MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144410/FO/2025
Date registered valid:	25 November 2025
Proposal:	Erection of a two-storey Class F1 (a) (provision of education) building comprising engineering, fabrication and welding workshops to the ground floor, classrooms and ancillary space to a partial first floor, demolition of the existing single-storey auto electrical workshop, modifications to existing fences with bin storage area, and reconfiguration of parking.
Address:	The Manchester College (Openshaw Campus), Ashton Old Road, Manchester, M11 2WH
Ward(s):	Clayton & Openshaw Ward
Applicant:	Mr Niall Wright, The Manchester College
Agent (if any):	Mrs Melissa Murphy, 10architect Ltd
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**10th February 2026**

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit: 19 December 2025

Standard consultations:
Printed: 5 December 2025 Expired: 28 December 2025

Neighbour notifications
Printed: 5 December 2025 Expired: 28 December 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

Background
The Manchester College is currently based at 15 sites across Manchester: as well as several locations in the City Centre. The Openshaw Campus is to become a Centre of Excellence for Automotive, Construction, Engineering and Logistics as well as Sports, Health and Social Care. Openshaw is a well-established campus consisting of a wide variety of building sizes and types. Existing buildings such as the Whitworth and Cube buildings are accessible and have been designed with a focus on curriculum delivery. Other buildings such as the construction workshops at Welcomb Street, the Westlands Building and the Music and Engineering Buildings currently do not meet modern teaching requirements.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

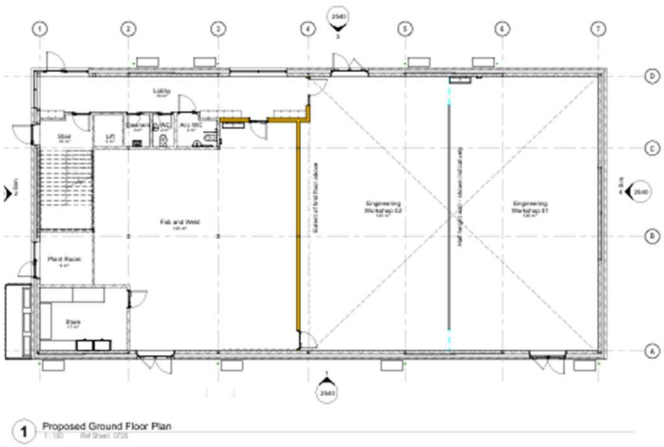
Description of site /building /area
This application relates to the Openshaw campus of The Manchester College.
The proposal relates to demolition of the existing detached single-storey auto electrical workshop (which is located towards the rear of the site), with the proposed new engineering, fabrication and welding workshops on an area of the car park lying to the east of the auto electrical workshop.

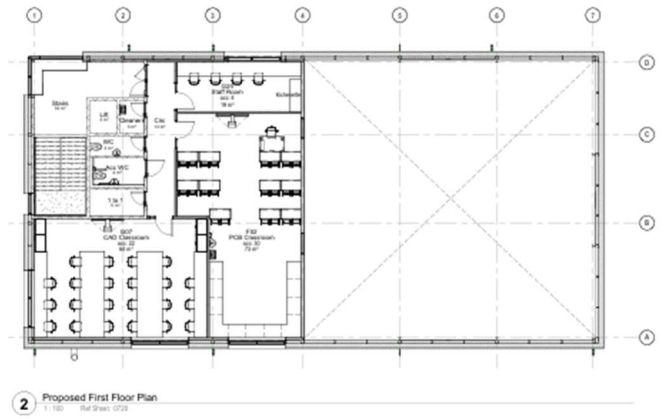

Visual looking eastwards with the existing auto electrical workshop in the foreground.

The Manchester College is located within a predominantly commercial area of Openshaw. The application site is located in an urban setting of commercial buildings on Ashton Old Road within Openshaw and Clayton ward. The application site is located in a mixed area predominantly characterised by college properties to the west, east and north, commercial premises further to the east, Bridge college further to the west, and the Manchester to Marple rail line and associated former Ashburys sidings to the south.

Whitworth Street runs in a west-east direction through the Openshaw campus route. A Stopping-up Order was obtained for Whitworth Street between Oddell Street and Clayton Lane South in 1997, effectively creating a pedestrianised link between the CUBE building, the Bungalow building and the rest of the campus.

Description of development
The proposal relates to the erection of a two-storey Class F1 (a) (provision of education) building comprising engineering, fabrication and welding workshops with ancillary storage, toilets and plant room to the ground floor, with classrooms and ancillary space to a partial first floor, following the demolition of the existing single-storey auto electrical workshop (which is located further to the west on the College campus). The site covers an area of 994 sq.m.





The proposed building would comprise 473.91 sqm of floor area at ground floor level, with 227.82 sq.m. above. The proposed engineering workshops within the eastern part of the building would be double height spaces.
It is proposed to use polished dark coloured blockwork to a height of 2.4m with insulated metal cladding panels above. The roof would be comprised of profiled metal cladding with in-plane polycarbonate roof lights.

Modifications are also proposed to the existing bin storage area and associated fencing, within the service yard to the east of the proposed development, to facilitate 12 additional parking spaces to be accommodated, together with the reconfiguration of parking arrangements (including the site of the existing auto electrical workshop. The existing fencing to the service yard/bin store area comprises close boarded timber fencing to the car park with open mesh fencing to the service yard. The same treatment is proposed to the revised arrangements, but with the inclusion of hit and miss fencing to the proposed condenser enclosure to the western side of the proposed engineering, fabrication and welding workshops.

The development would result in an increase of 144 students and seven staff at the Campus.

Consultations & Notification Responses

Local residents and local businesses – No comments received.

Member of the public – has written to ask for the installation of swift bricks to enhance biodiversity.

Network Rail 08.12.2025- Provided advice in relation to the requirement for the applicant to have an interface with Network Rail and standard advice in relation to Measurements to railway

tracks and railway boundary; Obligations; RAMS; Encroachment; Scaffolding; Drainage proposals and Network Rail land; Excavation and Earthworks and Network Rail land; Demolition; Basement / Deep Excavation Works; Lighting; Access to Railway; Boundary treatments; 3M gap; Trees; BAPA; Information for Developers / LPA regarding formal railway interface.
They recommend that no works commence until agreed with Network Rail, and early engagement with Network Rail is strongly recommended.

The planning agent subsequently forwarded a copy of an email from Network Rail dated 17th September 2025 confirming the scheme would pose no risks to the nearby railway.

Highway Services – Have made the following comments:

The methodology outlined in the Transport Statement is acceptable to Highways. The assessment anticipates 9 additional two-way vehicle trips in the peak hours.
The TfGM database has been used to establish collision patterns, covering a period of 31st December 2018 - 31st June 2025. The methodology and assessment area are acceptable to Highways.
Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.
Regular bus services, railway services and Metrolink services are available within walking distance of the site. The Campus has a GMAL rating of 6 (good level of accessibility).

Existing Parking at Campus: A Parking Audit has been undertaken within the TS. 375 car parking spaces are available, of which 17 are disabled, 4 are visitor and 6 are EVC.
Existing Parking at Development Site: The Transport Statement confirms that there is a total of 120 car parking spaces within the development site. This includes 5 disabled parking spaces.

Proposed Parking: The proposals will result in modifications to the main car park and Auto Centre parking areas. The Transport Statement confirms that 87 spaces will be available in the main parking area and 20 in the Auto Centre parking area. This is a net reduction of 13 parking spaces when compared to the existing situation.
A spot occupancy parking survey was undertaken in 2019 across the campus on a Tuesday at midday, on the basis this represented the maximum parking demand. The applicant has confirmed that the conditions and travel patterns of the campus have not significantly changed and therefore the 2019 data captures the existing conditions.
The above is acceptable in principle.

The TRICs forecast was used to generate parking demand associated with the proposed building. Assessment shows a maximum parking demand of 7 spaces will be generated by the proposals. The assessment suggests a total campus demand of 322 vehicles. These 322 vehicles can be accommodated within the reconfigured car park (359 spaces). Therefore, the proposed parking arrangements are acceptable in principle.

Cycle parking will remain as existing. The TS confirms that a survey was undertaken in 2023 which found cycle parking was underutilised. A spot occupancy survey was also taken 14th October 2024 during peak period (lunchtime). The survey found a maximum demand of 22 cycle spaces. This suggests a spare capacity of c. 74 spaces.
It is noted that cycle parking will be monitored via the Travel Plan. The above is acceptable in principle to Highways.

It is understood that no changes are proposed to the existing boundary treatments.

The TS confirms that the main servicing area at the rear of Whitworth House will be retained. It is understood that this is also currently used to service the rest of the campus. Smaller deliveries will be handled directly at the new building. Plan 'SK22576-002 Swept Path Analysis Long Wheelbase Panel Van (7.5T)' confirms that a 7.5T panel van can access, manoeuvre and egress the proposed service area.

It is understood that the College operates a Travel Plan. The TS confirms that this will include staff and students at the new building.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be conditioned. The CMP should be submitted prior to the start of works. This should include: o Phasing and quantification / classification of vehicular activity. o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment. o Consideration of ongoing construction works and contractor parking in the locality. o Include a detailed Traffic Management Plan. o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk

Design for Security – Have advised that the layout seems fairly straightforward and positioned appropriately in the existing site. They recommend that the building is built to Secured by Design standards.

Environmental Health -recommend any approval is subject to conditions related to the submission of a demolition / construction management plan, external plant; waste management; contaminated land.

LLFA- recommend United Utilities are consulted on this application due to the proximity of the proposed development to the existing public sewer (900mm combined sewer) to ensure that their asset is protected. They also recommend conditions related to the submission of a surface water drainage scheme prior to the commencement of the development and a further condition in relation to the on-going maintenance of the approved drainage scheme.

United Utilities –comments received 12.01.2026.
Have reviewed the Drainage Strategy Ref: 9529-SWFXX-XX-D-C-1102, Dated 22/10/25, and advise that the drainage proposals are not acceptable to United Utilities, as robust evidence that that the drainage hierarchy has been thoroughly investigated has not been provided for consideration and the proposals are not in line with the National Standards for Sustainable Drainage Systems - surface water should be discharged to the 1200mm SW culverted watercourse to the west of the site.
They do however recommend a condition to require the submission of details of a sustainable surface water drainage scheme and a foul water drainage scheme before the commencement of development, if planning permission were to be granted.
They also have provided advice in relation to management and maintenance of Sustainable Drainage Systems; United utilities property, assets and infrastructure; and water efficiency in new development, which have been forwarded to the planning agent .

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

Draft National Planning Policy Framework (December 2025)

The Government has published a consultation National Planning Policy Framework. Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:

-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.

-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.

-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

-In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.

–Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.

- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.

- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible/ to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services. -Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.

-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

National Planning Policy Framework (NPPF) (December 2024)

This Framework sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system `only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through `which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that `at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that

development proposals should accord with the development plan should be approved without delay unless: 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 or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 8: Promoting healthy and safe communities

Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which:
a) Promote social interaction;
b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

Paragraph 100 discusses the importance of sufficient choice of early years, school; and post 16 places available to meet the needs of existing and new communities.

It is considered that the proposal would facilitate the expansion of facilities at an existing college. It is not considered that the development would harm residential amenity. Chapter 8 would therefore be positively responded to.

ii. Chapter 9. Promoting sustainable transport

Paragraph 115 states that in assessing sites that may be allocated for development in plans for specific applications for development, it should be ensured that:
a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

ii. Chapter 12: Achieving well-designed places

Paragraph 131 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.

Paragraph 135 states that planning and decisions should ensure that developments:
o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
o Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
o Are sympathetic to local character;
o Maintain a strong sense of place;
o Create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In this case, the development would involve the development of building comprising engineering, fabrication and welding workshops. The proposed built form has been designed to

be sympathetic to the recently built Sport and Social Care building, incorporating the same polished blockwork up to a height of 2.4m, but takes account of the function of the proposed accommodation.

On this basis, it is considered that chapter 12 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
- materials - what a building is made from

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is 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.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate

<u>Relevant Local Policies</u>
The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and 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 as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.
The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles'
One of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. (The element of this policy related to

use of natural resources and reuse of previously development land is superseded by Places for Everyone policy JP-S1).

Policy EC 1 'Employment and Economic Growth in Manchester'
The proposal would lead to the creation of new jobs. This aspect of the scheme is considered on detail elsewhere in this report.

Policy EC 2 – 'Existing Employment Space'
The Manchester College is consolidating its activities at Openshaw. The proposed floorspace created as part of the proposed engineering, fabrication and welding workshops would off set the floorspace lost by the demolition of the auto electrical workshop. This would broadly accord with policy EC2.

Policy T1- 'Sustainable Transport'
This policy seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1). The proposal is located in an area where there is access to public transport modes, including regular bus services on Ashton Old Road, and is in walking distance of Ashburys Station on Pottery Lane. The scheme includes the retention of cycle storage and electric charging points. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T 2 'Accessible areas of opportunity and need'
Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which has been submitted indicates the level of parking that will serve the development is based on surveyed parking demand at the campus, to make sure the provision meets the operational needs of the proposal.
Furthermore, the site benefits from a good level of accessibility by all transport modes. Measures are included at the Openshaw Campus to support non-car access.

Policy EC 5 'East Manchester'
The project will provide enhanced educational facilities for occupational courses to local residents and wider Manchester. The project is close to the arc of employment along Alan Turing Way and will help to reinforce the integration of the neighbourhood with the wider area.

Policy EN 1- 'Design Principles and Strategic Character Areas'
Openshaw is located within the Central Arc Character Area. The character of the immediate context of the campus is a mix of long span industrial buildings clad with metal sheet cladding in a variety of colours, 2 and 3 storey red brick and render housing units, unused 2 storey red brick commercial buildings.

In terms of the character of the Manchester College Site the Whitworth building which is predominantly composed of long span industrial units clad with black composite metal cladding. The front of the building facing Ashton Old Road is two storey and clad with two shades of brown brick. The West facing façade of the building has a series of ceramic clad fins supporting a roof over and external area in front of the refectory. There is a landscaped area in front of the West elevation of the Whitworth Building containing two ponds, various stepped levels, seating areas and grass lawns.
The Cube Building is a four storey building located on Ashton Old Road and clad with terracotta brick and metal cladding panels.
There is a single storey brick bungalow on the north west corner of the site with terracotta roof tiles.

There are no listed buildings on the site and it is not in a Conservation Area.
The proposed engineering, fabrication and welding workshops building has been designed to incorporate polished dark coloured blockwork to a height of 2.4m with insulated metal cladding panels above. The design approach is considered to be appropriate in this location .

Policy EN4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' concerns reducing CO2 emissions and states that wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought. (Elements within policy EN4 have been superseded by Places for Everyone policy JP-S2).

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8). The new building would be a well-insulated modern building that replaces the existing building auto electrical building at the college, thereby reducing carbon emissions.

Policy EN 14 – 'Flood Risk'
The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process, through a construction management plan.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. This matter is considered in detail elsewhere in this report.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal).
The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste.

Policy DM1 – 'Development Management'
Follows the principles advocated in the aforementioned policies and informs 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.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)
The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Manchester Climate Change Framework (2020 – 2025)
This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Issues

Principle
The western half of the Openshaw campus site was occupied by buildings for Openshaw Technical College In 1968. By 1985 the Whitworth Building was in place beside the Technical College, and by 2010-2014 the site was in its current layout. The principle of the site for educational purposes has therefore been established. However, the potential impact of the proposal on the neighbouring properties must be assessed.

Siting /Layout
The proposed engineering, fabrication and welding workshops building has been sited to take account of the presence of a mains sewer traversing East to West across the northern section of the car park (to the rear of the main college buildings) and a 6-metre easement to either side, meaning that placement options were limited to the southern half of the car park. The Southwest corner of the car park was chosen to limit the reduction in car parking spaces as far as possible, as well as to provide a suitable route for staff and students to enter from the main campus building. The siting is considered to be acceptable, taking account of the constraints of the site.
The proposed engineering, fabrication and welding workshops with ancillary storage, toilets and plant room would be located at ground floor level, with classrooms and ancillary space to a partial first floor.

Appearance
The proposed two storey building would predominantly comprise insulated dark grey metal cladding panels (Anthracite in colour), above polished dark coloured blockwork (height of 2.4m). The roof would be comprised of profiled metal cladding with in-plane polycarbonate roof lights.

It is considered that the proposed design solution would be acceptable in this location, subject to a condition relating to the submission of materials, to ensure a quality development.

Massing
The proposed development would be two storeys in height. It is considered that the height and mass of the proposed development would be satisfactory in the location proposed within the wide college campus.

Visual Amenity
The proposed building would be set well within the site forming the Openshaw campus, located to the rear of the Sports and Social Care building. The design of this building (as described above) is considered to be satisfactory in this location, would not adversely impact on visual amenity of the local residents on Ashton Old Road or the adjacent college or local businesses.

Residential Amenity
The proposed development lies some 222.57m from the residential properties to the north side of Ashton Old Road. The reconfigured parking arrangements would lead to the decrease in parking spaces by 13, and would retain the current level cycling storage provision on the site.

Although the provision of additional classrooms will give rise to an increase in activity on and around the application site, as a result of students arriving and leaving the college at the beginning and at the end of the day, it is not considered that arrival and departure of students would give rise to unacceptable impacts on residential amenity.

In view of the distance of the development to the existing houses, it is not envisaged that the proposal would give rise to privacy and overlooking issues. Furthermore, as the nearest houses lie to the north of a main radial route into the City Centre is considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Core Strategy.

Noise
The proposed engineering building would be located towards the rear of the site and set behind existing college buildings. As such any noise associated the use of the proposed building is not considered to give rise to significantly adverse impact, particularly as the accommodation would be expected to be used during daytime hours. However, as no hours of use have been confirmed in the accompanying information, it is recommended that a condition to require that prior to the use of the engineering, fabrication and welding workshops hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. Furthermore, that the engineering, fabrication and welding workshops shall then be used in accordance with the approved hour, is attached to any approval.

Comments from Environmental Health in respect of noise from external plant have been noted. It is therefore proposed to attach a condition in regard to external plant to reduce any potential impacts from noise associated with the proposed development.

Air Quality
The proposed development is located within the Manchester College Openshaw campus, which fronts onto Ashton Old Road, which is an area identified as experiencing elevated pollutant

concentrations. As such there is potential for the proposals to cause impacts at nearby sensitive receptors during the construction phase.
During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. It is considered that matters related to any mitigation measures required can be managed through a construction management plan condition.

Highways Impacts
The applicant has submitted a Transport Statement alongside the application that considers the existing transport conditions within the vicinity of the site and the proposed development's access and parking provision. The assessment suggests that the redevelopment will not cause an unacceptable impact on highway operation or road safety.
Furthermore, an assessment has been made in relation to accessibility. This shows that the site is well served by public transport and walking and cycling routes offer opportunities to access by non-car modes.

It is considered that the proposal accords with NPPF and provides suitable access to the development. The development includes measures that are commensurate with the scale, impact and nature of the proposal to facilitate and maximise access by sustainable modes and minimise the traffic impact of the proposal. This includes the retention of the high level of cycle parking at the campus.

Access, parking and Servicing
Vehicle access to the Campus is provided via entrances on Clayton Lane South, Whitworth Street (opposite Odell Street) and Whitworth Street (E). These junctions all connect to Ashton Old Road and would be retained.

The scheme would involve reconfiguring car parking arrangements within the campus. The existing parking provision across the campus is 372 spaces (of which 17 are for disabled users, four are visitor spaces and six are EV parking spaces). Following the proposed reconfiguration 359 parking spaces are proposed. The proposed loss of 13 spaces is related to standard dimension spaces with no electric vehicle charging point provision. The reprovision of spaces on the site of the former engineering building would comprise 20 spaces, including a space for disabled users.

Modifications are also proposed to the existing bin storage area and associated fencing to the adjacent service yard further to the east of the proposed building, to facilitate 12 additional parking spaces to be accommodated.

A TRICs forecast was used to generate parking demand associated with the proposed building. The Assessment showed a maximum parking demand of 7 spaces would be generated by the proposals. The assessment indicates a total campus demand of 322 vehicles. These 322 vehicles can be accommodated within the reconfigured car park (359 spaces). Therefore, the proposed parking arrangements are considered to be acceptable and not give rise to displaced on street parking in the wider locality.

The main servicing area for the site would be the service area that serves the rest of the Campus to the rear of Whitworth House, located to the east of the site. Smaller deliveries would be handled directly at the new building, such as metal supplies for the workshop. The applicant has advised that these deliveries will be undertaken by smaller vehicles such as vans. A swept path analysis has been undertaken for a long wheelbase 7.5T panel van in order to demonstrate the vehicle can access, manoeuvre and egress the proposed service area.

In regard to cycle storage the College is served by a total of 117 cycle parking spaces with 36 cycle spaces located to the north of Whitworth Street, with 60 cycle spaces located to the west of the main car park, and 21 cycle lockers across the campus. Cycle parking would remain as existing. A survey undertaken in 2023 confirms that the cycle parking areas are underutilised. A further spot occupancy survey was undertaken of the cycle parking stands on Tuesday 14 October 2025 during peak periods of demand (lunchtime). The survey shows a maximum demand for 22 cycle parking spaces, meaning that there was a total spare capacity of 74 spaces available in the parking stand areas alone.
The Council's cycle parking standards are set out in Appendix B of the Core Strategy. This sets out a requirement for one space per three students and one space per five staff, equating to a requirement for 31 cycle parking spaces for the new building. The survey confirms that there is sufficient unused supply to meet this requirement. The usage of the cycle parking spaces would continue to be monitored via the Travel Plan.

Highway Services have not raised any objections to these parking and cycle storage amendments. It is however proposed to attach a condition relating to the implementation of the reconfigured parking arrangements.

Accessibility
The proposed engineering building would be fully accessible, with level entrances throughout. The main entrance is located to the northwest corner of the building and is covered to offer protection to students when waiting for the workshop to be opened.
The main entrance door will be sized to provide a minimum clear opening width of 1000mm providing adequate width for all users. An accessible WC will be provided to both floors for the use of staff and students, and a platform lift will be provided to provide access for all to the upper floor.

1 parking space has been allocated for disabled users within the reconfigured parking arrangements, in addition to 2 existing spaces for disabled users in the retained adjacent parking area. There are other spaces within the wider campus with eight spaces in close proximity to the main entrance of the Whitworth Building, 4 spaces adjacent to the Cube Building entrance, with the remaining 4 spaces in the car park adjacent to the proposed sports pitch.

Crime and Safety
The proposed development lies within an existing college campus, with secure perimeter boundary treatment and CCTV coverage. It is envisaged that the proposed accommodation would be linked into existing security measures.

Flood risk / Drainage
The development is located within Flood zone 1. i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%). Clayton Lane South on the western boundary is shown as within Flood Zones 2/3, associated with the surcharging of Corn Brook. Ther are also areas within the existing rear parking area serving the college which are at a high and medium risk of surface water.

In view of the observations from the Local Lead Flood Authority and United Utilities, it is proposed to attach a condition relating to surface water drainage, and a condition relating to the implementation, maintenance and management of the sustainable drainage scheme.

Contaminated Land
No ground condition surveys have been submitted for consideration. However, the Sports and Social Care building in the wider college campus to the north west of the site was the subject of a Phase 1 GeoEnvironmental Desk Study, a Phase II Geoenvironmental Investigation, and a

UXO Risk Assessment in 2019.That desk top report identified that there had been previous potentially contaminative uses on or near the site include a bleach works, engineering works, railway sidings and numerous redevelopments as potential sources of Made Ground. Potential contaminants included heavy metals, hydrocarbons, inorganic compounds, asbestos have been identified. Furthermore, Council records indicate the presence of an additional historic landfill site within 250m of the development site which is a potential source of landfill gas.
In view of this and the observations made by Environmental Health officers, it is recommended that a contaminated land condition be attached to any planning approval.

Sustainability
A sustainability statement accompanies the application. The College have indicated that aspiration to achieve Net Zero has been at the forefront of the design development process. A fabric first approach has been adopted through thermally efficient materials in the building design. All fabric elements exceed building regulations stated values.
Furthermore, energy efficient systems have been selected to reduce energy requirements such as heat pumps to classrooms, LED lighting throughout, PIR controls & ventilation with heat recovery to all occupied spaces. A roof mounted PV array generating a minimum of 26kwh power of renewable energy is also proposed.
The SBEM modelling for the building indicates a circa 10% reduction in CO2 emissions over current building regulations and, significantly, energy generation from LZC technologies exceeds 20-30% of consumption.

The submitted roof plans indicate rooflights positioned over the double height workshop space, along with passivents for air extraction, together with a zone on the southern facing slope of the roof where photo voltaic panels would be located. It is recommended that a condition is attached relating to this aspect of the proposed development, and that an uncertified review is required on completion of the measures to demonstrate the level of energy efficiency which has been achieved.

There are already 6 EV charging spaces at the campus in the car parking accessed off Whitworth Street near the front of the main building.

On the basis of the submitted details, it is considered that the development would accord with the aspirations set out in policies EN 4, EN6 and EN8.

Waste Storage
The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste.
In conjunction with the proposed development, modifications are also proposed to the existing bin storage area and associated fencing, within the service yard to the east of the proposed development.
The 2.4 metre high close-boarded timber fence to the Service Yard would be relocated to 4.5m back and new open mesh metal fencing internally would be re-aligned the existing bin stores to allow for an additional 12 spaces.



View of Service Yard from vehicular entrance off the access road. Fencing to the left hand side to be altered to allow for the creation of 12 additional car parking spaces.



Whilst the site plan above shows the retention of a high level of waste storage provision at the Site, in view of the comments received from Environmental Health, it is recommended that a condition be attached to any consent to require that prior to above ground works, a scheme for the storage (including segregated waste recycling) and disposal of refuse be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Trees
The application is accompanied by an Arboricultural Impact Assessment and Preliminary Method Statement. No tree removals are required to facilitate the proposals, but Category C tree ref: T002 would require a 0.6m lateral reduction of northern crown to ensure adequate clearance from the proposed parking spaces.
Furthermore, the report confirms that the proposed development would not result in any incursions into the Root Protection Areas (RPA's) of retained trees on unsealed ground, nor would it involve changes to surface levels or the introduction of new structures within these RPAs. The retention of existing sealed hard surfaces and in-situ site features, such as retaining walls, is considered to provide adequate mitigation for the RPAs, when used in conjunction with temporary protective tree fencing. Adequate protective fencing as outlined in the Preliminary Arboricultural Method Statement should be installed around all retained trees, where practical, before any materials and machinery are brought on site.
It is recommended that these aspects of the scheme are conditioned.

Ecology
The application is accompanied by an Ecological Site Walkover and Biodiversity Net Gain Exemption Statement dated 8th October 2025, which identified a small area of broadleaved woodland located directly adjacent to the southern boundary of the wider site, which is expected to provide opportunities for foraging and commuting bats, nesting birds, and terrestrial mammals, such as badgers and hedgehogs.
The red edge site was found to comprise developed land; sealed surface, a single industrial building (B1), artificial unvegetated unsealed surface and a single flower bed.
There was no evidence of the presence of badgers on the site.
The red edge single on-site building (B1), and wider college on-site buildings (B2 and B3), single structure (S1) and wall (W1), were assessed for their suitability to support roosting bats, Building B1 was assessed as having Negligible bat roosting potential, with single structure S1, and buildings B2, B3, and wall (W1) all assessed as having no bat roosting potential.

Due to the lack of floristic diversity present within the red edge site, the site was assessed as having no value for foraging and commuting bats, with the wider college site individual trees and hedgerows were assessed as having negligible value for foraging and commuting bats, due to the limited floristic diversity present, and the predominantly urban nature of the site.

Biodiversity
On 12 February 2024, Biodiversity Net Gain became mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) for the majority of planning applications submitted after this date. This meant that most developments, listed under the Town and County Planning Act, are now required to deliver a minimum 10% biodiversity net gain as result of their proposals. As per the Biodiversity Gain Requirement (Exemptions) Regulations 2024, there are seven exemptions that would result in a development not being required to meet this statutory requirement.

The site predominantly comprises developed land; sealed surface, a single building, artificial unvegetated unsealed surface and a small vegetated garden flower bed. Approximately 16.6 m2 of vegetated garden flower bed is anticipated to be lost due to development. These habitats are not classed as priority habitats. While the proposed development sees a loss of non-priority habitat, restricted to a small area of planting, the loss is below the threshold to require mandatory biodiversity net gain, due to the De Minimis exemption. Therefore, the proposal would be exempt from delivering a minimum 10% biodiversity net gain as part of the works.

Boundary treatment
The existing fencing comprises close boarded timber fencing to the car park with open mesh fencing to the services yard. The 2.4 metre high close-boarded timber fence to the Service Yard

would be set back by 4.5m and new open mesh metal fencing internally would re-align the existing bin stores to allow for an additional 12 parking spaces.

A hit and miss fencing treatment is proposed to the proposed condenser enclosure on the western elevation of the proposed building. Design details are included in the updated Design and Access Statement.

Employment
It is estimated that the development would support 7 additional FTE college staff.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning 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:
Location plan ref: OPEB-10A-V1-XX-DR-A-0001 rev. L1
Proposed floor plans ref: OPEB-10A-V0-XX-DR-A-201 rev. L1
Proposed site sections plan ref: OPEB-10A-V0-XX-DR-A-720 rev. L1
Arboricultural Impact Assessment and Preliminary Method Statement ref: 82-667 dated 02 October 2025
Ecological Site Walkover and Biodiversity Net Gain Exemption Statement dated 8th October 2025
Transport Statement ref: 251020/SK22576/TS01(-02)
Received 31st October 2025

Proposed elevations plan ref: OPEB-10A-V2-XX-DR-A-2540 rev. L2
Proposed external landscape plan ref: OPEB-10A-V9-XX-DR-A-9001 rev. L2
Design and Access Statement ref: 1461-R-251027 rev.P2 dated 25.11.2025

Received 25th November 2025

Sustainability Statement ref: 25-1109 received 14th January 2026.

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 (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;
o Phasing and quantification / classification of vehicular activity.
o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
o Consideration of ongoing construction works and contractor parking in the locality.
o Include a detailed Traffic Management Plan.
o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
o Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
o Identify measures to reduce noise emissions.

Development shall be carried out in accordance with the approved construction management plan. Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Notwithstanding the materials annotated on plan refs: Proposed site sections plan ref: OPEB-10A-V0-XX-DR-A-720 rev. L1 and Proposed elevations plan ref: OPEB-10A-V2-XX-DR-A-2540 rev. L1, prior to the commencement of above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed 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 (2012).

5. a)The development shall be implemented accordance with Sustainability Statement received 14th January 2026.

b) Within 3 months of the completion of the construction of the authorised development, a post construction review certificate/statement shall be submitted for approval for the development.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

6. The car parking for the development shall be surfaced, demarcated and made available for use before the development hereby approved by this permission is occupied or brought into use. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the college.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

7. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

b) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land in the relevant phase (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c)When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation of any phase, a Completion/Verification Report for that phase shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development in that phase shall cease and/or the phase shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council

as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

8. a) Prior to above ground works, a scheme for the storage (including segregated waste recycling) and disposal of refuse has been submitted to and approved in writing by the City Council as local planning authority.

b)The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

9. a) Before the development is hereby approved is occupied or brought into use any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme, submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment (relevant to that Phase). The approved scheme shall be completed before the development is occupied or brought into use.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report relating to that Phase of development, shall be detailed along with any measures required to ensure compliance with the agreed noise criteria

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10.Prior to the use of the engineering, fabrication and welding workshops building, hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The engineering, fabrication and welding workshops building shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

11.Deliveries, servicing and collections, including waste collections to the hereby approved development shall not take place outside the following hours:
Mondays to Saturdays; 07:30 to 20:00
No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy DM1 of the Manchester Core Strategy (2012).

12. Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

13. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme relating to that Phase of development have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14of the Manchester Core Strategy (2012).

14. In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained on tree constraints plan ref: 82-667 001 in the Arboricultural Impact Assessment and Preliminary Method Statement ref: 82-667 dated 02 October 2025
and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its permitted use.
(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with BS 5387:2012 `Trees in relation to design, demolition and construction'.
(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.
(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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 EN1 of the Manchester Core Strategy (2012).

15.a) The fencing to the service yard/ bin store and condenser enclosure shall be in accordance with the design and materials in the Design and Access Statement ref: 1461-R-251027 rev.P2 dated 25.11.2025.

b) Prior to the installation of the fencing to the condenser enclosure, finalised details of the height of the fencing shall be submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details, prior to the use of the engineering, fabrication and welding workshops building and shall thereafter be retained.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1.Network Rail Advice

Measurements to railway tracks and railway boundary When designing proposals, the developer and council are advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones, vegetation) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability. To ensure the safe operation and integrity of the railway, Network Rail issues advice on planning applications and requests conditions to protect the railway and its boundary.

Obligations
Properties adjoining or in the vicinity of the railway are frequently the subject of obligations, rights, exceptions and reservations for the benefit of Network Rail's land and railway. The applicant must review the title to their property to see whether any such obligations etc exist and ensure that there is no non-compliance or breaches of them or any interference with or obstruction of Network Rail's rights and reservations. If the proposed development would not comply with or would breach any of the terms of the conveyance, the developer must revise his proposals.

RAMS
The developer is to submit directly to Network Rail asset protection, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. Builder to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer.

Encroachment
The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

- There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.
- All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint.
- Buildings, windows and structures must not over-sail Network Rail air-space/boundary.
- Any future maintenance must be conducted solely within the applicant's land ownership.
- Rainwater goods must not discharge towards or over the railway boundary
- Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.
- Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

Scaffolding
Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary.
This is to ensure that the safety of the railway is preserved, and that scaffolding does not:

- Fall into the path of on-coming trains
- Fall onto and damage critical and safety related lineside equipment and infrastructure
- Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

Network Rail would request a condition is applied as follows within the planning consent:

Drainage proposals and Network Rail land
The applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following:

- All surface waters and foul waters must drain away from the direction of the railway boundary.

- Soakaways for the proposal must be placed at least 30m from the railway boundary.
- Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems.

Excavation and Earthworks and Network Rail land:
The applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following:

- Alterations to ground levels
- De-watering works
- Ground stabilisation works
- Works to retaining walls
- Construction and temporary works
- Maintenance of retaining walls
- Ground investigation works must not be undertaken unless agreed with Network Rail.
- Confirmation of retaining wall works (either Network Rail and/or the applicant). Prior to the commencement of works on site the applicant must confirm with Network Rail if there are any retaining walls/structures and the applicant must interface with Network Rail to ensure that no retaining structures are impacted on a permanent basis by their proposal.
- Alterations in loading within 15m of the railway boundary must be agreed with Network Rail.
- For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review.

Network Rail would need to re view and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The council and developer are also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

Demolition
Any demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence. Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

Basement / Deep Excavation Works
Where basement or deep excavations are proposed adjacent to the railway – Network Rail review and agreement of documents as well as supervision & an interface with Asset Protection are required.

- Excavations – ASPRO would require to review (including but not limited to);
- Earthworks RAMS
- Scale section drawing and plan – showing dimensions of basement, proximity dimensions from basement to the operational rail boundary fence and depth
- And if earth works battered back – as above – dimensions from rail boundary fence
- Advise if the basement excavation will be inside the track support zone envelope
- Temporary works earthworks support including RAMS and temporary works design
- Design to include:- demonstration that the temporary works and permanent construction will not import increased risk to the operational railway both during construction and in the long term
- Calculations, G.I. strata and design check certs, CEM and CRE design CVs and appointment forms
- Lifting plans (lifting e.g. temporary works support structure components in to place)
- Designed working platforms
- De-watering method
- Dust control

Lighting
To ensure the ongoing safety of the operational railway the applicant's lighting design must demonstrate no overspill of light onto Network Rail land. Lighting close to or adjacent to the railway boundary must not impact train driver's ability to perceive signals and therefore all column lighting is recommended to be:

- White LED
- Flat bottom luminaires
- Downlit throw lighting
- Lighting to be directed away from the railway boundary
- Avoid the use of flashing lights or screens as part of developments
- Avoid lighting of Green, Yellow and Red.

Access to Railway
All roads, paths, boundaries or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked (24/7, 365 – around the clock) both during construction works and as a permanent arrangement.
· The proposal must not encroach onto any Network Rail access road, paths or ways of access to any part of Network Rail land. This also includes emergency vehicles ability to access and exit Network Rail land.

· The proposal construction works must not prevent Network Rail from accessing its land.

Boundary treatments
Any structures on the applicant's land which runs seamlessly into a section of Network Rail infrastructure will require Network Rail agreement/comments and interface/supervision to ensure that there is no impact to or increase in risk to Network Rail assets.

3m Gap
Network Rail REQUIRES that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that we can maintain and renew our boundary treatments. No part of the structure should over-sail the railway boundary or discharge rainwater goods onto or toward the railway boundary.

Trees
Proposals for the site should take into account the recommendations of, 'BS 5837:2012 Trees in Relation to Design, Demolition and Construction', which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future. This document will be provided via the formal interface with Network Rail Asset Protection.

BAPA (Basic Asset Protection Agreement)
As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a **BAPA** (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

Going forward in order for Network Rail to spend any time reviewing any submissions, provision of any asset information, attending any further meetings, assisting with discharging any planning conditions set etc, Network Rail will require the return of a signed BAPA (Basic Asset Protection Agreement) and relevant payment/ PO as noted in the estimate sent. Network Rail is a publicly funded entity and all outside party works, which these are, are cost recoverable as dictated to us by the ORR.

The local planning authority (LPA) are not responsible for the safe operation of the railway or our assets and the issues raised by the developer/applicant will ultimately need to be agreed by Network Rail engineering to ensure the proposed development does not interfere with the safety of the railway.

All new enquiries will need to be submitted via the ***Asset Protection and Optimisation - Customer Portal***

Link to ASPRO ACE Portal ASPRO Network Rail Implementation (oraclecloud.com)

From there, the client can create an account and submit their enquiry. Enquiry will then be assigned to one of the Asset Protection team to progress. The assigned team member will then be in a position to review and comment on any submissions from the outside party.

Information for Developers / LPA regarding formal railway interface

Network Rail are required to carry out assurance of planning proposals on land adjacent to the railway. We are constrained by regulations around the use of public funds, which prevents us from spending time on private projects without recouping our costs from the proposer.

2. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email -highwaylicences@manchester.gov.uk

3. {\b Swift Bricks }
If the development can accommodate it, it is requested that consideration is given to the installation of Swift Bricks. Swift bricks must be fitted in accordance to the specifications of BS 42021:2022 - Integral nest boxes.

4. United Utilities have advised that a water main and a public sewer crosses the site. They have stated they need unrestricted access for operating and maintaining the main, and will not permit development over or in close proximity to the main, and will require an access strip. In relation to the public sewer they will require an access strip width of six metres, three metres either side of the centre line of the sewer.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Network Rail

Unit B6A, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit C, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
39 Clayton Lane South, Manchester, M12 5PG
Unit A7, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B6, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Mantec Engineering, Ashton Old Road, Manchester, M11 1ZZ
Unit 4, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit B5, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Whitworth Baths, Ashton Old Road, Manchester, M11 2HB
Unit 4, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 3, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 7, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 5, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 3, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 6, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
738 Ashton Old Road, Manchester, M11 2PL
Unit 5, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 2, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 1, Medlock Court, Welcomb Street, Manchester, M11 2NB
Rose Hand Car Wash, 745 - 753 Ashton Old Road, Manchester, M11 2HB
4 Clayton Lane South, Manchester, M11 2PN
South Street Community Centre, Ashton Old Road, Manchester, M11 2HB
727 Ashton Old Road, Manchester, M11 2HD
729 Ashton Old Road, Manchester, M11 2HD
37 Clayton Lane South, Manchester, M12 5PG
Units B2 And B3, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B1 And B4, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
49 Whitworth Street, Bradford, Manchester, M11 2BZ
City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
755 Ashton Old Road, Manchester, M11 2HB
741 Ashton Old Road, Manchester, M11 2HD
735 Ashton Old Road, Manchester, M11 2HD

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
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
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA