

PLANNING

GROWTH & DEVELOPMENT

DELEGATED OFFICER REPORT FOR PLANNING APPLICATION

Application no. 142995/VO/2025

Date registered valid: 3 February 2026

Proposal: City Council Development for: The installation of roof mounted solar panels.

Address: Woodhouse Park Lifestyle Centre, Portway, Manchester, M22 1QW

Ward(s): Woodhouse Park Ward

Applicant: Mr Martyn Joyce, Manchester City Council

Agent (if any): Mr Chris True, Manchester City Council

Case officer: Joshua Lee
Tel: 0161 219 2851
Email: joshua.lee@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 26 March 2026

APPLICATION DETAILS

Type of application:	Regulation 3 Consent	
Development type:	Minor Other	
Date of site visit:	12 February 2026	
Standard consultations:	Printed: 10 February 2026	Expired: 3 March 2026
Neighbour notifications:	Printed: 10 February 2026	Expired: 3 March 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	
Listed building:	Not applicable	
Conservation area:	Not applicable	
Tree Preservation Order:	Not applicable	

Description of site/building

The proposal relates to the mains sports hall building of the Woodhouse Park Lifestyle Centre, a part two, part three storey community and youth centre, which features a flat corrugated metal sloping roof. The wider site features other low-level buildings and indoor and outdoor sports facilities. There is some risk of Surface Water flooding, but this is contained to the hardstanding for car parking.

Description of area

The Centre is in a mostly residential part of the Woodhouse Park ward of Manchester, with residential properties directly adjacent. Manchester Airport is within 1km of the site and within the development above 10m consultation zone.

Description of development

City Council Development for: The installation of roof mounted solar panels.

The array consists of 340no 1134mm x 1762mm PV panels for a total installed capacity of 68.25kwp with 1no inverter. The panels would sit 50mm above the roof.

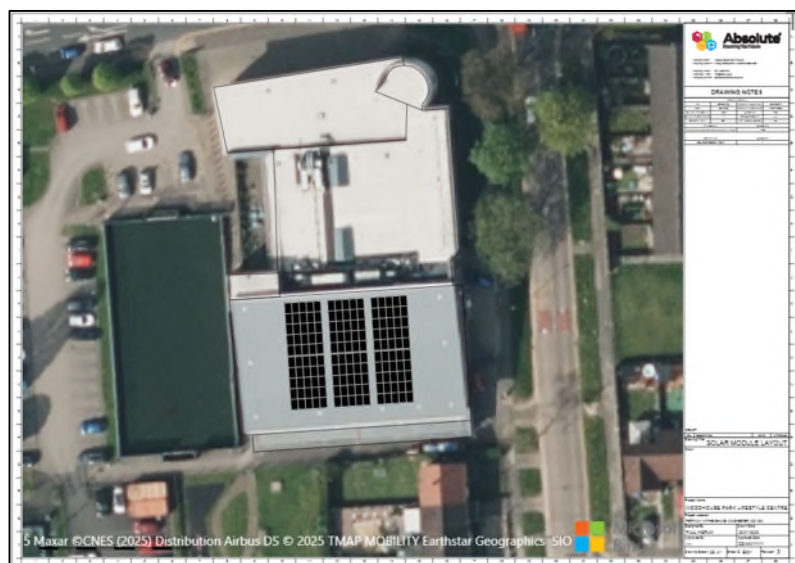


Figure 1. Proposed PV Layout.

PLANNING HISTORY

127740/AO/2020

Description: Installation of three non-illuminated fascia signs and three non-illuminated hanging banner signs

Decision: Approved 02/10/2020

072673/VO/2004/S2

Description: CITY COUNCIL DEVELOPMENT Erection of part two, part three storey community and youth centre including four court sports hall, administration area, youth and community area multi-purpose meeting area, changing, boxing room, multi-use games area and associated car parking, landscaping and fencing and formation of new vehicular access to Portway.

Decision: Approved 04/11/2004

CONSULTATION, NOTIFICATION & PUBLICITY RESPONSES

Consultations

Manchester Airport Safeguarding Officer

Manchester Airport Safeguarding raised no objection subject to conditions. They advise that the submitted Glint and Glare Assessment does not assess all required aviation receptors or provide sufficient detail. They request a full Aviation Perspective Glint and Glare Assessment prior to installation, along with bird-proofing of the PV array. These conditions are necessary to ensure no adverse impact on aviation operations

Notifications

Local Residents

No representations received.

NEGOTIATIONS

Issues have arisen in the consultation phase which required negotiations in positive and proactive manner.

The applicant was asked to provide an updated Glint and Glare Assessment for review by the Manchester Airport Safeguarding Officer.

The applicant was unable to provide an updated assessment by the target date and so the assessment was progressed on the submitted documents.

RELEVANT POLICIES

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, decisions on planning applications must be made in line with the statutory development plan, unless material considerations indicate otherwise.

For Manchester, the development plan comprises:

- The Core Strategy (2012–2027)
- Saved policies of the Unitary Development Plan (UDP)
- The Places for Everyone Joint Development Plan Document (2022–2039)

These documents are considered up to date and carry substantial weight in decision-making. Supplementary Planning Documents (SPDs) and other local guidance may also be relevant.

National planning policy, including the National Planning Policy Framework (NPPF), is a material consideration and provides overarching guidance.

The Government has published a consultation draft of the NPPF, intended to improve housebuilding rates through a clearer, more predictable and faster policy basis for decision and plan making. While this draft is not yet adopted, it is a material consideration.

Where applicable, the Council must give special regard to preserving the character of conservation areas and the setting of listed buildings, in line with statutory duties under the Planning (Listed Buildings and Conservation Areas) Act 1990.

The policies referenced in this report are those considered most relevant to the nature, scale and location of the proposed development as follows:

- [The Manchester Core Strategy Development Plan Document 2012-2027](#)
 - o Development Management and Planning Obligations
 - DM 1 - Development Management
 - DM 2 – Aerodrome Safeguarding
 - o Objective 1 - Spatial Principles
 - SP 1 - Spatial Principles (Partially replaced by PfE Policy JP-S 1)
 - o Objective 2 - Economy and the City Centre
 - EC 1 - Employment and Economic Growth in Manchester
 - EC 2 – Existing Employment Space
 - EC 10 – Wythenshawe
 - o Objective 6 Environment
 - EN 1 - Design Principles and Strategic Character Areas
 - EN 4 - Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Deletions replaced by PfE Policy JP-S 2)
 - EN 8 – Adaptation to Climate Change (partially replaced by PfE Policies JP-S 2, JP-S 4 and JP-G 8)
 - EN 10 - Safeguarding Open Space, Sport, and Recreation Facilities
 - EN 16 - Air Quality (partially replaced by PfE Policy JP-S 5)
- [Guide to development in Manchester](#) - supplementary planning document and planning guidance, April 2007
- [Extant Unitary Development Plan \(UDP\)](#) –
 - o Citywide Development Control Policies
 - DC26 - Development and Noise
- [Places for Everyone Plan Joint Development Plan Document 2022-2039-](#)
 - o Strategy
 - JP-Strat9: Southern Areas
 - o Sustainable and Resilient Places
 - JP-S1: Sustainable Development
 - JP-S2: Carbon and Energy
 - JP-S5: Clean Air
 - o Places for Jobs
 - JP-J1: Supporting Long-Term Economic Growth
 - JP-J2: Employment Sites and Premises
 - o Places for People
 - JP-P1 Sustainable Places
 - JP-P7: Sport and Recreation
- [National Planning Policy Framework \(NPPF\)](#) December 2024–
 - o Section 2 - Achieving sustainable development
 - o Section 4 – Decision-making
 - o Section 6 – Building a strong, competitive economy
 - o Section 8 – Promoting health and safe communities
 - o Section 12 – Achieving well-designed places
 - o Section 14 - Meeting the challenge of climate change, flooding and coastal change
- [National Planning Policy Framework Draft for Consultation December 2025](#) - National decision-making policies

- o Chapter 3 – Decision-making policies
 - DM1: Preparing development proposals
 - DM2: Information requirements
 - DM3: Determining development proposals
 - DM6: Use of planning conditions and obligations
 - DM7: Relationship with other regulatory regimes
- o Chapter 4 - Achieving sustainable development
 - S3: Presumption in favour of sustainable development
 - S4: Principle of development within settlements
- o Chapter 5 - Meeting the challenge of climate change
 - CC2: Mitigation of climate change
 - CC3: Adaptation to climate change
- o Chapter 7 - Building a strong, effective economy
 - E2: Meeting the need for business land and premises
- o Chapter 10 - Securing clean energy and water
 - W3: Renewable and low carbon energy development and electricity network infrastructure
- o Chapter 14 - Achieving well-designed places
 - DP3: Key principles for well-designed places
 - DP4: The Design process
- o Chapter 16 - Promoting healthy communities
 - HC7: Development affecting existing recreation facilities
- [The town and country planning \(safeguarded aerodromes, technical sites and military explosives storage areas\) direction 2002](#)

ASSESSMENT

Principle of development

The proposal is acceptable in principle. National policy makes clear that development should support sustainable growth and the transition to a low-carbon future, including through renewable and low-carbon energy infrastructure (NPPF Sections on sustainable development and climate change).

Locally, the Manchester Core Strategy supports measures that reduce carbon emissions and promote environmental sustainability, particularly Policy EN4 (low and zero-carbon development). The Places for Everyone policies also strongly encourage renewable energy and carbon reduction, including JP-S1 (sustainable development) and JP-S2 (carbon and energy).

As the proposal relates to roof-mounted solar panels on an existing community building, it aligns with both national and local strategic aims to support clean energy generation and adapt to climate change. There are no policies in the development plan that resist this form of renewable energy installation in principle, and therefore the development is acceptable subject to consideration of detailed matters.

Although this application is submitted for planning permission, it is relevant to note that certain roof-mounted solar installations on non-domestic buildings can, in some circumstances, be carried out as prior approval permitted development under Part 14, Class J of the General Permitted Development Order. These rights apply where the panels meet specific limits on height, projection from the roof surface, and impacts on visual amenity and sensitive receptors (such as aerodrome safeguarding). In this case, while the panels sit only 50 mm above the existing roof surface and may meet several of the Class J limitations, the City Council has chosen to submit a full application. As a result, the proposal must be assessed on its planning merits, but the fallback position weighs modestly in favour of the development as it indicates that similar installations could potentially proceed under national permitted development rights prior approval.

As stated in Policy DM 1 of the Manchester Core Strategy, all development should have regard to the following specific issues:

Appropriate siting, layout, scale, form, massing, materials, and detail

The solar panels are appropriately sited on the existing flat roof of the main sports hall building, where they sit only 50 mm above the roof surface and therefore add minimal massing or visual prominence. Their layout follows the form of the roof and does not alter the building's height, profile or character. As the panels are lightweight, low-lying and compatible with the functional appearance of the building, the proposal respects the scale and design of the host structure.

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.

The proposed solar panels would sit only 50 mm above the existing flat roof surface, resulting in very limited additional massing or visual impact on the surrounding area. Because of their low profile and roof-mounted position, views from public vantage points would be minimal, and the character of the surrounding residential area would remain unaffected. The development therefore respects the scale and appearance of the host building and has no harmful effect on local visual amenity.

Effects on amenity

Noise

The proposed installation of roof-mounted solar panels would not generate any meaningful noise beyond the normal operation of the building. Solar PV systems have no moving parts, and any sound from the associated inverter is low-level and contained within the building. As such, there would be no adverse impact on nearby residential properties, and the proposal is acceptable in noise terms.

Birds

The solar panels could otherwise create sheltered gaps that attract birds, so bird-proofing is required to stop birds nesting or roosting beneath the array. Preventing this not only protects aviation safety but also helps avoid an increase in nuisance or pest bird activity around the building

Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.

The proposal does not involve any changes to the building's entrances, internal circulation, or external access routes, and therefore has no impact on accessibility for disabled people. The development also does not affect existing walking, cycling or public transport connections to the site. As the works are limited to roof-mounted solar panels, all established access arrangements remain unchanged.

Adequacy of internal accommodation and external amenity space.

The proposal does not involve any changes to the internal layout of the building and therefore has no impact on the adequacy of internal accommodation. The installation of the roof-mounted solar panels also does not affect any external amenity space within the site, which would remain unchanged and fully available for its existing community and recreational uses.

Refuse storage and collection.

The proposal would not affect existing refuse storage or collection arrangements. The installation of roof-mounted solar panels does not alter access around the building or require any changes to waste storage areas, which would continue to operate as they do at present.

Vehicular access and car parking

The proposal does not change how vehicles access or move around the site, and it does not alter the existing parking arrangements. As the works are limited to the installation of roof-mounted solar panels, all vehicular access points and on-site parking provision would remain as existing, and the development would have no impact on highway safety or parking availability.

Green Infrastructure including open space, both public and private

The proposal has no impact on green infrastructure. The installation of roof-mounted solar panels does not require the use of any open space—public or private—and does not alter landscaping, recreational areas, or the wider green setting of the site. All existing green infrastructure within and around the Lifestyle Centre would remain unchanged.

Flood risk and drainage.

There is some identified surface water flood risk within the wider site, but this is limited to areas of hardstanding used for car parking and does not affect the building where the works are proposed. As the installation is entirely roof-mounted, it does not change ground conditions, site levels or the existing drainage arrangements. The development therefore has no meaningful impact on flood risk or drainage, and all existing systems would continue to operate as they do at present.

Existing or proposed hazardous installations.

During consultation, Manchester Airport Safeguarding advised that while they do not object to the development, the submitted Glint and Glare Assessment does not fully assess all required aviation receptors or provide the necessary level of detail. A condition is therefore recommended requiring a full Aviation Perspective Glint and Glare Assessment to be submitted and approved prior to installation, along with bird-proofing measures to avoid creating habitat that could increase bird-strike risk. These conditions ensure that the development can proceed without harm to aviation safety.

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.

PLANNING BALANCE

Taking all the considerations into account, the proposed installation of roof-mounted solar panels would deliver clear environmental benefits by generating clean energy and helping reduce carbon emissions, which strongly supports both national planning policy and local development plan objectives promoting renewable energy and sustainable development. The scheme is modest in scale, has no harmful impact on the character of the area, neighbouring amenity, highway safety, access, or flood risk, and raises no objections from consultees subject to standard safeguarding conditions. The only technical matters

identified, relating to aviation glint and glare and bird-proofing, can be fully managed through appropriate planning conditions. On balance, the environmental and sustainability benefits outweigh the limited impacts of the development, and the proposal represents an acceptable form of development that should be supported.

RECOMMENDATION: APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The proposal is considered to be acceptable and therefore determined within a timely manner.

CONDITIONS TO BE ATTACHED TO DECISION FOR APPROVAL

1. 3-year time limit

The development must be begun not later than three years beginning with the date of this permission.

Reason - Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Specified plans

The development hereby approved shall be carried out in accordance with the following drawings and documents:

- | | | |
|----------------------------|-------------|--------------------------------------|
| a. Drawing - Location Plan | 20 May 2025 | THE LOCATION PLAN |
| b. Drawing - Proposed | 20 May 2025 | WHP-MCC-ZZ-R1-DR-B-0010-S4 ROOF PLAN |
| c. Drawing - Proposed | 03 Feb 2026 | E001 REV 3 SOLAR MODULE LAYOUT |
| d. Drawing - Proposed | 03 Feb 2026 | E002 SOLAR MODULE ELEVATIONS |
| e. Supporting Information | 03 Feb 2026 | DUAL GLASS N TYPE I-TOPCON MODULE |
| f. Supporting Information | 03 Feb 2026 | GLINT AND GLARE ASSESSMENT |

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies DM 1, SP 1 and EN 1 of the Core Strategy and JP-P1 & of Places for Everyone.

3. Aviation Glint and Glare

Prior to installation of the approved PV panels, the submission of an Aviation Perspective Glint and Glare Assessment of the proposed solar installation is to be submitted to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport (MAN); demonstrating no harmful impact to operations at MAN. Where acceptability criteria are exceeded an optimisation study should be completed to find an alternative solution to fit within the acceptability criteria; further information regarding acceptability criteria can be found within the reason stipulated for this condition.

Reason: To ensure there is no harmful impact on aviation operations at Manchester Airport caused by glint and glare affecting critical aviation receptors. These receptors and their acceptability criteria are as follows: runway approach paths starting at 10 nautical miles from the runway threshold at 3000 feet on a 3-degree glide slope down to 15 metres above the runway threshold, with a receptor located at least every 1 nautical mile (green glare only); 2-mile runway approach paths (expected luminance must not exceed 20,000 cd/m² and green glare only); the air traffic control tower visual cab (no glare); and aircraft on the runway during departure or arrival, assessed along the full length of the runway at a height of 4.04 metres above ground level (no glare), pursuant to Policies DM1 and DM2 of the Core Strategy.

4. Bird proofing

Prior to operation of the approved PV array, the perimeter of the array will need to be bird proofed as to leave no gap beneath the panels for birds to exploit; birds are attracted to the relative warmth and security afforded underneath solar PV.

Reason: Flight safety - Birdstrike risk avoidance; to prevent any increase in the number of hazardous birds in the vicinity of Manchester Airport (MAN) that would increase the risk of a Birdstrike to aircraft using MAN pursuant to DM1, DM2 of the Core Strategy.

INFORMATIVE(S)

1. Crane and tall equipment

The applicant's attention is drawn to the procedures for crane and tall equipment notifications, please see: <https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>

2. Drone notifications

The development lies within the flight restricted zone established for Manchester Airport. The applicant's attention is drawn to the procedures for drone notifications, please see: <https://www.manchesterairport.co.uk/aviation-professionals/drones/>

APPENDIX 1 – LIST OF CONSULTEES & NEIGHBOURS NOTIFIED

Manchester Airport Safeguarding Officer

36 Selstead Road, Manchester, M22 1TR

53 Selstead Road, Manchester, M22 1TN

52 Selstead Road, Manchester, M22 1TR

20 George Mann Close, Manchester, M22 1GZ

3 George Mann Close, Manchester, M22 1GZ

15 George Mann Close, Manchester, M22 1GZ

22 Selstead Road, Manchester, M22 1TR

12 George Mann Close, Manchester, M22 1GZ

10 George Mann Close, Manchester, M22 1GZ

16 George Mann Close, Manchester, M22 1GZ

208 Portway, Manchester, M22 1QW

196 Portway, Manchester, M22 1QW

6 Games Walk, Manchester, M22 1SN

218 Portway, Manchester, M22 1QW

197 Portway, Manchester, M22 1SL

189 Portway, Manchester, M22 1SL

64 Selstead Road, Manchester, M22 1TR

34 Selstead Road, Manchester, M22 1TR

11 George Mann Close, Manchester, M22 1GZ

2 Teynham Walk, Manchester, M22 1TL
210 Portway, Manchester, M22 1QW
2 Games Walk, Manchester, M22 1SN
212 Portway, Manchester, M22 1QW
192 Portway, Manchester, M22 1QW
56 Selstead Road, Manchester, M22 1TR
26 Selstead Road, Manchester, M22 1TR
8 George Mann Close, Manchester, M22 1GZ
4 George Mann Close, Manchester, M22 1GZ
4 Teynham Walk, Manchester, M22 1TL
6 Teynham Walk, Manchester, M22 1TL
198 Portway, Manchester, M22 1QW
7 Siblies Walk, Manchester, M22 1SP
15 Cranesbill Close, Manchester, M22 1GF
190 Portway, Manchester, M22 1QW
68 Selstead Road, Manchester, M22 1TR
12 Teynham Walk, Manchester, M22 1TL
5 George Mann Close, Manchester, M22 1GZ
13 George Mann Close, Manchester, M22 1GZ
20 Selstead Road, Manchester, M22 1TR
28 Selstead Road, Manchester, M22 1TR
22 George Mann Close, Manchester, M22 1GZ
12 Games Walk, Manchester, M22 1SN
204 Portway, Manchester, M22 1QW
200 Portway, Manchester, M22 1QW
9 Siblies Walk, Manchester, M22 1SP
23 Cranesbill Close, Manchester, M22 1GF
17 Cranesbill Close, Manchester, M22 1GF
3 Cranesbill Close, Manchester, M22 1GF
195 Portway, Manchester, M22 1SL
32 Selstead Road, Manchester, M22 1TR
40 Selstead Road, Manchester, M22 1TR
46 Selstead Road, Manchester, M22 1TR
54 Selstead Road, Manchester, M22 1TR

60 Selstead Road, Manchester, M22 1TR
1 George Mann Close, Manchester, M22 1GZ
14 George Mann Close, Manchester, M22 1GZ
49 Selstead Road, Manchester, M22 1TN
25 Cranesbill Close, Manchester, M22 1GF
11 Cranesbill Close, Manchester, M22 1GF
4 Games Walk, Manchester, M22 1SN
188 Portway, Manchester, M22 1QW
193 Portway, Manchester, M22 1SL
38 Selstead Road, Manchester, M22 1TR
48 Selstead Road, Manchester, M22 1TR
50 Selstead Road, Manchester, M22 1TR
7 George Mann Close, Manchester, M22 1GZ
18 Selstead Road, Manchester, M22 1TR
2 George Mann Close, Manchester, M22 1GZ
6 George Mann Close, Manchester, M22 1GZ
10 Teynham Walk, Manchester, M22 1TL
216 Portway, Manchester, M22 1QW
191 Portway, Manchester, M22 1SL
14 Teynham Walk, Manchester, M22 1TL
42 Selstead Road, Manchester, M22 1TR
58 Selstead Road, Manchester, M22 1TR
62 Selstead Road, Manchester, M22 1TR
9 George Mann Close, Manchester, M22 1GZ
24 Selstead Road, Manchester, M22 1TR
30 Selstead Road, Manchester, M22 1TR
8 Teynham Walk, Manchester, M22 1TL
10 Games Walk, Manchester, M22 1SN
11 Siblies Walk, Manchester, M22 1SP
3 Siblies Walk, Manchester, M22 1SP
21 Cranesbill Close, Manchester, M22 1GF
1 Cranesbill Close, Manchester, M22 1GF
9 Cranesbill Close, Manchester, M22 1GF
214 Portway, Manchester, M22 1QW

194 Portway, Manchester, M22 1QW
199 Portway, Manchester, M22 1SL
187 Portway, Manchester, M22 1SL
185 Portway, Manchester, M22 1SL
66 Selstead Road, Manchester, M22 1TR
51 Selstead Road, Manchester, M22 1TN
44 Selstead Road, Manchester, M22 1TR
18 George Mann Close, Manchester, M22 1GZ
8 Games Walk, Manchester, M22 1SN
206 Portway, Manchester, M22 1QW
202 Portway, Manchester, M22 1QW
5 Siblies Walk, Manchester, M22 1SP
19 Cranesbill Close, Manchester, M22 1GF
13 Cranesbill Close, Manchester, M22 1GF
5 Cranesbill Close, Manchester, M22 1GF
7 Cranesbill Close, Manchester, M22 1GF
1 Siblies Walk, Manchester, M22 1SP
201 Portway, Manchester, M22 1SL

APPENDIX 2 – PLANNING CONSTRAINTS

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