MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144671/FO/2025
Date registered valid:	19 December 2025
Proposal:	Part-retrospective change of use of car park to storage use (Use Class B8) and associated siting of storage containers.
Address:	Land At The Corner Of Shentonfield Road / Carrsfield Road, Sharston Industrial Estate, Manchester, M22 4RW
Ward(s):	Sharston Ward
Applicant:	Mr Zain Sarwar, S T 1 MCR Limited
Agent (if any):	Mr Matt Claxton, NJL Consulting
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	10 February 2026

Application details

Type of application: Full Application Consent

Development type: Change of use

Date of site visit: 23 January 2026

Standard consultations:
Printed: 5 January 2026 Expired: 26 January 2026

Neighbour notifications
Printed: 5 January 2026 Expired: 26 January 2026

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 a site, roughly rectangular in shape and 0.45 hectares in size, which is located to the northeast of the Shentonfield Road and Carrsfield Road and within the Sharston Industrial Estate. Formerly used as a staff car park and vehicle storage area associated with the EDAM Group, a company which has now ceased trading, the site is now home to a series of steel shipping containers used for self-storage. Given its location within an industrial estate, commercial and industrial uses adjoin it to the north and on the opposite sides of Shentonfield Road and Carrsfield Road. To the west, beyond a landscaped belt lies Longley Lane.

Planning History

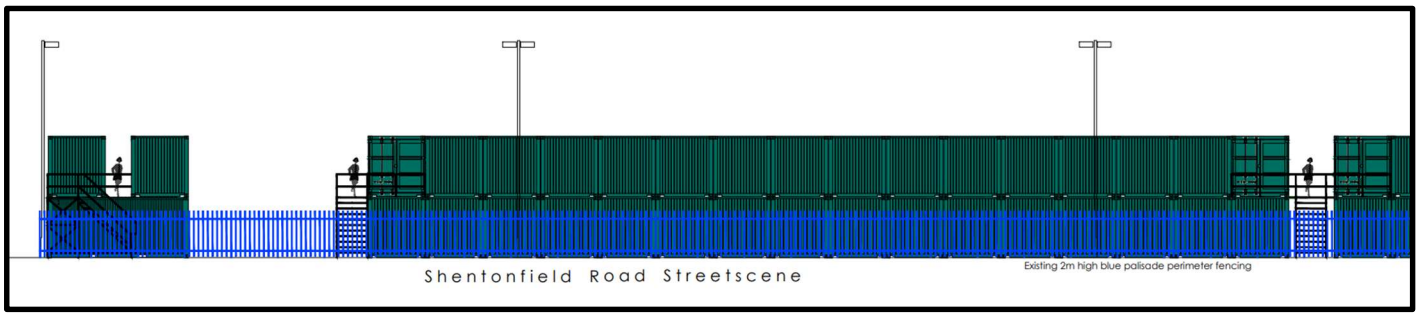
- 119291/FO/2018 – Approved 16.01.2019. Creation of a 185 space car parking for staff and car storage with associated two metre high fencing, 8no eight metre high lighting columns and 2no six metre high CCTV columns
- 113494/FO/2016 – Temporarily Approved 21.11.2016. Change of use of land to form staff car parking and car storage (B8) for a period of three years and installation of 2.0 metre high fencing
- 101154/FO/2012/S2 – Approved 07.02.2013. Change of use of site to metal recycling facility, including construction of office/staff amenity building, construction of buying shed and canopy, construction of End of Life Vehicle facility and associated tank farm, siting of weighbridge and associated cabin, erection of 6m high boundary treatment, landscaping and siting of external plant and machinery and associated works following demolition of existing industrial building

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

Description of development

The applicant is seeking part retrospective consent to use the car park as a self-storage business. At present there are 102 steel shipping containers on site, arranged in rows to allow for easy access by customers. The shipping containers are all a uniform colour and can be seem below:

The applicant is also proposing to add a second layer of shipping containers to provide further storage opportunities – an additional 98 containers are proposed. The image below shows how they would appear from Shentonfield Road:



The proposal would be open 24 hours a day, 7 days a week.

Consultations & Notification Responses

Members of the Public – No comments received.

Highway Services – Have made the following comments:

- Daily vehicle movements will be significantly lower than those associated with the site's previous use, particularly in the AM and PM peak traffic hours. It is anticipated that the proposals are unlikely to generate an increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- The site is considered to be only reasonably accessible by sustainable modes with five bus services in close proximity.
- Highways are satisfied that there should be no unacceptable overspill of parking onto the adjacent highways.
- All refuse storage and servicing will take place off the highway. This is acceptable from a highway perspective.
- It is recommended that for the staff a secure, sheltered cycle storage facility is provided for four cycles.

Environmental Health – No objections to the proposal.

Policies

Draft National Planning Policy Framework (December 2025) - The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. A draft revised NPPF was published for consultation on 16 December 2025. The consultation period runs for 12 weeks and will close on 10 March 2026.

The draft NPPF proposes significant changes to the structure and content of national policy. These include a move to Local Plan-style policy sections, a clearer distinction between plan-making and decision-making policies, and the reintroduction of strategic planning through Spatial Development Strategies. Other notable changes include an expanded presumption in favour of sustainable development, policies promoting higher densities around transport hubs, and support for small and medium-scale housing schemes through a new "medium development" category. The draft also integrates National Development Management Policies, strengthens climate change and biodiversity policies, and introduces measures to encourage clean energy and critical minerals development.

Once adopted, the revised NPPF will replace the current framework and form a key part of national planning policy. At this stage, as the document is subject to consultation and has not yet been finalised, while still a material consideration, it can only be afforded limited weight in the determination of planning applications. In this instance, the relevant sections are outlined below:

Policy DM3 (*Determining development proposals*) – When considering development proposals, local planning authorities should:

a) Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision;
b) Take a proportionate approach to the consideration of the planning matters raised by the proposals, in a way that reflects their scale, complexity and potential impact;

c) Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals;
d) Consult statutory or internal consultees only where it is necessary to do so. Decisions on development proposals should not be delayed in order to secure advice from a statutory or internal consultee beyond their statutory deadlines unless there is insufficient information to make the decision or more detailed advice may enable an approval rather than a refusal;
e) Consider whether otherwise unacceptable development proposals could be made acceptable through the use of planning conditions or planning obligations; and
f) Not refuse applications for development which should clearly be approved, having regard to its accordance with the development plan, the policies in this Framework and any other material considerations.

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.

Issues

Principle of the Proposal – There is no objection in principle to a storage-type use operating within Sharston Industrial Estate, where such activities are consistent with the established industrial and commercial character of the area. However, the proposal must still be assessed in terms of its potential impacts on residential amenity, visual amenity, and pedestrian and highway safety within the vicinity of the site.

Residential Amenity – The nearest residential properties, located on Calderbeck Way and Lorna Grove, lie approximately 160 to 200 metres from the site. Given these separation distances, together with the intervening presence of the M56 motorway and the established commercial activities within Sharston Industrial Estate, it is considered unlikely that the day-to-day operations of the proposed storage use would give rise to any material harm to the levels of residential amenity enjoyed by occupants of those dwellings.

Visual Amenity – As can be seen in the previous image, the shipping containers would be of a uniform appearance and would be well maintained. Given this, the variety of existing uses within Sharston Industrial Estate and the height of nearby buildings, it is not considered that double stacking shipping containers in this location would have an unduly detrimental impact upon the levels of visual amenity currently enjoyed within the vicinity of the site.

Car Parking – The provision of ten car parking spaces within the site is considered acceptable and this has been acknowledged by Highway Services.

Pedestrian and Highway Safety – It is acknowledged that the level of activity associated with the proposed use would be substantially lower than that generated by the site's former operation as a car park and vehicle storage facility. As a result, the number of vehicular comings and goings and therefore the potential for conflict with pedestrians or other road users, would be significantly reduced. Accordingly, it is considered that the proposal would not give rise to any unacceptable impacts on pedestrian or highway safety both within the vicinity of the site and the wider highway network within Sharston Industrial Estate.

Cycle Parking – As requested by Highway Services, a condition (no. 3) will be attached to any approval granted which will require the provision of cycle storage facilities.

Waste Storage – In order to encourage customers to take waste home no refuse facilities are proposed. No objections to the lack of refuse storage facilities has been raised by Environmental Health.

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 documents:

a) Location Plan - LP P1, received on 2 December 2025
b) Drawing 7527 P-02 P1 - Proposed ground floor plan, received on 19 December 2025
c) Drawing 7527 P-03 P1 - Proposed first floor plan, received on 19 December 2025
d) Drawing 7527-P-04 - Street Scene, received on 19 December 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) Within three months of the date of this permission, a scheme for the safe and secure storage of cycles on-site shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved cycle storage scheme shall be implemented in full within 2 months of the Local Planning Authority's written approval (or within such other timescale as may be agreed in writing by the Local Planning Authority) and shall thereafter be retained and kept available for its intended use for the lifetime of the development.

Reason - To ensure adequate, safe and convenient cycle parking is provided in the interests of sustainable transport, pursuant to Policy T1 in the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Corporate Property
GMC Refuse Treatment Plant, Longley Lane, Manchester, M22 4RQ
The Linen Group, Shentonfield Road, Manchester, M22 4RW
International Transformers, Longley Lane, Manchester, M22 4RU
New Acre House, Shentonfield Road, Manchester, M22 4RW
Crompton Parkinson Ltd, Longley Lane, Manchester, M22 4HT
EUROTRADE W LTD, Shentonfield Road, Manchester, M22 4RW
Delta Point, Leestone Road, Manchester, M22 4SA
Offices Opposite Leestone Road, Longley Lane, Manchester, M22 4HT
Acre House, Shentonfield Road, Manchester, M22 4RW

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA