
Application Number	Date of Appln	Committee Date	Ward	
095715/FO/2011/N1	10th Mar 2011	2nd Jun 2011	Higher Ward	Blackley

Proposal Erection of replacement Use Class A1 superstore and 1 no. new non-food shop unit (total gross internal floorspace of 14,306 sq. m, including 400 sq. m net for the non-food unit), with associated car parking area, relocated servicing road, landscaping and recycling facilities

Location Sainsburys Supermarket Ltd, Heaton Park Road, Blackley, Manchester, M9 0QS

Applicant Sainsburys Supermarkets Ltd, 33 Holborn, London, EC1N 2HT,

Agent Miss Aneesha Jain, Turley Associates, 1 New York Street, Manchester, M1 4HD, United Kingdom

Description

The site

The application site is approximately 4.9ha in area and is located in the Higher Blackley area of North Manchester, immediately to the south of junction 19 of the M60 Motorway. Manchester City Centre is approximately 7km to the south of the application site. The site is known as Heaton Retail Park and currently has an existing Sainsbury's supermarket, plus 3 no. smaller retail units, previously occupied by Wickes, Currys and American Golf. The site also has an existing petrol station and a car park for 671 cars. The site is not located within or adjoining a conservation area, there are no listed buildings on the site, and none of the existing trees on the site are subject to tree preservation orders. The site is bounded by the River Irk and junction 19 of the M60 to the north, by Heaton Park Road and Heaton Park Road West to the south, a public footpath to the east and by the A567 Middleton Road to the west. Beyond the immediate boundaries of the site there are residential properties to the east and south, and Heaton Park can be found on the opposite side of Middleton Road to the application site. The site is accessible by foot (via a network of pedestrian footpaths), an advisory cycle route, or by car (via Heaton Park Road West). The nearest bus stop to the site is 200m away on Middleton Road and Bowker Vale Metrolink Station is approximately 1.8km to the southwest of the application site.

The existing Sainsbury's store was granted planning permission in 1988. At the time of this application (ref. 29665), the main store that was approved was 66,850 sq. ft, plus there was a DIY store approved of 35,000 sq. ft, a 10,000 sq. ft garden centre, and separate retail units totalling 3,150 sq. ft. The Sainsbury's store was opened in 1991 and an extension was later added in the late 1990s following the approval of application 053442, taking the total floorspace at the store to 78,642 sq. ft. A further extension at the site was granted in 1996 meaning that the total existing gross implemented and approved floorspace at the site is currently 12,648 sq. m (136,143 sq. ft). It should also be noted that in August 2009, a Certificate of Lawfulness was

issued for the retail park, excluding the garden centre, petrol filling station and a part implemented 1,394 sq. m of floorspace that was specifically applied for as non-food retail floorspace (under application 049469, and renewed under application 061553). The certificate was issued for use of existing buildings within the retail park for open Use Class A1 (shop) use, incorporating a total floorspace of 11,254 sq. m, excluding the three buildings mentioned above. This means that the buildings within the retail park could be used for any purpose within Use Class A1, i.e. food and non-food, which reflects the absence of any planning conditions on previous approvals at the site and/or legal agreements restricting what the A1 floorspace could be used for.

In 2010, planning permission was granted under application 092003 for the erection of a replacement Class A1 superstore, 3 no. new retail units, a new petrol filling station and associated car wash, a new car parking area, a relocated servicing road, new landscaping and recycling facilities. The total gross internal floorspace of the new store and 3 no. new retail units was approved to be 12,671 sq. m which was broadly in line with the existing approved and implemented floorspace at the current retail park site. The existing store was to be demolished as part of the redevelopment, but only once the new store would be open for business. The new Sainsbury's foodstore was approved to have 11,731 sq. m gross/7573 sq. m net sales floorspace. Of this net sales area, around 63% (4786 sq. m) would be used for the sale of convenience goods, and the other 37% (2787 sq. m) would be used for comparison goods sales.

The existing Sainsbury's store, as well as selling both convenience and comparison goods, provides a range of supporting facilities, including an in-store cafe, pharmacy, doctors consulting room, dentist, podiatrist, cash machines and recycling facilities. Approximately 70% of the floorspace within the existing store is dedicated to the sale of convenience goods, whereas 30% of floorspace is for comparison goods.

The proposal

Planning permission is sought for the erection of a replacement Use Class A1 superstore and 1 no. new non-food shop unit with an associated car parking area (696 spaces), relocated servicing road, landscaping and recycling facilities. The new superstore would have a gross internal area of 14,306 sq. m and a net sales area of 9205 sq. m. The 1 no. retail unit would have a total gross internal area of 394.8 sq. m. This current proposal, if approved, would be implemented in lieu of the permission granted in 2010 under application 092003. Since gaining the permission under application 092003, Sainsbury's requirements have altered, resulting in this new proposal being applied for. Sainsbury's no longer wish to have 3 no. retail units adjacent to the new superstore, but instead now wish to have 1 no. retail unit in addition to the new superstore. The retail sales floorspace in the new superstore would be 1632 sq. m net/2575 sq. m gross larger than the superstore approved under application 092003. In addition, there would be a mezzanine area of 1516 sq. m that would be used for a colleague domestic area, a café, and an education and learning centre that would offer an after school club, where children would improve their maths and English whilst their parents go shopping. In addition, another change is now proposed over the previously consented scheme in that the double height

space that was previously approved at the eastern end of the store would be located to the western side of the store, away from nearby residential properties.

The new car parking area under the current proposal would have 696 spaces. Of these 696, 44 would be fully accessible spaces and 28 would be parent and child spaces. There would also be dedicated parking areas for motorcycles and 64 no. pedal cycles. It should be noted however that not all of the 696 parking spaces would be available when the new store opens for business. This is because approximately 350 of the spaces would eventually be demarcated where the existing store currently sits. The applicant has provided a commentary regarding the phasing of the construction seeing as the proposed store would be built whilst the existing store is still trading. Once the new store is open, and the proposed store is demolished, the remaining car parking spaces would be made available.

The applicant has stated that the reasons for the proposed new replacement store are:

- The existing store is restricted in terms of its size which leads to compromises in terms of the layout and the retail offer provided.
- The new store would be brought up to date with current energy efficiency standards
- The current position of the existing store means that the service road and yard is located in close proximity to existing residential properties which has an adverse impact on residential amenity within the area. Complaints have previously been made to the Council regarding noise disturbance from delivery and heavy goods vehicles.

In light of the above, the new store would be larger so would be able to sell an enhanced range of food and non-food goods in order to allow it to compete more effectively with large stores in the surrounding area. In addition, the new store would be repositioned on the site meaning that the service yard/road would also be repositioned in a location that would eradicate conflict between residents and noise from delivery vehicles. The applicant has stated that the existing retail park site is the only realistic location for a replacement Sainsbury's store that would better meet the needs of its existing catchment area by being able to sell the company's full range of food and non-food goods. This is particularly the case given the location and accessibility of the site.

In terms of its appearance, the proposed new building is designed to be as simple and contemporary as possible, with clean lines and modern materials. The main materials proposed for the elevations are white metal cladding panels and extensive amounts of glazing. A canopy is proposed along the full length of the front elevation of the building and this would incorporate the Sainsbury's entrance. The new building would have roof lights above the sales area which would maximise the amount of natural light within the store and minimise the energy usage for artificial lighting.

In terms of landscaping, the existing retail development has a landscaping scheme that was planted at the time of the construction of the existing store to provide amenity and environmental benefit and ameliorate its visual impact on its

surroundings. This existing landscaping has been largely successful and has become well established. Regarding the landscaping proposed for the redeveloped site, it would be a combination of retained vegetation and supplementary native tree planting for screening and/or ecological enhancement. A key theme of the proposed landscaping strategy is to retain where possible the valuable established components of the existing landscaping scheme. With regard to the existing landscaping to the northern and western boundaries, occasional minor incursion would be required to accommodate the proposed access to the service yard, however the loss would be minimal. The landscape proposals for the site in general include substantial replacement shrub and tree planting in broad swathes which would be a significant improvement over the existing arrangement of small scattered pockets of shrub planting. The valuable landscape buffer that currently exists along Heaton Park Road West/Heaton Park Road would be largely retained. The current car park area has 34 trees within it, but as the redevelopment of the site necessitates their removal, 51 new trees are proposed as part of the redevelopment, including a number of semi-mature trees. Proposed changes to the pedestrian and vehicular access arrangements from Heaton Park Road requires the removal of occasional mature trees (which has already been done), however the majority would be retained.

As stated above, the service road and yard would be relocated on the site as part of the redevelopment. The existing store has one vehicular approach via Heaton Park Road West and the existing servicing route currently runs along the southern and eastern boundaries of the site, adjacent to residential properties. There have been ongoing problems with the location of the existing servicing road/yard due to pedestrians crossing the servicing road, noise and light pollution, and the fact that adjacent residential properties overlook an unattractive service yard. The proposed scheme would retain the existing vehicular access to the site but the servicing road and yard would be relocated to the western and northern boundaries of the site. This would mean that the service area would be situated away from residential properties, thereby minimising/eradicating the current problems.

The new store has been developed with a crime prevention plan in mind in order to make the redeveloped retail park site as secure as possible. Measures that would be introduced include the fact that the layout of the site, including the landscaping, has been designed so as to not provide any hidden areas, dead ends or areas that do not benefit from natural surveillance, CCTV and security would be provided to all areas of the site, and the ATMs would be located at the front of the store to provide a safe location for customers using the facility that benefits from natural surveillance. In terms of energy efficiency/sustainability, Sainsbury's are committed to the principal of investment in energy efficiency and reduction in Carbon emissions from their stores. The new store would include several environmental/sustainable features including a biomass boiler, an air source heat pump, the use of sustainable construction materials, rainwater harvesting and low flush WCs. A BREEAM pre-assessment has been undertaken and it confirms that the new store is projected to achieve a 'very good' rating.

It should be noted that whereas application 092003 included changes to the petrol filling station part of the site, the current proposal does not include this area.

Modifications to the petrol filling station area have already been approved in May 2011 under application 095610/FO/2011/N1.

Consultations

Publicity - The application was advertised in the local press as a major development and a departure from the development plan. No representations have been received as a result of this publicity.

Neighbours - Occupiers of properties surrounding the application site were notified of the proposal. One letter of support has been received.

Greater Manchester Police - No objections. A condition requiring the development to achieve full Secured by Design accreditation should be applied to any approval granted.

Highway Services - There is no significant highways difference from the consented 092003 scheme. Previous conditions and commitments should therefore apply.

Environmental Health - No adverse comment or objection and stated that the conditions attached to the previous approval under application 092003 should be attached to any new approval granted. Previously, it was stated that the submitted waste management strategy is acceptable, the hours and delivery hours as applied for are acceptable, and a condition is needed relating to the acoustic insulation of any externally mounted actually equipment.

Contaminated Land Section - Stated that a condition should be attached to any approval granted requiring that any possible contaminated land at the site should be investigated and, if applicable, the necessary remediation measures to deal with any land contamination should be carried out

Environment & Operations (Trees) - The proposed works are acceptable. All work should be implemented in accordance with BS 3998 'Recommendations for Tree Work' and BS 5837 'Trees in Relation to Construction 2005'.

North Manchester Regeneration Team - Fully support the redevelopment of this site

Environment Agency - The Flood Risk Assessment (FRA) from Hadfield Cawkwell Davidson Ref 2010-200 Release 1.1 dated March 2011 has demonstrated how surface water runoff can be managed with an attenuation tank and hydrobrake. Therefore, the proposed development will only be acceptable if a planning condition is imposed requiring specific drainage details.

The Environmental Protection Strategies Ltd September 2007 Environmental Assessment Report recommends additional works to address contamination associated with the petrol filling station.

The EA have also previously been consulted on an Environ December 2009 Geo-Environmental Assessment report for the site which stated that additional

investigation and remediation had been undertaken to deal with the contamination associated with the petrol filling station.

The EA have not been provided with any details regarding the additional site investigation or remediation works undertaken at the site and without this information are unable to advise whether the remedial works were sufficient to protect controlled waters receptors or whether additional works are required.

Therefore it is recommended that if planning permission is granted, two further conditions are imposed to ensure that any risks posed to controlled waters are appropriately addressed.

The Highways Agency - No objection

Salford City Council - No representations received

Bury Metropolitan Borough Council - No representations received

Rochdale Metropolitan Borough Council - No representations received

Greater Manchester Ecology Unit - Regarding a previous application for this site (App. 092003), comments were made concerning the protection of bats, the control of Japanese knotweed, the protection of the River corridor and the protection of nesting birds. Since these comments were made, additional information from the applicants has been received and in the light of this new information, the following comments are made on the new application:

- On Japanese knotweed, a method statement has been received giving details of the control of this plant during the course of the development. This method statement is acceptable and should be implemented in full.
- As regards the protection of the River Irk, there is a general undertaking to follow CIRIA Best Practice Guidance note C532 has been provided, and that specific details of River protection methods will be provided when information becomes available regarding the new drainage scheme for the site. No objections to the scheme commencing on this basis, providing that the CIRIA C532 guidelines are implemented and that specific site details are taken into account during implementation when they become available.
- On bats, no further level of bat survey is required prior to the scheme commencing, but that demolition of existing buildings should proceed with the possible (albeit unlikely) presence of bats borne in mind. If bats are found at any time then work must cease immediately and advice sought from a suitably qualified person.
- On nesting birds, no vegetation clearance required by the scheme should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent by a suitably qualified persons.

Issues

National Policy

Planning Policy Statement 1: Delivering Sustainable Developments (2005)

PPS1 encourages the promotion of urban regeneration to improve the well being of communities, improve facilities, promote high quality and safe development, and create new opportunities for the people living in those communities. Planning should facilitate and promote sustainable and inclusive patterns of urban development by ensuring high quality development through good and inclusive design, ensure that development supports existing communities, and contributes to the creation of safe, sustainable, liveable and mixed communities. It also states that local authorities should strive to achieve high quality and inclusive design from all developments. PPS1 also states that design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted. For the reasons outlined below, it is considered that the development is consistent with PPS1.

Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)

PPS4 states that the government's overarching objective is sustainable economic growth. To help achieve this, one of the government's objectives is to promote the vitality and viability of town and other centres as important places for communities. To do this, the government wants, amongst other things, new economic growth to be focused in existing centres, competition between retailers, and enhanced consumer choice through the provision of innovative and efficient shopping in town centres.

When assessing the need for retail and leisure development, local planning authorities (LPAs) should, amongst other things:

- Take account of both the quantitative and qualitative need for additional floorspace
- Give additional weight to meeting qualitative deficiencies in deprived areas that lack access to a range of services and facilities
- Include realistic assessments of existing and forecast population levels
- Assess whether there is provision and distribution of shopping facilities which allow genuine choice to meet the needs of the whole community, particularly those living in deprived areas
- Look at the degree to which shops may be overtrading.

PPS4 states that at a local level, LPAs should consider setting floorspace thresholds for the scale of edge and out of centre development which should be subject to an impact assessment. LPAs should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably. Better developments are those that would limit carbon dioxide emissions, would be accessible by a choice of means of transport, would have a positive impact on economic and physical regeneration (including the impact on deprived areas), and a positive impact on local employment.

PPS4 also states that a sequential assessment is required for planning applications for main town centre uses that are not in an existing centre and are not in

accordance with an up to date development plan. In considering sequential assessments, LPAs should, amongst other things, ensure that sites are assessed for their availability, suitability and viability, and ensure that firstly all in-centre options and secondly all edge of centre options have been thoroughly assessed before other sites are considered. In configuring the impact assessment, planning applications should be assessed against the following impacts on centres:

- The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal
- The impact of the proposals on in-centre trade/turnover and on trade in the wider area

PPS4 concludes that planning applications for main town centre uses that are not in an existing centre and not in accordance with an up to date development plan should be refused where:

- The applicant has not demonstrated compliance with the requirements of the sequential approach
- There is evidence that the proposal is likely to lead to significant adverse impacts

If no significant adverse impacts are identified, planning applications should be determined by taking account of the positive and negative impacts of the proposal and the likely cumulative effect of recent permissions, developments under construction and completed developments.

A detailed assessment of the proposal in relation to PPS4 is given below but it should be noted that it is considered that the proposal accords with the guidance in PPS4.

Planning Policy Guidance Note 13: Transport (2001)

PPG13 aims to encourage the use of alternative modes of transport that have less of an environmental impact and reduce the reliance on the private car. The applicant has submitted a traffic impact assessment in support of the proposal and this has been examined by the Head of Engineering Services. As stated above, the site is very accessible seeing as it is located just off a major arterial route into the city (Middleton Road) which has a regular bus service and it is very near to junction 19 of the M60. The new car park at the site would accommodate 696 cars once fully developed, and there would also be parking for motorcycles and pedal cycles. It should also be noted that a condition will be attached to the approval requiring the submission of a green travel plan to encourage people to travel to and from the site by non-car based travel models. It is concluded that the proposal accords with the principles of PPG13.

Regional Policy

The Regional Spatial Strategy (RSS) for the North West of England policy DP2 promotes sustainable communities by focusing on achieving a high quality of life and fostering sustainable relationships between homes, workplaces and other

concentrations of regularly used facilities and services. Policy DP7 is related to promoting environmental quality and states that local planning authorities should promote good quality design in new development and ensure that development respects its setting. For the reasons outlined below, it is considered that the development is consistent with policies DP2 and DP7 of the RSS.

Local Policy

The Unitary Development Plan for Manchester

Policies S2.1, S2.2, S2.4, S2.5 and S2.6 below all deal with 'Shopping'.

Policy S2.1 advises that the Council recognises the importance of good quality local and convenience shopping facilities within easy reach of people's homes and will seek to ensure that all parts of the City are well provided for and that facilities are accessible to everyone. It also states that new shops to meet local need will be encouraged where current provision does not adequately meet requirements.

Policy S2.2 deals with large out of centre stores and advises that in considering such proposals, the Council will ensure that they do not undermine the viability and vitality of the City Centre or nearby district/town/local centres. The policy also seeks to ensure that proposals for large out of centre stores will be accessible to a wide cross-section of people, including disabled people and non-car users, and will not give rise to unacceptable environmental or traffic problems. The policy also states that in coming to a decision about out of centre shopping developments, the Council will take into account the cumulative effects of other recent and proposed retail developments in the locality.

Policy S2.4 states that new shopping facilities should not significantly affect the amenities of nearby residential areas.

Policy S2.5 seeks to ensure that new shopping facilities are of a high standard of design, have adequate parking provision and provide a safe and attractive environment for shoppers.

Policy S2.6 states that the Council will ensure that all major shopping developments provide a wide range of facilities and benefits for the comfort and convenience of shoppers, such as access for disabled people and the provision of cycle parking and toilets.

UDP policy H2.2 'Housing' states that the Council will not allow development which will have an unacceptable impact on residential areas. The matters which the Council will consider in coming to such decisions will include the scale and appearance of the development and its impact in terms of noise, vibration, traffic generation, road safety and air pollution. For the reasons outlined below, the development is considered to be consistent with this policy.

UDP policies T2.4 and T2.6 relating to 'Transport' are concerned with developments meeting their own car parking needs, including having fully accessible spaces. The

development would have 696 no. car parking spaces, 44 of which would be fully accessible. This is considered to be acceptable.

UDP policy E3.5 'Environmental Improvement and Protection' states that new developments should be designed with safety in mind so that they lead to a safer environment for all people living in and using the City. Greater Manchester Police have been involved in the formulation and amendment of the proposed scheme and the development is considered to be acceptable from a security point of view, subject to the recommendations in the submitted Crime Impact Statement being carried out.

UDP policy DC9.1 'New Commercial and Industrial Development' states that new development should meet high standards of accessibility for disabled people. The new building would be fully accessible throughout, have level entrances, and the car park would have 44 fully accessible parking spaces.

For the reasons outlined below, it is considered that the proposal is consistent with the above UDP policies.

North Manchester Strategic Regeneration Framework

Schemes are well underway to make better use of the area's green spaces, be it parkland or derelict open space. Past open space strategies have led to the development of the current restoration of the Irk Valley, in which the application site sits. A key piece of work is the bringing together of all available resources for the Valley and strategically co-ordinating efforts. The Framework states that the Irk Valley should be consolidated as a green corridor in which employment, recreation and housing can co-exist. At the outset, the river should be cleaned to restore its health and to create an attractive environment for recreational activities, and linked trails should be built along the River Irk to restore the river as a central feature in North Manchester.

In terms of shopping in North Manchester, the Framework states that the current hierarchy in shopping provision is determined by the higher quality supermarket provision that is primarily located within and on the periphery of North Manchester. Sainsbury's at Heaton Retail Park is named as one of those outlets and its states that low car ownership makes it difficult for some of North Manchester's residents to avail themselves of the opportunities presented by these stores. The Framework also recognises that the poor physical environment of North Manchester, as well as the proliferation of fast food takeaways and the lack of quality goods, has an impact on the quality of life of existing residents and disadvantages them by offering poorer quality products, particularly food, which affects health and lifestyle. It also means the leakage of spending power as some residents will travel outside the area for better quality and choice. Higher quality shops are needed to support the regeneration of the area.

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

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance states that a high quality environment is created by buildings that reflect their purpose and respect the place in which they are located. Each new development should be designed having full regard to its context and the character of the area. The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings and enhance the streetscene. In terms of site boundaries, the Guide states that the impact of site boundaries can be significant and must be taken into account and incorporated into the design of new developments.

The proposed redevelopment of Heaton Retail Park as proposed under this application is considered to be acceptable as it would be consistent with this document in that it would be a contemporary building that would not detrimentally affect visual amenity within the area, the location of the new building and the service road/yard etc. has been carefully considered in order to minimise the affect on nearby residents from noise and light pollution, and the development would retain most of the existing landscaping as well as have some supplementary planting in order to give the retail park an enhanced setting.

Principle of Development

The principle of a development of this kind has already been established by the planning permission granted under application 092003. It should be noted that the revised scheme now proposed is for a very similar development as it proposes a building in the same location, of a similar size and with the same parking and servicing arrangements (albeit with a very slight difference of 15 spaces in the car park). Therefore, the proposed development, including the amount of floorspace proposed, is considered to be acceptable (subject to restrictions and necessary conditions) as when comparing the proposed floorspace to that which is existing (implemented) and approved at the existing retail park site, the difference is minimal. As also outlined above, the redeveloped store would have three main benefits, namely that the new store would be able to sell a more extensive range of food and non-food goods (thereby better meeting the needs of shoppers in the local area), it would be a lot more sustainable than the existing store, and the service yard/road would be relocated away from residential properties. For these reasons, the principle of the development proposed is considered to be acceptable.

Retail need and impact

The principle of a large replacement superstore, with a small amount of 'other' retail floorspace, at Heaton Retail Park has already been established by the granting of planning permission under application 092003. A retail impact assessment was submitted with the previous application and a revised assessment has been submitted with the current application now under consideration.

At the time of application 092003, the proposal for a large replacement superstore, and (in that instance) 3 no. small retail units, was considered to be acceptable in terms of retail need and the impact it would have on retail provision and shopping patterns in the rest of the city for the following reasons:

- The current existing (built) and approved floorspace at the application site is only marginally different to the floorspace proposed as part of the redevelopment. The development would therefore not result in an intensive development significantly greater in scale than the existing buildings
- There is already an existing foodstore at the site so the proposal would not involve the development of the site for an entirely new foodstore
- Due to the absence of any conditions on previous approvals at the site for the type of floorspace that the buildings could be used for, the recently granted Certificate of Lawfulness has confirmed that the quantum of floorspace within the buildings included within the application site for the Certificate could be used for any purpose within Use Class A1, i.e. food and non-food, without the need for planning permission.
- It was demonstrated that the redevelopment of the retail park site would not affect the vitality and viability of other shopping centres within the city and there are no sequentially preferable sites or vacant units that are fully suitable, viable and available to accommodate a foodstore of a similar size to that proposed.
- The redeveloped retail park site would provide more goods in one place, thereby leading to improved consumer choice in an area that is not well served by food and non-food retail units
- The retail park site is very accessible and the redeveloped site would have adequate car parking to meet its own needs
- It was demonstrated that there is sufficient expenditure capacity to support, and therefore a quantitative need for, the additional convenience and comparison goods turnover that would be generated by the proposals. It was also demonstrated that there is a qualitative need for the proposed new Sainsbury's store and the three smaller units
- The benefits to adjacent residents in relation to the reorientation of the store and service road/yard were welcomed
- The new store would be a lot more energy efficient and sustainable than the existing store
- The application proposal complies with national and local planning policy requirements due to the points raised above.

The following points are also worthy of noting:

- The new store would provide a more attractive customer environment, including an improved internal layout, more circulation space and wider aisles.
- It is acknowledged that the proposed development is not located within an existing centre, but the proposal seeks to redevelop an existing retail park that already includes a large foodstore. The development will not result in an intensive development significantly greater in scale than the existing buildings as the total floorspace proposed is broadly in line with the existing and approved floorspace at the existing Heaton Retail Park. Furthermore, as stated above, all existing built and occupied floorspace on the site could be occupied for convenience retail purposes without the need for planning permission.

- The new Sainsbury's store would allow the company to sell their full range of food and non-food goods, thereby reducing the need for people to travel further afield to fully meet their shopping needs.

In terms of the differences between the scheme approved under application 092003 and the slightly amended scheme now under consideration, the main changes are as follows:

- The total gross floorspace for the new superstore has gone from 11,731 sq. m to 14,306 sq. m (a difference of 2575 sq. m)
- The total net sales floorspace for the new superstore has gone from 7573 sq. m to 9205 sq. m (a difference of 1632 sq. m)
- The amount of floorspace used for convenience goods sales has gone from 4786 sq. m to 4602 sq. m (a decrease of 184 sq. m)
- The amount of floorspace used for comparison goods sales has gone from 2787 sq. m to 4602 sq. m (an increase of 1815 sq. m)
- The amount of 'other' floorspace aside from the new large superstore has gone from 659 sq. m to 400 sq. m (a decrease of 259 sq. m)
- In terms of overall changes across the whole site, the amount of floorspace proposed for convenience goods sales has decreased by 184 sq. m and the amount of floorspace proposed for comparison goods sales has increased by 1556 sq. m

It is considered that although there are some slight changes between the previously consented scheme under application 092003 and the scheme now proposed, the conclusions reached for application 092003 regarding why a large replacement superstore and a small amount of other retail floorspace (which in the previous case was 3 no. small retail units, but is now only 1 no. retail unit of approximately 400 sq. m in the current scheme) are acceptable are still valid, correct and appropriate. This is because the amalgamation of two of the previous non-food retail units into the floorspace for the new superstore would not increase the floorspace provided for convenience goods on the site compared to the consented scheme, and the overall comparison goods floorspace change is minor. It is considered that the impacts experienced as a result of the development now proposed would be consistent with those assessed and found to be acceptable within the permission issued under application 092003. Also, it is considered that there has been no material change in planning policy or retail economic provision that would lead to a different conclusion being reached with regard to the current application.

Notwithstanding the above, it is considered necessary to control certain aspects of the development. Following discussions with the independent retail consultant, it is considered that conditions relating to the following should be attached to the approval:

1. The new store should not be sub-divided
2. The 1 no. small retail unit should not be combined with the Sainsbury's store
3. A limit on the total gross and net floorspace is needed
4. A limit on the total net floorspace for the sale of comparison goods is needed

These conditions are needed in order to stop the retail park site becoming a more intensive development and to protect the vitality and viability of existing shopping centres within the city, thereby being compliant with national and local planning policy regarding new shopping developments.

Traffic considerations

The site is accessible by public transport and the revised Transport Assessment submitted with the current application states that experience from other Sainsbury's stores that have been enlarged has shown that the provision of an increased retail sales area does not result in a pro-rata increase in customer numbers. Although the net increase in trading area for the new store would be 21.55% higher than the store approved under application 092003, the submitted transport assessment predicts an increase in customer numbers to be only 4.09%. The assessment concludes that given the size of the retail park site and the busy highway network that surrounds the site, the current proposal would result in an imperceptible increase in traffic. The new car parking area would have 696 car parking spaces (when all the spaces are available, following the demolition of the existing store). Of these 696, 44 no. would be fully accessible space and 28 no. would be parent and child spaces. There would also be parking areas for motorcycles and pedal cycles. Vehicular access into the site would remain as existing from Heaton Park Road West. This is considered to be acceptable. A condition requiring timescales for the demolition of the existing store and the development of the remaining car parking spaces will be attached to the approval.

Regeneration and employment benefits

The area in which the application site is located has high unemployment. Manchester's unemployment rate as a whole is above the national average, and Higher Blackley's unemployment rate is above Manchester's overall rate. It is forecast that whereas the retail park currently employs 359 people (304 in the Sainsbury's store), the redeveloped retail park would employ 510 people (477 at the Sainsbury's store). Therefore, the redevelopment is welcomed in the fact that it would aid unemployment in the area by creating new jobs that could be taken by local people. The applicant has confirmed that they are prepared to enter into a local employment agreement whereby people living within the area surrounding the application site would have the first opportunity at applying for jobs in the new store. The proposal would also increase economic investment in the area and lead to the reduction of social exclusion by giving local residents better access to a range of services.

Building footprint

Considerations were made to locating the proposed new store at the front of the site in order to create an active frontage onto Heaton Park Road West. However, due to ongoing concerns regarding the location of the existing servicing yard and road, as well as the requirement for the existing store to continue trading whilst the new store is being built, the store is proposed to be located at the rear of the site. The applicant has also stated that the operational requirements of the supermarket also suit this

layout. Due to the benefits to adjacent residents that would occur as a result of the relocation of the store and service yard/road within the site, the location of the proposed new building is considered to be acceptable. It should be noted that the existing building also does not front Heaton Park Road West.

Appearance and design

The existing retail units are of an inconsistent architectural style, so it is considered that the redevelopment of the site would allow for a consistent approach to the design of the buildings within the retail park which would positively enhance visual amenity within the area. The contemporary design of the building and the modern materials palette proposed are acceptable.

Residential amenity

There is a substantial change in level between the application site and the adjacent residential properties to the east which ensures that the existing dwellings would not be overlooked by the proposed store. The heights of the adjacent residential properties are above that of the proposed store. This is considered to be acceptable. As also stated above, there would be a significant benefit to adjacent residents as a result of the redevelopment due to the fact that the service road and yard which currently runs along the southern/eastern boundaries of the site would be relocated to the western/northern boundaries, well away from any nearby residents. On balance, the scheme is considered to be acceptable in terms of its impact on residential amenity as it would actually make the currently unacceptable situation a lot better with regard to the location of the servicing route.

Landscaping

As stated above, the existing retail development has a landscaping scheme that was planted at the time of construction of the existing store to provide amenity and environmental benefit and ameliorate its visual impact on its surroundings. This existing landscaping has been largely successful and has become well established. Regarding landscaping for the redeveloped site, it would be a combination of retained vegetation and supplementary native tree planting for screening and/or ecological enhancement. A key theme of the proposed landscaping strategy is to retain where possible the valuable established components of the existing landscaping scheme. With regard to the existing landscaping to the northern and western boundaries, occasional minor incursion would be required to accommodate the proposed access to the service yard, however the loss would be minimal. The landscape proposals for the site in general include substantial replacement shrub and tree planting in broad swathes which would be a significant improvement over the existing arrangement of small scattered pockets of shrub planting. The valuable landscape buffer that currently exists along Heaton Park Road West/Heaton Park Road would be largely retained. The current car park area has 34 trees within it, but as the redevelopment of the site necessitates their removal, 51 no. new trees are proposed as part of the redevelopment, including a number of semi-mature trees. Proposed changes to the pedestrian and vehicular access arrangements from Heaton Park Road requires the removal of occasional mature trees (which has

already been done), however the majority would be retained. This is considered to be acceptable.

Disabled access

The redeveloped retail park will be fully accessible throughout and the car park would have 44 no. fully accessible parking spaces. The applicant has stated that dropped kerbs would be provided on pedestrian routes through the car park to the store entrance and tactile paving would be used as necessary. All store entrances would have level access and the main entrances would have sliding doors. Fully accessible toilets would be provided within the store.

Sustainability

The new store would be brought into line with current energy efficiency standards in order to reduce as far as possible its environmental impact and enhance its overall sustainability. It should also be noted that a BREEAM pre-assessment was undertaken for the proposed development and the new store should achieve a 'very good' rating. This will be conditioned as part of the approval.

Security

A Crime Impact Statement was submitted with the previous application (092003) and Greater Manchester Police have been involved with the amendments now proposed for the current scheme. There are no objections to the proposed changes and it should be noted that a condition requiring the development to achieve Secured by Design will be attached to the approval.

Environmental Impact Assessment

The proposed development was subject to a screening opinion in March 2011 in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). In light of the information and documents received with the current planning application, it was concluded that in this particular instance, although the development will have some impact on the area, an Environmental Impact Assessment was not required. The applicant was also advised however that the City Council as Local Planning Authority reserves the right to seek an Environmental Impact Assessment if any future planning submissions on this site are significantly different, either in size, form or in terms of uses.

Section 106

The applicant has agreed to enter into a section 106 agreement in order to secure a financial contribution that would be used to improve the landscape of the Irk Valley. The Unitary Development Plan for Manchester, the North Manchester Strategic Regeneration Framework, the Irk Valley Local Plan and the emerging Local Development Framework open space strategy all highlight the importance of the Irk Valley to the quality of life in North Manchester and the key role which the Valley can

play in improving the quality of the environment across the whole area and specifically around the Sainsbury's site which is the only large scale commercial business use in or near to this section of the Valley. The City Council has identified a number of improvements that are desired within the Irk Valley area, and it is considered that it is reasonable, relevant and necessary for Sainsbury's to contribute to these desired improvements in order to mitigate against any perceived harm that could be caused by having a much larger Sainsbury's store than existing at this location. Not only would the improvements have a positive impact on the land surrounding the new development to the benefit of the local community, but would improve land that is both within and outside the applicant's ownership. It is considered that it would be both reasonable and directly related to the proposed development if the section 106 money was used to pay for improvements along the River Irk near to the application site, as it would improve pedestrian routes and linkages to and from the new store. The neighbourhoods surrounding the application site have high deprivation and low car ownership levels and there is very little choice in terms of where people are able to shop for comparison and convenience goods. For many people, a safe, attractive and well-managed footpath and cycle route through the Irk Valley will be the most convenient way for them to access local shopping facilities. It is therefore considered that the requested section 106 is directly related to the proposed development in this respect.

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 Unitary Development Plan, the Head of Planning 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. He believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE** subject to the signing of a section 106 agreement relating to a financial contribution to the upgrading of the Irk Valley within the vicinity of the site and the referral of the application to the Secretary of State for Communities and Local Government in accordance with the Town and Country Planning Act 1990 because it represents a departure from the adopted Unitary Development Plan and under the Town and Country Planning (Consultation) (England) Direction 2009

Approve in the light of policies DP2 and DP7 of the Regional Spatial Strategy and policies S2, H2.2, T2.4, T2.6, E3.5 and DC9.1 of the Unitary Development Plan on the basis that the development would not adversely affect the vitality and viability of existing shopping centres within the city, it would not adversely affect visual or residential amenity within the area, it would be acceptable from a traffic generation point of view, it would have adequate car parking, it would be built with high levels of safety and security, it would have acceptable landscaping, it would aid regeneration, it would be sustainable and energy efficient, and it would be fully accessible throughout

Conditions and/or Reasons

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 unless otherwise agreed in writing by the City Council as Local Planning Authority:

Drawings

P01 Rev A
P02 Rev D
P03 Rev F
P04 Rev B
P05 Rev D
P06 Rev F
P07 Rev C
P09 Rev D
P10 Rev B
P11

776D-02
776D-03 Rev A

all stamped as received by the Local Planning Authority on 10 March 2011

The submitted waste management strategy

The mitigation measures as detailed in section 6.2 of the submitted acoustic report by AECOM dated November 2009

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policy H2.2 of the Manchester Unitary Development Plan.

3) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent', unless otherwise agreed in writing by the City Council as local planning authority. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

4) No development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected. The boundary treatment shall be completed before the development is first occupied. 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 H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

5) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building 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 Policies T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

6) Notwithstanding condition 5, prior to the development hereby permitted first being brought into use, a full management plan, including timescales, for the demolition of the existing Sainsbury's store and the subsequent development and demarcation of the remaining car parking spaces at the site to serve the new store shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development/demolition shall then be undertaken in accordance with the approved details and the demarcated car parking spaces shall be available for use so long as the replacement Sainsbury's store is in use.

Reason - To ensure that there is adequate parking for the development proposed when the new Sainsbury's store is operational in order to comply with Policies T2.4 and T2.6 of the Unitary Development Plan for the City of Manchester.

7) 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. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

8) No part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T3.1, T3.6 and T3.7 of the Unitary Development Plan for the City of Manchester.

9) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing ref 776D-03 Rev A shall be implemented not later than 12 months from the date of commencement of works. 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, unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

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 policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) The development hereby approved shall not be occupied until full details of a Local Employment Agreement have been submitted to and approved in writing by the City Council as Local Planning Authority and thereafter the development shall not be occupied unless the terms of the agreed Local Employment Agreement are adhered to.

Reason - To safeguard local employment opportunities, pursuant to policy R1 of the Unitary Development Plan for the City of Manchester.

12) No development shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been 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 secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

13) Details of a Travel Plan with the objective of encouraging sustainable modes of transport for future users of the development and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by

the City Council as local planning authority before development commences. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In order to promote sustainable modes of transportation, in accordance with the provisions contained within PPS13

14) The wheels of contractors vehicles leaving the site shall be cleaned and the access roads leading to the site swept daily in accordance with the submitted management scheme by Barr construction, stamped as received by the Local Planning Authority on 12 May 2011.

Reason - In the interest of pedestrian and highway safety, as specified in policy H2.2 of the Unitary Development Plan for the City of Manchester.

15) None of the development hereby permitted shall be brought into use until the existing retail floorspace has ceased trading.

Reason - To ensure that the existing and replacement stores are not trading at the same time in order to protect the vitality and viability of existing centres within the city, and to be consistent with national and local planning policy, in particular PPS4 and UDP policy S2.

16) Before first occupation of the development, the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme 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 equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

17) Before development commences, full details of the design and delineation of the vehicular egress and access junctions and the design of the revised pedestrian and cycle access areas from the adopted roundabout on Heaton Park Road West shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason - To ensure an acceptable development and in the interests of pedestrian and highway safety, pursuant to UDP policy H2.2

18) The development hereby approved shall be implemented in accordance with the submitted Method Statement for the eradication and disposal of Japanese Knotweed at the application site by Arthur Amos Associates, and associated plan ref. 776B-05, stamped as received by the Local Planning Authority on 12 May 2011.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted UDP.

19) In order to protect the River Irk from materials and other sources of pollution during the construction of the development hereby approved, the development shall be implemented in accordance with the Control of Water Pollution from Construction Sites document, stamped as received by the Local Planning Authority on 12 May 2011. For the avoidance of doubt, the CIRIA C532 guidelines must be implemented and specific site details must be taken into account during implementation when they become available. In addition, specific details of river protection methods must be provided to the Local Planning Authority for assessment when information becomes available regarding the new drainage scheme for the site. The development shall then be implemented in accordance with the approved details.

Reason - To ensure construction best practice is followed and to prevent pollution of the River Irk, pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester.

20) No vegetation clearance or demolition of buildings shall take place in the bird-breeding season (March to July) inclusive, unless nesting birds have been shown to be absent by a suitably qualified person.

Reason - To ensure wildlife habitats are not adversely affected and to be consistent with UDP Policy E2.4

21) The development hereby permitted includes for 1 no. large replacement superstore that shall remain as 1 no. retail unit at all times. It shall not be sub-divided to create more than 1 no. retail unit.

Reason - To ensure that the scale and nature of the retail development at this out of centre site does not lead to significant changes in retail activity which could have an unacceptable impact on nearby centres, pursuant to national and local planning policy in relation to shopping, namely PPS4 and policy S2 of the Unitary Development Plan for the City of Manchester.

22) The development hereby permitted includes for 1 no. small retail unit (400 sq. m). This retail unit shall not be combined with the larger superstore to create a larger unit.

Reason - To ensure that the scale and nature of the retail development at this out of centre site does not lead to significant changes in retail activity which could have an unacceptable impact on nearby centres, pursuant to national and local planning policy in relation to shopping, namely PPS4 and policy S2 of the Unitary Development Plan for the City of Manchester.

23) The total gross retail floorspace within the development hereby permitted shall not exceed 14,706 sq. m and the development hereby permitted includes for 1 no. large superstore where the total net sales floorspace shall not exceed 9205 sq. m

Reason - To ensure that the overall scale and nature of the retail development at this out of centre site does not lead to significant changes in retail activity which could have an unacceptable impact on nearby centres, pursuant to national and local planning policy in relation to shopping, namely PPS4 and policy S2 of the Unitary Development Plan for the City of Manchester

24) The development hereby permitted includes for 1 no. large superstore where the total net floorspace used for the sale of comparison goods shall not exceed 5816 sq. m

Reason - To ensure that the scale and nature of the retail development at this out of centre site does not lead to significant changes in retail activity which could have an unacceptable impact on nearby centres, pursuant to national and local planning policy in relation to shopping, namely PPS4 and policy S2 of the Unitary Development Plan for the City of Manchester

25) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping or other works approved shall be carried out in accordance with British Standard 5837 (Trees in relation to construction) and BS 3998 (Recommendations for tree work).

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies E2.4 and E2.6 of the Unitary Development Plan for the City of Manchester.

26) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and the Flood Risk Assessment (FRA) submitted by Hadfield Cawkwell Davidson Ref 2010-200 Release 1.1 dated March 2011, has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to PPS25.

27) Prior to the development hereby approved becoming operational, the recycling facilities as shown on the approved plans must be available for use and shall remain in use at all times thereafter.

Reason - To ensure an acceptable and sustainable development, pursuant to UDP policy H2.2

28) The mezzanine hereby approved within the large superstore shall be used for ancillary functions only (namely colleague domestic area, explore and learn, and cafe) and shall not be used as retail sales floorspace at any time.

Reason - To ensure that the overall scale and nature of the retail development at this out of centre site does not lead to significant changes in retail activity which could have an unacceptable impact on nearby centres, pursuant to national and local planning policy in relation to shopping, namely PPS4 and policy S2 of the Unitary Development Plan for the City of Manchester

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: 095715/FO/2011/N1 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:

Greater Manchester Police
Highway Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
North Manchester Regeneration Team
Environment Agency
The Highways Agency
Salford City Council
Bury Metropolitan Borough Council

Rochdale Metropolitan Borough Council
Greater Manchester Ecology Unit
Councillor Ken Barnes
Councillor Harold Lyons
Councillor Anna Trotman

1 Dexter Road, Manchester, M9 0GG
10 Dexter Road, Manchester, M9 0GG
11 Dexter Road, Manchester, M9 0GG
12 Dexter Road, Manchester, M9 0GG
13 Dexter Road, Manchester, M9 0GG
14 Dexter Road, Manchester, M9 0GG
15 Dexter Road, Manchester, M9 0GG
16 Dexter Road, Manchester, M9 0GG
17 Dexter Road, Manchester, M9 0GG
18 Dexter Road, Manchester, M9 0GG
19 Dexter Road, Manchester, M9 0GG
2 Dexter Road, Manchester, M9 0GG
20 Dexter Road, Manchester, M9 0GG
22 Dexter Road, Manchester, M9 0GG
24 Dexter Road, Manchester, M9 0GG
26 Dexter Road, Manchester, M9 0GG
28 Dexter Road, Manchester, M9 0GG
3 Dexter Road, Manchester, M9 0GG
30 Dexter Road, Manchester, M9 0GG
32 Dexter Road, Manchester, M9 0GG
34 Dexter Road, Manchester, M9 0GG
36 Dexter Road, Manchester, M9 0GG
38 Dexter Road, Manchester, M9 0GG
4 Dexter Road, Manchester, M9 0GG
40 Dexter Road, Manchester, M9 0GG
42 Dexter Road, Manchester, M9 0GG
44 Dexter Road, Manchester, M9 0GG
5 Dexter Road, Manchester, M9 0GG
6 Dexter Road, Manchester, M9 0GG
7 Dexter Road, Manchester, M9 0GG
8 Dexter Road, Manchester, M9 0GG
9 Dexter Road, Manchester, M9 0GG
1 Branksome Drive, Manchester, M9 0GJ
10 Branksome Drive, Manchester, M9 0GJ
11 Branksome Drive, Manchester, M9 0GJ
12 Branksome Drive, Manchester, M9 0GJ
13 Branksome Drive, Manchester, M9 0GJ
14 Branksome Drive, Manchester, M9 0GJ
15 Branksome Drive, Manchester, M9 0GJ
16 Branksome Drive, Manchester, M9 0GJ
17 Branksome Drive, Manchester, M9 0GJ
18 Branksome Drive, Manchester, M9 0GJ
2 Branksome Drive, Manchester, M9 0GJ
3 Branksome Drive, Manchester, M9 0GJ

4 Branksome Drive, Manchester, M9 0GJ
5 Branksome Drive, Manchester, M9 0GJ
6 Branksome Drive, Manchester, M9 0GJ
7 Branksome Drive, Manchester, M9 0GJ
8 Branksome Drive, Manchester, M9 0GJ
9 Branksome Drive, Manchester, M9 0GJ
1 Corris Avenue, Manchester, M9 0GQ
10 Corris Avenue, Manchester, M9 0GQ
11 Corris Avenue, Manchester, M9 0GQ
12 Corris Avenue, Manchester, M9 0GQ
13 Corris Avenue, Manchester, M9 0GQ
14 Corris Avenue, Manchester, M9 0GQ
15 Corris Avenue, Manchester, M9 0GQ
16 Corris Avenue, Manchester, M9 0GQ
17 Corris Avenue, Manchester, M9 0GQ
18 Corris Avenue, Manchester, M9 0GQ
19 Corris Avenue, Manchester, M9 0GQ
2 Corris Avenue, Manchester, M9 0GQ
20 Corris Avenue, Manchester, M9 0GQ
3 Corris Avenue, Manchester, M9 0GQ
4 Corris Avenue, Manchester, M9 0GQ
5 Corris Avenue, Manchester, M9 0GQ
6 Corris Avenue, Manchester, M9 0GQ
7 Corris Avenue, Manchester, M9 0GQ
8 Corris Avenue, Manchester, M9 0GQ
9 Corris Avenue, Manchester, M9 0GQ
1 Glenbrook Road, Manchester, M9 0PP
11 Glenbrook Road, Manchester, M9 0PP
13 Glenbrook Road, Manchester, M9 0PP
15 Glenbrook Road, Manchester, M9 0PP
3 Glenbrook Road, Manchester, M9 0PP
5 Glenbrook Road, Manchester, M9 0PP
7 Glenbrook Road, Manchester, M9 0PP
9 Glenbrook Road, Manchester, M9 0PP
33 Caldecott Road, Manchester, M9 0PT
35 Caldecott Road, Manchester, M9 0PT
10 Glenbrook Road, Manchester, M9 0PW
12 Glenbrook Road, Manchester, M9 0PW
14 Glenbrook Road, Manchester, M9 0PW
16 Glenbrook Road, Manchester, M9 0PW
18 Glenbrook Road, Manchester, M9 0PW
2 Glenbrook Road, Manchester, M9 0PW
20 Glenbrook Road, Manchester, M9 0PW
22 Glenbrook Road, Manchester, M9 0PW
24 Glenbrook Road, Manchester, M9 0PW
26 Glenbrook Road, Manchester, M9 0PW
28 Glenbrook Road, Manchester, M9 0PW
30 Glenbrook Road, Manchester, M9 0PW
32 Glenbrook Road, Manchester, M9 0PW

34 Glenbrook Road, Manchester, M9 0PW
36 Glenbrook Road, Manchester, M9 0PW
4 Glenbrook Road, Manchester, M9 0PW
6 Glenbrook Road, Manchester, M9 0PW
8 Glenbrook Road, Manchester, M9 0PW
1 Southwood Drive, Manchester, M9 0QG
10 Southwood Drive, Manchester, M9 0QG
11 Southwood Drive, Manchester, M9 0QG
12 Southwood Drive, Manchester, M9 0QG
13 Southwood Drive, Manchester, M9 0QG
14 Southwood Drive, Manchester, M9 0QG
2 Southwood Drive, Manchester, M9 0QG
3 Southwood Drive, Manchester, M9 0QG
4 Southwood Drive, Manchester, M9 0QG
5 Southwood Drive, Manchester, M9 0QG
6 Southwood Drive, Manchester, M9 0QG
7 Southwood Drive, Manchester, M9 0QG
8 Southwood Drive, Manchester, M9 0QG
9 Southwood Drive, Manchester, M9 0QG
29 Parksway, Manchester, M9 0GL
31 Parksway, Manchester, M9 0GL
33 Parksway, Manchester, M9 0GL
35 Parksway, Manchester, M9 0GL
37 Parksway, Manchester, M9 0GL
39 Parksway, Manchester, M9 0GL
41 Parksway, Manchester, M9 0GL
43 Parksway, Manchester, M9 0GL
45 Parksway, Manchester, M9 0GL
47 Parksway, Manchester, M9 0GL
49 Parksway, Manchester, M9 0GL
51 Parksway, Manchester, M9 0GL
53 Parksway, Manchester, M9 0GL
55 Parksway, Manchester, M9 0GL
57 Parksway, Manchester, M9 0GL
59 Parksway, Manchester, M9 0GL
1 Parksway, Manchester, M9 0QJ
11 Parksway, Manchester, M9 0QJ
13 Parksway, Manchester, M9 0QJ
15 Parksway, Manchester, M9 0QJ
17 Parksway, Manchester, M9 0QJ
19 Parksway, Manchester, M9 0QJ
21 Parksway, Manchester, M9 0QJ
23 Parksway, Manchester, M9 0QJ
25 Parksway, Manchester, M9 0QJ
27 Parksway, Manchester, M9 0QJ
3 Parksway, Manchester, M9 0QJ
5 Parksway, Manchester, M9 0QJ
7 Parksway, Manchester, M9 0QJ
9 Parksway, Manchester, M9 0QJ

100 Heaton Park Road, Manchester, M9 0QQ
101 Heaton Park Road, Manchester, M9 0QQ
102 Heaton Park Road, Manchester, M9 0QQ
103 Heaton Park Road, Manchester, M9 0QQ
104 Heaton Park Road, Manchester, M9 0QQ
105 Heaton Park Road, Manchester, M9 0QQ
106 Heaton Park Road, Manchester, M9 0QQ
107 Heaton Park Road, Manchester, M9 0QQ
108 Heaton Park Road, Manchester, M9 0QQ
109 Heaton Park Road, Manchester, M9 0QQ
110 Heaton Park Road, Manchester, M9 0QQ
111 Heaton Park Road, Manchester, M9 0QQ
112 Heaton Park Road, Manchester, M9 0QQ
113 Heaton Park Road, Manchester, M9 0QQ
114 Heaton Park Road, Manchester, M9 0QQ
115 Heaton Park Road, Manchester, M9 0QQ
116 Heaton Park Road, Manchester, M9 0QQ
117 Heaton Park Road, Manchester, M9 0QQ
118 Heaton Park Road, Manchester, M9 0QQ
119 Heaton Park Road, Manchester, M9 0QQ
120 Heaton Park Road, Manchester, M9 0QQ
121 Heaton Park Road, Manchester, M9 0QQ
122 Heaton Park Road, Manchester, M9 0QQ
123 Heaton Park Road, Manchester, M9 0QQ
124 Heaton Park Road, Manchester, M9 0QQ
126 Heaton Park Road, Manchester, M9 0QQ
97 Heaton Park Road, Manchester, M9 0QQ
98 Heaton Park Road, Manchester, M9 0QQ
99 Heaton Park Road, Manchester, M9 0QQ
1 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
10 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
11 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
12 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
2 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
3 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
4 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
5 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
6 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
7 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
8 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
9 Cawley Terrace, Heaton Park Road, Manchester, M9 0QR
1A Southwood Drive, Manchester, M9 0QG
19 Deanswood Drive, Manchester, M9 0QZ
21 Deanswood Drive, Manchester, M9 0QZ
23 Deanswood Drive, Manchester, M9 0QZ
25 Deanswood Drive, Manchester, M9 0QZ
27 Deanswood Drive, Manchester, M9 0QZ
29 Deanswood Drive, Manchester, M9 0QZ
31 Deanswood Drive, Manchester, M9 0QZ

1 Westway, Manchester, M9 0GA
3 Westway, Manchester, M9 0GA
5 Westway, Manchester, M9 0GA
7 Westway, Manchester, M9 0GA
9 Westway, Manchester, M9 0GA
11 Westway, Manchester, M9 0GA
13 Westway, Manchester, M9 0GA
15 Westway, Manchester, M9 0GA
17 Westway, Manchester, M9 0GA
141 Heaton Park Road, Manchester, M9 0NZ
143 Heaton Park Road, Manchester, M9 0NZ
145 Heaton Park Road, Manchester, M9 0NZ
147 Heaton Park Road, Manchester, M9 0NZ
125 Heaton Park Road, Manchester, M9 0PE
127 Heaton Park Road, Manchester, M9 0PE
129 Heaton Park Road, Manchester, M9 0PE
131 Heaton Park Road, Manchester, M9 0PE
133 Heaton Park Road, Manchester, M9 0PE
135 Heaton Park Road, Manchester, M9 0PE
137 Heaton Park Road, Manchester, M9 0PE
139 Heaton Park Road, Manchester, M9 0PE
1 Wyville Drive, Manchester, M9 0QL
3 Wyville Drive, Manchester, M9 0QL
5 Wyville Drive, Manchester, M9 0QL
7 Wyville Drive, Manchester, M9 0QL
9 Wyville Drive, Manchester, M9 0QL
11 Wyville Drive, Manchester, M9 0QL
13 Wyville Drive, Manchester, M9 0QL
2 Wyville Drive, Manchester, M9 0QL
4 Wyville Drive, Manchester, M9 0QL
6 Wyville Drive, Manchester, M9 0QL
8 Wyville Drive, Manchester, M9 0QL
10 Wyville Drive, Manchester, M9 0QL
12 Wyville Drive, Manchester, M9 0QL
2 Westway, Manchester, M9 0LQ
4 Westway, Manchester, M9 0LQ
6 Westway, Manchester, M9 0LQ
8 Westway, Manchester, M9 0LQ
10 Westway, Manchester, M9 0LQ
12 Westway, Manchester, M9 0LQ
14 Westway, Manchester, M9 0LQ
16 Westway, Manchester, M9 0LQ
18 Westway, Manchester, M9 0LQ
173 Heaton Park Road West, Manchester, M9 0TZ
175 Heaton Park Road West, Manchester, M9 0TZ
177 Heaton Park Road West, Manchester, M9 0TZ
179 Heaton Park Road West, Manchester, M9 0TZ
Three Arrows Inn, 351 Middleton Road, Manchester, M24 4GY
1 Errol Avenue, Blackley, Manchester, M9 0PF

2 Errol Avenue, Blackley, Manchester, M9 0PF
3 Errol Avenue, Blackley, Manchester, M9 0PF
4 Errol Avenue, Blackley, Manchester, M9 0PF
5 Errol Avenue, Blackley, Manchester, M9 0PF
6 Errol Avenue, Blackley, Manchester, M9 0PF
7 Errol Avenue, Blackley, Manchester, M9 0PF
8 Errol Avenue, Blackley, Manchester, M9 0PF
9 Errol Avenue, Blackley, Manchester, M9 0PF
10 Errol Avenue, Blackley, Manchester, M9 0PF
11 Errol Avenue, Blackley, Manchester, M9 0PF
12 Errol Avenue, Blackley, Manchester, M9 0PF
13 Errol Avenue, Blackley, Manchester, M9 0PF
14 Errol Avenue, Blackley, Manchester, M9 0PF
1 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
3 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
5 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
7 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
9 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
11 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
13 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
15 Old Hall Lane, Crumpsall, Manchester, M24 4GZ
Nevada Bob, Revival Retail Park, Middleton Road, Manchester, M9 0QS
Revival Retail Park, Middleton Road, Manchester, M9 0QS
J Sainsbury, Revival Retail Park, Middleton Road, Manchester, M9 0QS
Tennis Courts Rear Of 161-197, Old Hall Lane, Rusholme, Manchester, M14 6HG
Manchester University, Old Hall Lane, Rusholme, Manchester, M14 6HA
Swarbricks Three Arrows, Middleton Road, Manchester, M24 4GY
Heaton Retail Park, Middleton Road, Manchester, M9 0QS
J Sainsbury Plc, Heaton Park Road, Manchester, M9 0QS
128 Heaton Park Road, Manchester, M9 0QQ
130 Heaton Park Road, Manchester, M9 0QQ
126A Heaton Park Road, Manchester, M9 0QQ
Flat At, Three Arrows Inn, 351 Middleton Road, Manchester, M24 4GY

Representations were received from the following third parties:

Greater Manchester Police
Highway Services
Environmental Health
Contaminated Land Section
Environment & Operations (Trees)
North Manchester Regeneration Team
Environment Agency
The Highways Agency
Greater Manchester Ecology Unit

Relevant Contact Officer : Carolyn Parry
Telephone number : 0161 234 4022
Email : c.parry@manchester.gov.uk