MANCHESTER CITY COUNCIL

# Planning

# Growth & Development

# Delegated officer report for planning application

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| **Application no.** | 120297/FO/2018 |
| **Date registered valid:** | 23 October 2018 |
| **Proposal:** | Erection of a waste processing facility and ancillary equipment; erection of a waste storage building and site cabin; creation of a new access point off Sharston Road; installation of weighbridge and waste storage bins |
| **Address:** | Waste Transfer Station to the North of the Railway Line, off Longley Lane, Manchester |
| **Ward(s):** | Northenden Ward |
| **Applicant:** | Mr Peter OConnor, PP O Connor Limited |
| **Agent (if any):** | Mr Steven Rowland, Oakbay Design Limited |
| **Case officer:** | David Lawless<br>Tel: 0161 234 4543<br>Email: david.lawless@manchester.gov.uk |
| **Recommendation:** | Approve |
| **Date of recommendation:** | **30** June 2025 |

## Application details

**Type of application:** Full Application Consent

**Development type:** Change of use

**Date of site visit:** 15 March 2024

**Standard consultations:**
Printed: 14 March 2024 Expired: 6 April 2024

**Neighbour notifications**
Printed: 14 March 2024 Expired: 6 April 2024

**Site notice**
No site notice has been produced

**Press advert**
No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

**Description of site/building/area**

This site is located within Sharston Industrial Estate and currently operates as a waste transfer station, with the original planning permission dating from January 1996 (048545/FO/SOUTH3/95). The site was formally the Northenden railway station and falls between Sharston Road to the west and Longley Lane to the east and runs parallel with the railway line.

The access from Sharston Road is securely gated and fenced and the existing surfaced roadway leads to the permitted waste processing area. This area provides for storage and some recycling and screening of materials on a drained concrete surface. This area is partially screened by walling and vegetation both on and off site. Towards the Longley Lane end of the site, there is a booking-out office and weighbridge that again is securely gated and fenced. The existing site provides limited car parking.

The site is shown below:



**Listed building:** No
**Conservation area:** No
**Tree Preservation Order:** No

**Description of development**

The main objective of the proposal is to increase efficiency of the site by the reconfiguration of the internal layout of the recycling facility, improve the access and egress of HGV generated traffic flows and to expand the volume and types of materials to be processed. Site improvements and modern plant and processes will provide greater storage capacity and for increased efficiency for processing, loading and unloading of materials.

As a result, the applicant is proposing the following:

- Erection of a waste processing facility and ancillary equipment;
- Erection of a waste storage building and site cabin;

- Creation of a new access point off Sharston Road;
- Installation of weighbridge and waste storage bins

**Consultations & Notification Responses**

**Local Residents –** Three letters of objection have been received, the comments are summarised as follows:

- The dust created from the use is a health hazard for staff of nearby premises and impacts of existing businesses.
- This development will be very near the houses which border Longley Lane. Noise carries well. Lorries and machinery will ruin the peace, particularly on fine days when the gardens will be in use.
- More heavy traffic will cause more pollution which will drift into the garden.
- If there are to be more staff employed and not enough parking space, there will be yet more vehicles parking on Bronington Close, often making it difficult to leave people's houses.
- Noise and vibration from the operation would impact adjoining businesses.

**Highway Services –** Have made the following comments:

- The road through the site will be maintained as a simple hard surfaced routeway allowing a traffic flow through the site without turning and this is considered this acceptable in highway terms.
- On-site management should continue to take place to ensure mud/debris does not spill-out onto the adopted highway.
- Lighting is being provided in the form of standard floodlighting and, given its industrial location this is acceptable to Highways.
- The developer has indicated that there will continue to be around be 10 two-way HGV trips per hour associated with the site. It is considered that this can be accommodated on the highway network.
- Confirmation on the level of on-site parking is required as submitted plans appear to be inconsistent. Overall levels of staff/visitor parking should also fully justified.
- Secure and sheltered cycle storage provision should be provided on-site in accordance with MCC Core Strategy minimum standards.
- Existing boundary treatments in the form of inwardly opening security gates and paladin/palisade fencing is being maintained and is acceptable.

**Environmental Health –** No objection to the proposal and suggests the imposition of an hours of operation condition and one relating to the storage and recycling of office waste. In addition, EH have also made the following comments:

- The Enzygo Noise report reference MAN.0718.001 (July 2024) is accepted. No noise conditions are needed.
- The Enzygo Dust Assessment reference MAN.0178.001.AQ.R.001 dated July 2024 is accepted. If the proposed dust mitigation measures are implemented the dust emissions should be controlled. This is also dealt with in their permit from the Environment Agency.
- The risk of ground gas has been assessed, and it has been determined that no gas protection measures are needed.
- It was recommended that an Asbestos Management Plan be implemented for those in contact with soils during groundworks, but as this is now a retrospective application, this is not needed. If asbestos is encountered as part of the waste sorting process, the site should have its own Health and Safety regime to deal with this.

**Environment Agency –** No objection in principle to the proposed development and suggest the following informative be attached to any consent granted:

> *The proposals will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2016. Under these regulations the operator is required to have appropriate measures in place at the site to prevent pollution to the environment. If this is not included with the application then it is likely that we would reject any application received for an Environmental Permit. Please see our website for more information on this and applying for an Environmental Permit:*
>
> *https://www.gov.uk/topic/environmental-management/environmental-permits*

**Network Rail –** Network Rail originally issued a holding objection until the applicant had entered into a Basic Asset Protection Agreement (BAPA). That objection has now been lifted as the applicant has signed the required BAPA agreement.

**Policies**

**The National Planning Policy Framework (December 2024) –** The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

c) approving development proposals that accord with an up-to-date development plan without delay; or
d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear strong reason for refusing the development proposed; or
ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

**Core Strategy Development Plan Document –** The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below

Policy SP1, *Spatial Principles,* - Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance: -

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Community safety and crime prevention.
- Design for health.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

Policy EN16, *Air Quality* – This policy states that the Council will seek to improve the air quality within Manchester and that developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

**Saved UDP Policy DC26, "Development and Noise" –** Policy DC26.1 states that the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

a) the effect of new development proposals which are likely to be generators of noise; and
b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

**Issues**

**Principle of the Proposal –** The use of the land as a waste transfer site has already been established with the granting of the original consent back in 1996. This proposal is seeking planning permission to install buildings and structures which would help improve productivity, as well as tidy up how the recycled material is stored and then disposed of. Given this, there is no

objection in principle to the proposed works. Notwithstanding this, any impact upon residential and visual amenity, along with pedestrian and highway safety, must be assessed.

**Residential Amenity –** The proposed works do not give rise to any concerns regarding loss of privacy or overlooking, owing primarily to the absence of any residential dwellings within close proximity to the site. The location and context of the development ensure that the privacy of the nearest residential properties remains entirely unaffected.

While noise and dust associated with the historical use of the site have previously been identified as issues of concern, the applicant has submitted comprehensive noise and dust assessments as part of the current proposal. These reports demonstrate that the potential for adverse impacts has been effectively mitigated. Environmental Health officers have reviewed the submitted documentation and are satisfied that the identified issues have been addressed to such a degree that no further mitigation measures or planning conditions are deemed necessary.

Having regard to the above considerations, it is concluded that the proposed development would not result in any unacceptable harm to the existing levels of residential amenity enjoyed in the surrounding area.

**Visual Amenity –** Given that the proposed offices, storage bins, and sorting equipment are well-screened from public vantage points off Sharston Road and Longley Lane, it is not considered that the development would give rise to any adverse impact on the visual amenity of the surrounding area.

**Impact of Dust, Noise and Vibration on Adjoining Businesses –** Concerns have been raised that the use would impact upon the day-to-day operation of nearby businesses. While this concern is understandable, Environmental Health have confirmed that the submitted supporting documents have demonstrated that any dust, noise and vibration from the use would be adequately mitigated against to such a degree that further planning conditions are not required. As such it is not considered that the proposal would have a detrimental impact on adjoining businesses in terms of dust, noise and vibration.

**Railway Safety –** Originally Network Rail issued a holding objection, raising concerns about potential breaches of site safety that could impact upon the safe operation of the railway line. In order to move forward they advised that the applicant enter into a Basic Asset Protection Agreement (BAPA) with them in order to control and mitigate against any activities that would lead to an incursion onto the railway line. Until the BAPA has been signed that objection would remain in place.

Confirmation has now been received that the BAPA has been signed, as such the holding objection has been lifted by Network Rail. To ensure the safe operation of the site, a condition requiring that a copy of the BAPA be submitted is suggested in this instance. In addition, an informative regarding lighting and its impact on train drivers will also be attached to any consent granted.

**Pedestrian and Highway Safety –** As the proposal would generate a relatively low level of vehicle activity, approximately 10 lorry movements per day, and that all vehicles would exit the site in a forward gear, it is not considered that the development would give rise to any material harm to existing levels of pedestrian or highway safety. The access and egress arrangements are deemed to be appropriate and sufficient to accommodate the proposed level of traffic without adversely affecting the safe and efficient operation of the surrounding road network.

**Car Parking –** Given the narrow constraints of the site and the requirements to allow for the free flow of lorries through it, there is little room within it for the provision of staff car parking.

Notwithstanding this, observations on site did reveal that staff members park safely along the unadopted exit road and not on the surrounding highway network. In this instance the parking arrangements are considered acceptable.

**Cycle Storage –** A condition requiring the provision and retention of cycle storage facilities is recommended in this instance.

**Other Legislative Requirements**

**Equality Act 2010 –** Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

**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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

**Recommendation:** Approve

**Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to issues arising from the consideration of this application.

**Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse**

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 supporting information received on 23 October 2018:

a) Proposed drawing - Z310.001 - SITE LAYOUT

b) Proposed drawing - Z310.002 REV 1 - PROCESSING PLANT ELEVATION AND PLAN
c) Proposed drawing - Z310.003 REV 2 - WESTERN ENTRANCE AND BOOKING IN OFFICE
d) Proposed drawing - Z310.005 - SWEPT PATH ANALYSIS, SHARSTON ROAD ENTRANCE
e) Proposed drawing - Z310.006 - NORTHERN ELEVATION, STORAGE BINS LAYOUT AND ELEVATIONS

and the following drawings and documents received on 5 August 2024:

f) Proposed drawing - 7303-24-001 - SITE PLAN
g) Proposed drawing - 7303-24-002 - SECTION A - A
h) Proposed drawing - 7303-24-004 - GROUND FLOOR PLAN
i) Proposed drawing - 7303-24-005 - STEELWORK PLAN
j) Proposed drawing - 7303-24-006 - ELEVATIONS SHEET 1
k) Proposed drawing - 7303-24-007 - ELEVATIONS SHEET 2
l) AIR QUALITY TECHNICAL NOTE
m) BEK - GROUND GAS RISK ASSESSMENT
n) PHASE 1 PRELIMINARY RISK ASSESSMENT
o) SITE INVESTIGATION & GROUND ASSESSMENT
p) Waste Transfer Station, Longley Lane, Sharston - Dust Assessment MAN.0178.001.AQ.R.001 -
q) Waste Transfer Station, Longley Lane, Sharston - Noise Assessment - MAN.0718.001.NO.R.001

and the following document received on 25 June 2025:

r) Basic Asset Protection Agreement

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

3) The premises shall not be open outside the following hours:

a) 0800hrs to 1800hrs - Mondays to Fridays
b) 0800hrs to 1300hrs - Saturdays
c) The premises shall not operate on Sundays and Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 of the Manchester Core Strategy and Saved UDO Policy DC26.

4) a) Within two months of the date of this planning permission a scheme for the storage and disposal of office refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

5) The development shall be implemented and thereafter managed in accordance with the approved Basic Asset Protection Agreement (BAPA) received on 25 June 2025 so long as it remains in operation.

Reason - To safeguard adjoining railway land and in the interest of public safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

6) a) Within two months of the date of this planning permission a scheme for bicycle storage, including a timetable for installation, shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

**Informatives**

1) Information for Developers guidance documents can be downloaded using the following link:

http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

2) Environment Agency Informative - The proposals will require an Environmental Permit under the Environmental Permitting (England and Wales) Regulations 2016. Under these regulations the operator is required to have appropriate measures in place at the site to prevent pollution to the environment. If this is not included with the application then it is likely that we would reject any application received for an Environmental Permit. Please see our website for more information on this and applying for an Environmental Permit:

https://www.gov.uk/topic/environmental-management/environmental-permits

3) Railway Safety (Lighting) - The lighting associated with the development must not interfere with the sighting of signalling apparatus and/or train drivers' vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developer should obtain the approval of the Network Rail Asset Protection Engineer for their detailed proposals regarding lighting. Following occupation of the development, if within three months Network Rail or a Train Operating Company has identified that lighting from the development is interfering with driver's vision, signal sighting, alteration/mitigation will be required to remove the conflict at the applicant's expense e.g. a sodium light on third party land can 'wash-out' a driver's ability to perceive a signal set at red: to the train driver the signal would be perceived as yellow and the driver would proceed even though a red signal indicates danger and to stop.

**Appendix 1 – List of consultees & neighbours notified**

Corporate Property
Environment Agency
Network Rail
Environmental Health
Highway Services
10 Bronington Close, Manchester, M22 4ZQ
4 Bronington Close, Manchester, M22 4ZQ
2 Bronington Close, Manchester, M22 4ZQ
6 Bronington Close, Manchester, M22 4ZQ
Stagecoach Bus Depot, Leestone Road, Manchester, M22 4RB
Unit 2, Castle House, Warsall Road, Manchester, M22 4RH
Unit 4, Alpha Point, Bradnor Road, Manchester, M22 4TE
Unit 3, Alpha Point, Bradnor Road, Manchester, M22 4TE
Ashtead Plant Hire, Harper Road, Manchester, M22 4RX
Units 5 And 6, Beta Court, Harper Road, Manchester, M22 4XR
Unit 4, Beta Court, Harper Road, Manchester, M22 4RG
Unit 3, Beta Court, Harper Road, Manchester, M22 4RG
Unit 2, Beta Court, Harper Road, Manchester, M22 4RG
Unit 1, Beta Court, Harper Road, Manchester, M22 4RG
Message Enterprise Centre, 6 Harper Road, Manchester, M22 4RG
Lancaster House, Harper Road, Manchester, M22 4RG
The Old Railway Station Davidsons Skip Hire, Longley Lane, Manchester, M22 4SS
Cardinal Maritime Southern Ltd, Leestone Road, Manchester, M22 4RB
Ital Logistics, Leestone Road, Manchester, M22 4RB
Extenso Works, Harper Road, Manchester, M22 4RG
HEALD GREEN GARAGE, Unit 1, Castle House, Warsall Road, Manchester, M22 4RH
Ketton House, Leestone Road, Manchester, M22 4RB
Alpha Point, Bradnor Road, Manchester, M22 4TE
Unique Logistics International Ltd, Leestone Road, Manchester, M22 4RB
Beta Court, Harper Road, Manchester, M22 4RG
Howells Railway Products Ltd, Longley Lane, Manchester, M22 4SS
1 Bronington Close, Manchester, M22 4ZQ
8 Bronington Close, Manchester, M22 4ZQ

**Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 45M
Flood Zones Type 2 (low to medium risk) -
Historic Landfill Site 50m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: SOUTH