the buildings on-site are not listed. There are no statutorily protected trees on site.

The application site is situated within an area that is mixed use character, including a children's' day nursey which bounds the site to the west and a parade of local shops and commercial uses, including a veterinary practice to the south along the opposite side of Hollinwood Avenue. The closest retail centre is Hollinwood Avenue/Greengate local centre which lies immediately to the opposite side of Hollinwood Avenue.

The wider area, including to the northern and eastern boundaries of the site, along South Crescent and St. Margaret's Road respectively, is predominantly residential in nature and mainly comprises two-storey, semi-detached dwellinghouses. A short distance to the east lies Moston railway station.

The Proposal

Planning permission is sought for the erection of a single storey retail food store (Use Class E) with a gross internal area of 1965 sqm and a net sales area of 1334 sqm, together with car parking for 106 vehicles, landscaping and ancillary development.

The proposed store is situated to the north of the site, with car parking to the front. Vehicular access would be taken from an existing access off Hollinwood Avenue, which would be widened.

Consultations

Local Residents/Occupiers

In response to the notification of application 12 representations have been received. 1 in support and 11 of which object to the proposal. Principal Comments are summarised below:

Support

-The application is fully supported, but it is requested that existing mature trees bounding St. Margaret's Road are removed as they block out light.

Objections

-With an Aldi having opened last month 400 yards away, the need for another supermarket so close is questioned. Hollinwood Avenue is already busy, and another supermarket will cause major problems, especially in rush hour.

-The proposal is a poor design, allowing exit in both directions across two lanes of traffic where there are always queues. Further traffic analysis is requested.

- The proposal would exacerbate existing traffic problems, parking and congestion, especially so close to a busy roundabout.
- The store is not compatible with the area and would lead to traffic congestion and pollution.
- The main building abuts the boundary fence of residential properties which would restrict light adjoining gardens and would create cover for any would be burglar .
- The proximity of the access road to the adjacent nursery would be unhealthy for the children.
- Within a two-mile radius from the proposed development there are plenty of retail store including a new Aldi and other Lidl stores in the area.
- New homes should take priority over new supermarkets.

In addition to the above, a detailed representation objecting to the proposal has also been received on behalf of a nearby retail food store operator. Comments can be summarised as follows:

Inappropriate classification of the application site as being edge-of-centre

It is considered that the proposal cannot be classified as an edge-of-centre location, since it is not in any way connected with a town centre having a primary shopping area and therefore the sequential assessment has been incorrectly undertaken due to the misclassification of the application site. It is considered that the site is out-of-centre and that other out-of-centre sites should have also been considered.

Limited sequential site search

The applicant's agent's catchment area, which informs the sequential assessment, is limited and fails to have regard to the natural starting point, 'town centres first'.

The applicant's sequential assessment is inappropriately limited by a 5-minute drivetime catchment area and whilst the catchment area has assessed Harpurhey district centre, Newton Heath district centre which is located within a 9-minute drivetime has not been assessed. Similarly, Manchester city centre is a primary shopping centre in the Manchester retail hierarchy and should also be assessed. The sequential assessment is therefore inappropriately limited and should be broadened otherwise the sequential test does not address the need to meet the key town centres first principle.

Impact on independent stores in Hollinwood Avenue/Greengate Local Centre

The submitted retail impact assessment is not sufficient to demonstrate that the proposed development would not result in any significant adverse impact on Hollinwood Avenue/Greengate (Moston) local centre as a result of trade diversion from its anchor convenience store.

Hollinwood Ave/Greengate (Moston) Local Centre consists of a small number of independent businesses, including a Londis convenience store, which are key to its function. The applicant's agent's Planning and Retail Statement asserts that the proposed Lidl store will only divert 0.25% of trade from the Londis store. This can be seen in comparison to a 7% diversion from Morrisons, Poplar Street (2.7km away), 19.5% from Morrisons, Tweedale Way (1.7km away) and 20% diversion from Aldi, Victoria Avenue (480m away). This seems a likely low estimate as the Londis is directly opposite the proposed store. Whilst the NPPG explains that "As a guiding principle impact should be assessed on a like for like basis in respect of that particular sector...", the guidance tempers this with the explanation, "that trade draw will relate to a certain geographic area (i.e. the distance people are likely to travel) and for a particular market segment (e.g. convenience retail)" (our emphasis). Thus, whilst a new discounter store might ordinarily draw much of its trade from any nearby existing Lidl and Aldi store(s), the issue of distance is critical. It is unreasonable to accept that a store located directly opposite the proposed Lidl would be so minimally impacted. It is considered that the applicant's agent's findings are inaccurate and seek to minimise what is potentially a greater impact upon the nearest local centre.

Unacceptable contribution to potentially unsafe traffic conditions

The proposed development seeks to retain the existing ghost-island right-turn lane across Hollinwood Avenue. It is considered that approximately half of the trip generation figures could avail of the ghost-island right-turn lane to manoeuvre across the four lanes of traffic on Hollinwood Avenue. Such a manoeuvre would be required to ensure vehicles are in the correct lane on approach to the Greengate Roundabout. Together with the proposed pedestrian store access to Hollinwood Avenue, the increased frequency of car movements generated by the new store has the potential to make the crossing very unsafe. It is also of note that the application site shares a common boundary with the Brighter Beginnings children's nursery, and this should be taken into consideration.

The Officer's Report also asserts that the existing building could lawfully operate as a 24-hour storage and distribution use (Class B8) with no control over traffic or HGV movements. This is considered an unjustified reliance on a fallback position and does not constitute a real prospect of occurring as the applicant is not proposing to occupy the site for a storage or distribution use (B8). The existing building could not lawfully operate as a foodstore, and that is what is being assessed.

Vehicle and pedestrian traffic generation from the existing use is not comparable to that of a foodstore. There has also been no assessment of the expected uplift in pedestrian trips, which would likely represent a significant increase.

Failure to retain and enhance an existing employment site

The application is contrary to Policy EC2 of the Core Strategy which seeks to retain and enhance existing employment space and that alternative uses will only be supported if certain criteria are met. It is maintained insufficient justification has been provided in relation to the loss of an employment use.

Ecological harm arising from loss of biodiversity

It is noted however that the Officer's Report refers to a net loss of -51.33%. It is unclear where this figure has been taken from.

The proposal would result in ecological harm arising from the loss of biodiversity and has an unacceptable lack of consideration of opportunities to reduce the scale of the development and hard paving.

A loss of biodiversity caused by the proposal indicates that the development is one whose scale and character are not suitable for this site or is the result of the prioritisation of car parking spaces and hard paving. The application could seek to deliver an outcome that achieves an acceptable scale of development that also meets BNG requirements through a reduction in the built form and hard paving.

Highway Services

The following comments are made in consultation with Transport for Greater Manchester (TFGM):

- The trip rates and distribution are acceptable, as is the junction modelling.
- There are No concerns about highway safety issues within the vicinity of the site.
- The site is well accessed by sustainable modes. Regular bus services and railway services are available within walking distance of the site.
- It is noted that there are 106 proposed car park spaces which should cater for parking demand associated with the development. It is also noted that some seasonal events could lead to increased parking, and the submitted technical information suggests that there is spare capacity to cater for these events.
- The disabled parking and electric vehicle charging provision is acceptable.
- A review of the existing Traffic Regulation Orders (TROs) should be undertaken surrounding the site (if this has not already been conducted), with a view to introducing additional parking restrictions as appropriate, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly to discourage pavement parking.
- Cycle parking should be provided for both customers (short-stay) and staff (long-stay) where secure and sheltered provision is required.

Servicing

- The Transport Assessment stated that 1 - 2 service vehicles are anticipated per day, which will access the loading bay from the car park access. It is requested that servicing / deliveries take place outside of the peak hours where possible. It is also requested that a Service Management Strategy is in place and conditioned, along with a Waste Management Strategy.

-An Interim Travel Plan has been provided as part of the application which is considered acceptable in principle. Details of the implementation and monitoring of the Travel Plan should be included as a condition.

-A Construction Management Plan should be submitted prior to the start of works. A condition is recommended.

-A condition should be included to require various offsite highway works including TRO refreshment and new TROs, hatching to be installed to the north of the ghost island on Hollinwood Avenue, existing ghost island extended to the south to create one continuous island on Hollinwood Avenue, a new widened access including dropped kerbs and tactile paving and the resurfacing of the adjacent footway.

Environmental Health

Conditions are requested in relation to demolition/construction management, servicing hours, hours of operation, external lighting, external equipment, noise management, waste management, electric vehicle charging and remediation of any ground contamination.

Flood Risk Management

A condition is requested which requires the agreement of a surface water drainage scheme based on sustainable drainage principles, along with details of its subsequent maintenance.

United Utilities

The proposed drainage scheme is acceptable in principle. The drainage for the scheme should be carried out in accordance with principles set out in the submitted Foul and Surface Water Drainage Design. It is also recommended that a condition relating to SuDS management and maintenance is included.

Greater Manchester Ecology Unit (GMEU)

The submitted Ecological Appraisal found there to be no potential for roosting bats on site, though the trees may support nesting birds and foraging bats. There is no reason to doubt this assessment. Safeguarding measure to protect nesting birds along with other detailed mitigation measures within the Appraisal should be adhered to.

Montbretia was identified on site. The applicant should be made aware of this and reminded that if the species is disturbed and spread from the site as a result of the development, a suitably experienced consultant should be employed to advise on how to avoid an offence.

In terms of biodiversity net gain (BNG), the submitted metric shows a loss of 1.72 habitat units (-51.33%) would be incurred on site, requiring at least 2.06 units to be compensated for to achieve a 10% net gain. The report states that these would be

acquired from an off-site habitat bank, or statutory credits purchased as a last resort. This is considered acceptable.

Arboriculture

Concerns were initially raised that some of the trees proposed to be lost were capable of being incorporated within the site boundary and that the developer should be able to incorporate these trees into the boundary, using hand tools to excavate the parking spaces which are closest.

Following the submission of a revised landscaping scheme, the proposed tree works are considered acceptable, subject to agreeing construction methodology to ensure trees are not destroyed during construction of the new car parking spaces.

Other matters

Consultation & Publicity

The proposal, by virtue of the floorspace proposed has been classified as a small-scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice has been displayed at the application site.

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995); and
- Places for Everyone Joint Development Plan.

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) - refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is

stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy EC1 (Employment and Economic Growth in Manchester) - looks to ensure priorities for economic growth, the Council will support significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses.

Policy EC2 (Existing Employment Space) – states that the Council will seek to retain and enhance existing employment space and sites.

Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having regard to the Manchester-Salford – Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

Policy C1 (Centre Hierarchy) - Development of town centre uses will be prioritised within Manchester City Centre, District Centres, and Local Centres in order to maintain their vitality and viability, provide services as locally as possible and minimise the need to travel by car. Within North Manchester the district centres are defined as Cheetham Hill and Harpurhey, and the local centres are defined as Victoria Avenue/ Rochdale Road (Charlestown), Hollinwood Avenue/ Greengate (Moston), Lansdowne Road/ Crumpsall Lane (Crumpsall), Worsley Avenue/ Kenyon Lane (Lightbowne), Moston Lane (Harpurhey), and Collyhurst (as part of redevelopment).

Policy C8 (Local Centres) - Local shopping and service provision in local centres should be retained where it remains viable and provides an important service to the local community. The provision of new small scale retail facilities will be encouraged where they would provide for local every day needs and would not be harmful to the vitality and diversity of nearby centres.

Policy C9 (Out of Centre Development) - Development of town centre uses in locations which are outside a centre identified in policy C1 or a strategic location identified for such uses will be inappropriate unless it can meet the following criteria:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;

- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the city centre and designated; district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,

- The proposal is appropriate in terms of its scale and function to its location.

Development that improves the environment of an existing out-of-centre facility or its relationship with surrounding uses will be supported, providing that it also meets the other criteria in this policy.

Policy T2 (Accessible Areas of Opportunity and Need) - states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections. Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites.

Within the City Centre, development should provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities.

Policy EN1 (Design Principle and Strategic Character Areas) - relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) - concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN6 (Target framework for CO₂ reductions from low or zero carbon energy supplies) - states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Policy EN8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;
- Reduction in urban heat island effect through the use of green infrastructure such as green roofs, green walls, increased tree cover and waterways;
- The need to control overheating of buildings through passive design;
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation;
- Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues stat that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that 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. 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.

Policy EN17 (Water Quality) - states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN19 (Waste) - states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers

will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policy of the Unitary Development Plan is also considered relevant:

Policy DC26 (Development and Noise) - states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Places for Everyone Greater Manchester Joint Development Plan

This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-S1 (Sustainable Development) – This policy states that to help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.

Policy JP-P1 (Sustainable Places) - seeks to raise the quality of all places in a way that is sustainable in the long-term, to enhance the wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

The following key attributes that all development, wherever appropriate apply:

1. Distinctive, with a clear identity that:

- A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;
- B. Enables a clear understanding of how the place has developed; and
- C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used.

Policy JP-J1 (Supporting Long-Term Economic Growth) - states a thriving, inclusive and productive economy will be sought in all boroughs.

Policy JP-G8 (A Net Enhancement of Biodiversity and Geodiversity) - This policy states that through local planning and associated activities a net enhancement of biodiversity resources will be sought. It states further than in relation to development, proposals would be expected to:

- a) Follow the mitigation hierarchy of: i. Avoiding significant harm to biodiversity, particularly where it is irreplaceable, through consideration of alternative sites with

less harmful impacts, then ii. Adequately mitigating any harm to biodiversity, then iii. Adequately compensating for any remaining harm to biodiversity

b) Avoid fragmenting or severing connectivity between habitats;

c) Achieve a measurable net gain in biodiversity of no less than 10%

d) Make appropriate provision for long-term management of habitats and geological features connected to the development;

e) Where appropriate, development should: mitigate air pollution impacts on Manchester Mosses SAC; mitigate urban edge, functionally linked land and recreation disturbance impacts on the South Pennine Moors SAC/SPAs; and assess and potentially mitigate boat movement, water pollution, and light spillage and shading impacts on the Rochdale Canal SAC; and

f) Development proposals should be informed by the findings and recommendations of the appropriate biodiversity/ecological assessment(s) in the PfE evidence base and/or any updated or appropriate biodiversity/ecological assessments submitted as part of the planning application process.

In addition, the below guidance and documents are also considered to be important material considerations.

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Shopfront and Signage Design Guide

This is a City Council document which sets out best practice for shopfronts and signage design across the city in order to promote positive change in the context of its urban environment and builds upon and provides more detailed advice and **guidance** on Development Plan policies.

Shopfronts throughout the city have a significant impact on the retail and visitor experience and the character the environment. High-quality and well-considered shopfronts and advertisements should therefore be an aspiration for all involved in the commission, design and installation of shopfronts. The document is intended as a guide for all parties involved in the design and implementation of works to shopfronts cross the city.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the city in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Sections 4, 6, 7, 11 and 12 are considered relevant to the consideration of this application.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Town centres and retail - Paragraph 91 states that it may not be possible to accommodate all forecast needs for main town centre uses in a town centre: there may be physical or other constraints which make it inappropriate to do so. In those circumstances, planning authorities should plan positively to identify the most appropriate alternative strategy for meeting the identified need for these main town centre uses, having regard to the sequential and impact tests. This should ensure that any proposed main town centre uses which are not in an existing town centre are in the best locations to support the vitality and vibrancy of town centres, and that no likely significant adverse impacts on existing town centres arise.

Paragraph 9 states that the sequential test guides main town centre uses towards town centre locations first, then, if no town centre locations are available, to edge of centre locations, and, if neither town centre locations nor edge of centre locations are available, to out of centre locations (with preference for accessible sites which are well connected to the town centre). It supports the viability and vitality of town centres by placing existing town centres foremost in both plan-making and decision-taking.

Paragraph 15 states impact test only applies to proposals exceeding 2,500 square metres gross of floorspace unless a different locally appropriate threshold is set by the local planning authority. In setting a locally appropriate threshold it will be important to consider the:

- Scale of proposals relative to town centres;
- The existing viability and vitality of town centres;
- Cumulative effects of recent developments;
- whether local town centres are vulnerable;
- Likely effects of development on any town centre strategy; and
- Impact on any other planned investment.

Paragraph 17 states that the impact test will need to be undertaken in a proportionate and locally appropriate way, drawing on existing information where possible. Ideally, applicants and local planning authorities should seek to agree the scope, key impacts for assessment, and level of detail required in advance of applications being submitted.

Noise - Local planning authorities should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;

- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other;
- form – the shape of buildings;
- scale – the size of buildings;
- detailing – the important smaller elements of building and spaces;
- materials – what a building is made from.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Issues

Principle

The principle of the proposed development is considered acceptable and would make efficient use of a previously developed site to provide increased shopping choice for the local population, whilst removing a storage and distribution use incompatible with the local surroundings. The proposal would also enable environmental improvements and contribute to the local economy through the creation of jobs. Further, the proposed site enjoys good accessibility and linkages with the nearby local centre.

Although the proposed store is situated within an edge-of-centre location in planning policy terms, the applicant has demonstrated that there are no sequentially preferable sites, or allocated sites, within the area that are available, suitable and viable. The proposal would not have any unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and the proposal is appropriate in terms of its scale and function to its location.

The applicant has provided a Planning and Retail Statement which seeks to address the tests within policy C9 of the Core Strategy and justify the proposals in terms of sequential and impact tests set out within the National Planning Policy Framework.

Given the proposal would provide less than 2,500 sqm of retail floorspace and with reference to Policy C9 of the Core Strategy and relevant guidance contained within the National Planning Policy Framework (NPPF), the submitted Retail Statement is considered to be proportionate to the scale of the proposals, acceptable in scope, underlining that there is sufficient qualitative and quantitative need for the proposed store in this area.

Account should also be taken that re-occupation of the existing building for an alternative commercial use is a realistic option.

An appraisal of the more specific planning issues and the impact of the proposal upon its surroundings is outlined further below.

Demolition of the Existing Buildings

The principle of the demolition of the existing building on site has already been established by prior approval application referenced 142521/DEM/2025. This included a Demolition Method Statement outlining acceptable demolition processes and suitable mitigation to safeguard residential amenity and the operation of the highway.

Further, the present warehouses are of minimal architectural merit and their replacement with a modern retail store would offer significant public benefits by leading to environmental, social and economic improvements to the local area.

Retail Impact

Due to the site's edge-of-centre location, the application has been accompanied by an assessment of the retail impact.

Development plan policy and planning guidance underlines that the scale and scope of retail assessments should be proportionate to the scale of development proposed and this is applied in this instance.

Policy is also permissive of retail development outside of designated centres if the sequential and impact tests are satisfactorily addressed. As set out below, it is believed that the relevant policy tests have been met.

Catchment Area

Due to its limited offer, Lidl stores generally serve a relatively compact catchment area and are intended to provide a local shopping facility equating to around 0–5-minute drive-time.

Sequential Site Assessment

The NPPF and Policy C9 of the Core Strategy require that the sequential approach to site selection should be applied to all development proposals for main town centre uses that are not in an identified centre and not in accordance with an up-to-date development plan. Applications for main town centre uses should be located within a town centre, then in edge-of-centre locations, and only if suitable sites are not available should out of centre sites be considered. The NPPF further requires that applicants and Local Planning Authorities should demonstrate flexibility on issues such as format and scale.

In this case, the site is located within an edge of centre location, with the nearest centre situated to the opposite side of Hollinwood Avenue/Greengate. Due to the edge-of-centre location of the proposed site, a sequential site assessment has been undertaken by the applicant which accords with an agreed catchment area based on a 5-minute drivetime. The drivetime is considered a realistic geographic area from which a foodstore would draw the vast majority of trade.

The assessment takes account of alternative sites that are located within or on the edge of existing centres which serve an equivalent catchment, and which could accommodate the scale and form of the proposed development. It is therefore necessary to define any alternative sites that could accommodate the specific trading characteristics of a discount foodstore of the floorspace proposed and with an appropriate level of associated parking within a defined catchment area. The assessment should also make reference to Planning Practice Guidance which indicates that the application of the sequential test should be proportionate and appropriate for the given proposal.

The only centre within the defined catchment area is Hollinwood Avenue/Greengate and Moston Lane local centre. No other centres fall within the catchment area.

An assessment of site appropriateness has been undertaken in both of these areas for both in centre and edge of centre sites based on the scale, form and characteristics of the proposed store format. The assessment found that there are no other sites that are suitable, viable or available or that there are any other sequentially preferable sites to accommodate the proposed development. The Council agrees with the findings of this assessment even when taking account any flexibility to the search parameters and consider that there are no sites suitable that could realistically accommodate the proposed store within the relevant catchment area.

An objection received claims the site should be considered 'out-of-centre' because 'edge-of-centre' doesn't apply to Local Centres under the NPPF. However, the NPPF allows for local interpretation, and since the site is directly opposite the Hollinwood Avenue/Greengate Local Centre which has a concentration of retail uses, it can reasonably be treated as a Primary Shopping Area. In the Council's opinion the site is edge-of centre because it adjoins the existing local centre and is well connected to it. Therefore, the site qualifies as 'edge-of-centre', not 'out-of-centre', and the sequential test has been correctly applied in line with the NPPF and Core Strategy.

The objection also argues that Newton Heath District Centre and Manchester City Centre should be included in the sequential assessment. However, as outlined in the Planning and Retail Statement, Lidl's urban site strategy focuses on a 5-minute drivetime catchment, determined using Experian Location Analyst which is regarded as the industry standard for this process.

The Council has reviewed the submitted Planning and Retail Assessment and considers that as the site is situated within a dense urban area and the proposal relates to a local store, the use of a 5-minute drivetime to inform the catchment area is considered reasonable.

Whilst Newton Heath District Centre is located close to the boundary of the catchment, importantly, it is not located within the 5-minute drivetime catchment area.

Nevertheless, for completeness, the Council has reviewed sites within Newton Heath District Centre based on a 2024 District Centre Survey. It is maintained that there are no suitable or available sites meeting the requirements of Lidl in this location

Retail Impact Assessment

The NPPF states that retail proposals not located within an existing centre should be assessed according to their impact (if any) on existing centres. Impact assessments should be provided for all proposals over 2,500 sqm when the proposal is not located within an existing centre and not in accordance with an up-to-date development plan.

Core Strategy Policy C9 states that the level of detail within impact assessments for proposals of less than 2,500 sqm gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. For all proposals of 2,500 square metres gross floorspace and over, a full assessment will be required.

Supporting policy text goes on to states that the impacts of out-of-centre development will vary across the city and will need to be considered on a case-by-case basis, although the Council considers that development of less than 650 square metres gross will generally be of local significance only.

In light of the above, as the proposal at 1,965 sqm is less than 2,500 sqm a full, quantitative impact assessment is not ordinarily required.

However, paragraph 10.56 of the Core Strategy (policy C9) states that the impacts of out-of-centre development will vary across the city and will need to be considered on a case-by-case basis. Proposals of more than local significance should be accompanied by a statement which describes the nature and role of the proposals, evidence of the area the development is likely to serve, an assessment of the likely turnover of the development. As such, given the scale of development proposed, the applicant has undertaken a full retail impact assessment, including a town centre health overview, an assessment of turnover, trade diversion and impact, including the impact on town centre vitality and viability and the impact to other nearby stores and taking into account the overlap with other stores located outside the catchment area.

In assessing the trading impacts of the proposed discount food store, regard has been had to the approach advocated within Planning Practice Guidance when examining the diversion of trade. This uses a 'like affects like' principle with the reasonable assumption that a new discount food store would divert the majority of trade from equivalent surrounding food shopping destinations.

The applicant has provided an assessment of trading impact to surrounding mainstream food stores and centres, taking account of both convenience and comparison retail goods expenditure.

The analysis concludes that the proposed store is not likely to result in a significant impact to the long-term trading performance of surrounding mainstream food stores, with only limited trade diversion from existing centres and smaller shops and services. Existing edge of centre and out of centre location within the proposed catchment area are also afforded limited protection in policy terms.

An objection received argues that the proposed development would significantly harm existing stores, including Londis in Hollinwood Avenue/Greengate (Moston) Local Centre, and that the estimated 0.25% trade diversion is too low.

However, Planning Practice Guidance (PPG) advises that retail impact should be assessed on a like-for-like basis. This principle underpins the submitted Retail Impact Assessment, which includes relevant supermarkets. The objection omits the rest of the PPG guidance, which clarifies that stores only compete with comparable formats. A small convenience store like Londis, which caters to top-up shopping and has extended hours, does not directly compete with a Lidl food store, which primarily serves weekly shoppers.

Although the two stores are close in location, they serve different purposes and customer needs. Therefore, the Retail Impact Assessment is considered sufficiently robust.

Conclusion

On balance, it is considered that the submitted assessment is robust and satisfactorily demonstrates that the proposed store would not give rise to any significant adverse impacts or harm the vitality or viability of the identified centres, nor are there any other existing, committed or planned investments in a centre/s that would be adversely affected.

The sequential assessment demonstrates that there are no sequentially preferable sites that could accommodate the scale and form of development and that the edge of centre location proposed is appropriate to accommodate discount food retailer which could not be viably disaggregated and with respect to retail impact, would not result in significant adverse impact on defined retail centres. On this basis, the proposal complies with the relevant retail tests and the addition of a discount food retailer would further add to consumer choice and quality of shopping provision in the area.

Loss of Employment Use

Whilst the proposal would lead to the loss of a traditional employment use in the form of Use Class B8 floorspace, the buildings are now vacant and no longer operational following the relocation of the existing business to alternative premises.

Whilst the site could legitimately continue to operate as a storage and distribution use, due to site and access constraints, the site is not considered likely to represent a viable proposition for modern storage and distributive requirements, with the loss of the site for such purposes considered to have a negligible impact on the overall supply of employment space throughout the city. Whilst the proposed Lidl store would not be classed as a traditional employment use, the proposal would offer greater benefits than that of the existing use through the creation of around 40 permanent jobs, representing a net increase in jobs.

Policy EC2 of the Core Strategy represents the overarching policy in relation to existing employment sites and states that:

The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;*
- The existing use is incompatible with adjacent uses;*
- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford -SFRA; or*
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.*

The supporting narrative to the policy states further that although the Council values employment land, there are circumstances where it will be appropriate to support alternative uses such as when employment is un-viable, particularly if the site has remained empty or vacant for a period of time and the employment space no longer serves the needs of businesses due to its age and the conditions of the property; or, when an alternative use would bring more benefits to the City, either because the employment use is not the optimum use for the site or because any harm is outweighed by the benefits of the new use.

In this case, the proposal would seek to regenerate a vacant site and is largely incompatible with adjoining uses given the authorised storage and distribution use and the neighbouring residential context and children's day nursery.

The site is not allocated for an employment use, and its location is historic, established over time. It is considered that the proposed development offers a range of significant material benefits for which the Council considers outweighs any harm, including an uplift in local employment, environmental improvements and access to local shopping choice. It is therefore maintained an alternative use is justified in this location. A condition is included which requires the submission and agreement of Local Labour Plan in order to secure local employment as a priority.

Both the submitted Planning and Retail Statement and the Committee Report demonstrate that the site and its former use are no longer viable due to factors such as its location, the age and layout of the building, existing constraints, and its incompatibility with surrounding residential uses.

In line with policy EC2 of the Core Strategy which seeks to retain and enhance existing employment sites, the proposed development would maintain an employment function at the site and is therefore considered acceptable.

Amount of Development

The site spans approximately 0.8 hectares and would accommodate a retail foodstore, which will include an in-store bakery. The building would have a gross internal area of 1,965 square metres and a net sales area of 1,334 square metres. Provision will be made for 106 car parking spaces, comprising 6 designated for disabled users, 9 for parents with children, and 2 equipped with electric vehicle charging points. The proposed development is considered to achieve an appropriate balance between efficient land use and the delivery of a high-quality foodstore that meets modern retail requirements.

Redevelopment of the Site and Contribution to Regeneration

It is considered that the proposed retail store would uplift the appearance and function of the site and street-scene and regenerate a redundant site presently accommodating vacant buildings which could be left to deteriorate.

The proposed store would also add to the diversity of shopping choice and increased competition in the area and provide a further discount food store serving the local population, to the benefit of nearby residents.

The proposed development would create employment during construction and through supply chains and permanent employment for around 40 members of staff, delivering a significant boost to the local economy. These positions would range from managers, administrative roles to store assistants and cashiers.

In order to ensure these local labour benefits are delivered, a condition has been included which requires that the applicant enters into a local labour agreement to target local residents for employment and training opportunities generated by the development.

On this basis, it is considered that the proposed development would add positively to the local and wider economy.

Site Layout

The proposed store is to be located at the northern portion of the site, with associated car parking extending to the east and south. A dedicated service area is positioned to the west of the building. This arrangement ensures the store is appropriately set back from Hollinwood Avenue, maintaining an appropriate

relationship with the streetscape while providing sufficient space for vehicle circulation and customer parking.



Proposed site layout

The layout has been designed to promote a sense of openness and activity, enhancing the visual appeal of the site and encouraging natural surveillance. Increased footfall around the store entrance and throughout the car park would contribute positively to site safety and vibrancy. Additional tree planting has been included to the car park area during the course of the application.

Vehicular access would be taken from the existing entrance on Hollinwood Avenue, ensuring continuity with the current road infrastructure and minimising disruption. A delivery bay is located on the western elevation, allowing for efficient servicing operations that are separated from customer areas. The main customer entrance is proposed on the southern elevation, providing direct access from the car park and ensuring a logical and user-friendly approach.

The proposed layout aligns with Lidl's operational requirements and has been developed to ensure clear visibility into the site from the surrounding highway network. This supports both wayfinding and passive surveillance, contributing to a safe and accessible environment.

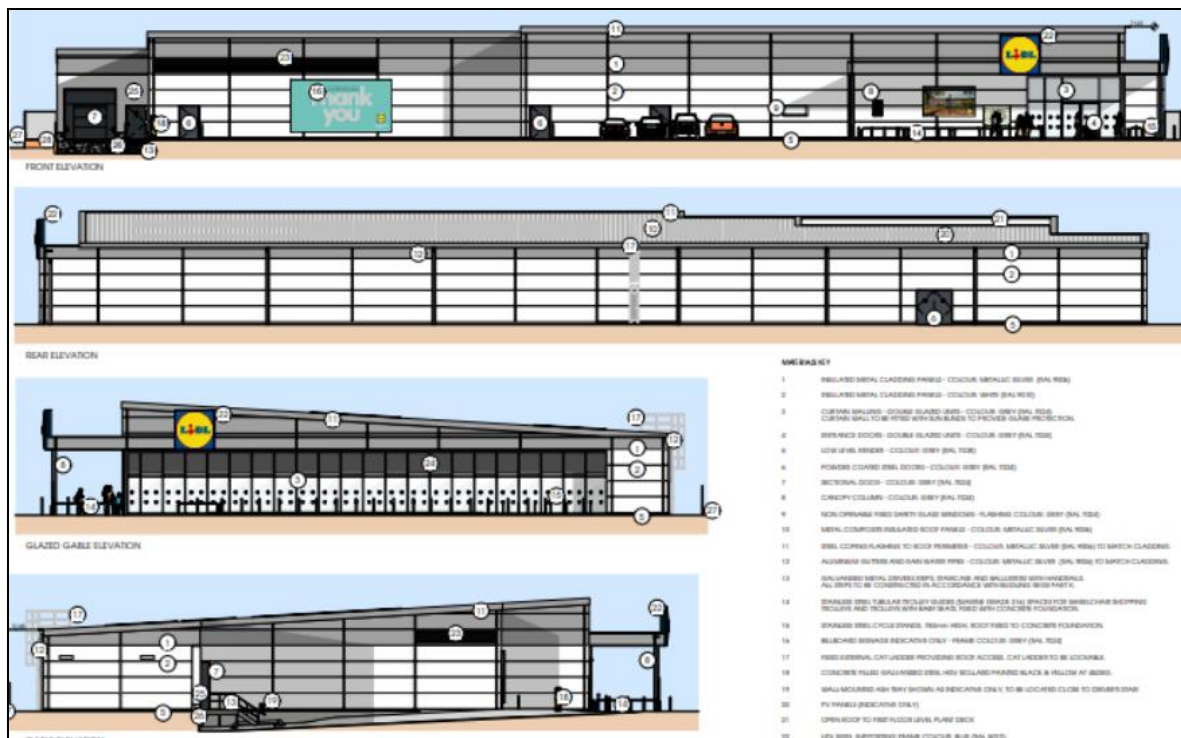
Pedestrian access would be provided directly from Hollinwood Avenue, with secure cycle parking located in close proximity to the store entrance.

The proposed development layout is considered to be both practical and contextually appropriate and responds sensitively to the site's setting which would allow the store to assimilate effectively into the street-scene.

Design, Scale and Appearance

The proposed building is largely representative of Lidl's standard format adopted across the UK.

The proposed structure is primarily a single storey building with a contemporary architectural style. It features a single-height glazed curtain wall in grey, complemented by full-height red facing brick and grey insulated metal wall cladding panels. The doors will be made of powder-coated steel in grey. The roof would consist of metal composite insulated panels, finished with silver steel coping flashings around the edges to match the cladding. Aluminium gutters and rainwater pipes will also be installed. The roof has a gentle slope running from south to north.



Proposed elevations (Extract: Design and Access Statement)

The position and scale of the proposed building is comparable to the warehouses which the building seeks to replace and given its position, set-back away from the road frontage, there would be no issues surrounding over-dominance or intrusiveness in the street-scene.

Given the existing context, it is considered that the building can be readily assimilated into the street-scene and local context without any significant, undue impacts to visual amenity or any adverse impact to neighbouring properties as a consequence of scale.

Inclusive Access

The proposed development has level access, toilet provision for disabled users and six parking spaces for disabled users.

Impact to the Highway

The potential impact of the proposed development on the surrounding highway network has been subject to detailed assessment. This includes a Transport Assessment (TA) prepared by the applicant's highways consultant, alongside formal consultation responses from Manchester City Council's Highway Services and Transport for Greater Manchester (TfGM). A Stage 1 Road Safety Audit (RSA) has also been undertaken focusing on the proposed access arrangements, pedestrian and cycle infrastructure, and interaction with existing traffic conditions.

The findings from these assessments conclude that the proposed development would not result in a severe residual cumulative impact on the operation or safety of the highway network. It should also be noted that pedestrian facilities are required to be improved as part of the S278 works to include a pedestrian refuge at the proposed access junction, along with the resurfacing of the footway adjacent to the site on Hollinwood Avenue and the provision of safe pedestrian routes within the site itself.

The impact to the highway can be summarised as follows:

Parking

In terms of off-road parking provision, the proposed development includes parking for 106 cars within the southern and eastern portions of the site, including 9 for parent and child, 2 electric vehicle charging spaces, and 6 being built to disabled standards. A car parking accumulation assessment has been provided based on the TRICS data which shows that the car park would be able to accommodate the likely parking demand with some spare capacity to help mitigate parking demand during busier seasonal periods.

Trip Generation

Retail developments typically serve to redistribute existing shopping trips rather than generate new ones. In essence, the demand for shopping already exists within the community, and the introduction of a new retail facility does not inherently create additional travel demand. Instead, it offers an alternative destination for trips that households would have undertaken regardless.

Based upon the forecast trip generation based on forecasted new, existing and linked trips during the peak traffic times for a weekday and weekend, the impact of the proposed store can be sustained and is considered acceptable by Highways and TfGM.

The results of the priority junction modelling show that the proposed development would be within acceptable limits and access onto Hollinwood Avenue would operate within capacity.

Junction Modelling

it is not considered that the proposed development would exacerbate existing highway conditions to such an extent that it would be significantly problematic.

The junction assessments demonstrate that the proposed site access at the Hollinwood Avenue priority junction is expected to operate comfortably within its theoretical capacity during both the opening year and future forecast years. The projected traffic generated by the development is anticipated to have a negligible impact on the performance of nearby junctions. Capacity modelling confirms that all assessed junctions within the study area and the wider local highway network would continue to function within acceptable operational limits throughout the assessment period. Furthermore, a review of recorded accident data in the vicinity of the site has not identified any existing highway safety concerns or recurring incident patterns.

Access

Vehicular access to the development site is proposed via a priority access to the existing entrance on Hollinwood Avenue, which would be widened and upgraded to meet highway standards. To enhance access for sustainable travel modes, the current 2-metre-wide footway would be extended along the site boundary.

A separate pedestrian entrance would also be provided directly from Hollinwood Avenue, connecting the existing footway to the development site.

The existing access, which includes a ghost-island right-turn lane would be retained and extended to the south to create one continuous ghost island on Hollinwood Avenue.

A pedestrian refuge at the proposed access junction, along with the resurfacing of the footway adjacent to the site on Hollinwood Avenue and the provision of safe pedestrian routes within the site itself is considered to adequately cater for pedestrian movement.

Cycle Parking

Cycle parking park is provided for up to 14 bicycles and would serve customers of the food store. There is also allocated bicycle parking space for staff. This ratio of provision considered acceptable.

Travel Plan

The application is accompanied by a Travel Plan to encourage travel by non-car modes. This is conditioned as part of the planning permission to ensure ongoing compliance.

Servicing

There will be 1 or 2 service vehicles per day which will access the loading bay from the car park entrance.

Submitted details indicate that Lidl's standard delivery vehicle can safely enter and exit the site in a forward gear.

Notwithstanding the general acceptability of the proposed servicing arrangements, a condition has been included which would require a more specific Servicing Management Plan to be submitted and agreed.

Off-site Highway Works

Off-site highway works are to include the resurfacing of footways on Hollinwood Avenue, reconfiguration of the access, TRO refreshment on Hollinwood Avenue and the provision of double yellow lines at the site access to maintain visibility. An appropriate condition is included.

Conclusion

In summary, the proposed impact has been assessed as being acceptable and provided the required off-site highway works are implemented, the proposed development the impact on the highway network is within acceptable limited.

Residential Amenity

The proposed development is located on a site currently occupied by warehouses that are legally permitted to operate under Class B8 (storage and distribution) on a 24-hour basis. These operations are not subject to restrictions on traffic or HGV movements and, until recently, the site experienced a high level of activity, including frequent vehicle movements and elevated background noise due to previous uses.

The proposed store is expected to reduce the number of HGV movements overall, with the loading bay proposed situated in a position already used to HGV activity, albeit the proposed store would experience a far lesser amount of HGV activity than the existing situation.

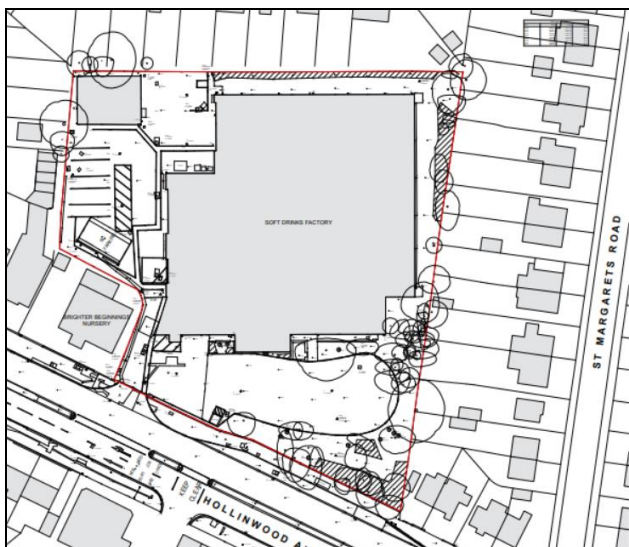
Whilst the proposal may lead to an increase in car traffic, the surrounding road network already accommodates a high volume of through traffic and vehicles using the nearby signal-controlled junction. Therefore, the anticipated increase in traffic is not expected to cause a significant rise in noise or disruption that would negatively affect the living conditions of nearby residents. This is particularly relevant given the site's location within a well-established mixed-use area, adjacent to Hollinwood Avenue, a major east-west route that already experiences substantial traffic, activity, and background noise, including traffic connecting to the M60 motorway.

Considering the existing environmental conditions, the development is not expected to cause any notable increase in noise or disturbance. The relationship between the proposed store and nearby residential properties is not untypical and given the current background noise levels, any impact is unlikely to be significantly harmful.

A noise assessment has been submitted with the application to evaluate the potential impact of the development, including servicing operations and external plant

equipment. Noise modelling was conducted to estimate levels at the nearest sensitive receptors and assess the likely effects of the proposed operations. The assessment concludes that the noise impact would be low. Provided that the recommended criteria and mitigation measures outlined in the report are followed, the noise impact is expected to be acceptable.

In terms of physical impact, the proposed store is similar in scale, location, and relationship to nearby residential properties as the existing warehouse it would replace, with the existing building sited approximately 5.5 metres from the rear boundary and the proposed building approximately 4.5 metres away. The relationship is therefore comparable, with the proposed building considered to be set back a sufficient distance from the nearest homes. Further, due to its single-storey design and window placement, it is not expected to cause issues such as having an overbearing presence, loss of daylight or sunlight, or loss of privacy.



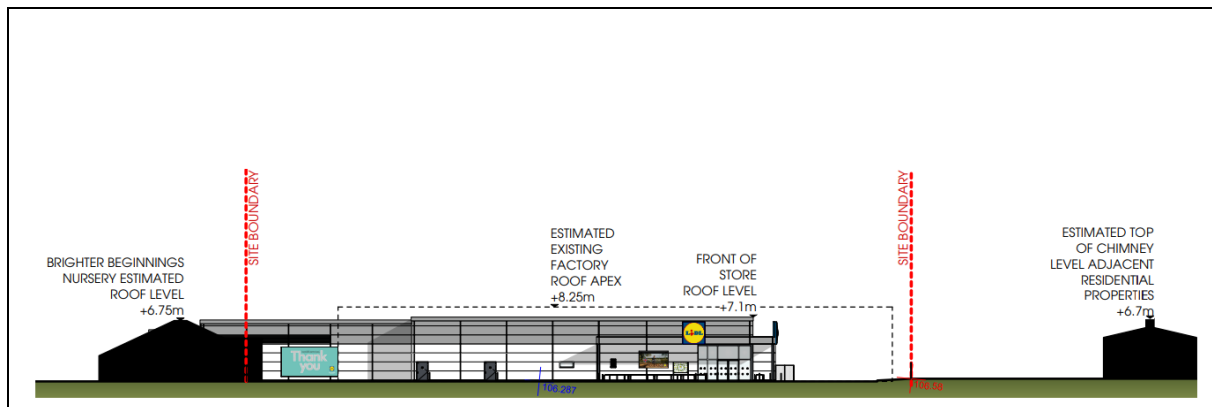
Existing building



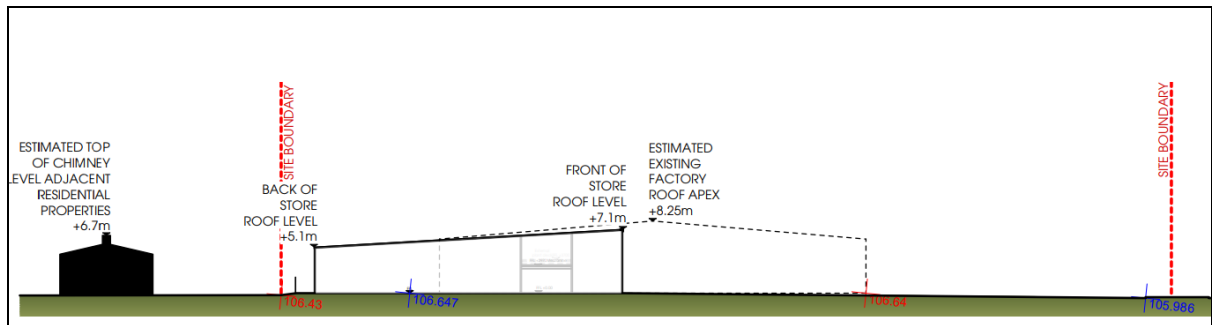
Proposed building

The section drawings below show an overlay of existing and proposed buildings and that whilst the proposed building is positioned slightly closer to the rear boundary, the height of the proposed building would be lesser in height at 7.1 metres in comparison

to the total height of the existing building at 8.25 metres. This represents a reduction in height of 1.15 metres.



Section showing front of the proposed store and adjoining day nursery to the left (existing building dashed outline)



Section showing the relationship of the proposed store with the neighbouring residential properties at the rear (existing building dashed outline)

On balance, taking all factors into account, it is considered that the proposed development is considered to have an acceptable impact on the amenity of neighbouring residential occupiers.

External Lighting

The application has been accompanied by an external lighting scheme encompassing the specification (including illuminance details / mounting heights etc.) and full light spillage analysis.

The details have been assessed by Environmental Health and considered to be satisfactory and unlikely to have any adverse impact to the nearest, sensitive residential occupiers.

As a safeguard, a condition has been included which seeks the elimination of any glare or light spillage if is any encountered and assessed by the Local Planning Authority as being a nuisance.

Tree and Landscaping

The site is predominantly covered by built structures and hard surfaces, with limited vegetation. Tree coverage is minimal and mainly consists of small, linear clusters located near the eastern and southern boundaries.

To enable the proposed development, several individual trees and one group of non-protected trees would need to be removed. These trees either fall within the footprint of the new construction or cannot be feasibly retained and protected during the building process.

The trees identified for removal are classified as low value, falling under retention category 'C'. Many exhibit leaning growth patterns or phototropic tendencies due to overcrowding, and some show structural defects that compromise their long-term viability. Given their limited ecological and visual value, their removal is expected to have only a minimal negative impact from an arboricultural perspective.

Some construction activities are planned near the remaining trees, potentially affecting their Root Protection Areas (RPAs). While building within RPAs can harm tree roots, the anticipated encroachment is minor. With appropriate precautions, such as 'no-dig' construction techniques and the use of porous surface materials, any adverse effects can be effectively managed. A suitable planning condition has been included to ensure this.

To mitigate the loss of trees, a revised landscaping plan has been submitted, which includes additional tree planting involving 15 new trees throughout the proposed car park area. Due to spatial limitations, further planting is unlikely without reducing the number of parking spaces.

On balance, the combination of retained trees, new planting, and broader landscaping improvements is expected to enhance the site's current condition. Over time, this approach could lead to increased tree coverage. The Council's Arborist has raised no objections regarding the proposed replacement trees.

Although the loss of any trees is unfortunate, it is deemed necessary to facilitate the redevelopment. The impact can be appropriately offset through the proposed tree and shrub planting, as well as through off-site biodiversity net gain. The replacement scheme is designed to be more structured and sustainable, offering improved amenity value and long-term benefits.

Therefore, subject to the implementation of the agreed landscaping and tree planting strategy, the proposed tree removal is considered acceptable and should not hinder the development.

Boundary treatment

For the most part the existing boundary treatment to the perimeter of the site would be retained and upgraded along with further boundary treatment internal to the site, including a combination of 2.1-metre-high close boarded fencing, a 1.1-metre-high retaining wall with guard rail above, a precast concrete retaining wall and 1.8-metre-

high Paladin fencing. A condition is included which requires further details of all boundary treatment and any adjustments to be agreed.

Ecology and Biodiversity

As part of the application submission, the applicant has produced an Ecological Appraisal to check for any key ecological features that could be affected by the proposed development.

The assessment concludes that no significant residual impact is expected which would prevent the proposed development.

Greater Manchester Ecology Unit (GMEU) have reviewed the assessment and concur with the findings that the site and its buildings have limited potential to support roosting bats and that there is no evidence of bat roosts identified, although the trees may support nesting birds and foraging bats. Avoidance measures to protect nesting bird and the use of sensitive lighting is requested, as detailed within the mitigation section of the report. Appropriate conditions are included accordingly, along with further conditions relating to ecological enhancement on site in the form of bat and bird boxes and the safe eradication of Montbretia, an invasive species.

In line with legislative requirements new development is also required to achieve 10% biodiversity net gain. A revised metric received during the application following an updated landscaping and tree planting proposal, shows that there would be a loss of 1.72 habitat units (-51.33%) to be incurred on site, requiring at least 2.06 units to be compensated for to achieve a 10% net gain. The report states that these can be acquired from an off-site habitat bank and evidence has been provided by the applicant that this can be achieved.

Given the characteristics of the site and the type of habitat that would be lost, achieving biodiversity net gain on-site is not feasible if the development proceeds as proposed. However, whilst the proposal would result in a net loss in BNG, it is important to note that the majority of the existing site currently comprises hardstanding, with trees primarily located around the perimeter. The proposed landscaping scheme would enhance the site's visual appeal by introducing greenery and trees throughout the area. The landscaping proposal includes new tree planting and landscaping measures aimed at enhancing the site's ecological value. Additionally, a planning condition is included which requires on-site ecological enhancements, specifically the installation of bat and bird boxes. Therefore, in this case, the proposed off-site biodiversity contribution is considered acceptable, and the statutory biodiversity net gain condition to achieve the required 10% net gain applies.

On this basis, the ecological impact is deemed satisfactory.

Waste Management and Servicing

The proposed development incorporates an enclosed service yard to the eastern side of the proposed food store. It is anticipated that bins would be stored there. Further information is required as to the capacity and type of waste receptacles, collection and frequency arrangements. An appropriate condition is included.

Environmental Standards and Climate Change

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In terms of the environmental credentials of the proposed development, the application is supported by an Environmental Standards Statement which details amongst other measures, the inclusion of passive design strategies to take advantage of natural daylighting through careful building and glazing orientation to reduced dependency on electric lighting, enhanced fabric efficiencies to help stabilise any temperature and energy consumption, the introduction of separate sub-metering to allow for all energy consumed to be monitored and any discrepancies easily identified and fixed, the use of water meters and low energy lighting and the fitting of a 'Building Management System to promote energy efficiency.

In addition, the proposed store would adopt a travel plan to promote sustainable transport, include electric vehicle charging provision, limit deliveries to a maximum of two per day, maximise recycling opportunities and charge for carrier bags to incentivise customers to re-use their bags.

Conditions have been included which require verification as to environmental standards achieved, ensuring the implementation of a travel plan and electric vehicle charging provision.

Crime and Security

The proposed development has been designed in such a way to minimise anti-social behaviour and crime.

A Crime Impact Statement accompanies the application, which in consultation with Greater Manchester Police (Design for Security), includes recommendations for physical measures to be incorporated into the design.

It is considered that provided the recommendations of the Crime Impact Statement are implemented, the impact to crime and security is satisfactory. An appropriate condition has been included in this regard.

Flood Risk and Drainage

The application site is located in flood zone 1 '*low probability of flooding*'

The submitted Flood Risk Assessment has reviewed all sources of flood risk to both the proposed development and to existing adjacent developments. The report concludes that the proposed development is not at significant flood risk and through appropriate mitigation would satisfactorily address any residual risks that could remain.

This statement has been considered by the City Council's Flood Risk Management Team who advise that notwithstanding the submitted information, further details are

required in terms of surface water drainage and its subsequent maintenance. Suitable conditions have been included which require further agreement of such details. If these measures are successfully implemented, the drainage strategy is considered acceptable.

Air Quality

An Air Quality Assessment has been submitted as part of the application to determine baseline conditions and assesses whether changes to air quality as part of the construction and operational phases of the proposed development could significantly alter air quality.

The assessment considers the potential effects during the construction phase, including dust fugitive dust emissions and the impact during the operational phase, taking into account exhaust emissions from road traffic generated by the proposal.

An assessment of dust soiling and human health impacts during the construction phase has also been undertaken. Whilst it is noted that there is a risk of dust generation during construction, it is maintained that with the implementation of mitigation measures outline within the assessment, the dust impacts from the construction phase are considered to be not significant.

The report provides a review of existing air quality in proximity to the proposed development site. The potential local air quality impacts associated with traffic generated by the development are assessed at existing residential receptors on roads subject to increased vehicle generation. The suitability of the site for commercial use in terms of air quality is also considered.

The assessment concludes that the proposed development is not anticipated to have a significant impact to local air quality and there is no reason for air quality impact to form a barrier to development. A condition is included to ensure compliance with the mitigation detailed with the submitted assessment.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management plan to details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Conclusion

The proposed development would make efficient use of a previously developed site which has been vacant for some time and would provide increased shopping choice for the local population, whilst contributing to the local economy through the creation of jobs.

The applicant has demonstrated that the proposed development satisfies the relevant retail tests and that given the edge of centre location of the site, there are no

sequentially preferable sites, or allocated sites, within the area that are available, suitable and viable. The proposal would not have any unacceptable impacts, either individually or cumulatively with completed or approved schemes and the proposal is appropriate in terms of its scale and function to its location.

It is also considered that the proposed development represents a viable and appropriate alternative use of the site, one that would enhance its visual character and contribute positively to the surrounding area. Furthermore, the scheme is not anticipated to give rise to any materially adverse impacts on the residential amenity of neighbouring occupants or the safe and efficient functioning of the local highway network.

On this basis, the proposal is considered to accord with the aforementioned planning policy and guidance and there are no material considerations of sufficient weight to indicate otherwise.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

Drawings referenced P401/A (location plan), P100/A (proposed floor plan), P101/A (proposed roof plan), P200 (proposed elevations), P300 (proposed sections), P405/B (proposed boundary treatment site plan), P406/D (proposed surfacing treatments), P407/A (levels and gradients site plan), drawings 01 and 02 (proposed lighting layout), received by the City Council as Local Planning Authority on 10 April 2025, drawing P408/H (proposed site plan), received by the City Council as Local Planning Authority on 10 July 2025 and drawing referenced R/2825/1A (proposed landscaping), received by the City Council as Local Planning Authority on 11 July 2025

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) With the exception of demolition, no above ground development that is hereby approved shall commence unless and until samples and specifications of all other materials to be used on all external elevations of the development, have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed materials.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning authority, in the interests of the visual amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

4) Notwithstanding details submitted, prior to the commencement of development (excluding demolition), a construction management outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and

- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction management/demolition management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

5) (a) Prior to occupation of the proposed retail store (Class E), details of a local labour agreement in order to demonstrate commitment to recruit local labour for the operational element of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved document shall be implemented as part of the occupation of the development. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

Reason - To ensure the applicant has demonstrated a commitment to recruiting local labour, pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy.

6) The retail unit (Class E) hereby approved shall not be open outside the following hours:-

07:00 to 23.00 hrs Monday to Saturday.
10.00 to 18.00 hrs Sundays

Reason - To safeguard residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

7) Deliveries, servicing and collections, including waste collections shall not take place outside of the following hours:

07.30 to 20.00 hrs Monday to Saturday;
10.00 to 18.00 hrs Sundays.

Reason - To safeguard the amenities of nearby occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

8) The development hereby approved shall only be implemented in accordance with the physical security specifications outlined within sections 3.3 and section 4 of the submitted Crime Impact Statement (Ref: 2024/0288/CIS/01- version A) dated 6 February 2025, received by the City Council as Local Planning Authority on 10 April 2025.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

9) Notwithstanding details submitted, the development hereby approved shall not be occupied until space and facilities for staff and visitor bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as Local Planning authority. The bicycle parking shall be secure and weatherproofed and shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

10) The landscaping scheme incorporating replacement tree planting shown on drawing referenced R/2825/1A (proposed landscaping), received by the City Council as Local Planning Authority on 11 July 2025 shall be implemented in full prior to the first occupation of the development hereby approved. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1 and DM1 of the Manchester Core Strategy.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars (Namely, the Arboricultural Method Statement (Ref: AWA6778AMS) and Arboricultural Report and Impact Assessment (AWA6778 - Rev 01) prepared by AWA Tree Consultants, received by the City Council as Local Planning Authority on 1 July 2025 ; and paragraphs (a) and (b) below, shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shown on the approved drawings shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the City Council as Local Planning Authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those

areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

(d) The Root Protection Areas (RPAs) of retained trees adjacent to the new areas of hardstanding shall include 'no dig' type construction methods. The methodology for such works shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy.

12) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy.

13) Prior to any site clearance or earthworks, a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

14) Prior to first occupation of the development hereby approved and in addition to biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

15) Prior to the commencement of development (excluding demolition) an invasive non-native species protocol shall be submitted to and approved by the City Council as Local Planning Authority, detailing the containment, control and removal of Montbretia identified on site or any other invasive species encountered on site. The measures shall be carried out strictly in accordance with the approved scheme and implemented prior to the commencement of the development hereby approved.

Reason - To control the spread of invasive species, pursuant to policy EN15 of the Manchester Core Strategy.

16) The development hereby approved shall not be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and type of any new boundary treatment/gates, including acoustic fencing to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

17) Notwithstanding details submitted, prior to the first occupation of the foodstore (Class E) hereby approved, a Servicing Strategy shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The strategy shall include details of the number and frequency of deliveries/collections, vehicle sizes, delivery times, noise management, access and safety arrangements. The agreed Strategy shall be implemented as part of the development and remain in use so long as the approved use is operational.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

18) Notwithstanding details submitted, prior to the use hereby approved becoming operational, full details of electric car charging provision shall be submitted for approval in writing by the City Council, as Local Planning Authority. Details shall include the specification of the charger. The approved details shall then be implemented as part of the development and be in place prior to the commercial use becoming operational. The charging point shall be remain in use so long as the building is occupied.

Reason - In the interest of air quality, pursuant to policy EN16 of the Manchester Core Strategy.

19) The accessible parking spaces shown on drawing referenced P408/H (proposed site plan), received by the City Council as Local Planning Authority on 10 July 2025 shall be implemented prior to the commercial unit hereby approved being occupied and be retained thereafter.

Reason - To ensures sufficient accessible car parking provision, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

20) Notwithstanding details submitted, the commercial unit hereby approved shall not be occupied until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be

implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

21) a) Any externally mounted ancillary plant, equipment and servicing to be installed shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to its installation, the scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority in order to secure a reduction in the level of noise emanating from the site.

b) Prior to any externally mounted ancillary plant, equipment and servicing to be installed becoming operational, an approved verification report shall be submitted to and approved in writing by the City Council as Local Planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non - conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

22) The development hereby approved shall be implemented in accordance with the criteria and noise mitigation measures, including the use of acoustic barriers, as detailed within the submitted Noise Assessment (Ref: NA103222), produced by Miller Goodall, dated 21 March 2025 and received by the City Council as Local Planning Authority on 10 April 2025. The development shall only be implemented in accordance with the agreed details which shall be retained thereafter.

Reason - To safeguard the amenity of nearby properties, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

23) The development hereby approved shall only be implemented in accordance with the agreed lighting details shown on drawings referenced DWG 01 and DWG 02 (proposed lighting layout), received by the City Council as Local Planning Authority on 10 April 2025 and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

24) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as Local Planning Authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

25) No signage of any type, including internal window vinyls shall be installed to any areas of glazing or curtain walling. Building advertisements shall be restricted solely to the billboard locations, as shown on drawing referenced P200 (proposed elevations) received by the City Council as Local Planning Authority on 10 April 2025.

Reason - To prevent the proliferation of advertisement and to safeguard visual amenity, pursuant to saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies DM1, EN1 and SP1 of the Manchester Core Strategy.

26) Prior to occupation of the development hereby approved, full details of all necessary off-site highway works, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works shall include:

- The resurfacing of the footway adjoining the site along Hollinwood Avenue;
- Reconfiguration of the site access and ghost island along Hollinwood Avenue;
- Refreshment of existing TROs adjoining the site along Hollinwood Avenue;
- The provision of double yellow lines adjacent to the site access along Hollinwood Avenue.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

27) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Miller Goodall (Ref: 103222V3) dated 21 March 2025 received by the City Council, as Local Planning Authority on 10 April 2025.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester

Core Strategy, National Planning Guidance and National Planning Policy Framework (NPPF).

28) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

29) The development hereby approved shall be implemented in accordance with the measures contained within the submitted Energy Usage and Sustainability Statements, received by the City Council, as Local Planning Authority on 10 April 2025. The development shall only be implemented in accordance with the agreed measures.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

30) Prior to the commencement of the development hereby approved (excluding demolition), a surface water drainage scheme for the development site, based on sustainable drainage principles, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

-For surface water connections, evidence of agreement in principle from the relevant authority/service provider is required to ensure there is adequate spare capacity in

the existing system taking future development requirements into account. An email of acceptance of proposed new connection will suffice.

- Finalised surface water drainage layout including all components, levels, connectivity and proposed overland flow routes for extreme events.

- Hydraulic calculations of the proposed drainage system, including all design parameters. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- Where flows less than 5 l/s are proposed, a blockage risk assessment must be undertaken. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant authority.

- A plan indicating easement SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

- A maintenance scheme.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development hereby approved.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy and National Planning Guidance.

31) a) The development hereby approved shall be implemented in accordance with the submitted Geo-Environmental Desk Study Report, Obsidian Geo-Consulting, Reference: 24-1990-P-R1, September 2024 and Geo-Environmental Investigation Report, Obsidian Geo-Consulting, Reference: 24-1990-P-R2, received by the City Council as Local Planning Authority on 10 April 2025.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

32) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as Local Planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 142670/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Relevant Contact Officer : Steven McCoombe
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