

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 140304/FO/2024  
**Date registered valid:** 17 June 2024  
**Proposal:** Erection of detached cabin, for a temporary period of 5 years, to form office/customer service facility  
**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](mailto:ian.jarvis@manchester.gov.uk)

**Recommendation:** Approve  
**Date of recommendation:** 17 March 2025

## Application details

**Type of application:** Full Application Consent

**Development type:** Minor Other

### Standard consultations:

Printed: 25 October 2024 Expired: 15 November 2024

### Neighbour notifications

Printed: 25 October 2024 Expired: 4 November 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

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

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. In close proximity, to this commercial auction building, it is proposed to erect a temporary portacabin type unit which would be used for processing customers for BCA's click and collect operation. The unit would be positioned within the existing customer car park and customers would be given appointments to attend the site and collect their vehicles which would be brought to the immediate vicinity of the unit.

The unit would be rectangular in shape with a flat roof and dimensions of 2.74 metres x 7.31 metres and a height of 2.86 metres, giving it a floor area of approximately 20 square metres. Permission is sought for a temporary period of 5 years. The proposal would lead to the loss of 4 car parking spaces and, adjacent to the proposed unit is a small area of shrubland (approximately 23 square metres), which contains one silver birch tree. It is proposed to remove this tree, and scrubland, and to replace it with a barrier, approximately 4 metres wide, to allow access by a vehicle, and a 1 metre wide personnel gate. An area of sparse landscaping is

proposed to incorporate some new shrub planting, and 1 new tree, to accommodate the landscaping to be lost.

The proposed hours of operation are 7.30 am to 6.00pm, Monday to Saturday.

## **Consultations & Notification Responses**

Local residents/adjoining occupiers - No comments received.

Highway Services - Made the following initial comments:

The proposed temporary cabin is situated within the red-line boundary of the site and as such, does not impinge upon the adopted highway.

It is noted that the existing car parking spaces will not be affected by the proposed development. However, based on the Proposed Site Plan it appears that the proposed cabin will result in the loss of around 4no. car parking spaces. Confirmation is required from the applicant if car parking spaces will be lost. If so, the total number car parking spaces lost will be required and justification that the loss of the car parking spaces is manageable particularly when events are on.

Highways requests that a 6-metre aisle width is retained to allow vehicles to safely manoeuvre within the car park.

Based on the Proposed Site Plan a new pedestrian gate is shown to be provided to the south of the cabin. This appears to provide access between two car parking areas.

The Plan demonstrates also that an arm barrier is to be provided to the southeast of the cabin. Highways requests clarification from the applicant on whether the arm barrier is temporary or permanent, will vehicles access and egress from the car park using this arm barrier and will parking arrangement for the car park to the south of the cabin be affected?

Further information is required to understand the refuse bin location and servicing arrangements associated with the proposed development.

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

In response, the applicant confirmed the following:

Since the suspension of "live" auctions at this site the customer parking requirements have been greatly reduced. Indeed this application is in connection with the "click & collect" system which BCA now operate where vehicles are purchased online and collected by appointment.

The six metre aisle is retained. The gate and arm barrier separate adjacent areas of the applicants site and there is no impact on the highway or the current car parking and vehicle storage areas beyond the loss of the 4 spaces.

Refuse from the development will be minimal and located within the current refuse area of the Auction Site for which servicing is already provided.

In response, Highways Services made the following comments:

- The loss of 4no. car parking spaces is acceptable from a Highways perspective.

- The applicant has confirmed that a 6-metre aisle will be retained. Highways request that an updated plan is provided to demonstrate that a 6-meter aisle width is retained (this was provided by the applicant and accepted by highways).
- Regarding the gate and arm barrier, it is noted by the applicant that the gate and arm barrier is in a separate adjacent area of the applicant's site and will not impact the highway or current parking and vehicles storage areas. This is acceptable from a Highways perspective subject to appropriate monitoring of the barrier/gate use.
- It is noted that refuse will be located within the current refuse store in line with existing servicing arrangement. This is acceptable from a Highways perspective.

Strategic Area and Citywide Support Manager - Make the following comments:

It doesn't appear that a waste/recycling scheme is required for the above application as it's assumed that waste & recycling will be managed as part of the scheme in place for the wider BCA site, so they'd just recommend a contaminated land watching brief informative in the event that the development will involve the breaking of ground (which also doesn't appear to be the case).

Flood Risk Management Unit - Indicate that the development can be approved with no drainage condition required.

Neighbourhood Officer (Trees) - Make the following comments:

The cabin will be placed on an area of existing hard standing. The tree listed as a Birch on the plan, would not be worthy of TPO status due to its low visual amenity value and minimal contribution to the surrounding area.

They would have no objection to the proposals for this site, however, they would expect BS:5837 to be strictly adhered to during the installation of this cabin.

## 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 EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be

minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy 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 Ashton New 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. The proposed works are therefore considered to be acceptable in principle.

Visual impact of works - The proposed unit is single storey only and is of typical appearance for a portacabin type structure. In addition, it would be located approximately 30 metres from the nearest (Hyde Road) boundary of the site, with some screening provided along this boundary, and would be on site for a maximum 5 year period. It is not therefore considered that it would have a harmful visual impact upon this locality.

Highways - The proposal would lead to the loss of 4 spaces, on a site where parking is now at a much lower level, than in previous years, and it is not considered that this would have a harmful impact upon the operation of the site. Otherwise the applicant has addressed the concerns, of Highway Services, who consider that it can operate on site, without any adverse impact upon vehicular/pedestrian safety on the site. A construction management condition was recommended by Highway Services, but, given that this is a temporary portacabin type structure only, this is not considered to be appropriate.

Landscaping/biodiversity - In relation to biodiversity a small area of scrubland, including one tree, would be lost. This relates to an area of approximately 20-23 square metres, and therefore meets the de minimis exemption threshold, in terms of requirements for biodiversity net gain. In any event, the applicant has indicated that an existing area of sparse landscaping (approximately 23 square metres) would be planted with shrubs, and one new tree, to account for the area lost. The tree to be removed is considered to be of low value, and the applicant has agreed to a pre-commencement condition in relation to the submission of formal landscaping details. These arrangements are considered to be acceptable.

### **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 landscaping.

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

1) The planning permission hereby granted is for a limited period only, expiring on 31 March 2030. At the expiry of this date all buildings, works, uses of land or other development hereby permitted shall be removed or discontinued and the land reinstated to its former condition within one month of the structure being vacated or before the expiration of the period specified in this condition, whichever is sooner.

Reason - The development is of a temporary nature only, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

Drawings numbered 25-508-101 and BCA202001\_01 version B, and the Site location plan, all stamped as received by the City Council, as Local Planning Authority, on 17 June 2024.

Drawing number 25-508-100A, stamped as received by the City Council, as Local Planning Authority, on 16 August 2024

Drawing number 25-508-102B, stamped as received by the City Council, as Local Planning Authority, on 17 December 2024

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:-

7.30 am to 6.00 pm

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance, 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.

4) Prior to work commencing on site a soft landscaping treatment scheme (including tree planting), to replace the shrub and tree planting lost, as a result of this development, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the office/customer service facility first becomes operational occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of

the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

5) All tree work should be carried out by a competent contractor in accordance with British Standard BS 5837 "Trees in relation to design, demolition and construction".

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 EN9 and EN15 of the Core Strategy.

## **Informatives**

1) In the event that ground and/or groundwater contamination and/or ground gas are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email [contact@manchester.gov.uk](mailto:contact@manchester.gov.uk) for advice on how to proceed.

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

MCC Flood Risk Management  
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)

Kiosk Rear Of 565 Hyde Road, Boundary Street, Manchester, M12 5NG  
565 Hyde Road, Manchester, M12 5NQ  
Travellers Call, 521 - 523 Hyde Road, Manchester, M12 5FL  
Imperial Inn, 9 Birch Street, Manchester, M12 5NT  
Flat At, Travellers Call, 521 - 523 Hyde Road, Manchester, M12 5FL  
Flat At, Imperial Inn, 9 Birch Street, Manchester, M12 5HF  
Storm Car Wash, Boundary Street, Manchester, M12 5NG  
545 Hyde Road, Manchester, M12 5NQ  
541 - 543 Hyde Road, Manchester, M12 5NQ  
527 - 529 Hyde Road, Manchester, M12 5FL  
519 Hyde Road, Manchester, M12 5FL

## **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) -  
Area Team Boundary - Name: NORTH AREA