



Anchors Away Play Centre, Greenbrow Road, Wythenshawe

Planning and Retail Statement

on behalf of: Seva Patidar Ltd

October 2022

Contents

1	Introduction	3
	Purpose of the Planning Statement	3
	Structure of the Planning Statement	4
2	Site Surroundings	5
	Application Site and Surrounding Area	5
	Planning History	7
3	Proposed Development	8
	Description of the Application Proposals	8
	Proposed Convenience Store Operator	10
	Catchment Area	10
	Benefits of the Application Scheme	11
4	Planning Policy	13
	National Planning Policy	13
	Planning Practice Guidance	16
	Local Planning Policy	16
	Supplementary Planning Documents (SPD) / Other Material Considerations	18
5	Compliance with Retail Policies	20
	Policy Requirement	20
	Interpretation of the Sequential Test	22
	Flexibility and parameters of search	24
	Identification and Assessment of Sequential Alternatives	26
	Conclusions on the Sequential Test	26
6	Planning Assessment	27
	Principle of Development	27
	Design, Appearance and Visual Impact	28
	Highways, Parking and Accessibility	29
	Effect on Residential Amenity	30
	Drainage Strategy	32
	Summary on Compliance with Policy	33
7	Summary and Conclusions	34

Table Index

Table 1.1	Document Schedule	3
Table 1.2	Application Drawing References	4
Table 3.1	Existing and Proposed Floorspace Breakdown	8

Figure Index

Figure 2.1 Application Site Boundary and Context	6
Figure 2.2 Anchors Away Play Centre: Greenbrow Road	6
Figure 2.3 Anchors Away Play Centre: Simonsway	7
Figure 3.1 Proposed Site Plan	9
Figure 5.1 500m Radius from Application Site	25

Appendices

Appendix 1 – CoStar Catchment Search Report	
Appendix 2 – Lawful Development Certificate Decision 24.11.21	

1 Introduction

Purpose of the Planning Statement

- 1.1 This Planning and Retail Statement¹ has been prepared by Q+A Planning Ltd to support a full planning application submitted on behalf of Seva Patidar Ltd, for the proposed extension and external alterations for the provision of a new local convenience store and subdivision for two smaller non-food retail units on the site of the Anchors Away Pay Centre, Greenbrow Road, Wythenshawe, Manchester.
- 1.2 The site has been chosen as a suitable and sustainable location for a retail development opportunity, comprising a neighbourhood food store facility and two additional non-food retail units. It is intended that the new convenience store will be operated by Nisa and the occupiers of the two additional units is as yet unknown.
- 1.3 The proposed development comprises the retention of the existing single storey building, a small extension to the north western extent of the building (43 sq. m), external alterations plus associated car parking, servicing area, plant compound and landscaping.
- 1.4 The purpose of this Statement is to provide details of the application proposals, describe the site and its surroundings, review the planning policy framework, identify key benefits of the application, and draw conclusions as to the site's suitability for the proposed development.
- 1.5 Detailed research and investigations have been carried out by a professional team of consultants on behalf of the Applicant. Various documents have been submitted in support of the planning application in accordance with the relevant national and local validation requirements and are summarised in Table 1.1 below.

Table 1.1 Document Schedule

Document	Author
Application Forms, Certificates and Covering Letter	Q + A Planning
Transport Statement	Ashley Helme
Noise Impact Assessment	Hepworth Acoustics
Drainage Strategy	Marston & Grundy
Crime Impact Statement	GMP
Waste Management Strategy and Proforma	Corstorphine + Wright

- 1.6 The following plans have also been prepared by Corstorphine & Wright Ltd to accompany the application:

¹ Hereafter referred to as 'the statement'

Table 1.2 Application Drawing References

Plans	Drawing Reference
Site Location Plan	19791-CWA-XX-A-0100 Rev P01
Existing Site Plan	19791-CWA-XX-A-0201 Rev P02
Existing Ground Floor Plan	19791-CWA-XX-A-0202 Rev P01
Existing Elevations	19791-CWA-XX-A-0202 Rev P01
Proposed Site Plan	19791-CWA-XX-A-0101 Rev P02
Proposed Ground Floor Plan	19791-CWA-XX-A-0102 Rev P03
Proposed Elevations	19791-CWA-XX-A-0103 Rev P01
3D Visualisations	-

Structure of the Planning Statement

1.7 The remainder of the Planning Statement is structured as follows:

- Section 2 describes the location and characteristics of the application site and surrounding area;
- Section 3 provides details of the proposed development, the general design principles and concepts which have been applied and describes the key benefits of the application scheme;
- Section 4 sets out the planning policy context, having regard to the National Planning Policy Framework (NPPF), the development plan and other material considerations;
- Section 5 assesses the compliance of the application with the relevant retail policies;
- Section 6 assesses the compatibility of the scheme with the requirements of the NPPF and relevant development planning policy and demonstrates that the proposed development accords with those policies; and
- Section 7 provides our overall summary and conclusions.

2 Site Surroundings

Application Site and Surrounding Area

- 2.1 The site occupies a prominent position at the junction of Greenbrow Road and Simonsway close to junction 4 of the M56 motorway. The surrounding area is mixed use, dominated by residential properties to the south and west accessed off Greenbrow Road. To the north, St Peter's Primary School and St Paul's Catholic High School are located off Firbank Road. Adjacent to the site on its eastern boundary lies Shore Green Care Home a block of sheltered residential accommodation.
- 2.2 The site is located 'out-of-centre' and the nearest designated retail centre being 'Wythenshawe District Centre' located approximately 1.2km to the east along Simonsway. In terms of other considerations, the site falls within Flood Zone 1 (low probability of flooding) and is not located within or adjacent to a Conservation Area.
- 2.3 The application site is broadly rectangular in shape, extending approximately 0.23ha and comprises a large brick built, single storey building with a paved hardstanding frontage to Simonsway and a substantial surface level car park to the rear accessed off Greenbrow Road.
- 2.4 The building is currently in use as an indoor children's play centre Use Class E(d) formally used as the Royal Navy Association Club house until 2009 and is enclosed by a 2.1m high mesh fence. There is a small lawned area along the western boundary of the building and three small areas of shrubs with little or no amenity value.
- 2.5 A Certificate of Lawful Development (Application Reference 131901/LP/2021) was issued by the local planning authority in November 2021 which confirmed that the proposed use of the building for Class E(a) retail would not constitute a change of use. Planning permission is therefore not required to operate the existing building as a retail unit.
- 2.6 The location of the application site set within its wider context is illustrated at Figure 2.1.

Figure 2.1 Application Site Boundary and Context



- 2.7 The site lies within the Wythenshawe area of Manchester, in a sustainable and accessible location being well related to adjoining residential areas and general services and amenities. The application site is well located to nearby bus routes on both Greenbrow Road and Simonsway. Vehicular access to the site is taken directly via Greenbrow Road.
- 2.8 The site is dominated by the existing single storey brick-built building with a paved frontage to Simonsway and a substantial surface level car park to the rear (Figure 2.2).

Figure 2.2 Anchors Away Play Centre: Greenbrow Road



Figure 2.3 Anchors Away Play Centre: Simonsway



Planning History

2.9 There have been three applications on the site since 2009. A brief summary of these applications is as follows:

- 089242/FO/2009/S2 - Installation of 2.1-metre-high steel railings around perimeter of the site and elevational alterations to building, Royal Naval Association Club: Approved 01.05.09
- 090240/FO/2009/S2 - Installation of 2.1-metre-high weld mesh fencing to perimeter of site, and elevational alterations to building, Royal Naval Association Club: Approved 06.08.09
- 131901/LP/2021 - Application for Certificate of Lawful Development in respect of Anchors Away Play Centre: Approved 24.11.21

3 Proposed Development

Description of the Application Proposals

- 3.1 The application seeks full planning permission for:

‘Proposed extension and external alterations for the provision of a new retail convenience store and two smaller non-food retail units with associated car parking, access alterations, servicing area, plant compound and landscaping’

- 3.2 The scheme reconfigures the existing parking area to provide space for 33 vehicles, including 3 dedicated accessible bays and cycle parking provision for 6 bicycles. A floorspace breakdown of the proposals is included at Table 3.1.

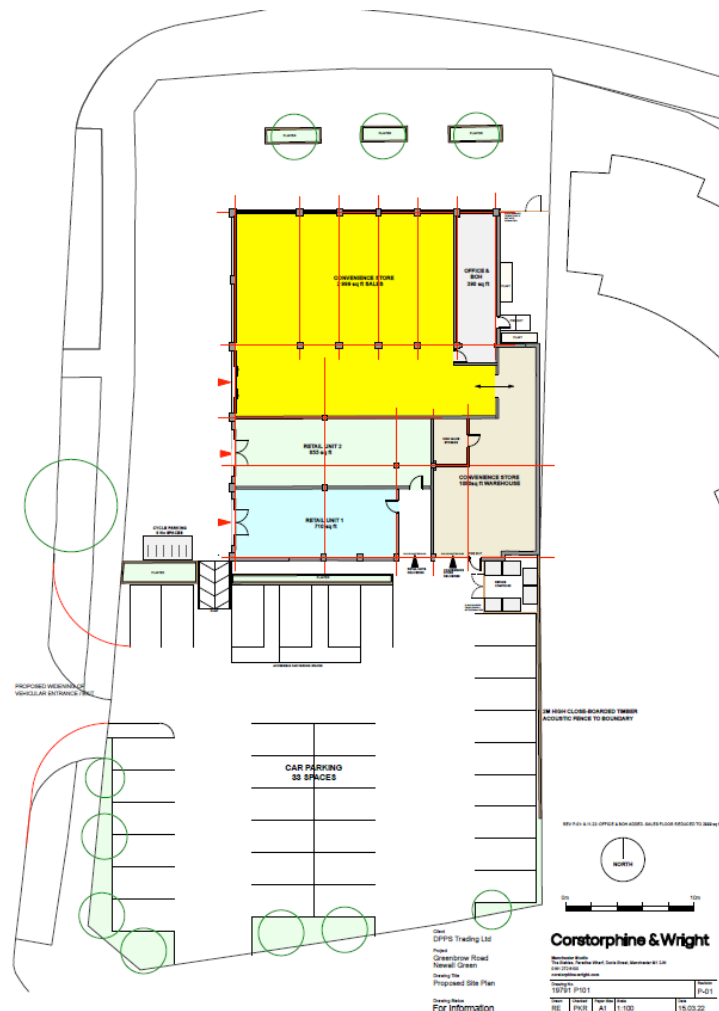
Table 3.1 Existing and Proposed Floorspace Breakdown

Existing (sq. m)	Proposed (sq. m)
581 sq. m GEA	624 sq. m GEA
551 sq. m GIA	589 sq. m GIA
	Extension:
	43 sq. m GEA
	38 sq. m GIA
	Unit Breakdown (net floorspace)
	Convenience Store (Class E):
	- 136 sq. m Back of House Storage
	- 279 sq. m Net Sales
	Total: 415 sq. m
	Unit 1 (Class E non-food):
	- 66 sq. m
	Unit 2 (Class E non-food):
	- 79 sq. m.

- 3.3 Notwithstanding the buildings authorised use as Class E, it is considered that the proposed extension and subdivision to provide a convenience store and two non-food retail units would provide a sympathetic development, which is suited to the requirements of modern convenience and retail store operators.
- 3.4 The submitted scheme proposes a contemporary enhancement with a combination of red brick and extensive areas of glazed shopfronts. The proposed additional areas of glazing will result in an attractive and active frontage to both Greenbrow Road and Simonsway whilst also increasing the amount of natural daylight into the unit.
- 3.5 As illustrated below in Figure 3.1, the development seeks to respect the site’s prominent position at the junction of Greenbrow Road and Simonsway. The proposed modest extension to the north western elevation is designed to ‘square off’ the existing building befitting of the requirements of modern retailers to maximise opportunities for space.

- 3.6 The retention of the building footprint, albeit with a small extension, ensures that the existing access and parking arrangements remain largely unaffected by the proposed development.
- 3.7 The proposals will significantly improve the buildings relationship with the surrounding built environment by removing the unsightly 2.1m high weld mesh fencing and reinstating areas of planting and landscaping at this prominent corner location. In response it is intended that this will encourage pedestrian permeability and visibility, deterring opportunities for crime and anti-social behaviour in line with established design principles.
- 3.8 A close boarded 2m high timber acoustic fence will be installed on the eastern boundary of the car park to screen the adjacent property from noise and disturbance associated with the car park and servicing area.

Figure 3.1 Proposed Site Plan



- 3.9 Vehicular and pedestrian access into the application site will continue to be provided from Greenbrow Road utilising an enlarged existing access point allowing for safe manoeuvrability within the site so that all vehicles can enter and leave in forward gear. An area for refuse storage and plant compound will be provided within two secure compounds along the eastern boundary of the site.

Proposed Convenience Store Operator

- 3.10 The operator of the new convenience store is Nisa Retail Ltd. The Nisa local store format is one of the UK's largest food retailers, operating almost 3,500 stores. The majority of its stores are of small format operated by a network of independent retailers, similar to that proposed by the application scheme. The stores are designed to cater for the day-to-day shopping needs of the local community, typically in the form of what is known as 'top-up' or 'basket' shopping – characterised by a short duration of visit and relatively low expenditure per transaction. Such stores provide important retail facilities for the local community.
- 3.11 In May 2018, the Co-operative Group completed its acquisition of Nisa Retail Ltd. This allowed the wholesale operation to provide an environment in which its independent retailers could flourish, bringing enhanced buying capability that allows partners to trade their businesses in the way they choose, backed by competitive prices and promotions with access to an enhanced product range.
- 3.12 In addition, the company has introduced a range of measures to help reduce the environmental impact of its food retailing activities to help tackle the growing problem of household food waste. It encourages and helps facilitate the recycling of packaging used for its own brand products, where doing so saves resources and cuts pollution.
- 3.13 The store proposed is one of Nisa's latest small format convenience outlets. These stores have an increased emphasis on fresh produce, including fresh fruit, vegetables, bread and bakery products; and a wide range of high-quality ready-prepared items from their extensive product range and strong own-label brand.
- 3.14 Furthermore, Nisa stores are actively involved in the local communities in which they serve. 'Making a Difference Locally' (MADL) is a charity launched to help independently run local Nisa stores to add value to their communities through donations. Nisa stores gather funding for local charities by selling MADL associated products and donating the profits to local community causes.

Catchment Area

- 3.15 The proposed convenience store will serve a local catchment area providing primarily 'top-up' shopping facilities for households, supplementing the main food-shopping trip and meeting day-to-day needs.
- 3.16 Stores of the size proposed by the applicant typically serve, in the main, the local residential population within a catchment area of approximately 500m, where over half of customer journeys are carried out on foot. This is expected to be the case at the application site.

- 3.17 It is also of course likely that the proposed Nisa store will attract an element of trade from residents of the area outside the main catchment. Both Simonsway and Greenbrow Road are busy and popular routes with regular bus services connecting Stepping Hill, Stockport and Wythenshawe. The store may thus benefit from some 'pass by' trade from users of these routes, particularly given the application scheme's proximity to other community facilities, commercial premises and nearby school.
- 3.18 Typically, of the visits to stores of this type, 55% are made on foot, and fewer than 40% of visits are by private car. In the case of the application scheme, visits to the store by customers using non-car modes is facilitated by the location of the store within a densely built-up residential area, the largely level topography (aiding walking and cycling) and by the scheduled bus services operating along Simonsway, Greenbrow Road and adjoining roads.

Benefits of the Application Scheme

- 3.19 The application proposals represent a sustainable form of economic development which will make a positive contribution to the local area and stimulate growth, jobs and prosperity - bringing back into active use a site in a sustainable location for the benefit of the local community. The key benefits are illustrated below:

Economic Benefits

- 3.20 The proposed development constitutes significant inward investment. It will enhance the range of local facilities and amenities and help to ensure that a higher proportion of locally generated retail expenditure is spent and retained within the area.

Employment Benefits

- 3.21 The introduction of the new retail units will generate additional employment opportunities in the area. The applicant confirms that this community foodstore will typically employ up to 15 full time and 10 part time staff. The store will create a range of posts including management roles and sales assistants, opportunities which should be welcomed and encouraged. In addition, new positions will also be created relating to the two smaller units.
- 3.22 Nisa offers apprenticeships, undergraduate placement programmes and graduate leadership programmes, offering the chance to gain valuable experience and develop work related skills.
- 3.23 In addition, the constructions phase of the proposed development will generate several temporary construction jobs.

Enhanced Consumer Choice and Expenditure Retention

- 3.24 The proposed convenience store will wider consumer choice in Wythenshawe and add to the vitality and viability of the area.

- 3.25 The creation of a new purpose-built small convenience store will result in a greater amount of expenditure being retained in the local economy. The development will provide a convenient top up shopping facility for residents in the locality and will also help reduce expenditure leakage to other stores outside the local area, by improving local facilities and reducing the need for local residents to undertake shopping trips further afield.
- 3.26 In addition, the employment opportunities created by the store will also increase the spending power within the local economy and help boost the turnover of local businesses. It is anticipated that the majority of employees in the new store will live in the immediate area surrounding the store, and their earnings will in turn assist in increasing demand for services provided in the local area.

An Accessible, Sustainable and Quality Development

- 3.27 The application site is well served by public transport and convenient for those wishing to cycle or walk to use the facilities. As noted above and in the accompanying Transport Statement, it is expected that a high proportion of users of the store will travel to the development by means other than the private car. Within the development site, the layout of the application scheme incorporates a variety of measures to ensure that all users of the site (both vehicular and pedestrian) can access the site and building safely.
- 3.28 The proposed scheme incorporates a number of design features which will result in a sustainable, energy efficient development. The development includes:
- Measures to reduce energy demand, such as increased natural day lighting;
 - Dedicated recycling and waste storage areas, with waste collected by a single vehicle first delivering goods to the stores and then removing waste materials, ensuring land fill disposal and vehicle movements are minimised;
 - Installation of 'SMART' meters to measure and tailor in-store energy usage; and
 - Water efficiency measures, including the fitting of WC flush controls, water management systems and water meters.

Summary

- 3.29 The scheme will make an efficient use of an existing vacant site within an established residential and commercial area. The reconfiguration of the existing building to provide a new convenience store and non-food retail units will improve local retail facilities and allow for increased choice and competition. Moreover, the development is accessible by a choice means of transport, will be easily accessible on foot to the surrounding residential area, and will deliver positive benefits in terms of improving the vitality of the area, boosting the local economy and creating in excess of 25 new jobs.
- 3.30 The above presents a clear and compelling suite of scheme benefits which are examined more closely within the remainder of this Statement and accompanying technical reports.

4 Planning Policy

- 4.1 This section describes the relevant adopted local planning policies as well as national planning policy and other material considerations which the decision taker should have regard to.
- 4.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990 require that planning applications must accord with the provisions of the adopted Development Plan, unless material considerations indicate otherwise. This Statement, therefore, considers the application proposals in light of the relevant planning policy context and any other relevant material considerations.
- 4.3 The National Planning Policy Framework (NPPF, 2021) represents a material consideration where there are no relevant development plan policies or the policies that are most important for determining the application are out-of-date. The NPPF advises that there is a presumption in favour of sustainable development and that development in accordance with the development plan should be granted without delay, unless material considerations indicate otherwise (paragraph 11).
- 4.4 Manchester City Council's adopted development plan for the area comprises the Core Strategy 2012 – 2027 (adopted July 2012) and the remaining saved policies of the Unitary Development Plan (1995).

National Planning Policy

- 4.5 The NPPF (2021) is a key material consideration in all planning decisions and sets out the overarching policy priorities for the planning system against which local plans will be prepared and decisions made on planning applications.
- 4.6 The document notes at paragraph 7 that the purpose of the planning system is to contribute to the achievement of sustainable development. Further, at paragraph 11 it notes that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking means:
- approving development proposals that accord with an up-to-date development plan without delay; and
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

- 4.7 In terms of decision-making, the document advises at paragraph 38 that local planning authorities should approach decisions on proposed development in a positive, creative way. They should work with applicants to secure developments that will improve the economic, social and environmental conditions of the area and in particular approving applications for sustainable development where possible.
- 4.8 The NPPF considers over a number of chapters how the Government's objectives will be achieved. Of particular relevance to the current proposal are chapters 6, 7, 8, 9, 11 and 12 which are discussed below.

Section 6 – Building a strong, competitive economy

- 4.9 Paragraph 81 advises that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. National policy advances that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Section 7 – Ensuring the vitality of town centres

- 4.10 Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation.
- 4.11 Pertinently, paragraph 87 confirms that LPAs should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.
- 4.12 National policy instructs at paragraph 88 that *'when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre. Applicants and local planning authorities should demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.'*

Section 8 – Promoting healthy and safe communities

- 4.13 Paragraph 92 encourages planning policies and decisions to *'promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages'*.
- 4.14 Additionally, at paragraph 93 the NPPF encourages the provision of social, recreational and cultural facilities and services that the community needs. Pertinently planning policies and decisions should:

- *'plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;*
- *Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;*
- *Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;*
- *Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and*
- *Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'*

Section 9 – Promoting sustainable transport

- 4.15 The NPPF emphasises that transport policies have an important role to play in facilitating sustainable development and in contributing to wider sustainability objectives.
- 4.16 When considering development proposals, paragraph 111 makes clear that *'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'*

Section 11 – Making effective use of land

- 4.17 Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.18 Specifically, paragraph 120 of the NPPF makes clear that planning policies and decisions should:
- *Give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; and*

Section 12 – Achieving well-designed places

- 4.19 Paragraph 126 advises that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.20 Paragraph 130 advises that planning policies and decisions should ensure that developments:

- *'Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- *Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;*
- *Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- *Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and*
- *Create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.*

Planning Practice Guidance

- 4.21 The Planning Practice Guidance (PPG) is an online planning guidance resource intended to make guidance more accessible and easier to keep up to date.

Design

- 4.22 The PPG stresses the importance of good design and states that planning should drive up standards across all forms of development. As a core planning principle, plan makers and decision takers should always seek to ensure high quality design through creating places, buildings or spaces that work well for everyone.

Local Planning Policy

Manchester Core Strategy – Adopted July 2012

- 4.23 The Manchester Core Strategy looks ahead to 2027 and sets a shared direction of travel for the long-term future of the city, bringing together a number of strategic planning processes into one place. Key policies considered relevant to the application proposals are addressed in detail below:
- 4.24 **Policy SP1 - Spatial Principle** provides guidance on the key spatial principles which will guide the strategic development of Manchester to 2027. The policy states that the emphasis is on the creation of neighbourhoods of choice, providing high quality development around district centres which meet local needs, all in a distinct environment. The policy identifies regeneration areas across the city including Wythenshawe and states that all development should have regard to the character, issues, and strategy for each regeneration area.

- 4.25 The policy highlights the Core Development Principles including the need to make a positive contribution to neighbourhoods of choice by creating well designed places, contribute to the health, safety, and wellbeing of all residents, and to protect and enhance the natural environment. The policy also highlights the need for development to minimise emissions, reuse previously developed land wherever possible and improve access to jobs, services, education, and open space by being located to reduce the need to travel and provide good access to sustainable transport provision
- 4.26 **Policy CC2 – Retail** states that the Council will support the development of food store provision, prioritising locations which complement population, including areas of growth, and regeneration priorities. This should be in accordance with the sequential approach.
- 4.27 **Policy EC10 – Wythenshawe** states that the majority of economic development will be focused on the district centres of Wythenshawe, Northenden and Baguley. Such centres will be suitable for mixed use local employment provision serving their catchment area.
- 4.28 **Policy T1 – Sustainable Transport** seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.
- 4.29 **Policy T2 – Accessible areas of opportunity and need** advises the Council will manage the pattern of new development to ensure it is located with good access to the main economic drivers, is accessible by walking cycling and public transport connecting residents to jobs, centres, health, leisure open space and educational opportunities. The policy also confirms that car parking standards are maximums and cycle, and accessible parking are minimum standards.
- 4.30 **Policy EN1 – Design Principles and Strategic Character Areas** stresses the need for development to have regard to the strategic character area in which the development is located and requires Design and Access Statements to detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City.
- 4.31 The policy includes a description of the Wider Wythenshawe Character Area referring to it being developed along the lines of the ‘garden city’ movement and references a predominance of low rise, low density semi-detached houses, short terraces and low-rise blocks of flats and maisonettes, all set within private gardens. The principal features to be retained in any new development is the sense of the existing low-rise suburban character set within soft landscape.
- 4.32 **Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development** specifies how the Council seeks to reduce the growth in CO2 emissions through design features that provide passive heating, natural lighting and cooling to reduce the need for energy. The policy encourages features such as improved insulation and glazing, the use of low or zero carbon energy generating technologies and the use of building materials with low embodied carbon.

4.33 **Policy DM1 – Development Management** lists the issues which all development should have regard to, the list includes the following:

- Siting, layout, scale and form;
- Impact on the surrounding areas in terms of design, scale and appearance;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes;
- Community safety and crime prevention;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicle access and car parking; and
- Flood risk and drainage

Supplementary Planning Documents (SPD) / Other Material Considerations

Guide to Development in Manchester SPD (April 2007)

4.34 This SPD advises that the scale of new developments should be informed by the local area. The vision of Wythenshawe as Manchester's Garden City should not be restrictive. While the overall, distinctive 'garden' feel should be retained, opportunities to integrate higher density development in a sensitive way around local centres and public transport routes will be welcomed.

Wythenshawe Strategic Regeneration Framework

4.35 There are the twelve key objectives cover the economic, social and physical strands of the Strategic Regeneration Framework, two of which are:

- Making Wythenshawe the location of choice for existing and new residents – creating more opportunities for people to buy or rent the type of home they want, and more housing investment in the area.
- Creating safe and high-quality neighbourhoods - providing a safe and secure environment, through good design and layout of neighbourhoods, and effective coordinated action by police, neighbourhood wardens, and partner agencies to tackle crime and reduce the fear of crime.

Parking Standards

4.36 The maximum parking standards for Manchester are set out within Appendix B of the adopted Core Strategy. Applicable standards for retail use are as follows:

- 1 parking space per 14 sq. m (food retail) and 1 space per 20 sq. m (non-food retail);
- 3 disabled bays or 6% of total capacity, whichever is greater; and
- 1 cycle space per 140 sq. m or a minimum of 2 spaces.

Summary

- 4.37 This section has identified a series of development plan documents and other material considerations, including national policy to be taken into account in the determination of the application.
- 4.38 A full assessment of the schemes compliance with policy including the principle of is carried out in the following section.

5 Compliance with Retail Policies

- 5.1 In this Section, we apply the 'sequential test' to the proposed development, in recognition of the fact that the site is not located within a defined centre (NPPF, paragraph 87). This section is structured as follows:
- The policy requirement for the sequential test is explained, with reference to case law where relevant in respect of the flexibility that is expected of developers and the extent to which a site can be considered suitable;
 - The approach to flexibility is explained and the parameters of the sequential test set; and
 - Undertaken a detailed assessment of potentially sequentially preferable sites.
- 5.2 At the outset we wish to highlight that the use of the existing building would not require planning permission to operate as a retail unit. The extant use of the building as an indoor children's play centre falls within the same use class as retail (Class E) as established in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 which came into force on the 1st September 2020.
- 5.3 In order to secure comfort on this matter, we recently obtained a Certificate of Lawful Development under section 192 of the Town and Country Planning Act 1990 to confirm that the proposed use of the premises for Class E retail would not require planning permission and would therefore be considered a lawful use.
- 5.4 The development proposes only a modest extension to the existing building (43 sq. m GEA) and it is therefore on this basis that a proportionate sequential assessment is provided. Clearly however it is prudent to have regard to wider proposals and that disaggregation of the scheme is not an option.
- 5.5 Paragraph 90 of the NPPF confirms that local planning authorities should only require an impact assessment if the proposed retail / leisure development is over a proportionate, locally set threshold. Where no local threshold exists (as in this instance), the default threshold is 2,500 sq. m of gross floorspace. On this basis, an impact assessment is considered not necessary.

Policy Requirement

- 5.6 The NPPF (2021) (paragraph 87) sets out the approach to the sequential test to planning applications for main town centre uses (such as retail or leisure) which are not in an existing centre and are not in accordance with an up-to-date development plan. The order of preference for the sequential approach is:
- First, locations within existing town centres;
 - Second, edge-of-centre locations, with preference given to accessible sites that are well-connected to the centre; and then

- Out-of-centre sites, only in circumstances where there are no in-centre or edge-of-centre sites available. Preference should again be given to accessible sites that are well-connected to the town centre.

5.7 For the purposes of national retail policy, an ‘edge-of-centre’ retail development is defined as a location that is *“well connected and up to 300m from the primary shopping area”*². By implication, an ‘in-centre’ site is one which falls within the primary shopping area, whilst an out-of-centre site is one which lies beyond 300m from the primary shopping area. The Framework is clear that in determining whether a site falls within the definition of ‘edge-of-centre’, account should be taken of local circumstances. Preference should be given to accessible sites which are well connected to the town centre.

5.8 In this instance, the site is located ‘out-of-centre’ and the nearest designated retail centre being ‘Wythenshawe District Centre’ located approximately 1.2km to the east along Simonsway.

5.9 Paragraph 88 requires applicants and local planning authorities to *‘demonstrate flexibility on issues such as format and scale, so that opportunities to utilise suitable town centre or edge of centre sites are fully explored.’*

5.10 There is no further guidance contained within the NPPF (2021) in respect of the sequential approach. However, the ‘Town Centres and Retail’ Planning Practice Guidance (PPG) provides further detail on how the sequential approach outlined within the NPPF (2021) should be undertaken. At paragraph 010 (Reference ID: 2b-010-20190722), under the heading *‘How should the sequential test be used in decision-taking?’*, the Guidance states that:

“The application of the test should be proportionate and appropriate for the given proposals” (our emphasis).

5.11 The Guidance then sets out a ‘checklist’ of considerations to take into account:

“with due regard to the requirement to demonstrate flexibility, has the suitability of more central sites to accommodate the proposal been considered? Where the proposal would be located in an edge-of-centre or out-of-centre location, preference should be given to accessible sites that are well connected to the town centre. Any associated reasoning should be set out clearly.

Is there scope for flexibility in the format and/or scale of the proposal?

It is not necessary to demonstrate that a potential town centre or edge-of-centre site can accommodate precisely the scale and form of development being proposed, but rather to consider what contribution more central sites are able to make individually to accommodate the proposal.

² NPPF Annex 2, Page 66

If there are no sequentially preferable locations, the sequential test is passed.”

- 5.12 There are a number of points which arise from this checklist. It reaffirms the need to assess the suitability and availability of more central sites, particularly those well connected to the centre. Crucially the PPG emphasises the scope for flexibility should be based on the proposal being considered and not any other hypothetical scheme. As with the NPPF, no requirement for disaggregation is set out in the PPG.
- 5.13 Connected to this, the PPG also clarifies matters around operator requirements under the heading “How should location requirements be considered in the sequential test?” (Paragraph: 011 Reference ID: 2b-011-20190722)

“Use of the sequential test should recognise that certain main town centre uses have particular market and locational requirements which mean that they may only be accommodated in specific locations. Robust justification must be provided where this is the case, and land ownership does not provide such a justification” (our emphasis).

- 5.14 This links directly to the requirement to demonstrate appropriate flexibility as a certain business model in many cases can only operate in certain locations. This leads to the issue of viability which the NPPF itself is silent on in terms of decision taking. However, the PPG again provides clarity on this issue under the heading “How viability should be promoted?”

“The sequential test seeks to deliver the Government’s ‘town centre first’ policy. However as promoting new development on town centre locations can be more expensive and complicated than building elsewhere local planning authorities need to be realistic and flexible in terms of their expectations” (our emphasis).

Interpretation of the Sequential Test

- 5.15 Before applying the sequential test, it is necessary to ensure that its meaning is understood as a matter of law. Once the meaning of the test is clear, then the test can be applied using appropriate planning judgement.
- 5.16 In this respect, the courts have provided helpful decisions that ensure that the meaning of the test is clear. The Supreme Court’s ruling in the case of Tesco Stores Limited v Dundee City Council (2012) establishes that ‘suitability’ of alternative sites is very much related to the applicant’s or retail occupier’s own requirements. Paragraph 29 of the Judgement (Lord Reed) in this case states that where consideration has been given to accommodating the development in a different form and where sequentially preferable locations have been thoroughly assessed then the question remains ‘*whether an alternative site is suitable for the proposed development, not whether the proposed development can be altered or reduced so that it can be made to fit an alternative site.*’
- 5.17 The principle regarding suitability of an alternative site was further established by the Administrative Court judgement in the case of R North Lincolnshire Council [2012] EWHC 3708 (Admin). We draw particular attention to paragraphs 61 and 62 of the Judgement, which states that:

“61. It is important to mark that developers, and planning authorities, work in the real world. Marks & Spencer has assessed the only available town centre alternative to the Site, and had concluded that a development that was smaller than that proposed, or one with a more restricted range of goods, was neither commercially viable nor suitable for their commercial requirements.... developments of this kind are generated by the developer’s assessment of the market that he seeks to serve. If (alternative sites) ... do not meet the sequential approach criteria, bearing in mind the need for flexibility and realism to which Lord Reed refers..., they will be rejected. But these criteria are designed for use in the real world in which developers wish to operate, not some artificial world in which they have no interest of doing so.”

- 5.18 The principle has been further upheld in the more recent Aldergate Properties case³. In his judgement Ouseley J held that:

‘... ‘suitable’ and ‘available’ generally mean ‘suitable’ and ‘available’ for the broad type of development which is proposed in the applicant by approximate size, type and range of goods. This incorporates the requirement for flexibility in (24) NPPF, and excludes, generally, the identity and personal or corporate attitudes of an individual retailer. The area and sites covered by the sequential test search should not vary from applicant to applicant according to their identity, but from application to application based on their content’.

- 5.19 Secretary of State decisions on retail matters have followed the interpretation of the test set out by the courts. For example, the hybrid application by LXB RP (Rushden) Ltd to East Northamptonshire Council⁴ proposed the erection of a home and garden centre, retail units, drive ‘thru’ restaurant, gatehouse, lakeside visitor centre, restaurants and boat house on land adjacent to Skew Bridge Ski Slope, Northampton Road, Rushden. The outline element of the scheme involved erection of a hotel, creche and leisure club.

- 5.20 The application was an out-of-centre scheme and therefore the sequential test was considered. The Planning Inspector summarised the findings of the Dundee case in paragraph 8.45 of his report states that *“it establishes [a] that if a site is not suitable for the commercial requirements of the developer in question, then it is not a suitable site for the purposes of the sequential approach; and [b] that in terms of the size of an alternative site, provided that the applicant has demonstrated flexibility with regards to format and scale, the question is whether the alternative site is suitable for the proposed development, not whether the proposed development could be altered or reduced so that it can be made to fit the alternative site.”* The Inspector also confirms in paragraph 8.47 that the last sentence of the NPPF *‘contrasts strikingly with what was said previously in PPS4 in policy EC15.1 at (d) (iv) and 15.2 which contained an explicit requirement for disaggregation. There is no longer any such requirement stated in the NPPF’*. The Secretary of State subsequently agreed with the Inspector’s conclusions and application of the sequential test.

³ Aldergate Properties (2016) EWHC 1670 (Admin)

⁴ LXB RP (Rushden) Ltd (2014) APP/G2815/V/12/2190175

- 5.21 In summary, the courts have made clear that what falls to be assessed, in the correct application of the sequential test, is the development that is proposed in the planning application scheme (subject to a reasonable degree of flexibility). It follows that there is no requirement to disaggregate the development into separate components, since to do so would be to test a scheme that does not amount to approximately the same size or type of development.
- 5.22 The application proposes a form of small-scale retailing designed to meet the day-to-day needs of residents in a very localised catchment, which is a function entirely appropriate to its location.

Flexibility and parameters of search

- 5.23 Applying the principles outlined above means that it is important to recognise the commercial rationale and the intended catchment of the scheme as these are likely to be important characteristics of the broad type of development proposed. Whilst the smaller non-food units do not yet have an agreed operator, it is appreciated that the Aldergate Properties case confirms that the requirement for flexibility 'generally' excludes the identity of the retailer, there are several important factors that need to be considered before determining appropriate flexibility. The Nisa website states the following general parameters for stores:
- 2,000 sq. ft to 4,500 sq. ft (186 sq. m to 418 sq. m);
 - Community based location;
 - Leasehold arrangements;
 - New build, brownfield or conversion of an existing unit.
- 5.24 Given that Nisa is committed to this unit, subject to planning, the requirement is immediate.
- 5.25 As set out at Section 3, in respect of the foodstore, the Nisa convenience store brand is among the largest UK's food retailers, operating over 3,500 stores, the majority being of a small format similar to that proposed by the application scheme; catering for the day-to-day shopping needs of the local population. It is necessary therefore for the success of the business model, for some of its stores to be located 'out-of-centre' and within residential communities to fulfil their role as top-up shops.
- 5.26 The proposal to create a local food store in a sustainable and highly accessible location will ensure the efficient use of land, improve consumer choice and reduce the need to travel.
- 5.27 It is appreciated that a degree of flexibility is expected through planning policy, although this clearly will only be relevant if there is a smaller site that can accommodate a similar development. It is plainly material to consider that the extent of new build retail floorspace extends to only 43 sq. m. Only the extension element would require assessment from a retail sequential perspective, which when considered in the context of the established fallback secured through the Lawful Development Certificate this

would be considered de minimis on account of the fact that disaggregation is not an option in this instance.

- 5.28 Overall, the purpose of the retail development is to serve the surrounding residential properties. Typically for a scheme of this nature, some 50% of its trade is likely to be attracted through pass-by trade from the surrounding residential areas. As such, the primary catchment will be approximately 500 metres from the application site. There are no designated centres within this catchment, or within relatively close proximity. Wythenshawe District Centre is considered to serve a different catchment.

Figure 5.1 500m Radius from Application Site



Source: CoStar

- 5.29 Based upon the established fall back, much of the quantum of retail floorspace envisaged by the application can already lawfully operate from the existing building. On this basis sequential matters are only considered in relation to the proposed convenience store. Therefore, the parameters of this search are as follows:

- Site or unit that can accommodate a foodstore of between 186 sq. m and 418 sq. m GIA, together with servicing and car parking to serve passing trade;
- A site within the applicant's defined 500m catchment from the application site;

- A site that is available now or within the next 6 months, given the immediate requirement for a store from Nisa; and
- A site that can serve a local residential catchment within an established community.

Identification and Assessment of Sequential Alternatives

- 5.30 To search for sequential alternatives, we have reviewed the development plan in order to identify potential development sites. As previously established, there are no designated centres within or adjacent to the applicant's identified catchment and accordingly there are no obvious available development opportunities.
- 5.31 In addition, we have produced a CoStar search (see Appendix 1), and we have also searched online based on listings collated by Estates Gazette's Propertylink, Rightmove Commercial and PrimeLocation. These include the listings of both national and local commercial property agents. This exercise has not revealed any suitable or available properties within the applicant's defined catchment.

Conclusions on the Sequential Test

- 5.32 In applying the sequential test to the proposed development, we have had regard to the established lawful fall back for the use of the existing building for unrestricted Class E retail. A modest extension of 43 sq. m is proposed which in the context of the proposal is considered to be de-minimis.
- 5.33 The sequential test is based on the provision of a small format convenience store that could serve day to day shopping and be capable of accommodating some passing trade. An end user – Nisa – has been identified for the unit. Planning policy and guidance makes it clear that the sequential test should consider the development that is proposed in the planning application scheme (subject to a reasonable degree of flexibility).
- 5.34 The sequential test has considered a 500m radius from the application site, on the basis that at least 50% of the trade is expected to be from walk in trade from the surrounding residential streets. There are no designated local centres either within or just outside the catchment, acknowledging that the nearest district centre (Wythenshawe) would inherently serve a different and wider catchment. Based on a CoStar search and a search of property agents, we have been unable to find any development opportunities or vacant units that are both an available and suitable alternative to the application site. Therefore, we conclude that the sequential test is met.

6 Planning Assessment

- 6.1 Taking into account the national and development plan policy context outlined in the preceding section of this report, we regard the key issues relevant to the determination of the application are as follows:
- The principle of Development;
 - Design, appearance and visual impact;
 - Highways, parking and accessibility;
 - Effect on residential amenity; and
 - Drainage strategy.
- 6.2 As noted in the preceding section of this report, under Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990, planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.3 Accordingly, in this section we review the key aspects of the scheme identified above against applicable development plan policy and identify other relevant material considerations.

Principle of Development

- 6.4 The application site was the subject of a Lawful Development Certificate application (Application Reference - 131901/LP/2021) which confirmed that the proposed use of the building for retail Class E(a) would not constitute a change of use from its existing use as in indoor children's play centre Class E(d). A copy of this decision is included at Appendix 2.
- 6.5 The application proposals will create a new community food store and two non-food retail units in a sustainable location being accessible by foot, cycle and public transport. Further, it makes efficient and effective use of a previously developed site within the urban area. Providing a dedicated local convenience facility in this location will reduce the need to travel for residents and businesses within a local catchment in accordance with policy requirements.
- 6.6 The proposals will help support strong, vibrant and healthy communities by enhancing the choice of food shopping in the local area, whilst also providing new employment opportunities.
- 6.7 Policy SP1 and CC2 advocates that development should be of a nature and scale that is appropriate to its respective position and role within the centre hierarchy. The site comprises a brownfield site in a predominantly residential and commercial area, and the proposal therefore directly reflects the existing uses within the surrounding area. The development represents a positive sign of sustainable economic development at a prominent site.

- 6.8 In this regard, Paragraph 119 of the Framework states that planning policies and decisions should promote an efficient use of land in meeting the need for homes and other uses. The Framework at Paragraph 120a) states that planning decisions should encourage multiple benefits from urban (and rural) land. At Paragraph 120c) it gives substantial weight to the value of using suitable brownfield land within settlements for identified needs.
- 6.9 The application proposes local retail facilities and would therefore continue to be occupied by a community use within the scope of Paragraph 93 of the NPPF. It is asserted that the alternative facility will be of significant benefit to the community.

Design, Appearance and Visual Impact

- 6.10 In respect of matters of design, the proposals seek to make a more efficient use of land within a residential area, whilst seeking to reflect the design and character of its surroundings in terms of its scale, massing and use of materials.
- 6.11 The proposed layout has been conceived so as to satisfy a number of requirements:
- The need to present a retail frontage appropriately;
 - The need to ensure that vehicular, pedestrian and servicing access is properly catered for.
- 6.12 The proposed development includes a modest small extension to the north elevation of the existing building (43 sq. m). The entrance to both the convenience store and two non-food retail units faces towards Greenbrow Road. The introduction of ground to ceiling glazing to Greenbrow Road and Simonsway elevations brings additional daylight into the building and presents a more welcoming aspect of the building to users of both roads at this prominent corner location.
- 6.13 The existing site has little in the way of soft landscaping. The development proposals provide an opportunity to enhance the extent of soft landscaping within the site to soften and break up the impact of the existing hardstanding areas to the north and west of the building.
- 6.14 An enclosure for the accommodation of plant, bins and the storage of stock cages for the store will be provided along with delivery entries for the three units. Service vehicles will perform a reversing manoeuvre up to this point in order for goods to be loaded and unloaded safely without conflict. Submitted tracking drawings included within the Transport Statement illustrates the necessary swept path.
- 6.15 The operator requirements of the proposed convenience store have been expressly taken into account in the design of the building, and we have sought to accommodate these within a format that is sympathetic to the character of the site, and which will integrate the building successfully into its surroundings and the community.

- 6.16 The proposals create a visually interesting development in a prominent location at the junction of Greenbrow Road and Simonsway. It is considered that the retail units large ground floor windows lend themselves more to contemporary architecture than traditional. The proposal would enhance and preserve the character of the local area reflecting how different sizes and massing of buildings have interacted to create the area's character.
- 6.17 Specific works proposed to the building includes the removal of some internal walls and columns in order to achieve the clear floorplates for the units. The masonry to the western and northern elevations of the building will also be removed to make way for new shopfronts to the units. In addition, the unsightly perimeter security fence and gates which currently enclose the site will be removed to facilitate wider pedestrian permeability.
- 6.18 A small, single storey extension is proposed to the north western corner of the building to create a rectangular sales footprint for the convenience store. The interior of the building will be subdivided using concrete blockwork to create the convenience store sales and warehouse areas and the two separate retail units with their own service access.
- 6.19 New aluminium glazed shopfronts and entrance doors will be added to the north and west elevations of the building fronting onto Simonsway and Greenbrow Road respectively. Signage facias will be introduced above the shopfronts, with the shopfronts protected by roller shutter doors outside of operating hours.

Highways, Parking and Accessibility

- 6.20 Neighbourhood convenience stores serve a compact catchment area, and as such walking is typically a popular travel mode to stores. The application site is served by regular bus services and is within walking distance of many of the surrounding residential properties. Additionally, the provision of cycle parking facilities makes the option of cycling more attractive, increasing accessibility and encouraging customers and staff to cycle to the store.
- 6.21 Notwithstanding, the application proposals include provision of 33 vehicular parking spaces, including 3 disabled bays. This falls within the maximum standards. The proposed development is required to provide a minimum of 3 cycle spaces based on the Council's parking standards. The submitted site layout demonstrates provision for 6 cycles and therefore provides positive encouragement for visitors and residents of the proposed development to travel by bicycle.
- 6.22 The store operator will arrange for deliveries to be made using vehicles of maximum 8m in length. Evidence from the submitted Transport Statement demonstrates that service vehicles can safely manoeuvre within the site, entering and leaving in forward gear.

- 6.23 It is proposed that all servicing of the proposed development is taken from Greenbrow Road. A close boarded timber refuse enclosure will be constructed at the rear of the building beside the service area. The site entrance to the car park off Greenbrow Road will be widened and the kerb radii increased to enable service and refuse vehicles to enter and leave the site safely.
- 6.24 The submitted Transport Statement provides TRICS data to establish suitable trip generation rates for the proposed development. It is estimated that the proposals will generate a net increase of 28 vehicle trips (two way) in the AM peak hour and 32 vehicle trips (two way) in the PM peak hour. This represents, on average, only about one vehicle movement associated with the proposed development every 2 minutes in the AM peak house and every 3 minutes in the PM peak hour.
- 6.25 Given the location of the development when compared to the neighbouring residential properties, it is not considered that the existing occupiers will receive harmful effects from increased pedestrian or vehicular activity in the immediate or surrounding area. This is primarily due to the location of the dwellings in relation to the site, the quantum of available on-site car parking and levels of unrestricted parking available on surrounding roads.
- 6.26 It is therefore concluded that the proposed development has no material traffic impact on existing junctions and hence, further quantitative analysis is not required. The proposed development is in accordance with national and local transport policies and there are no transport / highways reasons for refusal of planning permission.

Effect on Residential Amenity

- 6.27 The siting of the store, and associated servicing area, has been carefully considered so as to ensure noise impact upon nearby existing residential amenity is reduced as far as reasonably possible.
- 6.28 In support of the application, noise levels were measured at two locations on the site in order to establish the prevailing background noise climate representative of the existing dwellings and also to determine the potential noise impact on the proposed new apartments. Full details are set out within the submitted Noise Impact Assessment undertaken by Hepworth Acoustics.
- 6.29 Given the nature of the site's location, the main sources of noise were road traffic on the local roads, and distant road traffic from the M56. Buses regularly run on Simonsway and Greenbrow Road, with a bus stop located opposite the site. The submitted noise assessment confirms that the ambient and background noise levels measured at both locations tended to reduce after midnight, when traffic reduced.
- 6.30 In terms of the potential noise impact of the proposed development, Hepworth Acoustics considered the following:
- Noise associated with the use of the customer car park;
 - Noise associated with deliveries and servicing;

- Noise from mechanical services.
- 6.31 In respect of customer car parking, the predicted noise level outside dwellings on Deptford Avenue associated with the use of the car park is below the existing measured ambient noise levels of the area. Similarly, noise from car parking to the rear of the dwellings on Greenbrow Road would be below the existing measured ambient noise levels. Some noise mitigation measures are recommended in respect of the Shore Green dwellings.
- 6.32 Hepworth Acoustics conclude that there will be no unacceptable impact from car parking noise, subject to the implementation of mitigation measures.
- 6.33 The proposed service yard will be located to the south, within the car parking area. Deliveries will be made Monday to Saturday, during daytime hours (up to 15.00) by HGV. Newspapers will be delivered outside of these core hours, from 06.00 to 08.00 by van, and are moved into the store by hand (via the front entrance). Furthermore, deliveries to the small non-food retail units would be carried out during daytime hours (08.00 – 15.00), and therefore are not considered further within Hepworth's Acoustic Assessment.
- 6.34 Noise mitigation recommendation have been made in order to safeguard nearby residential amenity, through the installation of a 2m high acoustic fence along the eastern boundary of the site to further reduce the noise impact. Hepworth Acoustics conclude that there will be no unacceptable impact from deliveries and service yard operations subject to the proposed noise mitigation measures.
- 6.35 With regards to the installation of mechanical plant, it is recommended that the combined noise level from this equipment is controlled to a value no more than the representative background sound level outside the nearest dwelling. Typical measures that can be taken to adequately control noise from the installation of fixed plant and equipment include:
- Specifying low noise equipment;
 - Careful siting of equipment away from dwellings;
 - Installation of acoustic enclosures and noise attenuators.
- 6.36 Generally, noise mitigation recommendations have been made in order to safeguard residential amenity from both the existing road traffic noise and the proposed new development. Noise design limits have also been specified for the mechanical plant associated with the development. The implementation of an adequate scheme of noise mitigation measures can be ensured by the use of appropriately worded conditions.
- 6.37 On the basis of the above, it is asserted that the development is in accordance with national policy provision and development plan Policy DM1, ensuring a satisfactory level of amenity for existing and future residents in the immediate vicinity of the site.

Drainage Strategy

- 6.38 In support of the application, a Drainage Strategy Report has been prepared by Marston & Grundy. The report has been commissioned to identify any drainage related issues associated with the proposed development, and any likely constraints that could be imposed. The report considers the following elements:
- Determine the current surface water drainage regime and assess any potential increase in surface water as a result of the proposed development;
 - Discuss SUDS as an option for reducing surface water flood risk, and devise an outline drainage layout;
 - Devise an appropriate outline surface water drainage strategy to deal with any potential increase in surface water runoff, including an allowance for climate change; and
 - Devise an appropriate outline foul water drainage strategy.
- 6.39 The United Utilities sewer records have been reviewed and confirms a 600mm diameter combined water sewer passes just within the western boundary, flowing north towards Simonsway. A smaller 225mm diameter combined sewer flows west along the southern boundary and outfalls to this larger sewer. There are no surface water sewers in close proximity.
- 6.40 A CCTV drainage survey has been undertaken and confirms that the site is served by a combined drainage network that outfalls to the 600mm combined sewer via a 150mm diameter connection.
- 6.41 The SUDS philosophy for the development site is the promotion of source control and site control techniques with discharge to the combined sewer at restricted rates. Measures proposed include the introduction of permeable paving to the parking areas that will also act as an attenuation measure.
- 6.42 A new area of permeable surfacing will be incorporated into the central parking area to collect the runoff from the surface and direct to the underlying stone mattress that will act as treatment, flow control and attenuation.
- 6.43 The long-term maintenance of the new drainage and SUDS infrastructure will be with the applicant in line with best practice guidance. Annual inspections will need to be carried out as would be expected.
- 6.44 Foul water generated from the development will discharge to the existing foul water drainage serving the current building and altered accordingly to suit the new drop locations.

Summary on Compliance with Policy

- 6.45 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the T&CPA 1990 confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 6.46 For the reasons given in this section, and as demonstrated in other supporting material accompanying the submission, the application scheme fully supports the aims and objectives of the NPPF and adopted development plan policy.

7 Summary and Conclusions

- 7.1 This Planning and Retail Statement has been prepared on behalf of Seva Patidar Ltd to support a full planning application for the proposed extension and external alterations of the Anchors Away indoor play centre, Greenbrow Road.
- 7.2 The site has been chosen as a suitable and sustainable location for a small retail development opportunity, comprising a neighbourhood food store facility and two non-food retail units.
- 7.3 The proposed development has been informed by a comprehensive analysis of the site's characteristics and constraints. The design solution responds positively to key features within the site, and surroundings environmental context, creating an attractive and sympathetic development.

Benefits of the Application Scheme

- 7.4 The scheme will provide a range of benefits, including the following:
- The provision of a new neighbourhood store will significantly enhance the range of local facilities, widening consumer choice in Wythenshawe and contributing to the vitality and viability of the area;
 - Generate additional employment opportunities in the area; and
 - The proposed development is of an appropriate scale and design. It would complement surrounding development and make a positive contribution to the street scene.
- 7.5 This Statement has demonstrated that the proposals achieve demonstrable accordance with the overall objectives of the NPPF, in particular notions of sustainability thus invoking the 'presumption in favour of sustainable development'.
- 7.6 In line with paragraph 11 of the NPPF, there are no significant reasons that outweigh the benefits proposed by this sustainable development. Manchester City Council is therefore respectfully requested to approve this application without delay.

Appendix 1 – CoStar Catchment Search Report

The Eagle Hotel - Greenbrow Rd
Manchester, M23 8UX - City of Manchester Submarket



BUILDING	
Type:	Retail
Subtype:	Bar/Nightclub
Tenancy:	Single
Year Built:	1983
GLA:	2,013 SF
Floors:	2
Typical Floor:	1,006 SF
Docks:	None
AVAILABILITY	
No Spaces Available	

SALE	
Last Sale:	Sold on Jun 15, 2011 for £90,000 (£44.71/SF)

BUILDING AMENITIES	
Automatic Blinds, Security System, Storage Space	

TRAFFIC & FRONTAGE	
Greenbrow Rd	

TRANSPORTATION	
Parking:	25 Surface Spaces are available
Commuter Rail:	7 minute drive to Heald Green Commuter Rail
Airport:	14 minute drive to Manchester Airport

BUILDING NOTES	
The property comprises a two floor detached brick built property with beer patio to the front and parking either side. To the rear is a beer garden. The property is located fronting Greenbrow Road close to Simonsway (Junction 4 M56).	

Former Church Of St Francis Of Assisi - Greenbrow Rd
Manchester, M23 2BA - Outer Manchester Submarket



BUILDING	
Type:	Office
Tenancy:	Single
Year Built:	1957
RBA:	5,096 SF
Floors:	1
Typical Floor:	5,096 SF
Land Area:	0.44 AC

AVAILABILITY	
No Spaces Available	

LEASING AGENTS

Leasing Agent: Longden & Cook

BUILDING AMENITIES

Storage Space

TRANSPORTATION

Commuter Rail: 9 minute drive to Gatley Commuter Rail
Airport: 14 minute drive to Manchester Airport

BUILDING NOTES

The property comprises a purpose built place of worship, constructed in the mid to late 1950's. The property is of brick outer skin construction with the original building having a flat felted roof. An extension was constructed circa 2002, with corrugated metal roof. The property is located fronting Greenbrow Road at its junction with Chalford Road, a short distance from Junction 4 of the M56 motorway and in a residential area of south Manchester. There are regular bus services in the area, and Manchester city centre is about nine miles to the north.

147 Greenbrow Rd
Manchester, M23 2DB - City of Manchester Submarket



BUILDING

Type:	Retail
Subtype:	Storefront
Year Built:	1990
GLA:	808 SF
Floors:	1
Typical Floor:	808 SF

AVAILABILITY

No Spaces Available

KEY TENANTS

Food Bites	905 SF
------------	--------

TRAFFIC & FRONTAGE

24' on Greenbrow Road

TRANSPORTATION

Commuter Rail:	7 minute drive to Heald Green Commuter Rail
Airport:	13 minute drive to Manchester Airport

303 Greenbrow Rd - Land Adjacent

Manchester, M23 2UH - Outer Manchester Submarket



LAND

Type:	Commercial Land	Topography:	Sloping
Land AC:	0.12 AC	Parcel	LA16252, MAN113117
Land SF:	5,188 SF		

CURRENT CONDITION

Grading:	Raw land
----------	----------

TRAFFIC & FRONTAGE

Greenbrow Road

TRANSPORTATION

Commuter Rail:	7 minute drive to Heald Green Commuter Rail
Airport:	13 minute drive to Manchester Airport

LAND NOTES

The site comprises 5,053 sq ft (0.116 acres) of cleared land. The property is located on the North Side of Greenbrow Road, close to the junction with Burbage Road in the Newhall Green area of Wythenshawe. There are excellent transport links with junction 4 of the M56 and the M60 Manchester Orbital Motorway being within easy reach. All of the usual local facilities are readily available.

303-315 Greenbrow Rd

Manchester, M23 2UH - City of Manchester Submarket



BUILDING

Type:	Retail
Subtype:	Storefront
Tenancy:	Single
Year Built:	1960
GLA:	4,273 SF
Floors:	1
Typical Floor:	4,273 SF
Docks:	None
Land Area:	0.59 AC

AVAILABILITY

No Spaces Available

BUILDING AMENITIES

Automatic Blinds, Security System, Storage Space

KEY TENANTS

Saheel Ashraf	2,012 SF	Mohamed Ibrahim, Mohamed Alewa	645 SF
Deborah & Catherine Maguire	538 SF	Khaled Hussain	538 SF
Xiao Min Li	538 SF		

TRAFFIC & FRONTAGE

100' on Greenbow Rd
Greenbow Road

TRANSPORTATION

Commuter Rail:	7 minute drive to Heald Green Commuter Rail
Airport:	13 minute drive to Manchester Airport

BUILDING NOTES

The property comprises a parade of ground floor shops within a three storey property of brick construction beneath a pitched roof. The property is located on the north side of Greenbrow Road opposite the junction with Burbage Road in Wythenshawe, Manchester. A well established parade situated within a residential area.

379 Greenbrow Rd
Manchester, M23 2XP - Outer Manchester Submarket



BUILDING	
Type:	Office
Tenancy:	Single
Year Built:	1911
RBA:	2,727 SF
Floors:	2
Typical Floor:	1,925 SF

AVAILABILITY	
No Spaces Available	

BUILDING AMENITIES	
Fenced Lot, Security System, Storage Space	

TRANSPORTATION	
Commuter Rail:	6 minute drive to Heald Green Commuter Rail
Airport:	12 minute drive to Manchester Airport

KEY TENANTS	
SY Husain	2,726 SF

BUILDING NOTES	
The property comprises of a detached building of brick construction with part medical and part residential use. The property is located in good grounds on Greenbrow Road in Wythenshawe. Motorway links include access to the M56 motorway and Airport Railway Station is withing close close proximity.	

Land off Greenbrow Rd

Manchester, M23 2UH - Outer Manchester Submarket



LAND

Type:	Residential Land
Land AC:	0.12 AC
Land SF:	5,053 SF

SALE

Last Sale:	Sold on Jun 7, 2018 for £110,000 (£948,276/AC - £21.77/SF)
------------	--

TRANSPORTATION

Commuter Rail:	7 minute drive to Heald Green Commuter Rail
Airport:	13 minute drive to Manchester Airport

LAND NOTES

The plot comprises .116 acres of land.

Garage 2-3 R/O 22A-34 - Portway
Manchester, M22 1UB - Manchester Airport Submarket



BUILDING	
Type:	Industrial
Subtype:	Service
RBA:	258 SF
Floors:	1
Typical Floor:	258 SF

AVAILABILITY	
No Spaces Available	

TRANSPORTATION	
Commuter Rail:	6 minute drive to Heald Green Commuter Rail
Airport:	13 minute drive to Manchester Airport

BUILDING NOTES

The property comprises a terrace of industrail units. The property is located at the back of a terrace of retail units on Portway a mainly residential area of Manchester.

The Happy Man - Portway
Manchester, M22 1UB - City of Manchester Submarket



BUILDING	
Type:	Retail
GLA:	29,621 SF
Floors:	2
Typical Floor:	3,403 SF
Land Area:	0.57 AC

AVAILABILITY	
No Spaces Available	

SALE	
Last Sale:	Sold on Oct 18, 2018

TRANSPORTATION	
Commuter Rail:	6 minute drive to Heald Green Commuter Rail
Airport:	12 minute drive to Manchester Airport

22-34 Portway

Manchester, M22 1UB - City of Manchester Submarket



BUILDING

Type:	Retail Condo
Subtype:	Convenience Store
Tenancy:	Multiple
Year Built:	1984
GLA:	12,635 SF
Floors:	3
Typical Floor:	4,369 SF

AVAILABILITY

No Spaces Available

BUILDING AMENITIES

Automatic Blinds, Storage Space

KEY TENANTS

Bargin Booze Plus	1,359 SF	Linda's Tasty Bites	736 SF
Golden Eagle	571 SF	Oasis News	571 SF
Pizza Junction	569 SF		

TRAFFIC & FRONTAGE

122' on 22-34 Portway

TRANSPORTATION

Commuter Rail:	6 minute drive to Manchester Airport Commuter Rail
Airport:	12 minute drive to Manchester Airport

BUILDING NOTES

The property comprises a terrace of six retail units with residential accommodation on the upper floors. The property is located at Woodhouse Park on Portway Manchester.

40 Portway
Manchester, M22 1UB - Outer Manchester Submarket



BUILDING	
Type:	Office
Year Built:	1984
RBA:	2,617 SF
Floors:	2
Typical Floor:	1,141 SF

AVAILABILITY	
No Spaces Available	

TRANSPORTATION	
Commuter Rail:	6 minute drive to Manchester Airport Commuter Rail
Airport:	12 minute drive to Manchester Airport

BUILDING NOTES

The property comprises a detached building arranged over two floors providing office accommodation. The property is located on Portway a mainly residential area of Manchester.

Appendix 2 – Lawful Development Certificate

Town and Country Planning Act 1990 : Section 191 & 192

(as amended by Section 10 of the Planning and Compensation Act 1991)

**Town and Country Planning (General Permitted Development) (England) Order
2015 (as amended)****Certificate of Lawful Use or Development**

Mr David Hinds
Q+A Planning
The Stables
Paradise Wharf
Ducie Street
Manchester
M1 2JN

Date of Application

12 October 2021

Application No.

131901/LP/2021

The Manchester City Council hereby certify that on 12 October 2021 the use described in the First Schedule hereto in respect of the land specified in the Second Schedule hereto and more particularly identified on the plan attached to this certificate, was lawful within the meaning of section 192 of the Town and Country Planning Act 1990 (as amended), for the following reason:

Approve on the basis that the existing property is in use as a Class E (d) as prescribed by the Town and Country Planning (Use Classes) Order 1987 (England) (as amended) and the proposed use, as detailed within the submitted application form and supporting information, received by the City Council as Local Planning Authority on 12th October 2021 indicates the proposed use as being retail within Class E (a) of the same order. As such the proposed use falls within the same use class as the previous use of the building and constitutes permitted development.

Date: 24 November 2021

Signed:



Julie Roscoe
Director of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Certificate of Lawfulness

First Schedule

Certificate of lawful proposed use of the premises as class E retail

Second Schedule

Anchors Away Play Centre
Greenbrow Road
Manchester
M23 2XQ

1. This certificate is issued solely for the purposes of section 192 of the Town and Country Planning Act 1990 (as amended).
2. It certifies that the use specified in the First Schedule, taking place on the land described in the Second Schedule, is lawful.
3. This certificate is issued solely to the extent of the use described in the First Schedule and to the land specified in the Second Schedule and identified on the attached plan. Any use which is materially different from that described or which relates to other land may render the owner or occupier liable to enforcement action.
4. The effect of the certificate is also qualified by the proviso in Section 192 (4) of the 1990 Act, as amended, which states that the lawfulness of a described use or operation is only conclusively presumed where there has been no material change, before the use is instituted or the operations begun, in any of the matters relevant to determining such lawfulness.



