

| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b> | <b>Ward</b>   |
|---------------------------|----------------------|-----------------------|---------------|
| 142775/FO/2025            | 9th May 2025         | 31st Jul 2025         | Rusholme Ward |

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

**Location** Lidl Food Store, 263 Wilmslow Road, Manchester, M14 5LN

**Applicant** Lidl Great Britain Limited

**Agent** Mr Jake Challinor-Smith, Rapleys LLP

### **Executive Summary**

The proposal is for the erection of a single storey, retail foodstore (Class E). It is proposed that the store is operated by Lidl.

In response to the notification of application, 46 representations have been received - 9 in support, 1 neutral response and 36 of which object to the proposal. Of the objections received, many are identical in nature from individuals living outside of the immediate area, following an online petition generated by Walk Ride GM – a campaign group focused around influencing policy to promote walking, wheeling, cycling and other active travel modes.

### **Key Issues**

- The impact to residential amenity.
- Retail impact.
- Visual Amenity
- Impact to the operation of the highway
- 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.

### **Description**

The proposal relates to a cleared site, mainly comprising hard standing, following the recent demolition of the former Rusholme bus depot.

The site is situated along the eastern side of Wilmslow Road, opposite the junction with Platt Lane and Platt Fields Park.

The site previously comprised a two-storey building surrounded by parked vehicles, including buses, with an unauthorised hand car wash to the site frontage.



View of site from behind access gate on Wilmslow Road



View of site in front of access gate on Wilmslow Road



View of site on right hand side looking northwards along Wilmslow Road

The site measures approximately 0.66 hectares in area and is enclosed by a combination of metal railings and hedgerow. The site incorporates two vehicular access points off Wilmslow Road and is bounded to the north by an area of hard-standing following the demolition of Hardys Well public house; the main arterial route of Wilmslow Road to the west, two-storey dwellinghouses to the east and to the south by a multi-storey apartment block (Platt Court) and its associated grounds.

The site occupies an edge of centre location, immediately adjoining the southern boundary of Rusholme district centre and is not located within a conservation area and does not contain and listed buildings or protected trees.

### **The Proposal**

The proposed development relates to the erection of a single storey, retail food store (Use Class E), intended to be operated by Lidl. The store has a gross internal area of 1962 sqm with a net sales area of 1334 sqm and includes car parking for 91 vehicles, landscaping and ancillary development. Vehicular access would be taken from an existing access off Wilmslow Road.

### **Consultations**

#### **Local Residents/Occupiers**

In response to the notification of application, 46 representations have been received - 9 in support, 1 neutral response and 36 of which object to the proposal. Of the objections received, many are identical in nature from people living outside of the immediate area following an online petition generated by Walk Ride GM – a campaign ground focused around influencing active travel modes.

Comments are summarised below.

### *Support*

-This is a fantastic plan, plenty of parking, nice safe entrance and exit of the carpark and good design.

-The proposed store would make it easier to do a full shop and load a car or taxi. Lidl's prices and quality would be welcome in the area.

-The store is located in an accessible location which will make it easier for local people to shop. Rusholme is dominated by food and drink uses so a store that serves local residents is welcomed.

-A good quality food store is needed in the area.

### *Neutral*

There is no objection in principle to the proposed store, but concerns are raised in relation to any increase in traffic.

### *Objections*

-The current plans fail to support a safe and sustainable environment for pedestrians and cyclists and undermine the principles of good urban design.

-The proposed building is set far back behind a large car park, resulting in a lifeless and uninviting street edge. This approach not only harms the character of the area but also reinforces a car-first mentality that disadvantages those who travel on foot or by bike.

-There is an overprovision of parking in a well-connected area, given the site's excellent access to public transport, walking and cycling routes. The volume of parking proposed is excessive, unjustified and there are concerns for safety for cyclists.

-A development that prioritises cars over people directly undermines place making ambitions. The proposal should be rethought to reduce car parking, shift the building closer to the street edge, and create a safe, active frontage that genuinely supports walking and cycling.

### 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 principle of the proposed junction modelling. Based on the PICADY assessment, the impacts as a result of the development are minimal.

-There are no concerns about highway safety issues within the vicinity of the site.

-The site is well accessed by sustainable modes with regular bus services along Wilmslow Road.

-It is noted that there are 91 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.

-The proposed ratio of staff and visitor cycle parking is acceptable.

-Servicing and delivery arrangements are considered acceptable in principle. 'Vehicular tracking' demonstrates that an articulated truck can satisfactorily access, manoeuvre and egress from the proposed access. It is requested that servicing/deliveries take place outside of the peak hours where possible.

-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, raised kerbs at the bus stops to aid boarding and alighting, the provision of tactile paving to the access, SCOOT control and signalised pedestrian green to the traffic signals and the resurfacing of the footway adjacent to the development and junction improvements.

### 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)

No objection. The biodiversity net gain (BNG) is consistent with the landscaping plans and exceeds 10% net gain (+738.27%) and the trading rules are satisfied.

A Landscape Management Plan should be submitted for the management of the created habitats and the gains can be secured via condition. The statutory Biodiversity Gain Condition also applies.

### Arboriculture

Given that the site is currently devoid of tree's, the landscaping proposal and tree planting is acceptable.

### Greater Manchester Police (Design for Security)

Any comments received will be reported to Committee.

### 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 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 C5 (Central Manchester District Centres) states that there is further capacity for approximately 3,000 square metres of convenience and 1,500 square metres comparison retail development in the area up to 2027. Additional floorspace will be delivered in Hulme and Longsight, whilst more moderate provision is expected in Rusholme.

Additional retail development will be supported in Rusholme, but this should complement the distinct commercial character of the District Centre. Capacity for additional retail in Rusholme can be adequately provided in other centres, including Hulme and Fallowfield. The improvement to the quality of the environment in Rusholme and Longsight is a priority to help retain and attract shoppers and visitors.

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 EN3 (Heritage) – states that the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Policy EN4 (Reducing CO<sub>2</sub> Emissions by Enabling Low and Zero Carbon Development) - concerns reducing CO<sub>2</sub> 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 CO<sub>2</sub> 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 CO<sub>2</sub> 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 state 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 policies of the Unitary Development Plan are also considered relevant:

Policy DC19 (Listed Buildings) – The Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protect their general setting.

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.

Policy JP-P2 (Heritage)

We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.

Local Plans will set out the key elements which contribute to the district's identity, character and distinctiveness and which should be the priority for conserving and enhancing in the future and demonstrate a clear understanding of the historic environment and the heritage values of sites, buildings or areas and their relationship with their surroundings. This knowledge should be used to inform the positive management and integration of our heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place making;
2. Ensuring that the heritage significance of a site or area is considered in accordance with national planning policy in the planning and design process and opportunities for interpretation and local engagement are optimised;
3. Integrating the conservation and enhancement of heritage assets and their settings, with creative contextual architectural responses that contribute to their significance and sense of place;
4. Delivering positive benefits that sustain and enhance the historic environment, as well as contributing to the economic viability, accessibility and environmental quality of a place, and to social wellbeing; and
5. Exploring opportunities to reduce greenhouse gas emissions that restoration of historic buildings offer.

Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network, industrial buildings and structures including textile mills, farmsteads and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.

Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.

Where heritage assets have been identified as being at risk, Local Plans should identify specific opportunities for them to contribute to regeneration and placemaking, and they should set out strategies for their repair and re-use. Development proposals which will help safeguard the significance of and secure a sustainable future for Greater Manchester's heritage at risk will be supported in principle, provided they are not contrary to national policy or other policies in the development plan. Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment 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.

Shop fronts 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.

### Principle

The principle of the proposed development is considered acceptable, making efficient use of previously developed land to enhance retail choice for the local community. It would also facilitate environmental improvements and contribute to the local economy through job creation.

The store is located in an edge-of-centre position in planning policy terms. The applicant has demonstrated that no sequentially preferable or allocated sites within the area are available, suitable, or viable. The proposal is considered appropriate in terms of its scale and function and would not result in any unacceptable impacts either individually or cumulatively with other recently completed or approved developments.

A Planning and Retail Statement has been submitted to address the requirements of Policy C9 of the Core Strategy, and to justify the proposal against the sequential and impact tests outlined in the National Planning Policy Framework.

The Retail Statement is considered proportionate to the scale of the development, acceptable in scope, and demonstrates a clear qualitative and quantitative need for the proposed store in this location.

Further details regarding specific planning considerations and the proposal's impact on its surroundings and local highway network is provided 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 137699/DEM/2023. The building has now been demolished.

#### Retail Impact

Given the site's edge-of-centre position, the planning application is supported by a retail impact assessment. In line with development plan policy and national planning guidance, the scope and detail of such assessments should be proportionate to the scale of the proposed development. This principle has been appropriately applied in this case.

Policy also allows for retail development outside designated centres, provided the sequential and impact tests are satisfactorily addressed. As outlined below, it is considered that these policy requirements have been met.

#### *Catchment Area*

Lidl stores typically offer a limited retail range and are designed to serve a compact catchment area, generally within a 0–5-minute drive-time. This reflects their role as local convenience shopping destinations.

#### *Sequential Site Assessment*

The National Planning Policy Framework (NPPF) and Core Strategy Policy C9 require that the sequential test be applied to all proposals for main town centre uses that are not located within a designated centre and are not in accordance with an up-to-date development plan.

The sequential approach prioritises town centre locations, followed by edge-of-centre sites, and only considers out-of-centre locations if no suitable alternatives exist. The NPPF also encourages flexibility in terms of format and scale when assessing site suitability.

In this instance, the proposed site is situated in an edge-of-centre location, with Rusholme District Centre located immediately to the north along Wilmslow Road. Accordingly, the applicant has undertaken a sequential site assessment based on a 5-minute drive-time catchment area, which is considered a realistic reflection of the area from which the store would draw the majority of its trade.

The assessment reviews alternative sites within or adjacent to existing centres that serve a comparable catchment and could potentially accommodate the proposed development. It considers the specific operational requirements of a discount food store, including the proposed floorspace and associated parking provision. Reference is made to Planning Practice Guidance, which advises that the sequential test should be applied in a proportionate and appropriate manner.

#### *Site Suitability Assessment*

A detailed review of both in-centre and edge-of-centre sites has been undertaken, considering the scale, format, and operational characteristics of the proposed store. The assessment concludes that no alternative sites are suitable, viable, or available, nor are there any sequentially preferable locations capable of accommodating the development.

The Council agrees with these findings, even when allowing for flexibility in the search parameters, and considers that no realistic alternatives exist within the defined catchment area.

The Council has reviewed the submitted Planning and Retail Assessment and agrees that, given the site's urban context and the local nature of the proposal, the use of a 5-minute drive-time catchment is appropriate.

#### *Retail Impact Assessment*

The NPPF requires that retail proposals located outside existing centres be assessed for their potential impact on those centres. For developments exceeding 2,500 sqm, a full impact assessment is mandatory if the proposal is not in accordance with an up-to-date development plan.

Core Strategy Policy C9 states that for proposals below 2,500 sqm, the level of detail in impact assessments should be proportionate to the scale and nature of the development and its likely effects on designated centres. For proposals of 2,500 sqm or more, a full assessment is required.

Supporting policy text notes that the impact of out-of-centre development will vary across the city and should be assessed on a case-by-case basis. Generally, developments under 650 sqm are considered to be of local significance only.

Given that the proposed store has a gross floorspace of 1,962 sqm, a full quantitative impact assessment is not strictly required. However, paragraph 10.56 of the Core Strategy indicates that developments of more than local significance should be accompanied by a statement outlining the nature and role of the proposal, the area it is likely to serve, and an assessment of its likely turnover.

In this case, the applicant has provided a comprehensive retail impact assessment, including: a town centre health check; turnover and trade diversion analysis; assessment of impacts on vitality and viability of nearby centres; consideration of overlap with other stores outside the catchment area.

The assessment follows Planning Practice Guidance, applying the "like affects like" principle, which assumes that a new discount food store will primarily divert trade from similar existing stores.

The applicant has evaluated the potential trading impact on surrounding mainstream food stores and nearby centres, considering both convenience and comparison goods expenditure. The analysis concludes that the proposed store is unlikely to have a significant adverse impact on the long-term trading performance of existing stores, with only limited trade diversion from nearby centres and smaller retailers. Policy affords limited protection to existing edge-of-centre and out-of-centre locations within the catchment area.

### *Conclusion*

On balance, the submitted assessment is considered robust and demonstrates that the proposed store would not result in significant adverse impacts on the vitality or viability of designated centres.

The sequential assessment confirms that no preferable alternative sites exist that could accommodate the proposed development. The edge-of-centre location is deemed appropriate for a discount food store of this scale, which cannot be viably disaggregated.

In terms of retail impact, the proposal is not expected to harm existing centres and complies with relevant policy tests. The introduction of a discount food store at this location would therefore enhance consumer choice within the area.

### Amount of Development

The site measure approximately 0.65 hectares and would accommodate a retail food store, which will include an in-store bakery. The building would have a gross internal area of 1,962 square metres and a net sales area of 1,334 square metres. Provision will be made for 91 car parking spaces, including 9 parent and child parking spaces, 6 accessible parking spaces, 2 EVC parking spaces, and 5 staff parking spaces. The proposed development is considered to achieve an appropriate balance between efficient land use and the delivery of a high-quality food store that meets modern retail requirements.

### Inclusive Access

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

### Redevelopment of the Site and Contribution to Regeneration

The proposed retail store is expected to enhance both the visual appeal and functionality of the site and surrounding street scene by revitalising a currently vacant and neglected site that detracts from the area's character and presents a negative feature in the street-scene.

In addition, the store would broaden the range of shopping options available locally, increase market competition, and offer another discount food outlet to serve the community, bringing clear benefits to nearby residents.

The development is also anticipated to generate employment opportunities, both during the construction phase and through associated supply chains, as well as providing around 40 permanent jobs. These roles would span various levels, including management, administrative positions, store assistants, and cashiers, contributing meaningfully to the local economy.

To ensure these employment benefits are realised locally, a planning condition has been included requiring the applicant to enter into a local labour agreement. This would help prioritise job and training opportunities for residents in the surrounding area.

Overall, the proposed development is considered to make a positive contribution to both the local and wider economy.

### Site Layout

The proposed store is positioned to the southern and south-eastern sections of the site, with the car park positioned adjacent to the building, wrapping around the store to the north and west. A dedicated servicing zone is located along the eastern boundary.

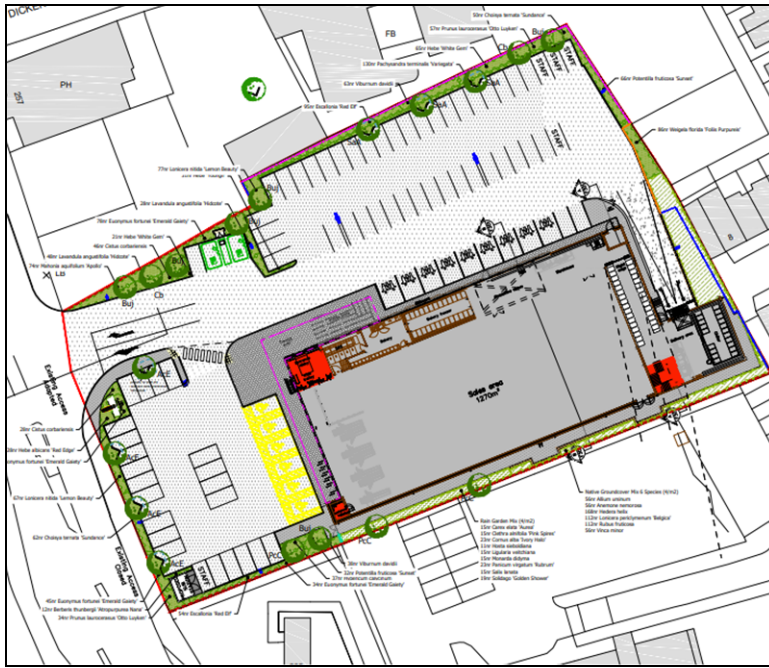
The layout has been designed to enhance the street scene, featuring a glazed façade on the northern and western corners facing the car park. This design element adds a sense of openness and vibrancy, while also encouraging natural surveillance through increased activity near the store entrance and among car park users.

Although some comments received suggest that the development should front directly onto Wilmslow Road and align with the back of the pavement, the current layout has been developed to balance the operational needs of the store with effective access and circulation for vehicles.

The building includes an active frontage, with glazing wrapping around the north-western corner. At this part of Wilmslow Road, the urban character is more open, with buildings gradually set back from the road moving in a southerly direction. This

pattern is reflected in both the previous structure on the site and the adjacent residential tower blocks. As such, the proposed building is considered to respond appropriately to the immediate streetscape in urban design terms.

Vehicular access would be provided from Wilmslow Road, which will also serve the delivery bay located to the east of the store. The main customer entrance is planned for the north-western corner of the building. Landscaping, including vegetation and tree planting along the site boundary, would help soften the development's edges and improve its visual integration with the surrounding area.



**Proposed site layout**

The layout meets Lidl's operational requirements and has been designed to ensure clear visibility from nearby roads, while supporting efficient servicing and parking circulation.

Pedestrian access will be available directly from Wilmslow Road, with secure cycle parking located near the store entrance to encourage sustainable travel options.

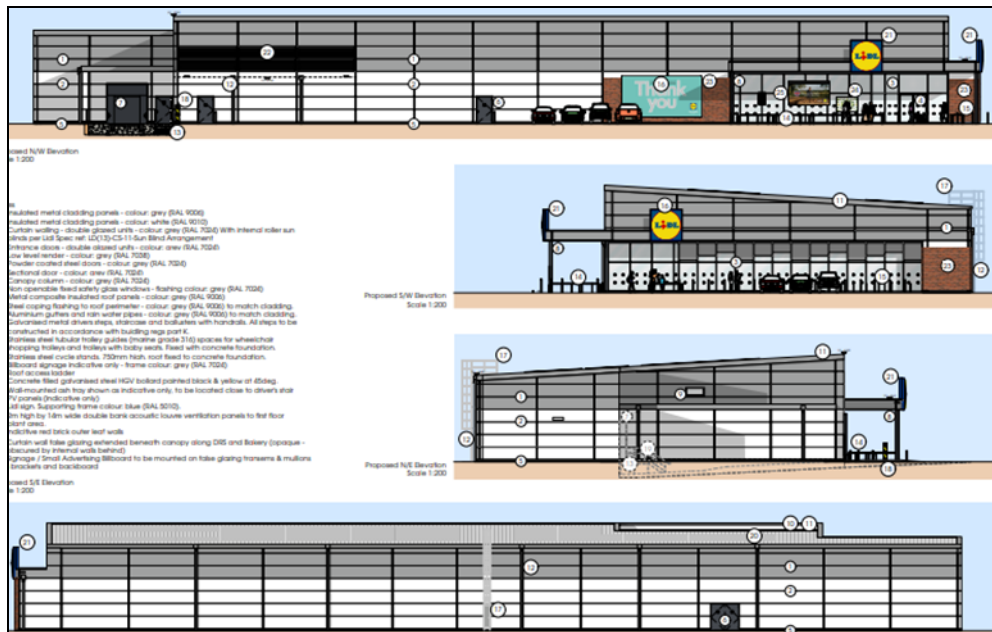
In summary, the proposed layout is both functional and contextually appropriate, responding thoughtfully to the site's surroundings and enabling the store to integrate well into the local environment.

### 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 north to south.



Proposed elevations

The proposed development is of a lesser scale than the previous two storey building on the site. In the context of the surrounding built environment, which comprises buildings of varying heights, including a multi-storey residential tower block to the south-eastern corner of the site and a three-storey telephone exchange building just to the north-east, the scale and massing of the proposed building is considered entirely appropriate.

During the course of the application, alterations were sought to the northern elevation of the building to allow for the continuation of the glazing around the corner from the western elevation to provide for more visual interest and to enable more of an active frontage. It is believed with these changes; the proposed building would integrate sympathetically into the existing streetscape, with the appearance further softened by perimeter planting.

Furthermore, due to its set-back position from the road frontage and its separation from the gable ends of the terraced dwellings to the east, the development would not result in any undue sense of over-dominance or visual intrusion within the street scene.

Taking into account the established character of the area and the location of the site at the edge of district centre, adjacent to a major arterial route, it is considered that the proposed building can be successfully assimilated into the local context. It would not give rise to any significant or unacceptable impacts on visual amenity or the residential amenity of neighbouring properties as a result of its scale or appearance.

### Impact to the Highway

A Transport Statement accompanies the application which assesses trip generation, parking demand and highway safety, whilst acknowledging the highly sustainable location of the application site and how the site is accessibly located within close proximity to a range of transport modes, including high frequency bus stops along Wilmslow Road which link south Manchester with the city centre and beyond.

#### *Parking*

In terms of off-road parking provision, the proposed development includes parking for 91 cars, including 9 parent and child parking spaces, 6 accessible parking spaces, 2 EVC parking spaces, and 5 staff parking spaces.

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. On this basis, the level of parking provision is considered acceptable.

#### *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 junction modelling show that the proposed development would be within acceptable limits and would operate within capacity. TFGM raise no concerns.

#### *Junction Modelling*

It is not considered that the proposed development would materially worsen existing highway conditions to a degree that would result in significant operational issues.

The junction capacity assessments shows that the existing Platt Lane / A6010 Wilmslow Road / Dickenson Road signalised junction currently operates within capacity but with a level of queueing. The junction capacity assessments show that with the development in place proposed site access / Platt Lane / Wilmslow Road / Dickenson Road signalised junctions would still operate within capacity and would not have a material increase in queueing.

The anticipated traffic generated by the development is projected 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 parameters throughout the assessment period.

To aid travel flow, the applicant has agreed to fund a SCOOT (Split Cycle Offset Optimisation Technique) - a real-time, adaptive traffic control system designed to optimise traffic flow at signalised junctions which works by continuously monitoring traffic conditions and adjusting signal timings to minimise delays and stops for vehicle. With this in place, the impact to the flow of traffic is considered satisfactory.

### *Highway Safety*

A review of recorded accident data in the vicinity of the site has not identified any existing highway safety concerns or recurring patterns of incidents.

### *Access*

Vehicular access to the development site would be via an existing site access to Wilmslow Road, which would be upgraded to meet highway standards to form part of the existing signal junction. A separate pedestrian entrance will also be provided directly from Wilmslow Road, connecting the existing footway to the store. In addition, the cycle lane on the southbound lane through the junction is to be widened from 1.2 metres to 2 metres.

### *Cycle Parking*

Cycle parking is provided for up to 14 bicycles for customers of the food store and a further 8 spaces for staff. This ratio of provision is considered acceptable.

### *Travel Plan*

The application is accompanied by a Travel Plan to encourage travel by non-car modes. A condition is included to ensure ongoing compliance.

### *Servicing*

There will be 1 or 2 service vehicles per day. 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 Wilmslow Road, reconfiguration of the junction including SCOOT control and green man signals, TRO refreshment on Wilmslow Road, the provision of double yellow lines and tactile

paving and the lower of the kerbs to adjacent bus stops to aid boarding and alighting to ease access. An appropriate condition is included.

### *Conclusion*

In conclusion, the anticipated impact is considered acceptable. Provided that the necessary off-site highway improvements are carried out, the effect on the highway network is considered to fall within tolerable limits.

### Residential Amenity

The proposed development is located on a site previously occupied by a bus depot and a former hand car wash to the site frontage. These operations were not subject to restrictions on traffic movements or operational hours and in the recent past, the site experienced a high degree of activity, including frequent vehicle movements and elevated background noise levels.

The proposed store would only involve around 1-2 HGV movements a day and whilst the proposal would lead to an increase in car traffic, the surrounding road network already accommodates a high volume of through traffic and vehicles accessing Rusholme District Centre along the main arterial route of Wilmslow Road. As such, 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.

The relationship between the proposed store and nearby residential properties is not untypical and given existing and previous noise levels, any impact is unlikely to be significantly harmful, particularly given its location at the gateway to Rusholme district centre along a busy stretch of road.

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, including acoustic fencing to the eastern boundary of the site adjacent to the servicing bay is implemented, the noise impact is anticipated to be acceptable.

In terms of physical impact, the proposed store has been positioned to minimise the impact to the nearest residential properties to the east whose gable ends and the terminus of the residential cul-de-sac of Marcus Grove adjoin the eastern boundary. Given the openness formed by the end of the cul-de-sac and the lack of any windows to the gable walls, the relationship is considered satisfactory.

Together with the single-storey scale of the proposed building and the window placement which is focused to the north-western corner of the building facing Wilmslow Road, it is not expected that there would any harmful impact as result of any over-dominance, loss of daylight or sunlight, or loss of privacy. The proposed impact to the living conditions of nearest residential occupiers is therefore considered acceptable

### 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 proposal has been reviewed by Environmental Health, who consider the details satisfactory and unlikely to cause any adverse effects on nearby sensitive residential properties.

To provide additional assurance, a planning condition has been included requiring the elimination of any glare or light spillage that may arise. Should such issues be identified and assessed by the Local Planning Authority as a nuisance, appropriate action would be required.

### Heritage Impact

The site does not contain any listed or non-listed heritage assets and is not situated within a defined conservation area. The site is however located approximately 45 metres northeast of Platt Hall, a Grade II\* listed building.

It is considered that the given the distance between the sites, the intervening road and the surrounding and proposed context, the proposed development would have a negligible impact on Platt Hall and its surrounding setting.

It is maintained that the development would not negatively affect nearby heritage assets and complies with both overarching Development Plan policy and the National Planning Policy Framework and that on balance the proposed works would sustain the heritage significance of the listed building and when weighed against the public benefits arising from the regeneration of a vacant site, environmental improvements, increased shopping choice and the creation of local employment, any perceived impact is of neutral or of less than substantial impact which can be readily sustained in this instance.

### Tree and Landscaping

With the exception of a hedge that extends across the Wilmslow Road frontage and some scrub vegetation, the site is largely devoid of any planting and comprises hardstanding.

The proposed development includes a comprehensive landscaping scheme focused primarily along the northern and western boundaries of the site, including the provision of 18 new trees. This landscaping is expected to make a positive contribution to both the immediate street scene and the wider surrounding area.

Overall, the landscaping proposals represents a notable enhancement to the visual amenity of the site, with a net gain in tree planting and improved green infrastructure throughout. The landscaping forms an integral part of the overall design approach and would significantly enhance the site's current condition.

### Boundary Treatment

The proposed boundary treatment includes the removal of the existing metal fencing to the Wilmslow Road frontage to reveal an open boundary incorporating tree planting and shrubbery. To the southern perimeter a 2.1-metre-high close boarded timber fencing is proposed. To the northern and eastern boundaries, the existing brick wall boundary is proposed to be retained and repaired, along with a new section of green coloured Paladin fencing adjacent to the site access and EV charging bays. To the inside of the eastern boundary a new 3 metre high, closed boarded timber fence is proposed to screen and insulate the servicing dock from the neighbouring end gable walls of residential terraces along Marcus Grove. This arrangement is considered acceptable in principle and achieves a suitable balance between visual amenity, site security and the protection of neighbouring amenity.

### Ecology and Biodiversity

As part of the application submission, the applicant has provided an Ecological Appraisal to identify any key ecological features that may be affected by the proposed development.

The assessment concludes that there are no anticipated significant residual impacts that would constrain or prevent the development from proceeding.

The accompanying Biodiversity Statement confirms that the proposed development would result in a net change of 0.34 habitat units and a 738.27% net gain in habitat units. Therefore, the proposed development will result in a significant improvement in the biodiversity on site through the new landscaping and tree planting.

A planning condition has also been included that requires additional ecological enhancements on-site, specifically the provision of bat and bird boxes. As such, the anticipated impact on biodiversity is considered entirely acceptable and the statutory condition to deliver a minimum 10% biodiversity net gain remains applicable.

### Waste Management and Servicing

The proposed development incorporates an enclosed service yard to the south-eastern corner 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.

The application is accompanied by an Environmental Standards Statement, which outlines several sustainability measures. These include passive design strategies that optimise natural daylight through thoughtful building and glazing orientation,

reducing reliance on artificial lighting. Enhanced fabric efficiency is proposed to help regulate indoor temperatures and minimise energy use. The development also incorporates separate sub-metering systems to monitor energy consumption, enabling quick identification and resolution of any anomalies. Additional measures include the installation of water meters, low-energy lighting, and a Building Management System designed to support energy efficiency.

Furthermore, the proposed store would implement a travel plan to encourage sustainable transport options. It would feature electric vehicle charging points, restrict deliveries to a maximum of two per day, promote recycling, and introduce a charge for carrier bags to encourage reuse among customers.

Planning conditions have been included to ensure verification of the environmental standards achieved, the implementation of the travel plan and the provision of electric vehicle charging points.

### 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 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 in support of the application to establish existing baseline conditions and evaluate the potential impact of the proposed development on local air quality during both the construction and operational phases.

The assessment identifies potential effects during construction, including the release of fugitive dust, and evaluates operational impacts associated with vehicle emissions generated by the development. It also considers dust soiling and potential health implications during construction. While some risk of dust generation is acknowledged, the report concludes that, subject to the implementation of the recommended mitigation measures, these impacts are not expected to be significant.

The report includes a review of current air quality levels in the vicinity of the site and assesses the potential impact of increased traffic on nearby residential receptors. It also considers the suitability of the site for commercial use in terms of air quality standards.

In conclusion, the assessment finds that the proposed development is unlikely to result in a significant deterioration of local air quality. As such, air quality concerns do not present a constraint to development. A planning condition is recommended to secure compliance with the mitigation measures outlined in the submitted assessment.

### Construction Management

To ensure construction activities are properly managed and to minimise disruption to existing residents and key transport routes in this part of the city, a condition has been included requiring the submission and approval of a construction management plan. This plan must detail, among other things, working practices, hours of operation, dust control measures, parking arrangements for construction vehicles, and procedures for waste removal.

### Conclusion

The proposed development is considered a sustainable and efficient use of previously developed, cleared site. It would enhance retail provision for the local community and contribute positively to the local economy through the creation of employment opportunities.

The applicant has provided sufficient evidence to demonstrate compliance with relevant retail impact assessments. Given the site's edge-of-centre location, it has been confirmed that no sequentially preferable or allocated sites within the catchment area are available, suitable, or viable. The scale and function of the proposed store are appropriate for its setting, and the development is not expected to result in any significant or unacceptable impacts.

The proposal would improve the visual quality of a currently cleared site that detracts from the character of the area. It is not anticipated to cause any significant harm to the residential amenity of neighbouring properties or to the safe and efficient operation of the local highway network.

Taking all of the above into account, the proposal is considered to be in accordance with relevant planning policies and national guidance.

## **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:

Drawing referenced P401 (Site Location Plan), received by the City Council as Local Planning Authority on 23 April 2025, drawing referenced P200/F (Proposed

Elevations), received by the City Council as Local Planning Authority on 15 July 2025, drawings referenced P408/F (Proposed Surfacing Site Plan), P400/I (Proposed GA Site Plan), R/2801/1F (Landscape Details), DWG 00/Rev 4 (LiAs Design Notes and Luminaire Schedule) and DWG 01/4 (Proposed Lighting Layout), received by the City Council as Local Planning Authority on 5 August 2025 and drawings referenced P100/E (Proposed Ground Floor Plan) and P409/G (Proposed Boundary Treatments Site Plan), received by the City Council as Local Planning Authority on 11 August 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) 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) Prior to the commencement of development, 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 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: 2024/0279/CIS/01- version A) dated 16 September 2024, received by the City Council as Local Planning Authority on 23 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/2801/1F (Landscape Details), received by the City Council as Local Planning Authority on 5 August 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) 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.

12) 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).

13) Notwithstanding details submitted, 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.

14) Notwithstanding details submitted, prior to the first occupation of the food store (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.

15) 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.

16) The accessible parking spaces shown on drawing referenced P400/I (Proposed GA Site Plan), received by the City Council as Local Planning Authority on 5 August 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.

17) 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.

18) 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.

19) The development hereby approved shall only 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: 103218), produced by Miller Goodall, dated 13 September 2024 and received by the City Council as Local Planning Authority on 23 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.

20) The development hereby approved shall only be implemented in accordance with the agreed lighting details shown on drawings referenced DWG 00/Rev 4 (LiAs Design Notes and Luminaire Schedule) and DWG 01/4 (Proposed Lighting Layout), received by the City Council as Local Planning Authority on 5 August 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.

21) 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.

22) 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/F (Proposed Elevations) received by the City Council as Local Planning Authority on 15 July 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.

23) 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 Wilmslow Road;
- A review of the existing Traffic Regulation Orders (TROs 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;
- The addition of raised kerbs at the nearest bus stops to the site on Wilmslow Road to aid boarding and alighting;
- The provision of double yellow lines adjacent to the site access along Wilmslow Road;
- The provision of tactile paving to the footway adjacent to the site access on Wilmslow Road;
- The implementation of SCOOT control and green man controls to the traffic signals at Wilmslow Road/Platt Lane junctions;
- The junction improvements identified with the submitted Transport Assessment prepared by Core (Ref: T001 - Issue 3).

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.

24) 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: : 103218 - Version 1) dated 16 October 2024, received by the City Council, as Local Planning Authority on 23 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).

25) 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.

26) 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 23 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.

27) Prior to the commencement of the development hereby approved,, 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.

28) a) The development hereby approved shall be implemented in accordance with the submitted Phase 1 Geo Environmental Assessment Report (Ref: KB/C5749/13067 Rev A) prepared by Brownfield Solutions Ltd and Geo-Environmental Investigation Report (Ref: 24-1965-P-R1), received by the City Council as Local Planning Authority on 9 May 2025 and 23 April 2025 respectively.

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.

29) 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.

30) Prior to the commencement of development, a 30-year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

### **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: 142775/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  
MCC Flood Risk Management  
Greater Manchester Ecology Unit  
Rusholme, Fallowfield & Moss Side Civic Society

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

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