

Planning

Growth & Development

Delegated officer report for planning application

Application no. 142834/FO/2025
Date registered valid: 29 April 2025
Proposal: Erection of a single storey building for storage, inspection and minor repairs of vehicles
Address: British Car Auctions, Redgate Lane, Manchester, M12 4RX
Ward(s): Longsight Ward

Applicant: Mr Jeff Clifford, BCA Ltd
Agent (if any): Steve Bell, GHP Architects
Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 20 June 2025

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 9 June 2025 Expired: 30 June 2025

Neighbour notifications

Printed: 14 May 2025 Expired: 5 June 2025

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

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

This application relates to the site of British Car Auctions, a recently extended operation following the granting of planning permission in July 2015 (107679/FO/2014/N2), which allowed the existing car auctions site, located to the east of Pottery Lane, to expand onto the land on the west side of Pottery Lane. The operation comprises auction buildings, offices, and large expanses of car storage and staff/customer parking areas within the site, which is effectively split into two, on either side of Pottery Lane.

The site to the east of Pottery Lane (i.e. the original site) contains the main office/headquarters, in the centre of the site and otherwise largely comprises of areas of car parking other than 2 open canopies, to the west of the site, and a commercial auctions building, towards the north east corner of the site, close to the junction of Hyde Road and Scarcroft Road. There is also a recent permission for a temporary portacabin type unit which would be used for processing customers for BCA's click and collect operation, within the existing customer car park (140304/FO/2024), although this has yet to be installed on site.

Due to an increase in online auctions/sales the main building is now mainly used for vehicular enhancements/repairs, of vehicles for sale and a new building is proposed, at the rear of the main building, to form a 'feeder' building, to the main building, where cars would be stored and inspected, prior to entering the main hall along with any very minor repairs.

The proposed new building would sit immediately to the rear, of the main building, but would not be attached and there would be no link through the extension, into the main building. The building would be high level single storey with a pitched roof and an eaves height of 3.5 metres

and a height, to the apex, of 5.51 metres. It would have a 'square' building footprint, with sides of 15 metres and a floorspace of 225 square metres.

The building would be constructed with grey metal cladding sides and a white pvc roof.

No hours of operation are specified.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highway Services –

The proposed development extends only within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

Details are requested on the proposed number of car parking spaces to be lost as a result of the development. It is noted that these are likely to be minimal.

It is anticipated that the proposals will have no impact on the existing waste storage and collection arrangements.

The applicant confirmed that no car parking spaces would be lost, as a result of this development, and Highways Services confirmed that they have no concerns from a Highways perspective.

Strategic Area and Citywide Support Manager -

It's understood that the above application is for a single storey building to be used for vehicle preparation. Whilst they consider that any noise impacts from this activity would be unlikely to cause disamenity to nearby residents, evidence should be submitted to demonstrate that this would be the case. Hours of operation have also not been provided. They'd therefore recommend the below condition, or alternatively the information could be submitted prior to determination for review.

NOISE

Prior to commencement of the use hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the vehicle preparation building. Any approved NMP shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Hours of operation could be included within the NMP or agreed separately.

The applicant has confirmed that they wish to see these matters covered by condition.

Issues

National Planning Policy Framework (December 2024) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;
- b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants. Communities, local planning authorities and other interests throughout the process (paragraph 131).

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.

Policy SP1 identifies the City Council's Core Development Principles and states that 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
- Making a positive contribution to the health, safety and wellbeing of residents
- Considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- Protect and enhance the built and natural environment

Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EN1 relates to Design Principles and Strategic Character Areas. It states that all development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy DM 1 states that all development should have regard to the following specific issues for which more detailed

guidance may be given within a supplementary planning document:-

- 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 and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Unitary Development Plan - The site is unallocated in the plan.

Saved policy E3.3 relates to sites along radial routes, which includes Hyde Road, and seeks to ensure that all new development, along these routes, is of the highest quality.

Places for Everyone - The approved Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for 9 of the 10 boroughs which make up Greater Manchester.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development

JP-C8: Transport Requirements of New Development

JP-P1: Sustainable Places

Principle of development - The site is an extensive car auction operation and the proposal represents an associated facility in connection with the operation of the site, and is a relatively minor addition, on what is a vast operating site and the proposed structure is in a general hard surfaced circulation/open storage area. The proposed works are therefore considered to be acceptable in principle.

Visual impact of works - The proposed part of the site, where the new building would be located, is not easily visible from outside the site. With an apex height of 5.5 metres, this would be a high level single-storey building, but it would be no higher than the overall height, of the main building, so in areas where it could be seen, this would largely be against the backdrop of the larger main building. The metal cladding walls are considered to be in keeping with the main building, although a condition is proposed regarding final approval of materials. In addition, it would be located approximately 90 metres from the nearest (Hyde Road) boundary of the site, with some screening provided along this boundary. It is not therefore considered that the proposed building would have a harmful visual impact upon this locality.

Highways - The proposal would not lead to the loss of any car parking spaces, and no highways objections are raised.

Hours of operation - The nearest residential properties are located approximately 200 metres away, and Environmental Health do not necessarily feel that there would be any issues in terms of potential disamenity from noise/activity, at the unit. A condition in relation to a noise assessment is, however, required and this will help to inform the hours of operation of the unit.

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 policies 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/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this instance, negotiations were entered in relation to highways matters and acoustics/hours of operation.

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 documents:

Drawings numbered 25-512-00 and 25-512-100, all stamped as received by the City Council, as Local Planning Authority, on 29 April 2025.

Email from Steve Bell, dated 13 June 2025, confirming the nature of operations on site, and accompanying drawing numbered 25-512-200A, stamped as received by the City Council, as Local Planning Authority, on 13 June 2025.

Email from Steve Bell, dated 13 June 2025, which confirms that no parking spaces would be lost on site.

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) No above ground works 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 then only be completed in accordance with these approved details.

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

4) The approved use shall not commence until the proposed hours of operation have been submitted to and approved by the City Council, as Local Planning Authority. The development shall then only operate in accordance with these approved hours.

Reason -To safeguard the amenities of the occupiers of nearby residential accommodation once the development is operational, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

5) Prior to commencement of the use hereby approved a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council as local planning authority. The NMP shall include an assessment of noise from all activities associated with the vehicle preparation building. Any approved NMP shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of nearby residential properties, pursuant to policies SP1 and DM1, of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health

Kiosk Rear Of 565 Hyde Road, Boundary Street, Manchester, M12 5NG
565 Hyde Road, Manchester, M12 5NQ
11 Bracewell Close, Manchester, M12 5WQ
15 Bracewell Close, Manchester, M12 5WQ
10 Bracewell Close, Manchester, M12 5WQ
Travellers Call, 521 - 523 Hyde Road, Manchester, M12 5FL
7 Foxley Walk, Manchester, M12 4JZ
Flat At, Travellers Call, 521 - 523 Hyde Road, Manchester, M12 5FL
21 Collington Close, Manchester, M12 4UJ
Storm Car Wash, Boundary Street, Manchester, M12 5NG
3 Bracewell Close, Manchester, M12 5WQ
21 Thoraby Close, Manchester, M12 4NW
8 Iqbal Close, Manchester, M12 4TD
9 Iqbal Close, Manchester, M12 4TD
22 Tarrington Close, Manchester, M12 4TB
22 Lockhart Close, Manchester, M12 4JY
1 Bracewell Close, Manchester, M12 5WQ
18 Tarrington Close, Manchester, M12 4TB
39 Ellen Wilkinson Crescent, Manchester, M12 4JU
33 Ellen Wilkinson Crescent, Manchester, M12 4JU
29 Ellen Wilkinson Crescent, Manchester, M12 4JU
23 Ellen Wilkinson Crescent, Manchester, M12 4JU
545 Hyde Road, Manchester, M12 5NQ
541 - 543 Hyde Road, Manchester, M12 5NQ
8 Bracewell Close, Manchester, M12 5WQ
6 Bracewell Close, Manchester, M12 5WQ
5 Bracewell Close, Manchester, M12 5WQ
4 Bracewell Close, Manchester, M12 5WQ
31 Lockhart Close, Manchester, M12 4JY
18 Lockhart Close, Manchester, M12 4JY
5 Rigton Close, Manchester, M12 4WW
1 Rigton Close, Manchester, M12 4WW
14 Tarrington Close, Manchester, M12 4TB
37 Ellen Wilkinson Crescent, Manchester, M12 4JU
35 Ellen Wilkinson Crescent, Manchester, M12 4JU
31 Ellen Wilkinson Crescent, Manchester, M12 4JU
27 Ellen Wilkinson Crescent, Manchester, M12 4JU
25 Ellen Wilkinson Crescent, Manchester, M12 4JU
21 Ellen Wilkinson Crescent, Manchester, M12 4JU
20 Tarrington Close, Manchester, M12 4TB
16 Tarrington Close, Manchester, M12 4TB
12 Iqbal Close, Manchester, M12 4TD
10 Iqbal Close, Manchester, M12 4TD
6 Iqbal Close, Manchester, M12 4TD
4 Iqbal Close, Manchester, M12 4TD
2 Iqbal Close, Manchester, M12 4TD
7 Iqbal Close, Manchester, M12 4TD
24 Tarrington Close, Manchester, M12 4TB
13 Bracewell Close, Manchester, M12 5WQ

527 - 529 Hyde Road, Manchester, M12 5FL
519 Hyde Road, Manchester, M12 5FL
9 Rigton Close, Manchester, M12 4WW
7 Rigton Close, Manchester, M12 4WW
3 Rigton Close, Manchester, M12 4WW
9 Bracewell Close, Manchester, M12 5WQ
7 Bracewell Close, Manchester, M12 5WQ
2 Bracewell Close, Manchester, M12 5WQ
19 Thoraby Close, Manchester, M12 4NW
5 Foxley Walk, Manchester, M12 4JZ
29 Lockhart Close, Manchester, M12 4JY
24 Lockhart Close, Manchester, M12 4JY
20 Lockhart Close, Manchester, M12 4JY
17 Thoraby Close, Manchester, M12 4NW

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA