

Planning

Growth & Development

Delegated officer report for planning application

Application no. 145299/DEM/2026

Date registered valid: 2 March 2026

Proposal: Demolition of existing building.

Address: Virgin Media Concord Business Park, Threapwood Road, Manchester, M22 0EY

Ward(s): Woodhouse Park Ward

Applicant: Karlin VMH Limited c/o Global Mutual

Agent (if any): Ms Monika Somogyi Savills (UK) Limited

Case officer: Robert Griffin
Tel: 0161 234 4527
Email: robert.griffin@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 13.04.2026

Application details

Type of application: Proposed demolition

Development type: Notifications

Date of site visit: Site visit undertaken in connection with planning application reference 144802/FO/2025 on the 11th February 2026

Standard consultations:

Printed: 4 March 2026 Expired: 25 March 2026

Neighbour notifications

No neighbour notifications have been printed and sent.

Site notice

No site notice has been produced – Applicant has confirmed display of site notice as part of submission as required under The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) Part 11 class B of Schedule 2.

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

Description of area

The application site comprises Concord House, a large, late-1990s brick-built office building within Concord Business Park. The building measures approximately 11,557 sq m and has been occupied historically by Virgin Media, who have now vacated the site. Concord House is a large floorplate office building, surrounded by areas of car parking and significant areas of landscaping. Vehicular access to the Site is made from Threapwood Road via Shadowmoss Road, whilst pedestrian access can be made by the same route or directly from Simonsway.

The site is not located within a conservation area, nor are there any statutorily or locally listed buildings either on-site or in the local area. The site is in Flood Zone 1 and is at low risk of flooding, and there are no TPOs in place. There are three adjacent Sites of Biological Importance at Big Wood, Little Wood, and Hatchett's Wood.

Description of development

Prior approval is sought for the demolition of the building on site, the intention is to complete a pre-demolition strip out of the existing buildings together with the mechanical demolition of

these buildings, removal of existing slabs and foundations across the site and crushing on site to stockpile for use in construction works.

A full planning application for the *'Erection of two-storey warehouse units (Use Classes B2/B8/E(g)(iii)), with ancillary offices and trade counters, together with associated landscaping, car parking and access works following demolition of the existing buildings'*, was submitted in December 2025 and is currently under consideration by the Council application reference 144802/FO/2025.

Consultations & Notification Responses

Greater Manchester Ecology Unit – Made comments around the potential for newts to commute through the site. The demolition and tree removals would be disruptive works. A pond network with previous records has been identified in close proximity to the application site. GMEU indicate the need for further information to inform a robust impact assessment of GCN within the applications zone of influence and recommend further presence/absence surveys are undertaken. GMEU also indicate that in lieu of surveys, the applicant is entitled to pursue a 'no survey' route whereby the applicant can submit information relevant to the scheme without up-to-date survey information for Natural England to process.

MCC Highways – Following provision of further information from the applicant they confirm that Traffic Management notes that a highways condition survey is to be carried out prior to any contracted demolition works commencing. This should be provided to Highways for review.

Dilapidation survey has been requested for the existing /retained highway route to the site as the extent of demolition is expected to generate significant larger vehicle movements that may negatively impact existing highway condition.

The applicant is required to discuss and agree any requirements for licensing, hoarding /scaffolding, skips and temporary points of access (Section 50) with MCC's Highways Licensing Team via Email to highwaylicences@manchester.gov.uk.

Manchester Airport Aerodrome Safeguarding Officer – Following provision of a demolition management plan they confirm they have no objections to the proposal.

Cadent Gas- Raise no objection but request an informative be placed on any decision.

Issues

Prior Approval for demolition applications need only be considered on the basis of the method of demolition and the condition of the site following clearance. Other matters are considered below for completeness.

Impact and Method of Demolition

The application has been accompanied by a demolition management plan and a Bat survey of the building to be demolished. The DMP has been amended since first submission to address comments made by the aerodrome safeguarding officer at Manchester Airport.

The submitted statements detail site specific requirements, including details of: securing the site; site security; undertake asbestos survey and removal of any asbestos containing materials; soft strip of existing building; segregate materials and removal from site; site access, disconnection of services, waste mater removal; the provision of an exclusion zone for safe

working, traffic management, personal protective equipment, emergency arrangements, dust suppression/air quality, and best practice measures.

The demolition contractor is to undertake the works in accordance with the procedures as set out in the Construction (Design and Management) Regulations 2015 and will follow best practice procedures.

A variety of demolition equipment would be used to remove the structures, buildings and materials. Concrete and hardcore arisings are to be crushed on site leaving stockpile material in designated areas ready for use in future development of the site. During the demolition works, water suppression systems will be utilised.

When required, a wheel washing station will be set up at the site gates to clean mud and debris from vehicle wheels before the egress site. Road sweeping operations are to be utilised when deemed necessary and as required to ensure that site roads are safe and that mud is not deposited on adjoining roads.

On the basis of the submitted, information, it is not believed that the proposed demolition works would give rise to serious, detrimental environmental impact on the surroundings. The condition of the site post demolition is considered satisfactory. As such, the works are considered acceptable.

Condition of the site following clearance

Post demolition, the site area is to be cleared (e.g. any materials and debris generated will be removed). Upon the completion of mechanical demolition down to ground floor slab, demolition plant will begin to remove the ground for slabs and foundations, breaking the slab with breaker and bucket attachments, folding the slab back into the site demise.

Following the demolition of the buildings, the site is to be secured in preparation for future redevelopment. This is considered acceptable.

Ecology

The applicant has submitted an Assessment for Bats survey alongside this prior approval application. Following this survey together with follow up mobile elevating work platform inspection of 4 identified potential roost features it was concluded that it is very unlikely that the Site contains a bat roost and that the risk of development within the Site negatively affecting any bat roost is negligible.

In addition to this planning application reference 144802/FO/2025 which seeks the redevelopment of the site following the demolition of buildings on the site is accompanied by an Ecological Impact Assessment. As noted in the response of GMEU there are three ponds identified within 250 metres of the site although no ponds are identified within the site. There is some limited potential for habitats within the site to support great crested newts and amphibians although no evidence was found during the survey. It is recommended within the EIA that prior to any works commencing a Reasonable Avoidance Methods Statement for amphibians including GCN be required and informed by a presence/absence survey. In this instance whilst it is noted that these requirements are associated with the redevelopment of the site GMEU acknowledge that the applicant is able to undertake a 'no survey' route administered by Natural England. An informative is proposed to advise the applicant of this and they have also been informed of the advise provided by GMEU.

Conclusion

Whilst there would be some temporary environmental effects during demolition activities, such impacts would not likely be long term effects. The site would result in a cleared site and as such there would be a visual change in the area following the demolition of the buildings on site. This effect is considered to be a medium to short-term effect prior to the sites future redevelopment but is not in any event considered to be significant beyond the local area in which the site is located. There are no likely significant long-term impacts in terms of noise, waste, flooding, land contamination, highways, archaeology, or ecology.

Given the nature, scale and location of the proposal, the impacts of the development, which could include highways issues, would not be significant in terms of the receiving environment and existing land uses. Whilst it is concluded that the demolition activity would have some impact on the surrounding area these on their own have been judged to not be significant.

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: No objection

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

The City Council is satisfied that the demolition works in this case are satisfactory and will not have a significant impact on the environment. This decision is based on the following documents received:

- Cover Letter from Savills dated 27th February 2026
- Demolition Management Health, Safety and Environment Plan prepared by Metro Deconstruction Services LTD updated 01.04.2026

- 21701-THPL-XX-XX-DR-A-(PL) 1108 DEMOLITION PLAN
- Assessment for Bats - October 2025 prepared by Envance revision V1

Informatives

- 1) INFORMATIVE 1: The applicant is required to discuss and agree any requirements for licensing, hoarding /scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk.
- 2) INFORMATIVE 2 - The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk.
- 3) INFORMATIVE 3: Whilst the building to be demolished is very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s).
- 4) INFORMATIVE 4: Work (including building demolition and any vegetation and site clearance) should be timed to avoid the main bird nesting season (March - August inclusive) unless checks have been undertaken by a suitably qualified expert to show that nesting birds are absent.
- 5) INFORMATIVE 5: A dilapidation survey of nearby highway is required prior to demolition/construction to ensure highway is repaired if damaged. A dilapidation survey will be required post demolition/construction and provided to MCC's Event and Traffic Management team via email: highwaynetworkmanagement@manchester.gov.uk
- 6) INFORMATIVE 6: Great Crested Newts (GCN) may commute through the site and these amphibians are legally protected in all life stages from disturbance, injury or death as well as habitats that support them. In the absence of further surveys to determine the presence/absence of GCN the applicant is entitled to pursue a 'no survey' route as part of a District Level Licensing approach. Further information can be obtained via the following weblink: [Great crested newts: district level licensing schemes for developers, ecologists and landowners - GOV.UK](#)

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit

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 - 40-49
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA