MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	141757/FO/2024
Date registered valid:	24 January 2025
Proposal:	Change of use from B8 (storage and distribution) to vehicle hire business (sui generis)
Address:	Unit 7 And 8 Ringway Trading Estate, Shadowmoss Road, Manchester, M22 6LX
Ward(s):	Woodhouse Park Ward
Applicant:	P4 Planning
Agent (if any):	Imogen Byrne-Mullan P4 Planning Limited
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	20 March 2025



Application details

Type of application: Full Application Consent

Development type: Change of use

Standard consultations:
Printed: 30 January 2025 Expired: 20 February 2025

Neighbour notifications
Printed: 30 January 2025 Expired: 20 February 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/area

This application relates to units 7 and 8 within the Ringway Trading Estate. The units are currently being vacated but were previously occupied by an audio/visual company. The units are located along the western boundary of the Ringway Trading Estate, which itself comprises 14 commercial units of various sizes providing total floor space of 13,865m². The units are annotated in red below:



The estate occupies a total area of approximately 2.914 Hectares and is bounded to the north by Atlas Business Park and associated landscaping, to the west by Shadowmoss Road and the Metrolink (with residential areas beyond) and to the south and east by extensive car park areas associated with Manchester Airport.

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

Description of development

The applicant is proposing to change the use of the premises from B8 (storage and distribution) to vehicle hire business (sui generis).

Consultations & Notification Responses

Local Residents/Businesses – One letter of objection has been received, the comments are summarised below:

- The parking, servicing arrangements and additional traffic for the proposal will interfere with the deliveries and day to day running of the adjoining businesses.
- Members of the public visiting the proposal site may put themselves in danger given the activities associated with the adjoining businesses, e.g. forklift truck usage.
- Increased vehicular activity and public access to the site creates extra disruption to our daily operations as well as health and safety risks.
- The proposal would reduce security of the adjoining premises and lead to overlooking and a loss of privacy.
- Neighbouring parking spaces are likely to be abused by visiting members of the public.

Highway Services – Have made the following comments:

- Based on the referenced typical transporter vehicle to be utilised as part of on-site operation (12m L x 2.55m W x 2.6m H), tracking will not be necessary given that the site would have historically accommodated larger vehicle movements.
- The application has confirmed that 16 staff will be associated with the proposals, although not all will be on site at the same time. All customers will be shuttled to and from the airport terminals by minibus. Transfers will be carried out by up to three minibuses operating on 15-minute rotations during normal airport operation hours.
- Whilst a number of servicing vehicles would also be associated with the proposals, Highways accept that the level of peak-period trips would not be at a level which would warrant further assessment.
- It is noted that due to the nature of the site/proposed operations, customer access by modes other than minibus transfer would be unlikely.
- The applicant has submitted the parking lease plan which shows that the applicant would have sole access to 30no. car parking spaces within the estate. An additional 5no. vehicle spaces are also provided internally. This will be managed and enforced by the applicant and managing agents where necessary. The external parking spaces will be used for external storage of hire vehicles and for staff/visitor parking. A maximum of 15no. hire vehicles stored on the site at any one time. The remaining level of provision would therefore cater for staff parking and any low-level visitor demand.
- Request that appropriate EV and disabled parking provision is conditioned with any approval. In terms of EV provision, a minimum of 1no. 7kW space per 1000sqm floor space is required. A minimum of 2no. disabled bays are required.

- The applicant states that on-site secure cycle parking spaces will be provided in line with MCC Core Strategy standards. Highways request that this is conditioned with any approval.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public health.

Transport For Greater Manchester – No objections to the proposal.

Manchester Airport Safeguarding Officer – No objections to the proposal.

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.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy states that the economic competitiveness, distinctive local neighbourhood character and environmental attractiveness of the southern areas will be protected and enhanced. There will be a strong emphasis on making as much use as possible of suitable previously developed (brownfield) land and promoting the roles of the areas' town centres and its other key assets.

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 EC2, *Existing Employment Space* – The Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

- The existing use is un-viable in terms of business operations, building age and format;
- The existing use is incompatible with adjacent uses;
- The existing use is unsuitable for employment having had regard to the Manchester-
- Salford - Trafford SFRA; or
- On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

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 principle of the use has already been established with the approval of similar uses at Units 3 and 4 in 2013 (ref. 103622/FO/2013/S2) and unit 10 in 2017 (ref. 114348/FO/2016). It is noted that the level of employment at the site would be of a similar order to the existing level of employment associated with the B8 storage use, and as such the site would still generate a level of employment use. Notwithstanding this, the impact upon pedestrian and highways safety and residential amenity must be assessed.

Pedestrian and Highway Safety – Highways Services originally raised concerns about the parking and arrangements for the use. These were conveyed to the applicant who duly submitted revised drawings and supporting information to allay these concerns.

Given this, the anticipated vehicles movements associated with the use and the existing highway layout, it is not anticipated that the proposal would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site and the wider Ringway Trading Estate. Furthermore, it is recognised that the car hire use would have procedures in place to prevent any impact on the adjoining uses, e.g. disruption to deliveries or inconsiderate parking.

Residential Amenity – As the site is located some distance away (43 metres) from the nearest dwellinghouses on the opposite side of Shadowmoss Road it is not believed that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed in the locality. Notwithstanding this, it is still considered prudent to attach conditions limiting the hours of opening, when deliveries can take place and when the jet wash can be operated within the building.

Car Parking – While the proposed layout indicates that the units could accommodate up to 56 cars, the applicants have stated that there will be a maximum of 15 hire vehicles stored on the site at any one time. In addition, the maximum number of staff vehicles on the site would be 16 and there would be no customer vehicles on site. Externally, two spaces exist for the mini-buses, as well as two spaces dedicated for use by disabled visitors or employees. In addition, there would be seven spaces fitted with EV charging points, whose installation and retention would be subject to a condition. The applicant would also have sole access to 30 parking spaces within the Estate

Given the above, it is considered that sufficient car parking facilities would exist for the use.

Electric Vehicle Charging – As stated above, there would be seven spaces fitted with EV charging points, whose installation and retention would be subject to condition no. 7. This level of provision is welcomed.

Cycle Storage – The applicant has indicated that cycle storage facilities would be provided at the front of the units. Their provision would be the subject of a condition.

Security – It is not anticipated that the proposed use would reduce the level of security experienced by the adjoining businesses.

Aerodrome Safeguarding – An informative regarding the brightness of any advertisements would be attached to any approval granted.

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:

a) Location Plan, received on 17 December 2024
b) Proposed Site Plan, drawing no. 1858-0500-01, received on 7 January 2025
c) Waste Management Strategy, received on 24 January 2025

d) Email correspondence (White Peak), received on 28 February 2025
e) Product Datasheet Specifications for Charging Station, received 14 March 2025
f) Ground Floor Layout, drawing no. 1858-0300-04, received on 14 March 2025

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) 0700hrs to 2300hrs

Reason - In interests of residential amenity and in order to reduce noise and general disturbance, pursuant to Policies DM1 and SP1 in the Manchester Core Strategy and Saved UDP Policy D26.

4) The use of any cash wash facilities (including vacuuming) at the site shall be restricted to:

a) 0800hrs to 1800hrs hours Mondays to Saturdays
b) 1000hrs to 1600hrs Bank Holidays and Sundays

Reason - In interests of residential amenity and in order to reduce noise and general disturbance, pursuant to Policies DM1 and SP1 in the Manchester Core Strategy and Saved UDP Policy D26.

5) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours:

a) 0730hrs to 2000hrs, Monday to Saturday,
b) no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In interests of residential amenity and in order to reduce noise and general disturbance, pursuant to Policies DM1 and SP1 in the Manchester Core Strategy and Saved UDP Policy D26.

6) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy received on 24 January 2025 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

7) The electric vehicle charging points, as indicated on drawing no. 1858-0300-04, received on 14 March 2025, shall be installed and become operational prior to the commencement of the use hereby approved. Thereafter they shall remain in-situ in perpetuity.

Reason - To promote sustainable development, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

8) Details of the proposed cycle storage facilities shall be submitted to and be approved by the City Council as Local Planning Authority. The approved facilities shall be installed and remain in-situ in perpetuity prior to the commencement of the use hereby approved commences.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

Informatives

Aerodrome Safeguarding - The applicant's attention is drawn to the need for all exterior lighting to be capped at the horizontal and for any exterior signage to be either lit from above or if lit internally for the candela to not exceed 33 cd

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Transport For Greater Manchester
Manchester Airport Safeguarding Officer

4 Dufton Walk, Manchester, M22 0JN
Unit 11, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 10, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 9, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 8, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 6LX
Unit 7, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 6LX
Unit 6, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 5, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 6LX
Unit 4, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 3, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
AIRPLAN FLIGHT EQUIPMENT LTD, Unit 1A, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 2, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 6LX
Hewden Hire Centres, Shadowmoss Road, Manchester, M22 5LH
2 Cornishway, Manchester, M22 0LD
81 Shadowmoss Road, Manchester, M22 0JT
83 Shadowmoss Road, Manchester, M22 0JT
77 Shadowmoss Road, Manchester, M22 0JT
71 Shadowmoss Road, Manchester, M22 0JT
Unit 1B, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
Unit 12, Ringway Trading Estate, Shadowmoss Road, Manchester, M22 5LH
87 Shadowmoss Road, Manchester, M22 0JT
85 Shadowmoss Road, Manchester, M22 0JT
79 Shadowmoss Road, Manchester, M22 0JT
75 Shadowmoss Road, Manchester, M22 0JT
73 Shadowmoss Road, Manchester, M22 0JT
69 Shadowmoss Road, Manchester, M22 0JT
4 Cornishway, Manchester, M22 0LD

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Airport Noise Index Zone - Noise and Nuisance Index - 50-59
Area Team Boundary - Name: SOUTH AREA