

LH/5578/01(17 Oct 24)AppSub

Planning Department
Manchester City Council
Town Hall
Albert Square
Manchester
M60 2LA



17 October 2024

Dear Sir/Madam,

**TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED)
SUBMISSION OF PLANNING APPLICATION AND ADVERTISEMENT CONSENT FOR THE ERECTION OF A
TIMPSONS POD WITHIN CAR PARK
MORRISONS, WILBRAHAM ROAD, CHORLTON-CUM-HARDY, MANCHESTER, M21 0UA**

Introduction and Context

Peacock + Smith have been instructed by our client, WM Morrison Supermarkets Ltd (Morrisons), to prepare and submit an application to Manchester City Council seeking full planning permission and advertisement consent.

The application relates to the siting of a 'Timpsons Pod' (hereafter referred to as the Pod) with associated advertising affixed to the Pod in the car park of the Morrisons foodstore in Chorlton-cum-Hardy. The Pod would be ancillary to our client's existing retail convenience offering. This application follows an extant permission (138963/FO/2024 and 138964/AO/2024) for siting of the same pod within the same Morrisons foodstore car park, approved in March 2024, for which works have not yet started. This application is for the pod to be sited in a more appropriate trading location within the car park.

In addition to this covering letter, the following documents and plans are submitted with this application:

- 170285 383_PL_01A Chorlton-Cum-Hardy - Location Plan-A1
- 170285 383_PL_02C Chorlton-Cum-Hardy - Proposed Site Plan
- MO-RP3-6650 Visual - Plans and elevations
- 170285 383_PL_03A Chorlton-Cum-Hardy Design and Access Statement, prepared by Whittam Cox Architects

The planning application fee of £458 has been paid via the Planning Portal.

This application is related to an extant consent (134346/FO/2022 and 134347/AO/2022), for the same use for which work has not yet commenced, and is for the proposed resiting of the pod to a more appropriate location.

Site and Surroundings

The application relates to part of the car park that is associated with the adjacent Morrisons foodstore.

The overall Morrisons site is bounded by a Screwfix warehouse and children's play centre to the north, Metrolink tracks to the east, Wilbraham Road to the south and Albany Road to the west. Vehicular and pedestrian access and egress into the site are from separate points along Albany Road. The Chorlton Metrolink stop is directly adjacent to the site and there are bus stops along Wilbraham Road providing further accessibility to the site.

The wider area is predominantly residential, however the site is within the Chorlton-cum-Hardy District Centre so there are many other commercial buildings and uses nearby. Directly to the south of the site, on the other side of Wilbraham Road, there are commercial uses at ground level including bars and restaurants. Outside of the District Centre to the north of the site there is a trading estate, and to the west of the site on the opposite side of Albany Road there are residential dwellinghouses.

The site is not within a Conservation Area and it does not contain any listed buildings or Scheduled Ancient Monuments. There are also no listed buildings in the vicinity of the site. There are no known Tree Preservation Orders at the site. A very small portion of the site where the Pod is proposed to be located is situated in Flood Zone 2. However, the remainder of the site is located within Flood Zone 1. A large area of the wider site is located within Flood Zone 2 which includes the existing Morrisons car park.

Planning History

The Council's Public Access pages reveal the following applications that are considered relevant to the current application (in chronological order):

- 138963/FO/2024 - Erection of retail pod within car park – Approved 1 March 2024
- 138964/AO/2024 - Installation of three internally illuminated fascia signs and four non illuminated wall signs to proposed retail pod – Approved 1 March 2024
- 134346/FO/2022 - Erection of banking pod within existing car park (Use Class E) – Approved 5 September 2022.
- 134347/AO/2022 - Advertisement consent for the display of various non-illuminated signage – Approved 2 September 2022.
- 039752 – Extension to supermarket and alterations to car park - Approved 21 November 1991
- 024503 – Construction of an additional 95 car parking spaces - Approved 31 July 1985
- 023241 – New shop front to supermarket and detailed car park layout - Approved 21 March 1985

The Proposal

Our client seeks planning permission for the placement of a building to be used as a Timpsons Pod and advertisement consent for associated signage on the Pod.

The application proposes to erect a freestanding Use Class E retail unit within the car park that would be used as a Timpsons Pod. Timpsons specialise in services such as key cutting, shoe repairs and engraving on the premises. The Pod would be fitted with specialist equipment to allow these services to take place on site within the Pod and it would also have a drop-off point for dry cleaning. The unit would have an internal floor area of approximately 15 sq. m and is proposed to employ 2 full-time members of staff. The Pod would have a flat roof, to a maximum height of 2480mm. The unit would have timber clad rear and side elevations and a combination of further cladding and aluminum glazing/entrance door to the front. The elevations would also display fascia and wall signage. An example image of the Pod is shown below:



The Pod would be positioned on the car park surface and would reduce the total number of standard parking bays by 3. Existing white lines would be burnt off and the area de-marked to provide safe access into the new Pod. The Pod would be placed on a concrete plinth to create a level finish on which to place it. Staff working within the pod would use amenities (e.g. toilets) within the Morrisons foodstore.

The hours of use for the Pod would be 07.00 to 22.00 Monday to Saturday and 11.00 to 17.00 on Sundays and Bank Holidays, which are within the existing operational hours for the main foodstore on the site.

At the end of the building's use on this site, the Pod would be removed and the original car parking bays reinstated. The Pod can be relocated to an alternative site to prolong the lifespan of the Pod.

Development Plan

The Statutory Development Plan for Manchester comprises the Places for Everyone Joint Development Plan Document, adopted 20 March 2024, the Core Strategy Development Plan Document, adopted 11 July 2012, and accompanying Manchester LDF Proposals Map. They set out the vision, strategies and policies to guide how Manchester should develop over the coming years.

The Places for Everyone Joint DPD policies considered relevant to this application are as follows:

JP-Strat9 – Southern areas – The economic competitiveness of the southern areas will be protected and enhanced, with a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

JP-Strat14 – A Sustainable and Integrated Transport Network – The creation of a much larger, integrated, rapid transit network will be supported by policies that focus new development in locations close to existing and proposed public transport connections.

JP-S4 – Flood Risk and the Water Environment – Development should be located and designed so as to minimise the impacts of current and future flood risk and expecting developments to manage surface water run-off as close to source as possible.

JP-S6 – Resource Efficiency – Development should use sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

JP-J1 – Supporting Long-Term Economic Growth – There will be an emphasis on maximising the potential of the key growth locations set out in JP-Strat1 to JP-Strat12 to deliver inclusive growth across the sub-region.

JP-P1 – Sustainable Places – All development, wherever appropriate, should be consistent with: Adaptability, being able to respond easily to varied and changing needs and technologies; durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained; Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond; Well-served by local shops, services and amenities.

JP-C1 – An Integrated Network – Supporting a range of measures for connectivity, including locating and designing development to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

JP-C8 – Transport Requirements of New Development – New development will be required to be located and designed to enable and encourage walking, cycling and public transport use.

JP-D1 – Infrastructure Implementation – Developers should address any infrastructure needs arising from new development and ensure that development does not lead to capacity or reliability problems within the surrounding area.

JP-D2 – Developer Contributions – Developers will be required to provide, or contribute towards the provision of mitigation measures to make the development acceptable in planning terms, providing clear evidence at the planning application stage if this is not viable. Where it is accepted that viability should be considered as part of the determination of an application, weight should be given to a viability assessment alongside other material considerations.

The Core Strategy policies considered relevant to this application are as follows:

SP1 – Spatial Principles - The emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

EC9 – South Manchester - District Centres of Chorlton, Didsbury, Fallowfield, Levenshulme and Withington. These will be suitable for mixed use development providing local needs and services.

C1 – Centre Hierarchy – District Centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

C2 – District Centres - Development will support thriving District Centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres.

T2 - Accessible areas of opportunity and need - New development should be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

EN14 – Flood Risk - Development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding.

DM1 – Development Management - All development should have regard to many specific issues, including appropriate siting, layout, scale, form, massing, materials and detail, impact on the surrounding areas in terms of design, scale and appearance, effects on amenity, road safety and traffic generation, accessibility and community safety and crime prevention.

The National Planning Policy Framework is a material planning consideration that must be taken into account where it is relevant to a planning application. The following paragraphs are considered relevant to the proposed development:

- Paragraph 90 - vitality of town centres
- Paragraphs 109-110 – considering development proposals re: sustainable transport
- Paragraph 131 – high quality design
- Paragraph 141 – advertisements
- Paragraph 165 – flood risk

Planning Considerations

Principle of Development

The site is within the Chorlton-cum-Hardy District Centre so would provide an accessible key service within an established commercial/residential area and would be in keeping with the Class E Use Class of the site, however we consider that the proposed Timpsons Pod is ancillary to the Morrisons foodstore and not considered a destination in its own right.

The principle of development in such a location and of an identical design was deemed acceptable by the LPA with the approval of application refs: 138963/FO/2024 and 138964/AO/2024. There has been no material change in circumstances since these approvals and the planning policy landscape has not changed fundamentally.

On this basis, we consider that the proposed development would accord with the requirements of Core Strategy Policies SP1, EC9, C1, C2, T2 and DM1, Places for Everyone Policies JP-Strat9, JP-Strat14, JP-J1, JP-P1, JP-C1, JP-C8, JP-D1 and JP-D2, and NPPF Paragraph 90.

Design

The Pod is proposed to be sited in the existing Morrisons car park. It is small enough to be considered inconspicuous in the context of the wider site. The unit would have timber clad rear and side elevations and a

combination of further cladding and aluminum glazing/entrance door to the front. The elevations would also display fascia and wall signage. The unit and associated fascia and wall signage would be in keeping with the commercial character of the site, and there is no external illuminated signage, in addition to the pod entrance facing away from the residential area, therefore there is minimal impact on residential amenity.

Based on the proposed design, and the details provided within the Design & Access Statement and proposed plans, the Pod is considered to accord with the requirements of Core Strategy Policy DM1 and Places for Everyone Policy JP-P1.

Flood Risk

The proposed use is categorised as a less vulnerable use and is small scale in nature, having an internal floor area of around 15 sq. m. The Pod would be located on the existing car park tarmac finish which would be retained and not disturbed by the development, and as such, would have no impact on the existing site drainage. It would not increase the risk of flooding elsewhere. The proposed alternative siting of the pod from the extant permission provides a lower flood risk to the footprint of the pod, as it is almost entirely within Flood Zone 1. Given the above, the small scale commercial nature of the proposal, the day/evening opening hours, and the fact that it is located on a site where there is already a much larger supermarket building, the proposed development is not considered to be inappropriate for this site. The proposed development is therefore acceptable and in accordance with Core Strategy Policy EN14, Places for Everyone Policy JP-S4 and NPPF Paragraph 165.

Highways and Parking

The Pod will be accessed using the same road infrastructure currently used to access the Morrisons foodstore. No changes are proposed to accommodate the development. Careful consideration has been given to the positioning of the Pod to ensure that there is no disruption to vehicular and pedestrian circulation and the site will continue to operate as existing. The Pod would be positioned in the existing car park and would reduce the total number of standard parking bays by 3. It was noted that a reduction of 2 standard car parking spaces in the extant permission would not be considered to have a significant adverse effect on highways and parking on the site. Existing white lines would be burnt off and the area would be de-marked to provide safe access into the new Pod.

There are not expected to be any single use trips to the Pod. Instead, the foodstore is very likely to remain the primary reason for customers visiting, thus creating linked trips. The site is also accessible by public transport.

On this basis, the proposed development is considered to accord with Core Strategy Policies T2 and DM1, Places for Everyone Policies JP-C1, JP-C8 and JP-D1, and NPPF Paragraphs 109-110.

Conclusions

This application seeks full planning permission and advertisement consent for the siting of a Timpsons Pod in the Morrisons foodstore car park in Chorlton-cum-Hardy.

It is proposed to be a small, ancillary use in conjunction with the foodstore and will not be a destination in its own right. The proposed Pod has been designed to have a contemporary appearance and ensure longevity, whether that be at the site, or elsewhere in the future. The proposal follows an extant permission for the same principle of development within the same location, in effect only proposing a more appropriate alternative trading location.

We trust that the information enclosed in this letter, and supporting documents and plans, will enable the Council to validate and determine the application in the normal timeframes. Should you have any questions, please do not hesitate to contact Gareth Glennon by email: gareth.glennon@peacockandsmith.co.uk.

Yours faithfully,



PEACOCK AND SMITH