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PLANNING STATEMENT

S T 1 MCR LIMITED

LAND AT THE CORNER OF SHENTONFIELD ROAD / CARRSFIELD ROAD, SHARSTON INDUSTRIAL ESTATE, MANCHESTER, M22 4RW

NOVEMBER 2025

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Signing off Sheet

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Authorised for and on behalf NJL Consulting

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1. Introduction

1.1 This Statement is prepared by NJL Consulting on behalf of 'S T 1 MCR Limited' (the 'applicant') in support of a part-retrospective planning application for the change of use of a redundant car park to (Use Class B8) storage use, on land at the corner of Shentonfield Road and Carrsfield Road, Sharston Industrial Estate, Manchester, M22 4RW (the 'site').

Background

1.2 The site comprises a redundant car park that was previously associated with the operations of the EDAM Group. The business occupied New Acre House to the south of the site and employed approximately 450 staff. It specialised in car accident management services. The company has since ceased operations and vacated Sharston Industrial Estate.

1.3 It is now proposed to utilise the redundant car park to accommodate 'Storage Time' storage containers, which will be double-stacked across the site to maximise storage capacity and meet both personal and business storage needs.

1.4 Manchester City Council, who control the application site and the wider Sharston Industrial Estate, has recently entered into a lease agreement with Storage Time to operate the storage container business from the site.

Storage Time

1.5 'Storage Time' is a secure self-storage business, currently operating from Vernon Mill in Stockport, providing individual units and containers for both personal and business use.

1.6 The business now seeks to expand its operations and provide larger container storage options for both private and commercial customers.

1.7 To maximise its customer base, Storage Time requires highly accessible locations within the urban area. Sharston Industrial Estate, which includes the application site, is well suited to accommodate the proposed storage use, offering excellent transport connections to both the strategic road network and the wider Wythenshawe area.

2. Site and Surroundings

2.1 The site (Figure 1a / 1b) covers 0.45 hectares and is located within Sharston Industrial Estate and comprises a redundant car park that previously accommodated 185 parking spaces for the private use of employees of the former EDAM Group. The car park is enclosed by two-metre-high palisade fencing and contains eight lighting columns, each approximately eight metres in height, along with two CCTV columns measuring around six metres in height.

2.2 The site is bounded by 'IST Power' warehouse to the north. Longley Lane and mature tree planting to the east, Shentonfield Road to the south, and Carrsfield road to the west.

2.3 The immediate area is characterised by established employment uses, including warehousing, industrial operations, and storage facilities such as Euro Trade and Redburn Groundworks and Landscaping Ltd.

Figure 1a: *Application site*

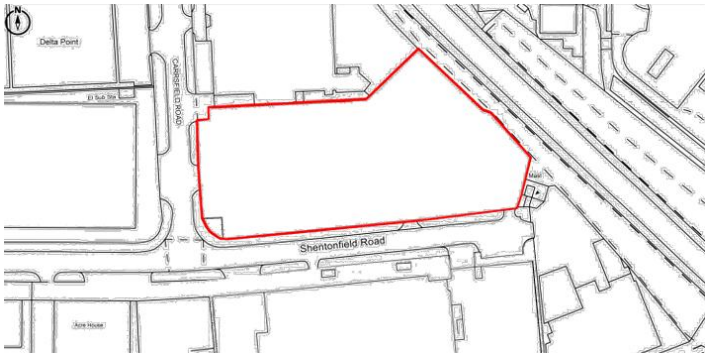

Figure 1b: *Red line boundary of application site*

2.4 A number of businesses in the immediate area include single storey and double stacked external storage containers:

- Access Self Storage - Leestone Road, Sharston Industrial Estate, Manchester, M22 4RW
- Eurotrade (W) Ltd – Shentonfield Rd, Sharston, M22 4RW
- Clair De Lune – Shentonfield Rd, Sharston, M22 4RW
- Community Grocery – Acre House, Shentonfield Road, Sharston, M22 4RW
- Recycle UK – 7 Leestone Road, Sharston, M22 4RN
- Geodis – Delta Point, Leestone Road, Sharston, M22 4SA.

3. Planning History

3.1 Relevant planning history at the site is listed in Table 1 below:

LPA Reference	Description of Development	Status
119291/FO/2018	Creation of a 185 space car parking for staff and car storage with associated two metre high fencing, 8no eight metre high lighting columns and 2no six metre high CCTV columns	Approved 16/01/2019
113494/FO/2016	The change of use of land to form staff car parking and car storage (Use Class B8) for a period of three years and the installation of 2.0-metre high fencing	Approved 21/11/2016
101154/FO/2012/S2	Change of use of site to metal recycling facility, including construction of office/staff amenity building, construction of buying shed and canopy, construction of End of Life Vehicle facility and associated tank farm, siting of weighbridge and associated cabin, erection of 6m high boundary treatment, landscaping and siting of external plant and machinery and associated works following demolition of existing industrial building	Approved 07/02/2013

Table 1: *Planning history associated to the application site*

4. The Proposed Development

4.1 This application seeks part retrospective planning permission for the change of use of a redundant car park to storage use (Use Class B8) on land at the corner of Shentonfield Road and Carrsfield Road, within Sharston Industrial Estate, Manchester, M22 4TJ.

4.2 Storage Time occupy the site with storage containers to provide secure facilities for both personal and commercial storage purposes.

4.3 The proposals include the provision of 10 car parking spaces designated for customers temporarily visiting the site to drop off or collect storage goods.

4.4 No waste or refuse will be generated as part of the proposals. All waste materials will be removed from the site by users of the storage containers.

Amount

4.5 A phased delivery of containers to the site is proposed, as illustrated on the submitted plans. However, full planning permission is sought for a total of 200 double-stacked containers across the site.

The ground level currently consists of 102 containers, accommodating various personal and business storage needs (retrospective / existing):

- 30x 40' TUNNEL
- 68x 20' STANDARD
- 3x 40' MULTISTORE
- 1x 20' MULTISTORE

The proposed second level containers will comprise a total of 98 containers (proposed):

- 30x 40' TOPPER UNITS
- 68x 20' TOPPER UNITS

Layout / Access

4.6 The proposed container layout follows the existing car park arrangement, enabling vehicles to utilise the established access and exit points and to manoeuvre safely within the site.

Operating Times

4.7 Storage Time operates a secure access system for all customers. Once a container is leased, the customer is issued with a Pin Code (providing access into the secure site), and dedicated container lock. This allows convenient access to their unit at any time, during the day or night.

4.8 24-hour / 7 days a week operation is proposed.

5. Planning Policy Framework

5.1 Section 38(6) of the Planning and Country Planning Act 2004 indicates that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan

5.2 The Development Plan for Manchester City Council comprises:

- Places for Everyone Joint Development Plan (2024).
- Manchester Core Strategy (2012) and Addendum (2024).
- Saved Unitary Development Plan (1995) Policies.

Core Strategy Development Plan Document

5.3 The Core Strategy Development Plan Document 2012–2027 ("the Core Strategy") was adopted by Manchester City Council on 11 July 2012. It is the key document within Manchester's Local Development Framework and replaces significant elements of the Unitary Development Plan (UDP). The Core Strategy sets out the long-term strategic planning policies for Manchester's future development.

Policy EC10 Wythenshawe – Wythenshawe is identified as a key location for employment growth, with provision for approximately 55 hectares of land for B1, B2, and B8 uses. New employment development, including storage and distribution (Use Class B8), is to be concentrated within established employment areas such as the East Wythenshawe Development Corridor and Sharston Industrial Estate. The policy seeks to maintain and strengthen Sharston's role as an established location for industrial and manufacturing uses.

Policy SP1: Spatial Principles – Development across the City is expected to make a positive contribution to creating neighbourhoods of choice. This includes promoting well-designed places that enhance or establish local character, while protecting and enhancing both the built and natural environment.

Policy DM1: Development Management – All development should have regard to a number of specific matters. Of particular relevance to this application are:

- 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.

- Green Infrastructure including open space, both public and private.

- Flood risk and drainage.

Policy EN14: Flood Risk – Development should be directed away from areas at highest risk of flooding demonstrating that flood risk will not be increased on or off site. Within Critical Drainage Areas or Canal Hazard Zones, site-specific Flood Risk Assessments are required to ensure appropriate mitigation.

Places for Everyone

5.4 The Plan was adopted on 21 March 2024 and its policies are now a material consideration in the determination of planning applications. Accordingly, its policies should be afforded significant weight in the planning balance. The relevant policy is set out below:

Policy JP-Strat9 (Southern Areas) – This policy seeks to protect and enhance the economic competitiveness, distinctive local neighbourhood character, and environmental quality of the southern areas. It places strong emphasis on the efficient use of suitable previously developed (brownfield) land and on promoting the roles of the areas' town centres and other key assets.

National Planning Policy Framework

5.5 The National Planning Policy Framework (NPPF) was most recently updated in December 2024. It sets out the Government's vision for sustainable growth and development and provides the national planning policy context for decision-making. Therefore, the NPPF is a material consideration in the determination of planning applications.

Section 2 – Achieving Sustainable Development

This establishes that planning decisions should actively steer development towards sustainable outcomes and that policies should be applied in a way that reflects the character, needs, and opportunities of the local area.

Section 4 – Decision Making

Paragraph 39 of the NPPF advises that local planning authorities should approach decisions on proposed development in a positive and creative manner. Decision-makers should seek to approve applications for sustainable development wherever possible, ensuring that proposals contribute to the economic, social, and environmental well-being of the area.

Section 6 – Building a Strong and Competitive Economy

Section 6 and Paragraph 85 confirm that decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Section 9 – Promoting Sustainable Transport

Paragraph 116 establishes that development should not be refused on highways grounds unless there would be an unacceptable impact on highway safety or a severe residual effect on the road network, even after mitigation.

Paragraph 117(c) requires development to create safe, secure, and well-designed places that minimise potential conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond appropriately to local character and design standards.

Section 12 – Achieving Well Designed Places

Determines that development should respond positively to the character of the area, taking account of its historical, cultural, and physical context. Proposals should contribute to a strong sense of place and enhance the distinctiveness of the location.

6. Assessment

Principle of Development

6.1 The storage container use reuses a redundant car park within the established employment area of Sharston Industrial Estate for (Use Class) B8 storage purposes. Places for Everyone Policy JP-Strat9 emphasises the efficient use of suitable previously developed (brownfield) land. Core Strategy Policy EC10 also supports the concentration of B8 storage and distribution uses within established employment locations, including the East Wythenshawe Development Corridor at Sharston Industrial Estate.

6.2 The immediate area is characterised by commercial and industrial uses, which includes several businesses with single or double stacked container storage areas, such as:

- Access Self Storage - Leestone Road, Sharston Industrial Estate, Manchester, M22 4RW
- Eurotrade (W) Ltd – Shentonfield Rd, Sharston, M22 4RW
- Clair De Lune – Shentonfield Rd, Sharston, M22 4RW
- Community Grocery – Acre House, Shentonfield Road, Sharston, M22 4RW
- Recycle UK – 7 Leestone Road, Sharston, M22 4RN
- Geodis – Delta Point, Leestone Road, Sharston, M22 4SA.

6.3 As outlined in Section 3 of this Statement, the site was previously used in part for temporary car storage (Use Class B8) for a period of three years, prior to the granting of planning permission in 2019 for permanent car parking across the entire site, associated with the former occupiers, EDAM Group.

6.4 Container and storage uses are already established within the immediate area, while the application site itself has recently accommodated similar operations. The proposed development will therefore not introduce an incongruous use or form of development within this established B2/B8 employment area.

6.5 The National Planning Policy Framework (NPPF) recognises that planning decisions should help create the conditions in which businesses can invest, expand, and adapt (paragraph 85). Significant weight should be given to supporting economic growth and productivity. Planning decisions should also reflect the locational requirements of different sectors, including storage and distribution operations, at a variety of scales and in suitably accessible locations (paragraph 87).

6.6 Local planning authorities are encouraged to take a positive approach to proposals for alternative uses of land and to make more effective use of sites that provide community services (paragraph 128, NPPF).

6.7 Storage Time seeks to expand its operations and provide container storage options to its customers. The business requires highly accessible locations within the urban area. The vacant site at Sharston Industrial Estate is ideally located to accommodate this use, providing a new community service with excellent transport links to both the strategic road network and the local Wythenshawe area.

6.8 The proposed Use Class B8 storage use represents an efficient reuse of previously developed land and delivers an active, complementary use that reinforces the character and function of the surrounding industrial estate. The proposals are consistent with the objectives of Policies EC10 and JP-Strat 9 and align with the principles of sustainable economic growth set out in Section 6 of the NPPF.

Pedestrian and Highway Safety

6.9 The site will retain its existing vehicular and pedestrian access and exit points, which are well established and safely integrated within the wider industrial estate network.

6.10 The site was formerly used as a staff car park associated with the EDAM Group, which has since vacated Sharston Industrial Estate. The car park is therefore redundant in its current form.

6.11 Following the closure of EDAM Group operations, New Acre House, situated immediately to the south of the site on Shentonfield Road, has recently been purchased by The Linen Group. The site has its own dedicated private car park, providing approximately 68 spaces for occupiers and visitors. It is understood the Linen Group will utilise a proportion of their car parking area for external linen storage.

6.12 Previously EDAM Group were using the car park land to store over 200 accidental damage vehicles on site, alongside car parking for approximately 100 EDAM Group staff members. This created significant vehicle movements to and from the site, particularly during peak travel times.

6.13 The proposed use of the site by Storage Time will not create any additional parking pressures in the surrounding area. Instead, when compared to the previous operations at the site (car park to serve EDAM Group) the container storage use significantly reduces traffic movements within the estate.

6.14 Vehicle movements associated with the proposed storage use will be minimal. Storage Time operates a complimentary pick-up and delivery service for customers. Self-deliveries are expected only two to three times per day. Consequently, daily vehicle movements will be significantly lower than those associated with the site's previous use, leading to a reduction in traffic activity and an overall enhancement to highway safety in the immediate area.

6.15 As the former car park is no longer required, the development will make efficient use of this underutilised land without displacing existing parking demand or generating on-street parking.

6.16 The movement of goods within the site will be fully contained and managed within the secure 2-metre-high palisade fencing boundary, ensuring pedestrian safety and separation from vehicle movements at all times.

6.17 In conclusion, the proposed development will not result in any adverse impact on highway safety, access, or parking provision. Vehicle movements are significantly lower than the site's former use, and all loading and unloading will be safely contained within the site boundary. Existing access points are suitable for the proposed operations, and there will be no displacement of parking onto surrounding streets. The proposals therefore demonstrate safe and efficient transport arrangements, fully in accordance with Core Strategy Policy DM1.

Visual Amenity

6.18 The site and its immediate surroundings are characterised by a mix of warehousing, industrial, and storage uses, including existing double stacked container storage. It is bounded by the rear elevations of warehouse buildings to the immediate north and east, and by New Acre House/Redburn to the south, across Shentonfield Road. Views of the proposed containers would be largely confined to the areas immediately adjoining the site.

6.19 While the proposed containers would be visible from New Acre House to the south, views would be screened by intervening car parking areas, pavements, Shentonfield Road, and existing boundary fencing. The proposed development would also be viewed in the context of surrounding industrial buildings and uses, which form the character of the estate.

6.20 The introduction of dark green double-stacked containers would not appear incongruous within this setting. Neighbouring properties already incorporate buildings

of a similar or greater height, and the proposed containers would remain below the height of existing surrounding structures. As such, the development would integrate within its established industrial context.

6.21 Given the nature of the proposed use, the established industrial character of the area, and the limited visibility of the site, the development would not result in any harm to the visual amenity of the surrounding area. The proposal therefore accords with Policy DM1: Development Management and other relevant design principles of the local development plan.

Other Matters

Security

6.22 The application site is monitored via CCTV on a 24/7 basis. CCTV operations are managed/reviewed from the Storage Time headquarters at Vernon Mill in Stockport. Outside office hours, Storage Time employs a security guard to monitor the CCTV and respond to any issues where required. The site and wider Sharston Industrial Estate are also served by Benchmark, a reputable and local CCTV monitoring company who visit the site on a daily basis, ensuring a safe and secure environment at the site.

Flood Risk

6.23 The planning history of the site revealed the previous applications associated were also supported by Flood Risk Assessments and detailed drainage plans, with the site identified as falling within Flood Zone 3A.

6.24 The Environment Agency's Flood Maps have since been updated and the site now lies in Flood Zone 1 (low probability of flooding). Based on a site area of approximately 0.45ha, a Flood Risk Assessment is not required in this instance.

Parking

6.25 There are 10no. car parking spaces proposed within the site, for use by customers and staff.

6.26 The proposed parking represents a proportionate and policy-compliant response to the operational needs of the site.

6.27 The proposal accords with the objectives of paragraphs 116 and 117(c) of the NPPF by ensuring that the development does not give rise to highway safety concerns or a result in a severe impact on the local road network.

Employment Opportunities

6.28 The proposed container storage use will support a range of full time and part time employment opportunities associated with existing operations at the Storage Time business.

- x3 - Operations Manager, Sales Manager & Sales Assistant
- x1 Marketing Manager
- x2 - Delivery Drivers
- x1 - IT Technician
- x2 - Builders & Caretakers
- x1 - In-House Security Guard to monitor CCTV
- 3rd Party Jobs - CCTV Monitoring company, Google Ads company, Software Engineer, Website Designer

6.29 Indirect jobs are also created by the development, including general ad-hoc labour roles to assist with general management and maintenance of the site, transportation and IT (management of webpage / sales). At busy periods of the year, such as when students are moving accommodation at the end of term, additional driving / labour roles will be required.

7. Conclusion

7.1 Storage Time is an established and successful self-storage business aiming to expand and grow its operations and provide larger container storage options for both private and commercial customers.

7.2 The vacant car park site at Sharston Industrial Estate is well suited to accommodate the proposed container storage use, offering excellent transport links to both the strategic road network and the wider Wythenshawe area. The site's strategic location and high level of accessibility make it ideally suited for customers storing or collecting goods.

7.3 The proposal makes efficient use of previously developed, underutilised land, bringing a redundant site back into productive economic use. In doing so, it directly supports the aims of Policy JP-Strat 9 of the Places for Everyone Plan, which seeks to promote sustainable economic growth within established employment areas.

7.4 The development will bring the site back into active use, supporting local economic growth and investment in line with Core Strategy Policy EC10.

7.5 The scheme will deliver tangible local benefits, including increased investment and an overall enhancement to the vitality of the wider industrial estate.

7.6 The proposed use will generate significantly fewer vehicle movements compared to the site's former car park operation, reducing traffic activity within the estate and contributing to an overall improvement in local highway conditions and the surrounding area.

7.7 The double-stacked green containers will not result in any adverse visual amenity issues. Their overall height will remain below that of the surrounding buildings, ensuring they do not appear overly dominant or intrusive in the street scene. The proposal will not therefore introduce an inappropriate or incongruous use within this well-defined B2/B8 employment area in line with Policy DM1 requirements.

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