

Ward: Radcliffe - West

Item 02

Applicant: Euro Garages Limited

Location: Asda Stores Ltd, Pilkington Way, Radcliffe, Manchester, M26 3DA

Proposal: Erection of drive thru coffee shop

Application Ref: 64949/Full

Target Date: 10/02/2020

Recommendation: Approve with Conditions

Description

The application site relates to part of the car park for the Asda store and is located in the north eastern corner. The site contains 78 parking spaces and a trolley store. The site is accessed from Sion Street via the junction with Pilkington Way, Sion Street and Dale Street. There is a pedestrian access to the north, which connects to Pilkington Way and a pedestrian access to the east, which connects to a riverside path.

There is a supermarket to the south west with industrial buildings beyond. The River Irwell marks the boundary to the east with industrial buildings beyond. Pilkington Way is located to the north with a supermarket and the town centre beyond. There is a hot food takeaway to the west.

The proposed development involves the erection of a building, to be used as a coffee shop (Use Class A1) and drive thru facility on the north eastern corner of an existing car park. The building would be single storey and would be constructed from timber boarding and composite panels. The site would be accessed through the car park from Sion Street.

Relevant Planning History

None relevant.

Publicity

Site notices were posted on 20 December 2019.

17 letters have been received from the occupiers of 233, 235 Lever Street, 34 Abbey Court, 38 Bridgefield Drive, 58 Bury Street, 123 Higher Dean Street, 10 Lynton Lea, 23 Parkside Close, 42 Heatherside Road, 39, 134 Outwood Road, 47 Blackburn Street, 1, 16 Great Hall Close, 7 Rectory Lane, which have raised the following issues:

- There are many independent cafes & coffee shops that are already struggling.
- Asda should not have the run of the town.
- Was bad enough to put in Timpsons, when there are already local shops/markets that supplier these services.
- There are enough coffee shops in Radcliffe. We don't need another.
- This will be harmful to small businesses.
- Radcliffe town centre has been trying to regenerate for sometime. A drive through coffee shop is just going to take business away from our small businesses.
- There is no need whatsoever for this. Macdonalds do drive through and serve coffee and I think that's enough.
- People are struggling anyway without putting a high street coffee shop on the same side as Asda.
- Will create extra traffic which at peak times is already horrendous.
- Too many cafes already. This will lead to job losses.
- This will encourage people to use cars.

- I will boycott Asda if this is passed. Asda and Bury Council will be detrimentally targeted on social media.
- The site only has 1 access and egress point, which is frequently congested at peak times.
- The town centre has a number of cafes, which serve the area well.

The objectors have been notified of the Planning Control Committee meeting.

Statutory/Non-Statutory Consultations

Traffic Section - No objections in principle. Further comments to be reported in the Supplementary Report.

Drainage Section - No response.

Environmental Health - Contaminated Land - No objections, subject to the inclusion of conditions relating to contaminated land and electric vehicle charging points.

Environmental Health - Commercial Section - No response.

Environmental Health - Pollution Control - No comments.

United Utilities - No objections, subject to the inclusion of conditions relating to foul and surface water drainage.

Pre-start Conditions - Applicant has agreed with pre-start conditions

Unitary Development Plan and Policies

EN1/2	Townscape and Built Design
EN1/3	Landscaping Provision
EN1/7	Throughroutes and Gateways
EN7	Pollution Control
EN7/1	Atmospheric Pollution
EN7/2	Noise Pollution
EN7/5	Waste Water Management
S1/2	Shopping in Other Town Centres
S2/6	Food and Drink
HT2/4	Car Parking and New Development
HT5/1	Access For Those with Special Needs
HT6/2	Pedestrian/Vehicular Conflict
Area	South of Pilkington Way
RD3	
SPD11	Parking Standards in Bury
NPPF	National Planning Policy Framework

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF) and the adopted Bury Unitary Development Plan (UDP) together with other relevant material planning considerations. The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP Policy will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Principle (Retail) - The proposed development involves the erection of a coffee shop (Class A1), including a drive thru facility on the car park to Asda.

Paragraph 85 of the NPPF states that:

'Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation. Planning policies should:

a) define a network and hierarchy of town centres and promote their long-term vitality and viability - by allowing them to grow and diversify in a way that can respond to rapid changes

in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters.

The proposed coffee shop would be classed as retail (Class A1) under the use classes order. The application site would be located in the town centre and retail is a use that should be located in the town centre. The proposed coffee shop would complement the existing retail uses within the immediate vicinity. Therefore, the proposed development would be acceptable in principle and would be in accordance with the NPPF.

The proposed drive thru facility would be similar to that of a hot food takeaway establishment and as such, Policy S2/6 is considered to be applicable.

Policy S2/6 states that the the Council when considering all proposals which involve restaurants, hot food takeaways, cafes, snack bars, wine bars, and public houses, together with any other uses within Class A3, will have regard to the following factors:

- the amenity of nearby residents by reason of noise, smell, litter, and opening hours;
- whether or not the proposal would result in an over concentration of Class A3 uses, which could adversely change the nature or character of a centre as a whole;
- parking and servicing provision associated with the proposed development and its effects in terms of road safety, traffic generation and movement;
- provision for the storage and disposal of refuse and customer litter;
- the environmental impact of any ventilation flues and/or ducting.

The proposed development would be located on a car park within the town centre. The other uses on the car park are a food supermarket and a fast food restaurant. The proposed development would complement these uses and would not lead to an over concentration of such uses. The issues relating to amenity, parking, service provision and refuse will be discussed later in the report. Therefore, the proposed development would be in accordance with Policy S2/6 of the Bury Unitary Development Plan.

Design and layout - The proposed building would be located in the corner of the existing car park near to Pilkington Way. The proposed building would be single storey with a flat roof. The proposed design is simple and modest in appearance. The proposed retail building would be constructed from timber boarding and composite panels, which are considered to be appropriate. There would be glazing to all four elevations, but the north west and south east elevations would be predominantly glazed, providing an active frontage. As such, the proposed development would be appropriate in terms of height, scale and form and would not be a prominent feature in the streetscene. Therefore, the proposed development would be in accordance with Policies EN1/2 and S2/6 of the Bury Unitary Development Plan.

Noise - The proposed coffee shop would be open on a 24 hour basis. The existing supermarket is open on a 24 hour basis, as is the adjacent hot food takeaway. The proposed development would not generate any more noise than the current use of the site. The Pollution Control Section has no objections. Therefore, the proposed development would not have a significant adverse impact upon the amenity of the neighbouring properties and would be in accordance with Policy EN7/2 of the Bury Unitary Development Plan.

Highways issues - The proposed development would be accessed via the existing junction at Sion Street, Pilkington Way and Sion Street and through the existing car park. A tracking diagram has been submitted, which shows that the delivery vehicles can manoeuvre safely in the car park. While there is no clear pedestrian route between the proposed coffee shop and the supermarket, there are connections between the car park and a riverside path, which would provide a safe pedestrian route between the two buildings. The Traffic Section has no objections in principle and further comments will be reported in the Supplementary Report.

Parking - SPD11 states that the maximum parking standards for an A1 retail use would be

1 space per 25 square metres, which would equate to 8 spaces.

The proposed development would remove 78 spaces and would provide 12 for the proposed coffee shop, resulting in an overall loss of 66 parking spaces.

A drone survey has been carried out for the whole car park and shows that the maximum number of spaces occupied was 252. This would tally with the TRICS analysis, which suggested a peak parking on a Saturday with 247 spaces occupied. The proposed development would result in 435 spaces across the whole car park, which would be able to accommodate the parking demands from the three buildings on site (supermarket, coffee shop and hot food takeaway). Therefore, the proposed development would be in accordance with Policy HT2/4 of the Bury Unitary Development Plan and SPD11.

The proposed development would provide 12 spaces for the proposed coffee shop and would result in an overall loss of 66 parking spaces at the site.

Response to objectors

- The issue of competition is not a material planning consideration and cannot be taken into consideration.
- The issues relating to traffic have been addressed in the report above.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions/ Reasons

1. The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
2. This decision relates to drawings numbered 190756-PLNG8, 190756-PLNG9A, 190756-PLNG7B, 190756-PLNG6B, 190756-PLNG5B, 190756, 190756-PLNG2C, 190756-PLNG1B, 4363 01, 0000/ME/001, 3D visuals and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan listed.
3. The external finishing materials for the proposal hereby approved shall be those noted on plan reference 190756-PLNG9A.
Reason. In the interests of visual amenity and to ensure a satisfactory development pursuant to Policy EN1/2 - Townscape and Built Design of Bury Unitary Development Plan.
4. No development shall commence unless and until:-
 - A contaminated land Preliminary Risk Assessment report to assess the actual/potential contamination and/or ground gas/landfill gas risks at the site shall be submitted to, and approved in writing by, the Local Planning Authority;

- Where actual/potential contamination and/or ground gas/landfill gas risks have been identified, detailed site investigation and suitable risk assessment shall be submitted to, and approved in writing by the Local Planning Authority;
- Where remediation/protection measures is/are required, a detailed Remediation Strategy shall be submitted to, and approved in writing by, the Local Planning Authority.

Reason. The scheme does not provide full details of the actual contamination and subsequent remediation, which is required to secure the satisfactory development of the site in terms of human health, controlled waters, ground gas and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

5. Following the provisions of Condition 4 of this planning permission, where remediation is required, the approved Remediation Strategy must be carried out to the satisfaction of the Local Planning Authority within agreed timescales; and A Site Verification Report detailing the actions taken and conclusions at each stage of the remediation works, including substantiating evidence, shall be submitted to and approved in writing by the Local Planning Authority prior to the development being brought into use.

Reason. To secure the satisfactory development of the site in terms of human health, controlled waters and the wider environment and pursuant to National Planning Policy Framework Section 15 - Conserving and enhancing the natural environment.

6. Prior to the commencement of the development hereby approved, a scheme for the provision of electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to occupation of the building hereby approved

Reason. In accordance with paragraph 35 and 124 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

7. No development shall commence unless and until surface water drainage proposals have been submitted to and approved in writing by the Local Planning Authority. The scheme should be in accordance with the submitted Surface Water Sustainable Drainage Assessment and must be based on the hierarchy of drainage options in the National Planning Practice Guidance and be designed in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015). This must include assessment of potential SuDS options for surface water drainage with appropriate calculations and test results to support the chosen solution. Details of proposed maintenance arrangements should also be provided. The approved scheme only shall be implemented prior to first occupation and thereafter maintained.

Reason. The current application contains insufficient information regarding the proposed drainage scheme to fully assess the impact. To promote sustainable development and reduce flood risk pursuant to Unitary Development Plan Policies EN5/1- New Development and Flood Risk , EN7/3 - Water Pollution and EN7/5 - Waste Water Management and chapter 14 - Meeting the challenge of climate change, flooding and coastal change of the NPPF.

8. Foul and surface water shall be drained on separate systems.

Reason. To provide a satisfactory means of drainage pursuant to Policy EN7/5 - Waste Water Management of the Bury Unitary Development Plan.

9. The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building hereby approved being brought into use.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to Policy HT2/4 - Car Parking and New Development of the

Bury Unitary Development Plan.

10. No development shall commence unless and until a 'Construction Traffic Management Plan' (CTMP), has been submitted to and approved by the Local Planning Authority and shall confirm/provide the following:
- Hours of operation and number of vehicle movements;
 - Arrangements for the turning and manoeuvring of vehicles within the curtilage of the site;
 - Parking on site of operatives' and demolition/construction vehicles together with storage on site of demolition/construction materials;
 - Measures to ensure that all mud and other loose materials are not carried on the wheels and chassis of any vehicles leaving the site and measures to minimise dust nuisance caused by the operations

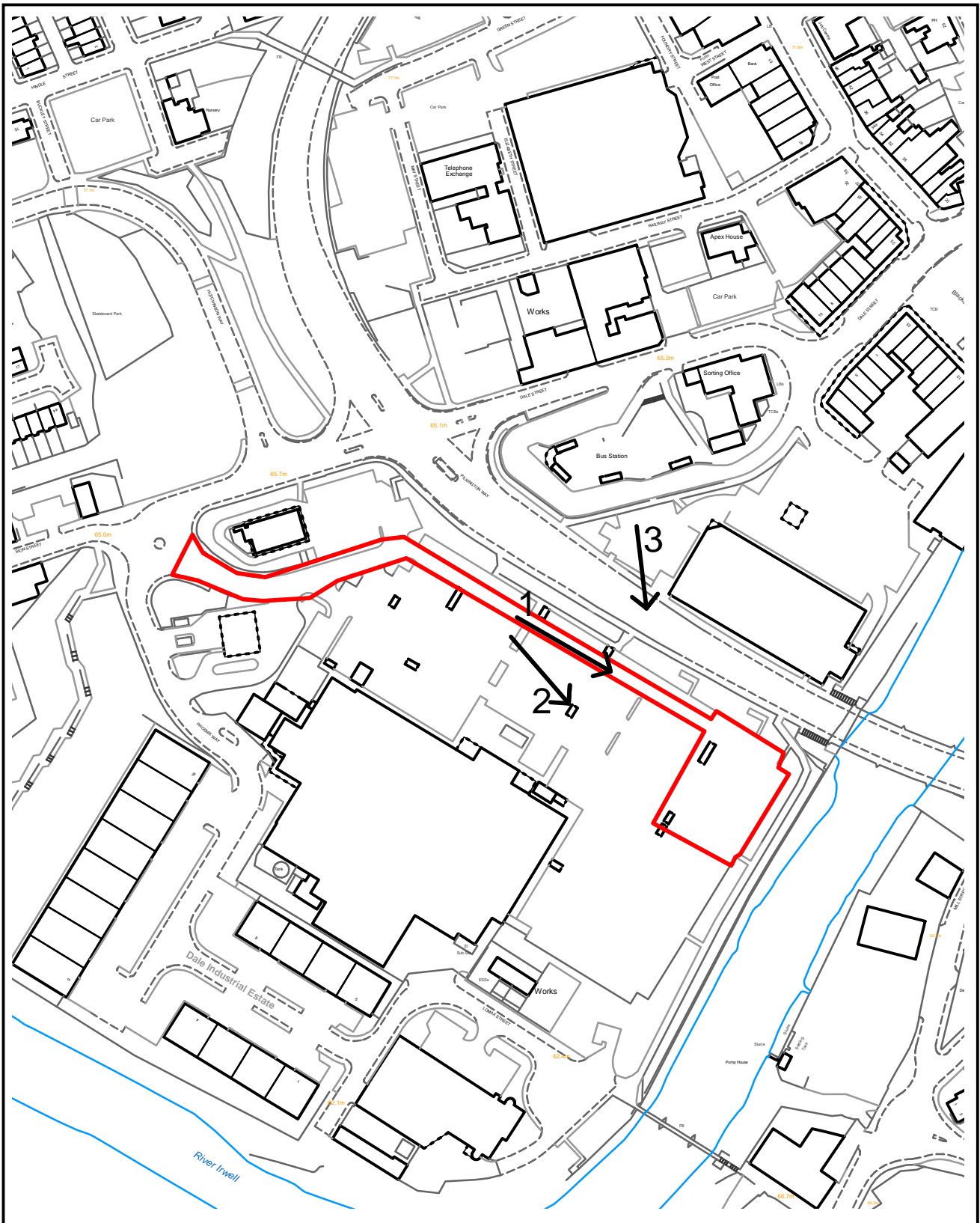
The approved plan shall be adhered to throughout the demolition/construction period and the measures shall be retained and facilities used for the intended purpose for the duration of the demolition and construction periods. The areas identified shall not be used for any other purposes other than the turning/parking of vehicles and storage of demolition/construction materials.

Reason. Information not submitted at application stage. To mitigate the impact of the construction traffic generated by the proposed development on the adjacent residential streets, and ensure adequate off street car parking provision and materials storage arrangements for the duration of the construction period and that the adopted highways are kept free of deposited material from the ground works operations, in the interests of highway safety pursuant to Bury Unitary Development Plan Policies EN1/2 - Townscape and Built Design and HT6/2 - Pedestrian/Vehicular Conflict.

11. The deliveries to the site shall only be carried out in accordance with the delivery management plan, dated June 2020.
- Reason. In the interests of highway safety pursuant to Policy S2/6 - Food and Drink of the Bury Unitary Development Plan.

For further information on the application please contact **Helen Leach** on **0161 253 5322**

Viewpoints



PLANNING APPLICATION LOCATION PLAN

APP. NO 64949

**ADDRESS: Asda Store, Pilkington Way
Radcliffe**

Planning, Environmental and Regulatory Services

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64949

Photo 1



Photo 2



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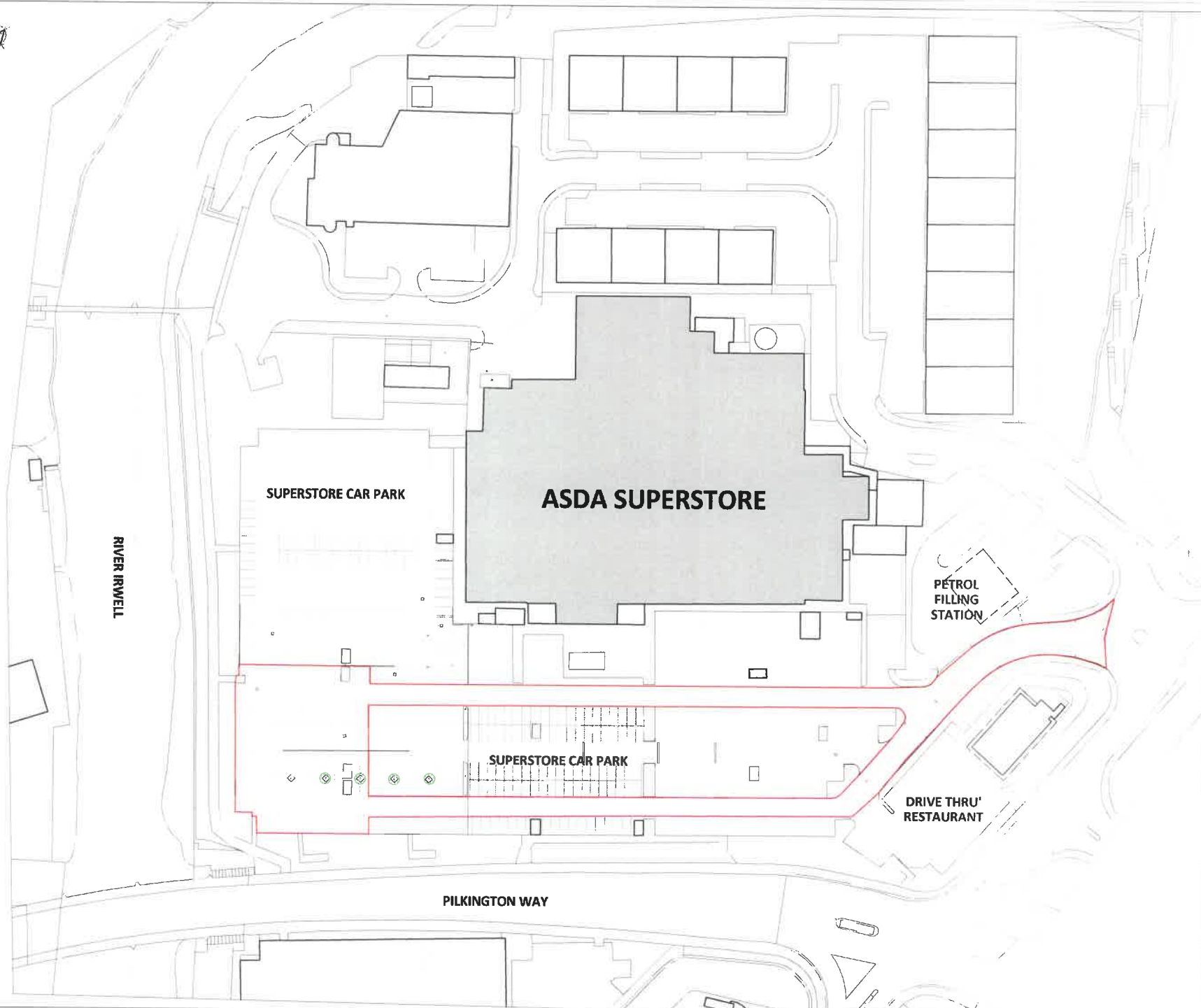
Photo 3





GENERAL NOTES

1. This plan has been prepared for planning submission only.
2. Any advertisement shown is subject to a separate application.



1	01.07.20	Red line boundary updated to include site exit.	ML
2	11.11.19	Red line boundary updated to include site access arrangements.	MOB
3	19.11.19	Drawing file corrected.	MLB

Rev	Date	Comments
		STATUS PLANNING
		PROPOSAL Drive Thru Coffee Shop
		SITE LOCATION ASDA RADCLIFFEE, Riverside Retail Park, Radcliffe, Manchester, M26 3DA
		TITLE EXISTING LAYOUT 500 SCALE



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Drawn by:	MDB	Checked by:	JHJ
Date:	November 2019	Scales:	1:500 @ A1

PLAN NO.	190756 - PLNG3C
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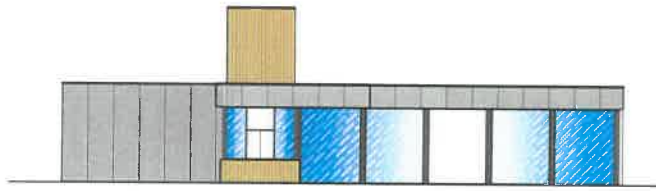
A1
ORIGINAL
PLOT SIZE

GENERAL NOTES

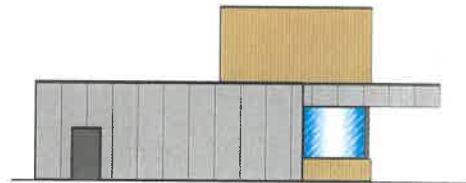
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MATERIALS LEGEND

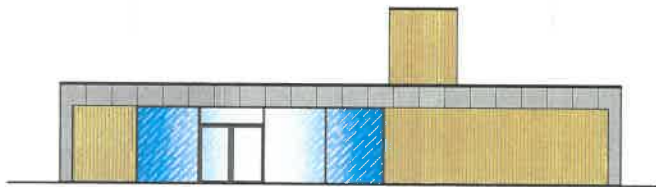
-  MOONSTONE RAL 7015 65100 AS VERTICAL KINGSPAN WALL PANELS
-  UMBRA GREY RAL 7022 - CAPPING, STEEL & FLASHINGS
-  ALUMINIUM FRAMED AND GLAZED UNITS, FRAMES FINISHED IN 7036. EXTERNAL DOORS FINISHED TO MATCH
-  TIMBER CLADDING - COLOURS TBC



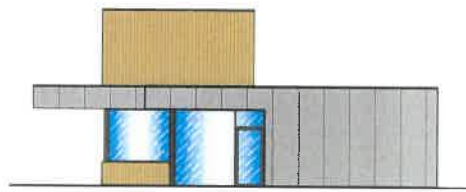
REAR ELEVATION



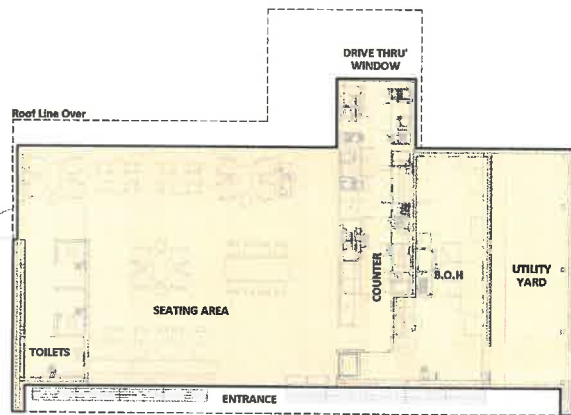
SIDE ELEVATION



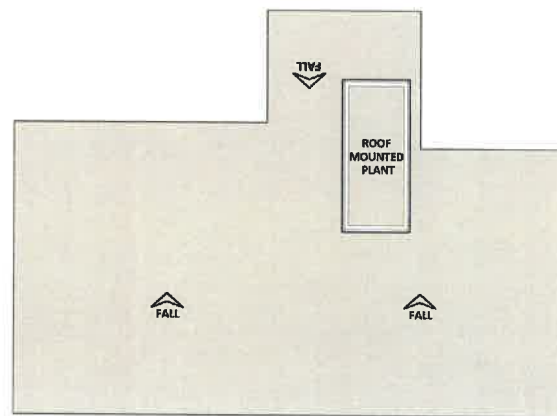
FRONT ELEVATION



SIDE ELEVATION



FLOOR LAYOUT



ROOF LAYOUT

Rev	Date	Comments	MOB
A	06.12.19	Side elevation added.	MOB

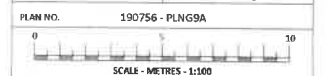
STATUS	PLANNING
PROPOSAL	Drive Thru Coffee Shop
SITE LOCATION	ASDA RADCLIFFE Riverside Retail Park Radcliffe, Manchester, M26 3DA
TITLE	PROPOSED BUILDING LAYOUT & ELEVATIONS

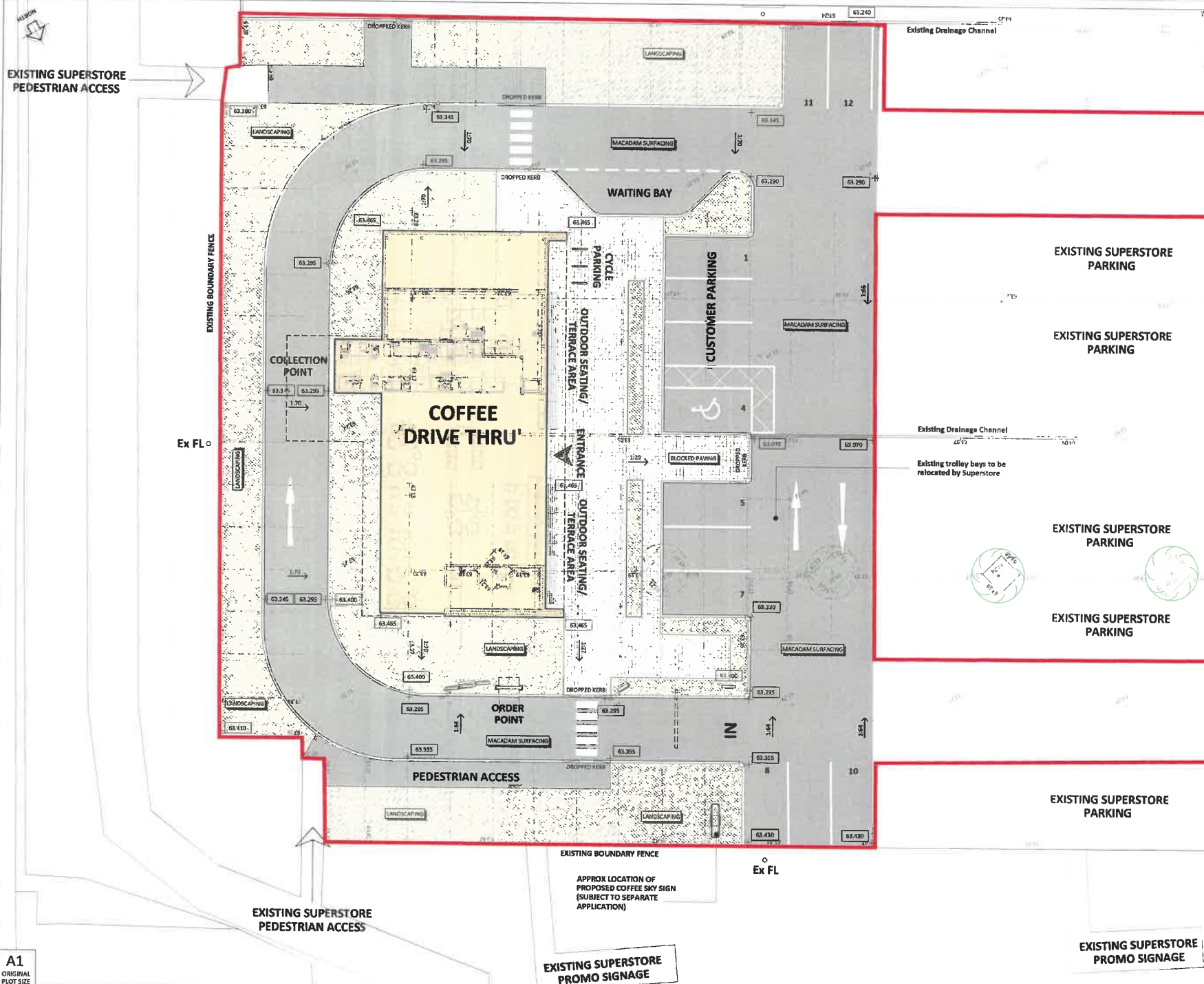


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Date:	November 2019	Scales:	1:100 @ A1





SCHEDULE OF AREAS	
Ats/Katation Boundary (Red Line)	0.41 H / 1.02 A
Drive Thru Unit (G.1.A)	200m ² / 2130SF
Drive Thru Unit (G.6.A)	215m ² / 2319SF
Footways Parking within red line	78 Spaces
Proposed Parking within red line	12 Spaces
Difference in spaces	66 Spaces

GENERAL NOTES

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DEMOLITION:
All Surfacing on site to be broken out and excavated to reduced level ready to receive the new building.





BUILDING MATERIALS:
See elevation drawing for breakdown of all various building materials.

FLOODLIGHTS:
3 meter column floodlight to be installed on site as per specialist design layout, together with any building mounted bulkhead lights, all lighting to be LED.

CROSSINGS:
Access is gained off the existing superstore car park circulation road.

CYCLE PARKING:
It is proposed to install 300 cycle hoops to be a "Brossop Sheffield" stainless steel hoops or similar approved.

SURFACE FINISHES:

-  Denotes macadam surfacing with a build up to be specified by an appointed engineer.
-  Denotes in-situ cast concrete paving with a brushed finish.
-  Denotes dark grey blocked paving.
-  Denotes landscaping as specialist details.

B 13.12.19 Red line boundary updated to include site exit. J5
A 13.12.19 Red line boundary updated to include site access arrangements. MDB

Rev	Date	Comments
		STATUS: PLANNING
		PROPOSAL: Drive Thru Coffee Shop
		SITE LOCATION: ASDA RADCLIFFE Riverside Retail Park Radcliffe, Manchester, M26 3DA
		TITLE: PROPOSED LAYOUT



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Date: November 2019 Scales: 1:100 @ A1

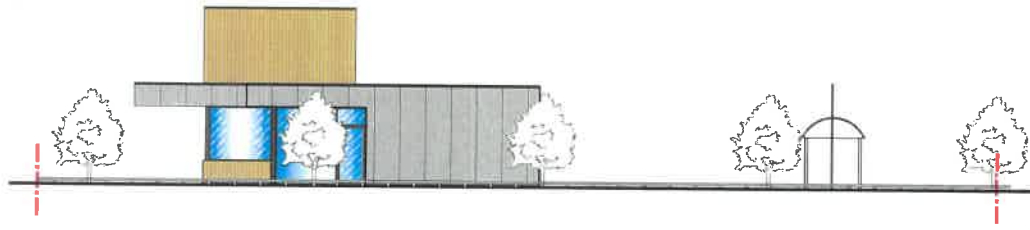
PLAN NO. 190756 - PLNG5B



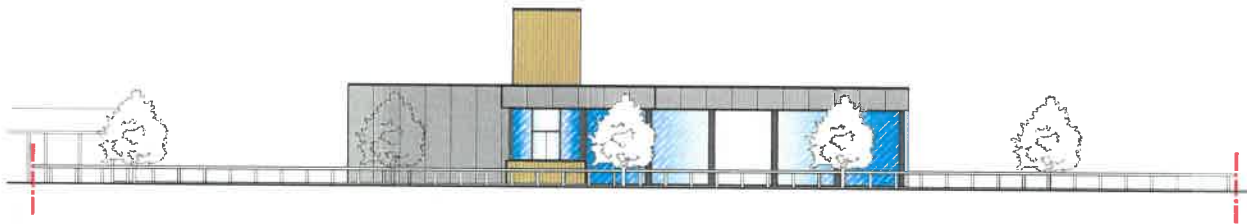
A1 ORIGINAL PLOT SIZE

GENERAL NOTES

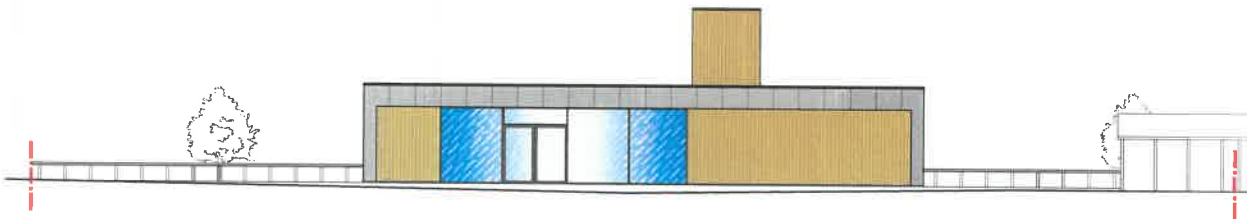
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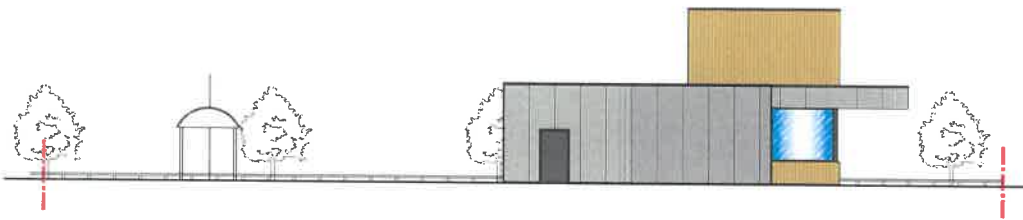
NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION

Rev	Date	Comments
STATUS PLANNING		
PROPOSAL Drive Thru Coffee Shop		
SITE LOCATION ASDA RADCLIFFEE Riverside Retail Park Radcliffe, Manchester, M26 3DA		
TITLE PROPOSED ELEVATIONS		

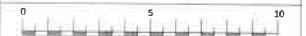


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Date:	November 2019	Scale:	1:100 @ A1

PLAN NO.	190756 - PLNG8
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SCALE - METRES - 1:100