

Application Number	Date of Appln	Committee Date	Ward
111680/FO/2016/S2	23rd Mar 2016	30 th June 2016	Northenden Ward

Proposal Erection of a Class A1 foodstore with a retained and modified vehicular access/egress, new internal vehicular access road, car parking, servicing area, and hard and soft landscaping

Location Former Centura Foods, Altrincham Road, Sharston, Manchester, Manchester, M22 9AH

Applicant Aldi Stores Limited, C/O Agent

Agent Mr Daniel Brown, HOW Planning LLP, 40 Peter Street, Manchester, M2 5GP

Description of site

The application site extends to approximately 0.72 hectares in size and is located at the southern edge of Sharston Industrial Estate, the site fronts onto the eastbound carriageway of the A560 (Altrincham Road) between two roundabout junctions, an operational railway line lies to the north of the wider site, with industrial units to the west and Sharston Post Office to the east. There are two existing vehicular accesses into the site from Altrincham Road located towards the front eastern and western sides of the site. The site is located approximately 230 metres east of residential properties on Roundwood Road, whilst residential properties to the south are located approximately 80 metres away on the other side of the east and west bound carriageways of the A560 and M56 .

The site forms part of a wider site (1.49 hectares) that previously contained a factory building which was demolished in 2010 leaving a cleared vacant site which has not been in use since this time. The current application site occupies the southern half of the wider site, the northern half is currently subject of construction works in relation to part implementation of planning permission granted in 2015 (reference 108522/FO/2015/S2 - see the planning history section below for further details).

In terms of the wider site context the site is located within the Sharston industrial estate that mainly contains businesses falling within B1, B2 and B8 use classes. The district centre of Northenden is 1km to the north whilst Wythenshawe Town Centre is approximately 1.9km to the south. For the purposes of the application proposals which are set out in the following section the site is considered to be 'out of centre'.



The application site is identified edged in red

Application proposals

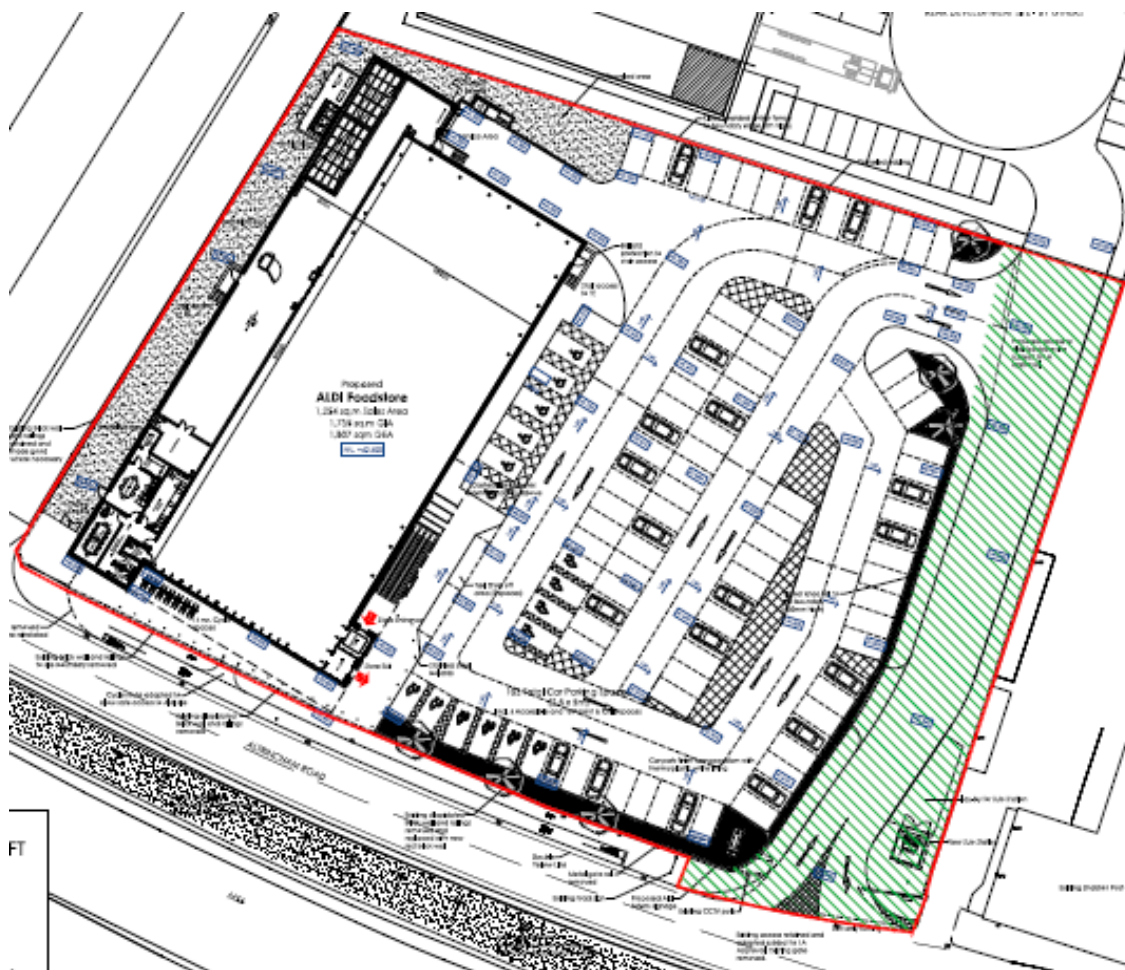
The proposal relates to the development of the site to form an Aldi foodstore with a gross external area of 1807m²), 103 no. dedicated customer and staff car parking spaces and 14 no. covered cycle spaces, additional cycle spaces are to be located within the building for staff. The car park is to be time limited to prevent longer term car parking on the site.

The store building has been positioned along the western boundary of the site with the shop frontage facing onto Altrincham Road. The building would be single storey and is of a contemporary design incorporating a white render finish to the majority of the building and extensive areas of glazing on the elevations facing towards Altrincham Road and the store car parking area which is predominately located on the eastern portion of the site.

The proposals incorporate pedestrian links into the site off Altrincham Road as well as links to the existing cycle network located in this area.

The vehicular servicing for the development will be taken from the existing main access to the east off Altrincham Road and the estate road access. The foodstore's servicing area will be positioned on its northern side (north-western corner of the site), and would be located approximately 140 metres away from the nearest residential properties.

The proposals incorporate hard and soft landscaping including low level screen and tree planting along sections of the Altrincham Road frontage and within the car park.



Proposed site layout

Relevant Planning History

The remainder of the site is located on the northern half of the site and is currently subject to construction works as part of a planning approval granted in July 2015. That planning permission granted consent for a mixed use development comprising the erection of a two storey car dealership and maintenance workshop/ancillary MOT testing facility and erection of a two storey builders' merchant (planning approval reference 108522/FO/2015/S2). It should be noted that that planning approval covered the wider whole site and it is the builders merchants building which is currently under construction on the northern half, the current application proposals would occupy the southern portion of the site and if granted permission would cover the area that was proposed to be occupied by the car dealership element of that planning approval.

Consultations

The application was subject of notification of neighbouring business and residential properties by way of letter. The application given its scale was also advertised by way of site notice and advertisement within the Manchester Evening News.

Correspondence was received from five local residents; the comments received were generally supportive of the application proposals in terms of: the provision of local shopping provision; jobs for the area; bringing back into use a vacant brownfield site.

One reservation raised related to a concern that the proposals may generate increased traffic on an already busy road.

Northenden Neighbourhood Forum – Raise an objection to the application proposals with the main concern being: Impact on Northenden high street with loss of trade. Aldi could contribute to the economy of Northenden's high street by opening an Aldi local store in empty premises. Concern was raised with regards to traffic congestion on Altrincham Road, especially at peak times and increased pollution to the area created by increased traffic, delivery/shoppers. If, however, the planning application is agreed by MCC jobs should be filled with local residents from Northenden/Wythenshawe areas and there should be pedestrian access from Aldi car park to the Post Office at Altrincham Rd.

Asda Stores – Have submitted a detailed objection to the application which can be summarised as follows:

The application proposal is of concern to ASDA owing to its out of centre location which will have a catchment that overlaps substantially with those of Wythenshawe Town Centre and the neighbourhood centre at Hollyhedge Road. Both of these centres provide important community shopping facilities, anchored by ASDA stores, with Wythenshawe allocated as a District Town Centre in the Manchester Core Strategy 2012. Of principal concern is the level of trade that will be drawn to an out of centre location to the detriment of the vitality and viability of two established centres. The resultant trade draw is more likely than not to result in a significant impact on existing, planned and committed investment.

Asda question the validity of the submitted retail assessment which they believe is based upon out of date data and shopping patterns which cannot be relied upon

If the Council is minded to approve the application it indicates that conditions should be imposed to control the operation of the proposed foodstore to limit potential occupiers to Aldi, prevent subdivision of the store, conditions to restrict permitted development rights relating to the insertion of mezzanine floors; condition specifying the net and gross retail floorspace and amount of floorspace given over to the sale of convenience and comparison goods; and, a condition restricting the store to the sale of 1,500 product lines.

Environment Agency – Raise no objections in principle to the proposed development. The EA have previously been involved with this site through a voluntary remediation scheme. They are satisfied that the site is unlikely to require additional remedial actions based on the information already gathered and assessments that have been presented. They recommend conditions be attached to any approval relating to measures if any contamination not previously identified is discovered on site and that piling or other foundation designs using penetrative methods are not permitted on the site.

MCC Flood Risk Management Team – Do not object to the proposals but recommend conditions are attached with regard to the submission and approval of a surface water drainage scheme for the site.

Greater Manchester Police (Design for Security) – Raise a number of comments with regard to the applicants submitted Crime Impact Statement. GMP believes the report falls below the minimum standard required in order to assess a development of this nature. It is noted that the developer has indicated that consideration will be given to building to Secured by Design Standards. It is recommended that all developments of this nature should adopt and build to these standards as it is a proven accreditation process used to assist in the delivery of sustainable environments to reduce crime and improve the future safety of the site and its residents.

The applicant has provided a response to the matters raised by GMP, this response has been forwarded to GMP but no further comments have been received. The applicant has confirmed that they would accept a condition attached to any approval that the development achieves secure by design accreditation.

Highways England – Raise no objection to the proposals as the development would not result in a significant impact on the strategic road network.

Highways Services – Have reviewed the information supplied by the applicant to accompany the application. They are satisfied that the traffic impacts generated by the proposals are expected to be accommodated within the existing highway network.

The level of car parking and cycle parking proposed is acceptable for the scale of development proposed.

The proposed altered vehicular access into the site will need to be agreed with the City Council via a section 278 this access would need to incorporate dropped kerbs and tactile paving. It is noted that the existing on highway shared pedestrian/cycle footway is to be retained and reinstated as part of the proposals as is the redundant vehicular access to the western side of the site. The footway adjacent the site should be remarked as part of these improvement works funded by the applicant as part of the section 278 agreement.

It is recommended that conditions be attached to any approval relating to the submission and approval of a travel plan for the store and a construction management plan that details the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider off-highway construction staff parking and any ongoing construction works in the locality.

Environmental Health – Have reviewed the submitted information including the Air Quality Assessment. They raise no objections to the proposals they also note that the operational impact of the proposed development on local air quality is predicted to be not significant. They recommend that a number of conditions are attached to any

approval relating to: hours of opening, servicing hours, construction management; land contamination; acoustic insulation of external equipment; external lighting; and waste management.

Policy

Manchester Core Strategy

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below with reference where applicable to why they are relevant in this instance.

Policy SP1 (Spatial Principles) – This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

It also sets out the core development principles, including:

- Make a positive contribution to neighbourhoods of choice.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- 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.

As is detailed in this report, the application proposals are considered to have been well designed and set out. The redevelopment of previously developed land is considered to generally accord with the spatial principles of the Core Strategy subject to consideration of matters set out within the issues section of this report.

Policy EC 1 (Employment and Economic Growth in Manchester) – indicates that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

Policy EC 2 (Existing Employment Space) - The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;

- The existing use is unsuitable for employment having had regard to the Manchester-Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

The application site is located within the Sharston Industrial Estate, as the proposals are for a use not falling within the general business uses covered by policy EC1 and EC2 an assessment of the benefits proposed in this instance are required. Further consideration of this is set out within the issues section of this report.

EC10 'Wythenshawe' - Wythenshawe is expected to provide 55ha of employment land within B1a offices, B1b/c research and development and light industry and B8 logistics and distribution. The majority of economic development will be focused on:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location are suitable for aviation related development and a mix of economic development uses including offices, high technology industries, logistics, warehousing and airport hotels.

2. University Hospital South Manchester suitable for growth related to the healthcare and biosciences and ancillary offices.

3. Existing employment sites along:

- West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
- East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and the proposed centre at Baguley will all be suitable for mixed use local employment provision serving their catchment area.

The proposals are for an A1 foodstore within an identified industrial estate. Further consideration of this matter is set out within the issues section of this report.

Policy C1 (Centre Hierarchy) - states that the development of town centre uses will be prioritised in the centres set out within the hierarchy. Manchester City Centre is the focus for comparison goods retailing in the Manchester City Region. There are 17 District Centres, including a new District Centre at Baguley (West Wythenshawe). The policy continues that District Centres should serve the needs of the catchment population as they have an essential role in providing key services including shopping, commercial, leisure, public and community functions. The City also has 24 local centres which meet local, day-to-day needs for small scale retailing and services. The Wythenshawe area has three District Centres in the form of Northenden, Wythenshawe and Baguley.

Policy C 7 – relates to district centres in Wythenshawe which includes Baguley, Northenden and Wythenshawe 'Town Centre'. This policy states that there is capacity for a substantial quantity of additional retail development across Wythenshawe's District Centres up to 2027 (the plan period). This will involve some

5,000sqm of convenience floorspace and 3,000sqm of comparison floorspace above and beyond current commitments.

The application proposals are for the provision of additional food retail floorspace in Wythenshawe. However the application is considered to be 'out of centre' and requires consideration against other relevant policies of the Core Strategy.

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

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

The supporting statement to policy C9 indicates that the level of detail within impact assessments for proposals of less than 2500 square metres gross floorspace should be proportionate to the scale and nature of the development proposed and its likely effects on designated centres. The applicant has provided a Planning and Retail Statement to accompany the application. This statement is considered to be proportionate to the scale of the application proposals and seeks to address the criteria set out in policy C9 of the adopted Core Strategy. An assessment of this statement against policy C9 is set out within the issues section of this report. However, in summary and based upon the information provided and the Councils understanding of the availability of sites within identified district centres in Wythenshawe the proposal is considered to satisfy policy C9.

Policy T1 (Sustainable Transport) Indicates that the Council will support proposals that improve choice by developing alternatives to the car. The application site is located in an area that can be accessed by sustainable modes of transport, although it is acknowledged that the nature of the proposed development is generally accessed by private car.

Policy T 2 (Accessible areas) – This policy seeks to take the opportunity and need to actively manage the pattern of development to ensure that new development is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

The application site is well located to the transport network including sustainable modes of travel.

Policy EN 1 ('Design Principles and Strategic Character Areas') confirms that the site is located in the 'Wider Wythenshawe' strategic character area. Guidance for the character states that Wythenshawe was developed along the principles of the 'garden city' movement with the predominantly low rise buildings and key focal points for activity being the transport corridors and District Centres

Policy EN 4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through developments following the principle of the Energy Hierarchy, being designed to reduce the need for energy through design features that provide passive heating, natural lighting and cooling to reduce the need for energy through energy efficient features such as improved insulation and glazing.

Policy EN6 (Target Framework for CO2 reductions from low or zero carbon energy supplies) – This policy sets out the Council's targets for the reduction of CO2 emissions.

The applicant has provided a statement relating to the energy performance of the proposed building in the form of a BREEAM pre-assessment. This level of information is considered to be acceptable.

Policy EN 8 (Adaptation to Climate Change) - All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN14 (Flood Risk) – This policy states all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required.

The applicant has submitted a drainage strategy for the site, this is generally considered acceptable subject to the final details and maintenance strategy of any drainage being submitted and approved as part of an appropriately worded condition attached to any approval.

Policy EN16 (Air Quality) – This policy seeks to improve the air quality within Manchester, where developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

The application site lies adjacent major arterial and orbital roads in the City and the applicant has submitted an Air Quality assessment alongside the application. This demonstrates that local air quality impacts are not considered to be a constraint to the proposed site development or that it would give rise to unacceptable impacts in terms of air quality.

Policy EN 17 (Water Quality) - Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological; Development should minimise surface water run-off from development and associated roads, and maximise the use of appropriate sustainable drainage systems, to minimise groundwater contamination, and to avoid pollutants reaching watercourses. The applicant has submitted proportionate geo environmental desk top study and intrusive site investigations along with a surface water drainage strategy. It is considered that with the imposition of appropriate conditions relating to surface water drainage and contaminated land that the development proposals would not have adverse impacts on water quality.

Policy EN 18 (Contaminated Land and Ground Stability) - This policy identifies the priority to develop on previously developed land and that this may include developing sites with historic industrial or other land uses that may have left a legacy of contamination.

The applicant has provided a range of surveys and site investigations relating to the condition of the land for development. Whilst the condition of the land is not considered to be a constraint to redevelopment of the application site appropriately worded conditions are required to be attached to any approval.

Policy EN 19 (Waste) The Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy DM1 (Development Management) this policy states all development should have regard to the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

As set out within the issues section of this report below, the application proposals are considered to be in general accordance with policy DM1 of the Core Strategy.

Unitary Development Plan (1995)

The majority of the previous UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant. The relevant policies for this application are set out below.

Policy E3.3 indicates the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. The proposed development incorporates a contemporary modern designed retail foodstore and landscaping to the sites frontage -which are considered to enhance the visual appearance of an important route in the City. The proposals are considered to accord with the intentions of this policy.

Policy EW12 states that the Council will protect the role of Sharston Industrial Estate as a centre for industrial activity and employment which is convenient and accessible to Wythenshawe people in particular. It is stated that the emphasis for new development should remain as general industrial and distribution activities and the reason for the policy is to ensure that the estate continues to provide a valuable source of local employment for the residents of Wythenshawe.

Policy DC26.1 indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.4 states that where the Council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following:

- a. engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers;
- b. layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it; and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c. administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit. Any or all of these factors will be considered appropriate for inclusion in conditions on any planning permission.

Given the location of the proposals within an industrial estate and in close proximity to the strategic road and rail network and away from residential properties it is not considered that the proposals would give rise to unacceptable impacts in terms of noise.

The National Planning Policy Framework

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- An economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- An environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved.

The NPPF states that when assessing applications for retail, leisure and office development outside of town centres, which are not in accordance with an up-to-date Local Plan, Local Planning Authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500sqm).

Paragraph 26 of the NPPF goes on to state that the assessment should take account of:

- The impact of the proposal on existing, committed and planned public and private investment in centres in the catchment area of the proposal; and
- The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made (10 years for major schemes).

The NPPF also requires the application of the sequential approach to planning applications for main town centre uses that are not in an existing centre and are not in accordance with an up-to date Local Plan. It states that Local Authorities should require applications for main town centre uses to be located 'in' town centres, then in 'edge of centre' locations and only if suitable sites are not available should 'out of centre' sites be considered.

The NPPF highlights that when considering edge-of-centre and out-of-centre proposals, preference should be given to accessible sites that are well connected to

the town centre. In addition, it states that both applicants and Local Authorities should demonstrate flexibility on issues such as format and scale.

Where a proposal fails to satisfy the sequential test or gives rise to significant adverse impacts it should be refused (paragraph 27).

Other Material considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (2007)

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines.

The application proposals are considered to be in general accordance with the principles set out in the Guide, the site layout is considered to have been designed to reflect the sites context and relationships with the surrounding area and heritage assets and provides a strong built form. The scale and design of the proposals create a distinct sense of place and provide their own character.

Wythenshawe Strategic Regeneration Framework (SRF)

The SRF sets out it's overriding purpose to provide a strong vision for Wythenshawe; set a development framework within which investment can be planned and guided in a coherent and advantageous way; reflect Manchester's Community Strategy and the Neighbourhood Renewal Action Plan, maximising opportunities for the area and adding value to the work already undertaken in Wythenshawe; and, guide and add value to the improvement of public services delivered to Wythenshawe residents, drawing on lessons of good practice of regeneration from Wythenshawe and elsewhere.

Amongst the twelve key objectives for the SRF are:

- Make Wythenshawe the location of choice for investors and employers -
- Enable Wythenshawe residents to access a wider spectrum of job opportunities
- Improve shopping facilities for Wythenshawe residents to ensure that expenditure is captured locally.

In terms of Wythenshawe Town Centre the SRF identifies it as a strategic service cluster as a focal point for communities and services, in particular the transformation of Wythenshawe Town Centre and the possible reinforcement of the local centre for West Wythenshawe at Baguley, each with a distinct offer and one that can be complementary to the existing strong centre at Northenden.

The SRF indicates that Wythenshawe Town Centre has suffered from underinvestment until very recently, when major improvements have been made to both the main retail centre and the Forum. Nonetheless, the Town Centre's potential remains unrealised. There is potential to further improve the retail offer, develop the evening economy and introduce new residential developments.

Issues

Principal of the proposal

The application proposals are for retail development on a site which is out of centre, consideration of the principal of this use must therefore be tested against the relevant policies of the Core Strategy and National Planning Policy Framework which establish the principal of 'in-centre' retail development as a priority. Further consideration is also required in this instance against the policies of the Core Strategy and saved UDP regarding the application site being within an area where industrial development is to be prioritised.

'Out of centre' – Policy C9 of the Core Strategy indicates that proposals for out of centre retail development will be inappropriate unless they meet a number of tests, these are:

- There are no sequentially preferable sites, or allocated sites, within the area the development is intended to serve that are available, suitable and viable;
- The proposal would not have unacceptable impacts, either individually or cumulatively with recently completed and approved schemes and having regard to any allocations for town centre uses, on the vitality and viability of the City Centre and designated district and local centres. An assessment of impacts will be required for retail developments of more than local significance; and,
- The proposal is appropriate in terms of its scale and function to its location.

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

The applicant has provided a Planning and Retail Statement which seeks to address the tests within policy C9. The application proposals provide less than 2,500 sqm of retail floorspace so a full Retail Impact Assessment is not required by either policy C9 of the Core Strategy or the NPPF (paragraph 26). The submitted Retail Assessment is considered to be proportionate to the scale of the proposals. It should also be noted that the submitted assessment does not include the facilities at Hollyhedge Road referred to by Asda within their objection to the application as this is not a designated centre within the Core Strategy that is required to be included in any assessment.

The statement includes a health check of Wythenshawe Town Centre, Northenden District Centre and Gatley Local Centre which is within Stockport MBC. This health check concludes that all three of the centres assessed serve a relevant and important role in meeting the day-to-day retail and service needs of the local catchment population. Each has a wide variety of strengths which outweigh their weaknesses including a vacancy rate below the national average. It concludes that

all three centres can be regarded as vital and viable. Asda stores do not dispute the health check assessment undertaken by the applicant.

In terms of a sequential test of whether there are other sites available within or on the edge of the defined centres the applicant has undertaken a review within their retail assessment. This concludes that there are no sequentially preferable development sites within or on the edge of Wythenshawe Town Centre, Northenden District Centre and Gatley Local Centre. This information has been reviewed and it is considered that the conclusions are acceptable. Asda Stores do not dispute the conclusion of the sequential test undertaken by the applicant.

Asda Stores have raised concerns with the scope of the submitted assessment in terms of the impacts the proposals would have on Wythenshawe Town Centre. In particular they believe the applicant has used out of date data which results in the submitted assessment under reporting the impact that the proposed new foodstore would have on Wythenshawe Town Centre.

The applicants assessment of impact on existing convenience and comparison retail stores and facilities ,whilst identifying impacts, does not indicate that any impacts would or could be considered to be 'significant adverse impacts' the test as set out at paragraph 27of the NPPF. Asda have submitted their own assessment utilising what they consider to be more up to date data, it should be noted that this data was not available to the applicant prior to them submitting the application. The result of the Asda assessment is to increase the amount of impact on existing stores and facilities within Wythenshawe Town Centre and Asda's own store at Hollyhedge Road which is not located within a defined district or local centre.

Asda Stores indicate that the applicant has overlooked the significant public and private investment that has taken place in Wythenshawe since the acquisition of the Town Centre precinct by St Modwens in 2007. They believe this should be regarded as existing investment in the context of the tests required to be undertaken by the NPPF for out of centre retail development. Wythenshawe Town Centre has been subject to investment including to public transport infrastructure – new bus station, extended Metrolink and stop within the Town Centre, public realm improvements within the precinct and development of new retail and office floorspace. These investments reflect the position of Wythenshawe Town Centre as a centre that provides a broad range of facilities and services and is not solely focused on retail provision albeit this is an important function of the centre. It is not considered that the proposed foodstore would have adverse significant impact on these existing investments, in addition no committed or planned investment schemes for the town centre or district centres have been identified that the proposals could impact negatively on.

In response to the representation from Asda Stores the applicant has undertaken further assessment work.

They comment that Wythenshawe Town Centre provides a range of food, non-food and service facilities that indicate the strength of the centre and that it would be well placed to withstand modest impact from a smaller foodstore that is subject of this application.

The applicant acknowledges that more recent data has been published that forecasts a higher convenience goods sales density than assumed as part of the submitted Retail Impact Assessment. This data is produced annually and was not available at the time the application was originally submitted. The applicant has therefore undertaken testing of the implications of an increased convenience goods turnover for the proposed foodstore based upon the unreferenced figure provided by Asda. This testing has been undertaken using the original methodology which includes turnover derived from outside of the study area. This is considered to be robust and based upon the Council's Quantitative Needs Assessment from 2010 which formed the evidence base for the Core Strategy policies for Centres in Manchester. The result of the additional assessment is that whilst impacts on Centres does increase (by around 1%) or between 1.5 and 2% using Asda's 'worst case approach' these impacts are not considered to be significant adverse impacts the test set out in the NPPF of unacceptable out of centre proposals. It is acknowledged that the greatest impacts of the proposal would be on the Hollyhedge Road Asda, however, this store is not located within a defined district or local centre and the impacts are not considered to be significant adverse impacts.

In conclusion the assessment provided is considered to be proportionate to the scale of the proposed foodstore with 1,807 sqm gross area, when considered against the requirements of policy C9 of the Core Strategy and the National Planning Policy Framework. The proposals are not considered to give rise to significant adverse impacts either on: existing, committed and planned public and private investment in a centre or, centres in the catchment area of the proposal; or, on town/district centre vitality and viability.

'Loss of employment land' - The application site is located within the existing Sharston industrial Estate which is identified in the Core Strategy (policies EC2 and EC10) and saved UDP policy EW12 as an area of continued industrial activity and employment generating uses for residents of Wythenshawe. A retail foodstore does not fall within the types of employment generating use or industrial activity. In response to this the applicant has provided a statement to address the requirements of Core Strategy policy EC2.

It is stated that the application proposals would generate 40 jobs, which would be a greater number than that proposed to be provided under the previous planning permission for a Car dealership on the site (between 27-30 jobs). In addition Aldi offers apprenticeships, industrial placement opportunities and graduate programmes. The company also operates a local area recruitment policy and an equal opportunities policy for staff. It is stated that Aldi do work with local Job Centre Plus when recruiting for a new foodstore and that residents of Wythenshawe could be specifically targeted as part of recruitment.

It is noted that the application site has been vacant for a number of years with the previous factory building having been demolished in 2010. The owner of the site has marketed it but it is stated that no offers to redevelop the site for industrial uses has been forthcoming. The application proposals along with the redevelopment of the rear of the wider site as a builder's merchant would provide an opportunity for the provision of modern facilities on a previous derelict site in a poor state of repair that

would provide a visual enhancement to this prominent site and generate circa 40 additional jobs in Wythenshawe.

On balance whilst the proposals would not fall within a use class anticipated to be developed within Sharston Industrial Estate the application proposals would generate benefits for Wythenshawe through additional employment opportunities and the bringing back into productive use of a prominent site that has been vacant and derelict for a number of years. On this basis and in this instance the proposals are considered to accord with the exceptions to employment space provision as set out in policy EC2. In order to ensure these benefits are delivered it is proposed to attach a condition to any approval that a local labour agreement is developed by the applicant to target local residents of Northenden and Wythenshawe for the employment opportunities generated by the development.

Residential amenity – The application proposals are located alongside the local and national strategic road network and separated from residential uses by these roads and neighbouring industrial uses. The nearest residential properties are located to the south approximately 80 meters across from the A560 and M56. Some properties do face onto Altrincham Road on the westbound carriageway however given the distances the nature of the immediate environment and screen planting along the M56 embankment it is not considered that the proposals would give rise to unacceptable impacts on residential amenity by way of overlooking or loss of privacy. The foodstore would have a servicing area located towards the rear of the site away from the eastbound carriageway of the A560 given its location and the general environment in the vicinity of the site it is not considered that the noise generated by the proposed use would give rise to unacceptable impacts on residential amenity.

Visual amenity – The proposed foodstore has been designed to be of a contemporary design which is single storey in nature and predominantly white render and glazing. The proposals incorporate low level boundary treatments and soft landscaping, it is considered that these would provide significant overall improvements to the visual appearance to this stretch of Altrincham Road.



Visual image of the proposed foodstore frontage as seen from Altrincham Road(A560) looking westwards

Highways - Highway Services raise no objections to the proposal on highway safety or capacity grounds. The proposals would require alterations to the footway to the front of the site through the making good of the redundant vehicular access on the western side of the site and changes to the shared pedestrian cycle footway. Highway Services have confirmed that these improvements can be made through the applicant entering into a section 278 agreement. An appropriately worded condition is proposed to address these matters.

The proposals incorporate both external cycle parking (14 spaces) to the front of the store which are adjacent the expanse of glazing to the front of the store. Further cycle parking facilities are also proposed to be included within the store warehouse for staff to utilise. These are not shown on the submitted plans so it is proposed to attach a condition to any approval for the final details of all cycle parking provision to be submitted and agreed.

Given the provision of existing cycle infrastructure along Altrincham Road and the sites location it is considered appropriate that a travel plan is developed for the store with the intention to reduce the reliance of access to the site by motor car particularly for staff. An appropriately worded condition is proposed to be attached to any approval.

Landscaping – The proposals incorporate the provision of hard and soft landscaping scheme including tree planting. The scheme is considered to be acceptable and would assist in softening the Altrincham Road frontage which currently consists of low level brick wall and railings above which are in a poor state of repair.

Servicing – The site is to be serviced via the internal access road to the dedicated service bay to the rear of the site. Given the location of the site away from residential properties Environmental Health have confirmed that servicing hours of between 0600 -2200hrs Monday to Sunday would be acceptable for this site. Highway Services have confirmed that the arrangements for servicing the site are acceptable.

Security – GMP Design for Security raised some concerns regarding the submitted Crime Impact Statement. The applicant has provided a detailed response to the concerns raised by GMP but no further comments on the proposals have been received. The applicant has confirmed that they have the benefit of delivering this type of proposal throughout the country and have a good understanding of measures to design out crime.

In this instance the applicant has demonstrated an understanding of the needs to reduce the fear of crime and to ensure the development incorporates design features that minimise the risks of crime. The applicant has confirmed that they would accept the imposition of a condition that the development achieved Secure by Design accreditation and therefore accords with policy DM1 of the Core Strategy.

Waste Management – The applicant proposals incorporate measures in line with their company practices for the disposal of waste and based upon their experience of operating stores across the country. However, as requested by Environmental Health an appropriately worded condition is proposed for the final details of waste management to be submitted for agreement.

Other matters – Within their objection Asda stores have suggested the imposition of a number of conditions. It is not considered that the imposition of conditions limiting the number of products that could be stocked within the food store or one limiting the occupation of the foodstore to Aldi would meet the tests of enforceability or reasonableness as required by the NPPF. A condition is proposed regarding the amount of net and gross sales floorspace to be approved and that this would also restrict future proposals to insert mezzanine floors under permitted development that could have the affect of increasing the amount of net and gross sales floorspace.

Conclusion – The proposals are considered to bring back into productive use a vacant brownfield site that would generate employment opportunities for local residents. The proposals have been demonstrated to not give rise to significant adverse impacts on existing defined district centres. On this basis the proposals are considered to accord with policies DM1, EC2 and C9 of the Core Strategy, saved policies EW12 and DC26 of the UDP and paragraphs 26 and 27 of the NPPF.

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

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

Recommendation APPROVE

Article 35 Declaration

The application has been dealt with in a positive and proactive manner. Issues that have arisen during consideration of the application have been discussed and resolved with the applicant.

Conditions

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

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

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

Drawings

Landscape plan prepared by Vector V1702-L01;

Tree Planting Detail prepared by Vector V1702-D01;

Proposed Elevations prepared by the Harris Partnership 1702MID-103

Proposed floorplan prepared by the Harris Partnership 1702MID-102

Proposed site layout prepared by the Harris Partnership 1702MID-101 Rev D

Transport Assessment prepared by Cameron Rose

Remediation Strategy Summary Report (report ref 10307(3) and Geoenvironmental Assessment Report, Altrincham Road, Sharston (report ref 9984(2), both prepared by WSP

Planning and Retail Statement (March 2016) prepared by HOW Planning

Ecological Appraisal prepared by Envirocheck (REF: 3030)

BREEAM Pre-assessment prepared by SOL Environment (ref SOL1510AL_02 SHA)

Flood Risk Assessment PM4587 October 2015 – prepared by Peter Mason

Associates

Design and Access Statement prepared by The Harris Partnership ref 1702 MID DAS01 Issue 2

Crime Impact Statement (February 2016) prepared by HOW Planning.

All received by the local planning authority on the 23rd March 2016.

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

3) No above ground works hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations and areas of hard landscaping of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) Within 3 months of the commencement of development, a plan indicating the positions, design, materials and type of boundary treatment to be erected shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with policies SP1 and DM1 of the Core Strategy.

5) The development shall not be occupied until space and facilities for bicycle parking have been installed in accordance with details that have been previously submitted to and approved in writing by the City Council as local planning authority.

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

6) The development hereby approved shall include a building lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted to and approved in writing by the local planning authority within three months of the development commencing. The approved scheme shall be implemented in full before the development is first occupied and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

7) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing references V1702-L01 and V1702-D01 as received by the City Council as local planning authority on the 23rd March 2016 shall be implemented prior to the use of the hereby approved development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

8) Within three months of the commencement of development details of the measures to be incorporated into the development to demonstrate how secure by design accreditation will be achieved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

9) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time.
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car.
- iv) measures for the delivery of specified travel plan services.
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

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

Reason - To assist promoting the use of sustainable forms of travel to the development pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD.

10) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan. The Plan shall include:

- Details of the phasing and quantification / classification of vehicular activity associated with planned construction;
- The types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway;
- Detail of the off-highway construction staff parking facilities;
- Identify measures to control dust and mud on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned; and the sheeting of vehicles entering and leaving the site during the construction period;
- Specify the working hours for the site;
- Identify advisory routes to and from the

11) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 06:00 to 22:00 hrs, Monday to Sundays.

Reason - To safeguard the amenities of the occupiers of nearby buildings pursuant to policy DM1 of the Core Strategy.

12) The premises hereby approved shall not be open outside the following hours:

Monday to Saturday	08:00 to 22:00
Sunday	09:00 to 17:00

Reason - To safeguard the amenities of the occupiers of nearby buildings pursuant to policy DM1.

13) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved policy DC26.

14) Within three months of the commencement of development a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health pursuant of policy DM1 of the Core Strategy.

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

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

16) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to any part or phase of development hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate parking for the development proposed when the building is occupied in order to comply with Policy DM1 of the Core Strategy.

17) Notwithstanding the approved plans, no development shall commence until the full technical details of all off site highway works required to Altrincham Road have been submitted and approved in writing by the local planning authority. The details shall include: the vehicular access into the site; reinstatement, resurfacing and

remarking of the pedestrian/cycle way; provision of dropped kerbs and tactile paving; and, a timescale for the implementation of works.

The development shall be subsequently carried out in accordance with the agreed details.

Reason - In the interests of highway and pedestrian pursuant to policy DM1 of the Core Strategy and as the development incorporates works required to be implemented as part of a section 278 highways agreement.

18) This permission hereby approved relates to:-

- A retail foodstore identified on approved drawing reference 1702MID-101 Rev D as received by the local planning authority on the 23rd March 2016 of no more than 1,254 sqm net sales area.

No other additions or extensions to the hereby approved development that would increase the retail sales area of the building or site are permitted unless planning permission has been expressly granted for them.

Reason - For the avoidance of doubt as changes to any element of the development may have consequences in terms of national and local policy considerations.

19) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'very good' rating or any equivalent rating. Post construction review certificates(s) or any appropriate evidence shall be submitted to, and approved in writing by the City Council as local planning authority before the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development by securing a reduction in CO2 emissions and by incorporating sustainable construction techniques pursuant to policies EN6 and DM1 of the Core Strategy.

20) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To ensure a safe form of development which poses no unacceptable risk of pollution pursuant to policy EN of the Core Strategy.

21) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development

shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

22) No development shall commence until a surface water drainage scheme has been submitted to and approved in writing by the local planning authority.

The submitted scheme should include:

- Proposal of surface water management during construction period.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
- Hydraulic calculation of the existing and proposed drainage system;
- Long and cross sections for the proposed drainage system and finished floor levels.

- Construction details of flow control and SuDS elements.

Reason – To reduce surface water run off from the site in accordance with the Manchester, Salford Trafford Strategic Flood Risk Assessment pursuant to policy EN14 of the Core Strategy.

23) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of any sustainable drainage scheme that is required under condition 22 of this approval have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason – To ensure satisfactory arrangements are in place for the long term maintenance and management of any surface water drainage scheme pursuant to policy EN14 of the Core Strategy.

24) Within three months of the commencement of development, a local labour agreement addressing initiatives to employ at the development people residing in the vicinity of the development shall be submitted to and agreed in writing with the City Council as local planning authority. The approved scheme shall be in place prior to occupation of the development and shall be kept in place thereafter, or such minor variation to that agreement as may be agreed between the occupier of the development and the Council as local planning authority.

Reason – To safeguard local employment opportunities pursuant to saved policy EW12 of the adopted UDP and policy EC2 of the Core Strategy.

25) No retail goods, equipment or other structures, except those expressly approved under this permission, shall be installed or placed between the southern elevation of the approved building and the public footway on Altrincham Road.

Reason – In the interests of the visual amenity of the site and the area in which the development is located pursuant to policy DM1 of the Core Strategy and saved policy E3.3 of the UDP.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 111680/FO/2016/S2 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester,

national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

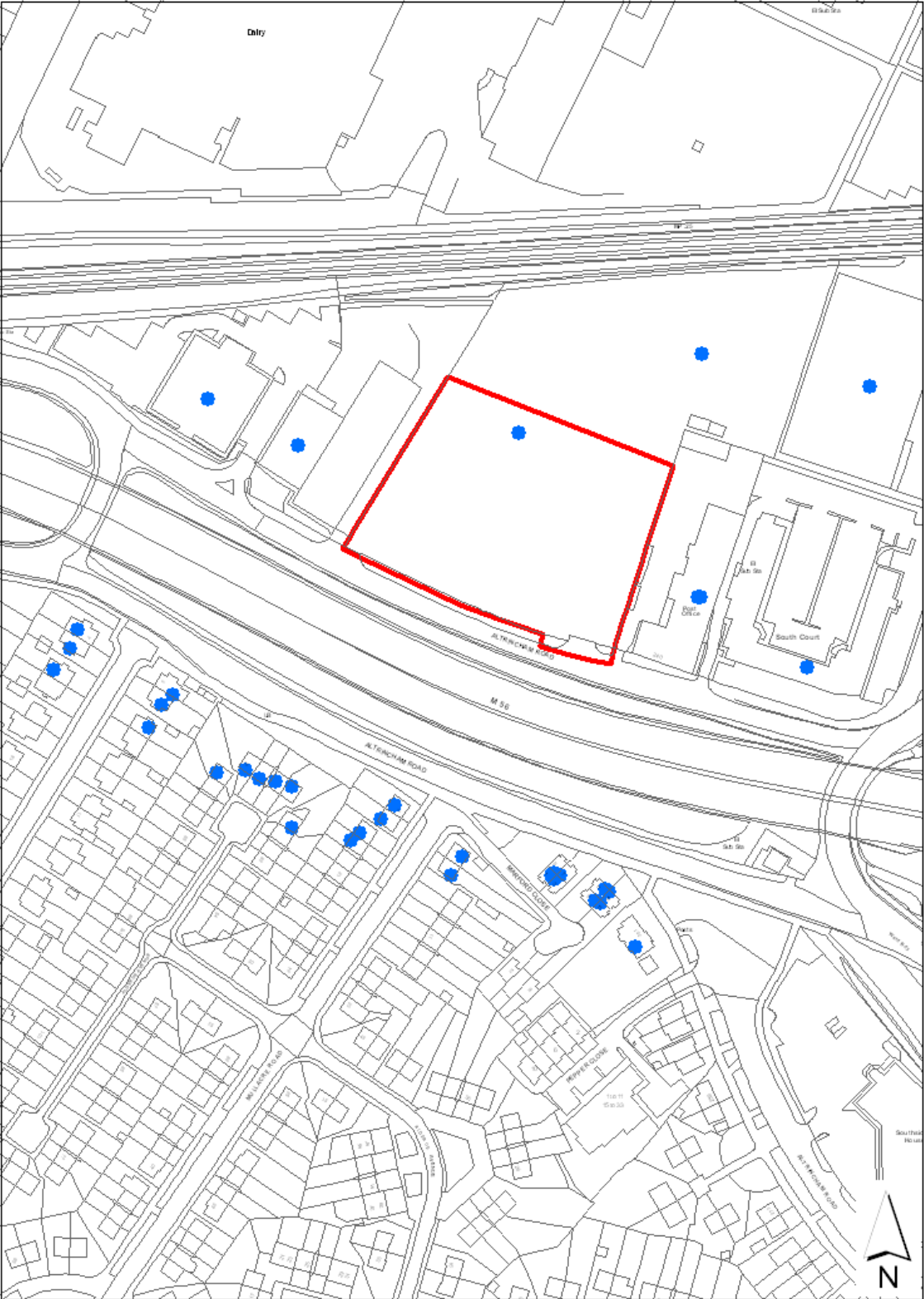
MCC Flood Risk Management
Planning Strategy
Environment Agency
Highway Services
Environmental Health
Corporate Property
Wythenshawe Regeneration Team
Greater Manchester Police
Highways England

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

Representations were received from the following third parties:

20 Penarth Rd, Northenden, Manchester, M22 4AR
10 The Old Courtyard, Sharston, Manchester, M22 4YD
9 The Old Courtyard, Sharston, Manchester, M22 4YD
6 Calder Avenue, Northenden, Manchester, M224AX
21 Wynyard Road, Wythenshwe, Manchester, M22 9PT

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



Application site boundary ● Neighbour notification
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