

Planning

Growth & Development

Delegated officer report for planning application

Application no.	144595/FO/2025
Date registered valid:	14 December 2025
Proposal:	Change of Use of existing B2 building to laundry (Sui Generis) to extend existing laundry site including extensions.
Address:	4 Acre House, Shentonfield Road, Manchester, M22 4RW
Ward(s):	Sharston Ward
Applicant:	TLG Linen Services Ltd
Agent (if any):	David Ormesher, Holborow & Ormesher Ltd
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	8 April 2026

Application details

Type of application:	Full Application Consent
Development type:	Minor Other
Date of site visit:	23 January 2026

Standard consultations:

Printed: 17 December 2025 Expired: 10 January 2026

Neighbour notifications

Printed: 17 December 2025 Expired: 10 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 on the southern side of Shentonfield Road, within the Sharston Industrial Estate. The site is occupied by TLG Linen Services (★) and a car repair/insurance business (★). In between the two building there is a car parking area. To the north of the site there is a storage business consisting of rows of steel shipping containers, previously the site was used as a car park as can be seen below. To the south of the sites lies the M56 motorway. To the west is a car parking area, while to the east, beyond a landscaped area, is Longley Lane and beyond that a municipal recycling centre.



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

Description of development

The applicant is proposing to change the use of the office building (★) into a commercial laundry, to be used in association with the existing laundry operating out of the TLG Linen Services building. In addition to the change of use, the applicant is also proposing to erect a single storey link extension at the rear of the site, in the location highlighted below:



Consultations & Notification Responses

Members of the Public/Local Businesses – No comments received.

Highway Services – Highway Services' comments have are summarised as follows:

- The proposals would enable the expansion of the existing commercial laundry operation from the eastern building into the western building, with the additional floorspace used primarily for storage alongside some laundry activity. Staffing would increase by up to 15 employees, resulting in a total of 86 staff across the site operating on staggered shifts. Given the former use of the western building as a call centre accommodating over 240 staff, and taking account of existing mode-share data, the Highway Authority is satisfied that the proposals would not lead to a material increase in peak-hour staff vehicle trips. Clarification is, however, requested regarding any potential increase in operational vehicle movements.
- Car parking provision would be reduced from 93 to 64 spaces due to the introduction of a physical link between the two buildings. Based on the submitted staffing and trip generation information, this level of parking is considered adequate and is expected to result in lower parking demand compared to the previous call-centre use, with likely benefits to on-street parking conditions.
- Bin storage would continue to be accommodated within the curtilage of the eastern building, with additional provision available within the western site if required. Swept path analysis demonstrates that waste collection arrangements would remain comparable to existing servicing arrangements.
- Conditions in respect of cycle storage and EV charging are requested.
- It is unclear whether the proposals will generate a level of construction or fit-out activity which will require construction management measures. Additional information is required to determine whether a Construction management Plan will be required.

Environmental Health – Suggests the imposition of a refuse storage condition.

MCC Flood Risk Management – No objections to the proposal as it is located in Flood Zone 1.

National Highways – 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.

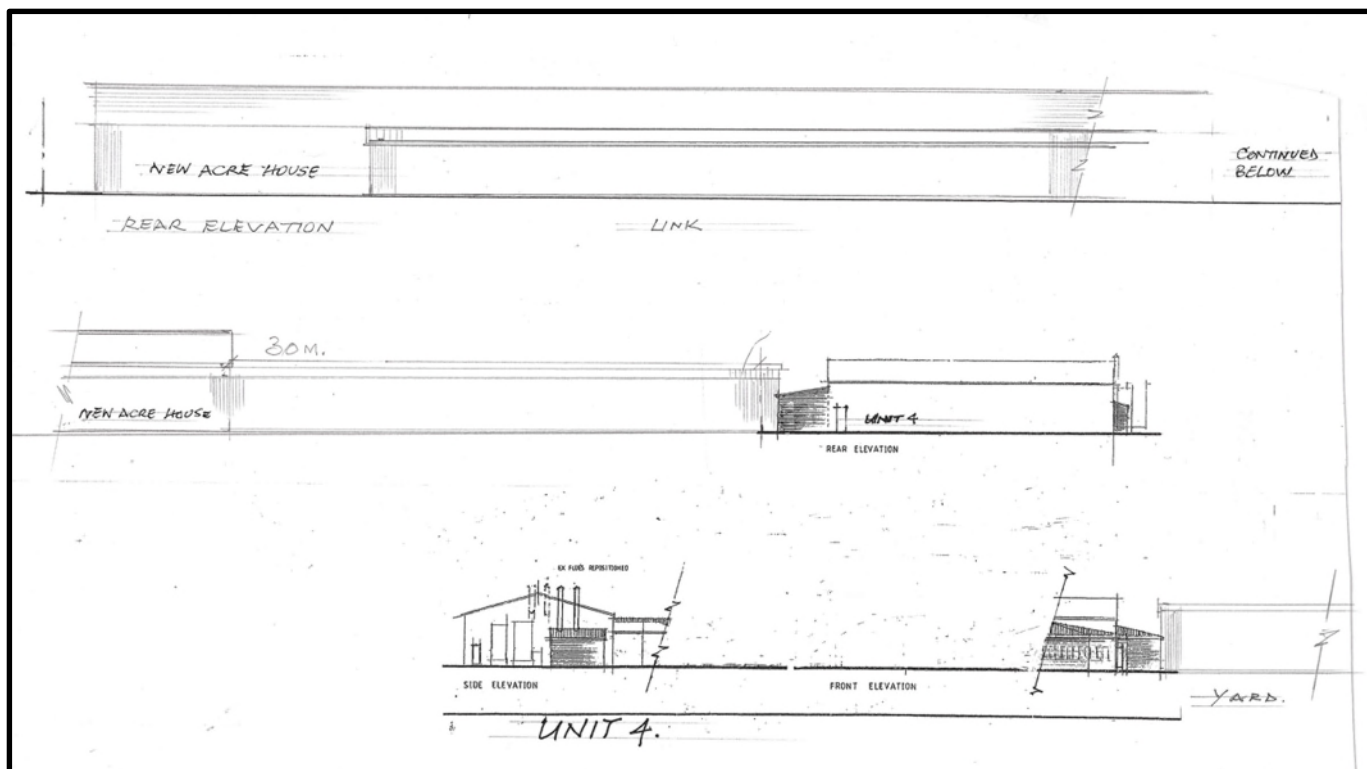
Policy DM1, *Development Management* – This policy states that all development should have regard to a number of specific issues, of which the following are of most relevance:-

- 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 the expansion of the existing laundry business into the adjoining office building, particularly given that the office has been vacated following the cessation of its former use. Furthermore, there is no objection in principle to the erection of an extension to physically link the existing laundry premises with the former office building. Notwithstanding this, the proposal must be appropriately assessed in terms of its potential impact on visual and residential amenity, as well as pedestrian and highway safety.

Design – The proposed extension is functional in nature and modest in both scale and appearance and it would utilise materials to match those of the existing office building. Given its siting to the rear of the property and its ancillary role to the established and proposed use, it is considered that the extension would integrate satisfactorily within its surroundings, accordingly it is considered acceptable in design terms.



Visual Amenity – Given the modest scale and siting of the proposed extension it is not considered the proposed development would have a detrimental impact upon the levels of visual amenity enjoyed along this section of Shentonfield Road.

Residential Amenity – As the nearest residential properties are approximately 200 metres to the east and west of the site and separated from it by the M56 motorway, it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties.

Car Parking – It is considered that the level of car parking that would remain following the construction of the extension would continue to adequately serve the needs of the proposed development and the commercial laundry business as a whole. This level of position has been reviewed and acknowledged as acceptable by Highway Services.

Electric Vehicle Charging – As requested by Highways Services, a condition requiring the submission of EV charging details will be attached to any consent granted.

Pedestrian and Highways Safety – Given the anticipated traffic movements associated with the expansion of the laundry business and the fact it would result in a marked reduction in comparison to the existing call centre use (a two-way reduction in traffic movements of 274), it is not considered that the development would have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Servicing Arrangements – Given that the applicant operates a small fleet of just five transit-type delivery box vans, it is not considered that vehicle movements to and from the site would result in any material harm to pedestrian safety or the operation of the local highway network within this part of the Sharston Industrial Estate.

Cycle Parking – A condition requiring the provision of adequate cycle storage will be attached to any approval granted.

Construction Management – Given the limited scale of the proposed extension and the existing level of activity associated with the adjoining uses, it is not considered necessary to impose a condition requiring the submission of a Construction Management Plan. Notwithstanding the above, the informative suggested by Highway Services in respect of scaffolding and hoarding will be attached to any approval granted.

Refuse Storage – In response to comments from Environmental Health, it is recommended that a condition be imposed requiring the submission and approval of details relating to the proposed waste storage facilities.

Other Legislative Requirements

Equality Act 2010 – Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant 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) Proposed elevations and floor plan, drawing no. 2392/2025/02, received on 14 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) The materials used in the external surfaces of the development hereby approved shall be similar in appearance to the existing building (Acre House) in terms of type, size, colour and texture.

Reason - In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policies SP1 and DM1 of the Manchester Core Strategy and the requirements of the National Planning Policy Framework.

4) Prior to the first use of the development hereby approved, a detailed scheme showing the design, location and size of a facility to store refuse and waste materials shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented in full prior to first use of the development and retained thereafter.

Reason - In the interests of residential amenity and public health, pursuant to Policies EN19 and DM1 of the Manchester Core Strategy.

5) Prior to the use of the development hereby approved, 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.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of an electric vehicle charging point(s) have been submitted to and approved by the City Council as Local Planning Authority. The approved charging point shall be provided prior to first occupation and retained thereafter.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

Informatives

1) Highways Informative – The applicant should be 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)

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Corporate Property

MCC Flood Risk Management

National Highways

The Linen Group, Shentonfield Road, Manchester, M22 4RW

International Transformers, Longley Lane, Manchester, M22 4RU

New Acre House, Shentonfield Road, Manchester, M22 4RW

Hellerman Tyton, Sharston Green Business Park, Robeson Way, Manchester, M22 4TY

Crompton Parkinson Ltd, Longley Lane, Manchester, M22 4HT

EUROTRADE W LTD, Shentonfield Road, Manchester, M22 4RW

Delta Point, Leestone Road, Manchester, M22 4SA

10 Shentonfield Road, Manchester, M22 4RW

Sharston Green Business Park, Robeson Way, Manchester, M22 4TY

AIRLINE SERVICES LTD, Unit 2 To 3, Sharston Green Business Park, Robeson Way, Manchester, M22 4SW

Unit 3, Sharston Green Business Park, Robeson Way, Manchester, M22 4SX

Unit 1, Sharston Green Business Park, Robeson Way, Manchester, M22 4SW

Units 4 And 5, Sharston Green Business Park, Robeson Way, Manchester, M22 4SW

Appendix 2 – Planning constraints

Article 4 Direction - Wythenshawe PD Restriction - Class B1(c) To C3

Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) 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