MANCHESTER CITY COUNCIL

# Planning

## Growth & Development

## Delegated officer report for planning application

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| **Application no.** | 143756/JO/2025 |
| **Date registered valid:** | 21 November 2025 |
| **Proposal:** | Variation of Condition 2 (specified plans), 11 (opening hours), 14 (food delivery) and 15 (size and layout of food to go) attached to planning permission 140764/FO/2024 |
| **Address:** | Civic Centre Service Station, Rowlandsway, Manchester, M22 5RG |
| **Ward(s):** | Woodhouse Park Ward |
| **Applicant:** | Motor Fuel Group Limited |
| **Agent (if any):** | Julian Sutton JMS Planning & Development Ltd |
| **Case officer:** | Janet Lawless<br>Tel: 0161 234 4535<br>Email: janet.lawless@manchester.gov.uk |
| **Recommendation:** | Approve |

**Date of recommendation:** 22 January 2026

**Application details**

**Type of application:** Variation or Removal of Condition

**Development type:** Minor Other

**Date of site visit:** 17th September 2025

**Standard consultations:**
Printed: 27 August 2025 Expired: 17 September 2025

**Neighbour notifications**
No neighbour notifications have been printed and sent.

**Site notice**
Posted: 17 September 2025 Expired: 8 October 2025

**Press advert**
No press advert had been published

**Departure from Development Plan:** No

**Environmental Statement:** Not required

**Description of site/building**
The application site is occupied by an existing petrol filling site with canopy and single storey sales building associated with the use. The site is located within the Wythenshawe District Centre with the main commercial buildings located to the west of the site. To the north are further modern two storey commercial buildings together with the access road to the Centres multi-storey car park.
The application site sits along the south- eastern corner of the District Centre, close to the junction with Simonsway. Simonsway is a notable thoroughfare which runs through the heart of Wythenshawe and is situated close to Junction 4 of the M56 motorway. This junction, known as the Wythenshawe Interchange, provides direct access to the motorway. The M56 is a primary route to Manchester Airport and also connects to the M60 Manchester Ring Road, providing further access to other parts of Greater Manchester and beyond.

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

**Description of area**
To the south of the site is a landscaped buffer with trees and amenity grassland. The site is separated from the nearest residential properties by Simonsway and the Metrolink track to the south. To the immediate east on the other side of Rowlandsway is a cleared site. This is a future residential development site. This has long term allocation within the Master Plan.

**Description of development**
The proposal seeks to vary four conditions that were attached to the previously approved planning consent ref:140764/FO/2024 which secured permission for the following development: Demolition of the existing sales building (73sqm), removal of existing forecourt canopy and pump islands, and redevelop the site to provide a new sales building (269sqm), installation of a

new canopy and four new pump islands, 10 customer car parking spaces (including one DDA bay), an enclosed bin store and the relocation of the existing offset fills. A new combined air, water and vac unit is proposed to be installed, as well as a new parking & loading bay.
The new sales building will be located to the west of the forecourt, broadly in line with the position of the existing sales building and was previously approved with a total floor area of 269sqm (GIA) compared to 78sqm (GIA) as existing, resulting in an uplift of floorspace of 191sqm. The new sales building will create an improved shopping environment and better facilities for customers, as well as providing two small Food-to Go offers within the sales building itself. The replacement sales building will be modern in design, comprising a glazed front elevation with automatic entrance doors. This will provide a light spacious internal environment for customers and those working within it. The sales building will provide two new 'Food to Go' uses within the new unit.

The changes proposed by this application currently under consideration are: Variation of Conditions 2 (specified plans), 11 (opening hours), 14 (food delivery) and 15 (size and layout of food to go) attached to planning permission 140764/FO/2024.

Condition 2- The changes in the specified plans relate to revised plans showing the proposed floorplans and elevations of the various areas that make up the service station. This would capture the increase in size of the Burger King, reduction in the Class Ea area and the retail area together with the changes in the elevation to create less cladding and more glazing to the forecourt elevation.

Condition 11- the changes in the proposed hours are:
Previously approved- Class Ea - Proposed hours were to be agreed prior to occupation
Previously approved - Take-Away (Sui Generis) - Proposed hours were to be agreed prior to occupation.
The proposed variation seeks to secure prescriptive hours as follows:
Class E unit- 06:00 to 18:00 daily.
Take Away (Sui Generis) 10:00 to 00:00 (midnight) daily.

Condition14- The previous approval restricted the uses to purchase off site only. The variation to this condition seeks to vary this to enable food deliveries to take place from the site (within the new hours proposed in condition 11).

Condition 15- Proposed changes to the size and layout of the food to go elements.
The Food to Go uses include a Class Ea bakery ( previously approved at 55 sqm) now proposed at 46.45 sqm (a reduction of approx 9 sqm), Hot food takeaway ( previously approved at 55sqm) now proposed at 88.26 sqm, an increase of approx 32 sqm. together with the retail area (previously approved at 117sqm) now proposed at 81.10 sqm (a reduction of approx 36 sqm). Back of house facilities are also provided which includes an accessible toilet, a manager's office and an area for the storage and preparation of food.

**Consultations & Notification Responses**
Local Residents and Businesses were consulted no representations have been received.

Highways
Variation of Condition 2. Highways are satisfied that there is no material impact on the highways with the rewording and the details within the submitted plan.
Variation of Condition 11. The changes to opening timings will have no material impact on the highways.
Variation of Condition 14. The additional traffic that would be generated by a delivery service will not have a significant impact on the highways. It may be offset by the customers not travelling to the service station.

Variation of Condition 15. The changes within the plans 2551 A13 MP DR 0200 A4 P02 and 2551 A13 MP DR 0100 A4 P02 are not expected to have a material impact on the highways.

The LLP comprising of Muse Places Ltd and Manchester City Council is planning around 2,000 new homes in Wythenshawe Town Centre, with early residential sites already moving forward. The land opposite the application site is earmarked for nearly 300 homes, and up to 700 homes may eventually front Rowlandsway.
The LLP is concerned that new food to go units proposed at the petrol station could harm future residential amenity, particularly given existing congestion and problematic delivery driver behaviour around nearby fast- food operators. The food to go units in the proposal may worsen traffic and access issues.
Reassurance is sought that noise levels assessed for the existing homes will not negatively affect future residential developments closer to the application site.
Longer term, the LLP aims to create a green corridor along Rowlandsway and is investing in the shopping centre to enhance retail and food and beverage options. They fear additional third-party delivery services could reduce footfall at the Civic Centre. However, would wish to work with the applicant to encourage visitors use of the electric vehicle charging points.

Environmental Health Condition 11. The general building will continue to operate 24 hours 7 days a week with the proposed unit operation Class Ea 06 00 to 18 00 daily and the Take- away Sui Generis 10 00 am to 00 00 (midnight) daily. It is considered that the proposal site is quite some distance from the existing residential units, with the tram line running in between. The existing properties on Woodfield and Frimley gardens will not have direct line of sight and again are some distance away, as such there are no concerns with regards to noise at the site.

Condition 14- There are no objections to the approved Food to Go units providing a delivery service within the approved hours.

**Issues**

**Policies**

Manchester Core Strategy
'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). The Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant polices within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below with reference where applicable to why they are relevant in this instance.

Policy SP1 (Spatial Principles) - This policy sets out the key spatial principles which will guide the strategic development of Manchester to 2027 and states that outside the City Centre and the Airport the emphasis is on the creation of neighbourhoods of choice. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

It also sets out the core development principles, including:
- Make a positive contribution to neighbourhoods of choice.
- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.

- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy C2 'District Centres' Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services.

Policy C7 'Wythenshawe District Centre' - Further retail and commercial development will be supported in Wythenshawe Town Centre,
particularly comparison retail. Additional food retail should meet local needs and minimise leakage. The Council also supports the development of non-food retail and other commercial uses in Wythenshawe, including hotels and uses which maintain vitality beyond normal trading hours.

Policy C10 Policy C10 (Leisure and the Evening Economy) - States that new development and redevelopment that supports the evening economy, contributes to the vitality of district centres and supports a balanced and socially inclusive evening/night-time economy will be permitted, subject to a number of considerations, the most relevant of which are:

In areas where there is already a concentration of bars (Class A4), hot food takeaways (Class A5) and other night-time uses there will be a presumption against further facilities which are detrimental to the character or vitality and viability of the centre,

The proposal should not create an unacceptable impact on neighbouring uses in terms of noise, traffic and disturbance.

When considering the impact of a proposed bar or hot food take away regard will also be had to following:

The existing number of similar establishments in the immediate area and their proximity to each other;

The type and characteristics of other uses, such as housing, shops and public houses;

The existence of vacant shop units and the condition of the unit;

The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community;

The character of the centre and its frontage, and the nature of the use proposed;

The potential impacts of the proposal on the wider community; and

Any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Policy T1 Sustainable Development - To deliver a sustainable, high quality, integrated transport system to encourage modal shift
away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that amongst other things Facilitate modes of transport that reduce carbon emissions eg by incorporating charging points for electric vehicles, subject to their appropriate design and location.

Policy DM1 (Development Management) this policy states all development should have regard to the following specific issues:-
- 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.
- 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.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques.

As set out within the issues section of this report below, the application proposals are considered to be in general accordance with policy DM1 of the Core Strategy.

Unitary Development Plan (1995)

The majority of the previous UDP policies have been replaced by the Core Strategy, however there are still saved policies that remain extant. The relevant policies for this application are set out below.

Citywide Development Control Policies - Policy DC10 (Food and Drink Uses) states under DC10.1 that in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to:

a) the general location of the proposed development, including any reference to the area in other policies in the Plan;

b) the effect on the amenity of neighbouring residents;

c) the availability of safe and convenient arrangements for car parking and servicing;

d) ease of access for all, including disabled people; and

e) the storage and collection of refuse and litter.

The policy states further under DC10.2 that the Council will normally accept the principle of developments of this kind in the City Centre, industrial and commercial areas, in shopping centres and, at ground level, in local shopping parades of more than 8 shops or offices.

DC10.3 states that development will not normally be permitted where:

a) it is proposed outside the general locations mentioned above, or

b) there is a house or flat on the ground floor next to the proposed business or only separated from it by a narrow street or alleyway.

Policy DC10.4 states that where, having regard to the preceding policies, the Council considers the proposed development to be acceptable in principle, conditions may be imposed in order to protect the amenity of nearby residents. These conditions may, amongst other things, include limitations on the hours of opening, and the need to deal satisfactorily with noise, fumes, smells, and the storage of refuse and the collection of litter.

DC23.1 In determining planning applications for developments involving petrol filling stations, the Council will have regard to:
a. the general location of the proposed development;
b. the effect on the amenities of neighbouring occupiers;
c. the need for safe and convenient arrangements for access, circulation, and egress;
d. road safety and the safety of pedestrians;
e. the adequacy of the local traffic circulation system and prevailing local traffic conditions;
f. ease of use for all, including disabled people;
g. the need to achieve a design which results in
a satisfactory relationship with the street scene;
h. quality of materials, including hard and soft landscaping, and the amount and prominence of advertisements and signs.

DC23.2 The Council will normally accept the principle of developments of this kind in:
a. industrial and commercial areas;
b. in residential areas as part of a larger redevelopment scheme;
c. along major traffic routes.

Policy DC26.1 indicates that the Council will use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Hot Food Takeaway Supplementary Planning Document (March 2017) - There are three policies contained within the SPD relating to vitality/viability, amenity and the relationship of hot food takeaways to schools.

Policy 1 (Vitality and Viability) states that hot food takeaways (Class A5) will not be supported in district and local centres where the cumulative impact of introducing the facility would be detrimental to the vitality and viability of a centre and would affect the balance between the day-time and nighttime economy and the health of the population.

Policy 2 (Amenity) states that hot food takeaways (Class A5 uses) will be considered against Core Strategy Policy DM1 Development Management and specific considerations include hours of opening, waste/litter and the impact upon highway safety. These considerations are expanded on below:

Hours of Opening - Unless affected by Policy 3 of this SPD, the hours of opening of a hot food takeaway will depend on whether it can be demonstrated that there would be:

no unacceptable impact on residential amenity as set out in DM1 Development Management,

there is an established nighttime economy

it would not adversely affect the character and function of the immediate area, including existing levels of background activity and noise.

Extraction of odours and noise abatement
Hot food takeaways must provide appropriate extraction systems to effectively disperse odours and show that they are meeting the minimum guidance in the Department of Environment, Food and Rural Affairs Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems 2005 and Odour Guidance for Local Authorities 2010.

Hot food takeaways must consider their impact on noise sensitive developments and any proposal that has the potential to cause noise disturbance to existing residential development or noise sensitive properties should be accompanied by a noise survey and assessment and only approved if the impact is shown to be acceptable.

Disposal of Waste Products and Customer Litter
All planning applications should be accompanied by a waste management strategy setting out how a hot food takeaway will deal with its own waste and also the waste generated by customers. All waste generated by the business should be accommodated on site. Consideration should also be given to the need to mitigate for the impact of customer waste on the surrounding area.

Highway Safety
Planning permission for hot food takeaways will only be granted where there would not be an adverse impact on highway safety and the amenity of the surrounding area. Proposals should take account of the likely needs of both customers and the operator's delivery requirements. Regard will be given to:

1) Existing traffic conditions;

2) The availability of public parking provision in close proximity to the premises, including suitable on-street parking;

3) The availability of an adequate loading and unloading area.

Policy 3 (Hot Food Takeaways and Schools) states that where a hot food take away is proposed within 400 metres of a primary or secondary school, and the proposal meets planning policy in other respects, planning permission will only be permitted subject to the condition that opening hours are restricted to the following:

A primary school: the hot food takeaway is not open to the public between 3 pm to 5.30pm on weekdays.

A secondary school: the hot food takeaway is not open to the public before 5.30pm on weekdays.

The only exception to this approach will be where the proposal is within a district centre designated in the Local Plan and can demonstrate that the introduction of such a use will meet all other relevant policies.

The National Planning Policy Framework (2024)

There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- An economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- A social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- An environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate .

According to paragraph 97 of the revised NPPF

Local Planning Authorities are advised to refuse applications for hot food takeaways and fast food outlets that are:
Within walking distance of schools and other places where children and young people congregate, unless the location is within a designated town centre

In areas where there is evidence that a concentration of such establishments is adversely impacting local health, contributing to pollution, or or leading to anti-social behaviour.

Local implementation in Manchester
In alignment with the NPPF 2024, Manchester City Council has implemented planning policies to restrict the proliferation of hot food takeaways near schools. These local measures are designed to support public health objectives by limiting children's exposure to unhealthy food options in close proximity to educational institutions.

The NPPF states that where proposed development accords with an up-to-date Local Plan it should be approved.

Draft NPPF
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.

The proposal site is some 643m walking distance from the unit, and 280m as the crow flies. It is located within a town centre, and it is considered that the proposal complies with the applicable sections of the NPPF.

Places For Everyone
Places for Everyone Greater Manchester Joint Development Plan (March 2024) Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.
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 Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

For reasons to be outlined below, it is considered the proposal accords with the principles of this policy document.

**Issues**

**Principle**
The provision of improved services at an existing service station located within a District Centre are considered acceptable. The demolition of the old sales building together with the erection of a new sales building which will also combine two food to go offers, together with improved car parking and biodiversity net gain will provide an improved aesthetic at this location. The other services will be retained such as the previously approved electric vehicle charging points. The variations to the 4 conditions attached to previously approved application ref 140764 are considered to be acceptable in principle, acceptability is subject to further consideration of the impacts on visual and residential amenity together with highway implications.

**Proximity of Nearby Schools**
The Council's priorities are set out in the Core Strategy. They include attractive neighbourhoods, which meet the needs of a growing population, and where people are supported in living healthy lives. The Hot Food Takeaway Supplementary Planning Document (SPD) seeks to build on those priorities and encourage centres and neighbourhoods which are vibrant and which contribute to the Council's objective of improving the health of people living in Manchester.

The availability of hot food takeaways is important to local communities, especially when they are part of a balanced mix of town centre uses. In recent years, changing shopping patterns have led to fewer traditional shops, as more shopping takes place off the high street. The loss of traditional shops has happened at the same time as increases in other uses, such as hot food takeaways. These trends have led to growing concerns about the vitality and viability of some centres due to the mix of uses, shuttered frontages during the day, litter and other amenity issues.

For some time, concern has been growing nationally and locally, about the levels of obesity in both children and adults. The problem is being tackled in a range of ways, by the Council and other organisations, in schools and by public health practitioners. Encouraging opportunities to lead healthy lifestyles through the active use of planning policies can create further opportunities to work with partners to improve the health of the population.

In recent years, various reports have encouraged planning to be used as a tool to go further in the creation of healthy environments. Local and national policy makers have been encouraged to use the planning system to make it easier for people to choose a healthier diet and lifestyle. They have recommended using the levers available to the planning system such as Supplementary Planning Documents (SPDs). The guidance on the Prevention of Cardiovascular Disease by the National Institute for Health and Clinical Excellence recommends using planning to restrict access to unhealthy foods and hot food takeaways in specific areas such as within walking distance of schools. With this in mind the Council adopted its Hot Food Takeaway Supplementary Planning Document in March 2017.

Supporting the health and wellbeing of residents is a priority for the Council and it is recognised that through its wide range of functions, the Council is well placed to contribute towards creating healthier environments for all residents. The planning system is just one area in which local government can act, however it should be considered as part of a whole systems approach to promoting healthy lifestyles and tackling obesity.

The aim of Policy 3 in the Hot Food Takeaway Supplementary Planning Document is to ensure that during times when children are making food choices, such as lunchtime and after school, the environment and availability of hot food take-aways is not encouraging unhealthy choices. The use of a 400 metres buffer, as stated in Policy 3, is considered to be approximately a 5 minute walk and a reasonable distance from schools within which to control environments to the benefit of children. It is worth reiterating that Policy 3 does not set out to preclude the siting of a hot food take-away within 400 metres of a school, rather its aim is to limit the hours of opening for when children are "making food choices".
It is not intended that the proposed food services be independent destination takeaways and could only operate as part of the service station, conditions to that effect would be attached to any consent granted together with management plans and hours conditions.

**Visual Amenity**
The provision of the new sales and food to go building (previously approved under ref 140764) resulted in a more considered aesthetic to the modular building that currently occupies the site. As will the upgrade of the petrol pump area and canopy. Whilst it occupies a larger footprint than the existing unit, it is still relatable contextually to the footprint of the site itself. It is not considered that the new building together with the associated buildings on the site would give rise to unacceptable impacts on the visual amenity of this part of the District Centre. It is not considered that the proposed elevational changes would result in a detrimental impact on the aesthetics of the proposed unit. It would replace part of the cladding to the front elevation with glazing it is still in character with the overall design of the proposed unit and remains a relatively lightweight structure.

**Residential amenity**
The proposals are located some 100m away from the nearest residential properties, the existing service station would currently generate comings and goings associated with its general activity. This level of activity is not considered to greatly increase as a result of the proposal to give rise to significant changes in the amount or level of associated activity. Given the size of the two modest food to go units, they are only to run as an ancillary offer to the primary use as a petrol filling station and would not likely operate as a destination food offer. With many of the visits to the two ancillary uses being as a result of tandem trips with people visiting the service station for its traditional offer.
The travel assessments have been reviewed and the movements and visits to the site are considered acceptable and not result in a detrimental impact upon the residential properties within the wider area. However, as there are currently no units that would be classed as night-time economy within the immediate area or within the District Centre itself, it is important to restrict the hours of opening of the Food to Go offer as this has the potential to introduce additional activity outside of those using the petrol station. In addition, a condition was attached to the previous consent granted which required the submission and approval of a Management Plan.

The variation of Condition 11 relates to the hours of operation of the two Food to Go units within the new service station modular building, which under the previous consent required the submission and agreement to the proposed hours of opening. The applicants have requested that this condition is now prescriptive with regards to the hours, which means that the Class Ea would be open from 6 am to 6 pm daily and the take- away (Sui Generis) would be open from 10 am to midnight daily. It is considered that the proposed hours in this location are considered acceptable.

Condition 14 attached to the previous consent limited the provision to on-site purchase only, with no delivery service permitted. However, as the service station operates 24 hours a day and therefore has associated comings and goings the assessment has been made as to whether the introduction of delivery services within the opening hours would result in a detrimental

impact upon the levels of amenity currently enjoyed by residential properties within the area. The agent has also stated that there is already an element of delivery associated with the existing operation with goods available in the retail unit. Given the distance between the commercial use, and the closest noise sensitive properties and that the two units are set within the modular building and do not have direct access to the street, it was determined that this would not have a detrimental impact. There are specific spaces for the delivery vehicles, and highways colleagues have also considered that the delivery service may also reduce the visits from the public to the service station.

**Improved Services and Additional retail floorspace**- The sales building will provide two new ancillary 'Food to Go' uses within the retail area of the shop. The previously approved Food to Go uses include a Class Ea bakery (55sqm), a hot food takeaway Sui Generis (55sqm), this being a 50-50 split of the food to go floorspace. This has now been amended to Class Ea bakery (previously approved at 55 sqm) now proposed at 46.45 sqm (a reduction of approx 9 sqm), Hot food takeaway (previously approved at 55sqm) now proposed at 88.26 sqm, an increase of approx 32 sqm. together with the retail area (previously approved at 117sqm) now proposed at 81.10 sqm (a reduction of approx 36 sqm). Back of house facilities are also provided which includes an accessible toilet, a manager's office and an area for the storage and preparation of food.

**Design**
The sales building will be finished in plank profile composite which will have the appearance of timber panelling, and a composite panelled mono pitch roof. The sales building will be 5.2m to the ridge, and 4m to the eaves in height. It will have a glazed frontage, with electronically opening doors to the entrance.
The existing site represents a typical dated standard design and layout for a petrol filling station in its appearance. The proposed rebuild aims not only to update and upgrade the site facilities but also seeks to modernise the design of the buildings and facilities to improve its visual appearance along Rowlandsway. This will be an improvement to this prominent site at a time when the Civic Centre itself is to undergo wholescale improvements. The variation of the specified plans condition would vary the front elevation, introducing more glazing in place of some of the cladding. It is not considered that this has a detrimental impact upon the integrity of the design of the proposed service station.

**Car Parking**
New customer car parking is proposed comprising ten spaces in total, including one disabled parking space. There is also proposed cycle parking, and a condition requiring details and numbers of safe and secure spaces for both customers and staff will be attached to any consent granted. There are also two existing motorcycle spaces that also double as the collection spaces for the delivery service. These are already existing and there is a small number of deliveries that take place with the existing service station and their existing retail offer. Variation of Condition 14 to allow deliveries from the food to go units has been assessed by Highways and it is considered that the variation applied for will not impact the existing or proposed parking at the site.

**Biodiversity Net Gain**
The baseline units at the site comprise of 0.41 habitat units. The proposal results in the loss of some modified grassland. Proposals include enhancement of the retained modified grassland and planting of three new native trees resulting in an on-site post-intervention score of 0.69 habitat units (+68.28%). In summary, the proposals include enhancing the modified grassland and planting three additional native trees which achieves the required net gain and meets trading rules. This is not impacted by the Variations.

**Pedestrian and Highway Safety** - As the entrance and exit to the site remains unaltered and sufficient manoeuvring space would exist within the site it is not considered that the proposal would have a detrimental impact on the current levels of pedestrian and highway safety enjoyed along Rowlandsway. As Policy 2 in the Hot Food Takeaway Supplementary Planning Document states that planning permission for hot food takeaways will only be granted where there would not be an adverse impact on highway safety, and it is not considered that the development will have a detrimental impact upon the levels of pedestrian and highway safety enjoyed within the vicinity of the site, the proposal is considered to be in accordance with that policy.

**Conclusion** - The demolition and rebuild of the sales building petrol pumps and canopy together with the introduction of ancillary food offers within an existing service station is not likely to have so detrimental an impact upon the character of the site itself or the residential and visual amenity of the wider area so as to merit refusal. It would in fact bring about a sympathetic change that would be conducive to the wider changes to be undertaken in and around the district centre and is therefore considered appropriate and acceptable development, with the attachment of appropriate conditions attached to any consent granted. This principle was accepted by the approval of the previous consent ref- 140764. Having assessed the proposed variations to conditions 2, 11, 14 and 15 it is considered that those changes are acceptable, and do not result in detrimental impacts to the proposal itself or the wider area and its residents.

**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**

The application has been determined in a positive and proactive manner. In this instance issues that have arisen during the consideration of the application have been discussed with the

applicant's agent and amended details/clarification have been provided. In this instance appropriate conditions have been attached to this decision.

**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 from the date of the original planning permission reference 140764 which was approved 22nd May 2025.

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:
2551-A13-MP-DR-0001-A4-P02- Proposed Site Plan 18th August 2025
2551-A13-MP-DR-0201-A4-P01- Proposed Site Elevations 18th August 2025
2551-A13-MP-DR-0100-A4-P02- Proposed Sales Building Ground floor plan 18th August 2025
2551-A13-MP-DR-0200-A4-P02- Proposed Sales Building Elevations 18th August 2025
Location Plan 13th August 2024

EEC Noise Assessment 13th August 2024
The Ecology Practice Ecology Report 13th August 2024
BR Transport Assessment 13th August 2024 and additional information received 31st March 2025
Planning and Design and Access Statement received 21st 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 Core Strategy.

3) The materials to be used in the construction of the development shall match those as set out within the approved drawings and submitted application forms.
0100-A4-P02 Proposed Sales Building Layout
0200-A4-P02- Proposed Elevations of Sales Building
0201-A4-P02- Proposed Site Elevations

Reason - In the interests of the visual amenity of the area in which the site is located pursuant to policy DM1 of the Core Strategy.

4) Prior to the commencement of development appropriate and comprehensive construction designs for the installation of a proprietary hydrocarbon membrane, in order to alleviate any possibility of vapour ingress to the building, shall be submitted for approval to the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - the development site lies on a potential source of hydrocarbon vapour pursuant to policy EN18 of the Manchester Core Strategy (2012).

Reason - In the interests of the visual amenity of the area in which the site is located pursuant to policy DM1 of the Core Strategy.

5) b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in

the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy and saved UDP policy DC26.

6) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

b) Prior to commencement of the use hereby approved confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - In the interests of the amenities of occupiers of nearby properties pursuant to policy DM1 of the Manchester Core Strategy.

7) Prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt should include;

- Measures to control noise and vibrations;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.

The development shall only be carried out in accordance with the approved construction/demolition management plan.

Reason - To safeguard the amenities of nearby residents pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

8) Notwithstanding details submitted, prior to above ground works for the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Namely, the planting of trees. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy, Places for Everyone Policy JP-G8 and the National Planning Policy Framework (NPPF).

9) No part of the development shall be occupied until space and facilities for secure covered bicycle parking for staff and visitors have been provided in accordance with details to be

submitted to and approved in writing by the City Council as Local Planning Authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

10) Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include:
(i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
(ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
(iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
(iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
(v) Foul and surface water shall drain on separate systems.
The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.
Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy EN17 of the Manchester Core Strategy.

11) The food-to-go uses hereby approved and as identified on the approved ground floor plan reference 2551-A13-MP-DR-0100-A4-P02, shall operate only within the following hours:

o FTG 1: Sui Generis 10:00 to 00:00 daily.
o FTG 2: Use Class Ea 06:00 to 18:00 daily;

The wider sales building (excluding the food-to-go units) shall remain operational on a 24-hour basis.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

12) Prior to the first occupation of the development hereby approved a management and operations plan for the Sui Generis Food To Go unit shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall thereafter be implemented in accordance with the approved detail so long as the approved use is operational.

Reason - In the interests of public safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

13) The two Food To Go units hereby approved shall only be used as an ancillary food offer in association with the primary use as a service station and not for any other use within Use Class E or independent Sui Generis Takeaway use without the benefit of securing planning permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation. In accordance with saved policy DC26 of the Manchester Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

14) The two ancillary Food-to-Go (FTG) uses as identified on the approved ground floor plan reference 2551-A13-MP-DR-0100-A4-P02 may provide food for sale both to customers visiting the site and via a delivery service, including through third-party delivery platforms, only within the approved hours of the Food-to-Go units as set out within condition 11 of this decision.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation. In accordance with saved policy DC26 of the Manchester Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

15) The location and floorspace of each of the approved Food to Go units shall remain as approved on drawings ref 13727-26 Rev A Proposed Elevations and 13727-24 Proposed Sales Building layout.

Reason - To ensure that there is no intensification of the uses hereby approved and that they remain ancillary to the primary use of the service station in order to safeguard the amenities of the occupiers of nearby residential accommodation. In accordance with saved policy DC26 of the Manchester Unitary Development Plan and policies SP1 and DM1 of the Core Strategy.

Informatives
1) United Utilities Water Limited Grasmere House Lingley Mere Business Park Lingley Green Avenue Great Sankey Warrington WA5 3LP unitedutilities.com Planning.Liaison@uuplc.co.uk United Utilities Water Limited Registered in England & Wales No. 2366678 Registered Office: Haweswater House, Lingley Mere Business Park, Lingley Green Avenue, Great Sankey, Warrington, WA5 3LP Dear Planning Team Location: Civic Centre Service Station Rowlandsway Manchester M22 5RG. Proposal: Demolition of existing sales building, removal of existing canopy and pump islands and construction of new sales building (Class Ea) and ATM, installation of new canopy, pump islands, bin store, car parking, car care facilities, new offset fills and all other associated works. United Utilities provides the following comments to support the Local Planning Authority in their determination of the planning application detailed above, and to direct the applicant to further sources of support and guidance on matters that might impact their proposal. The letter and Appendix should be read in their entirety to support the determination, the design, and should the scheme be approved, the subsequent delivery of the proposal. DRAINAGE Noting this is a Full application, we request that the applicant provides a detailed drainage plan, and that United Utilities has the opportunity to review and comment on this plan PRIOR TO DETERMINATION of this application. Should planning permission be granted without the provision of this information we request the following condition is attached to any subsequent Decision Notice: CONDITION: Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes must include: (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365; Manchester City Council Your ref 140764/FO/2024 By email Our ref DC/24/2114 (ii) A restricted rate of discharge of surface water agreed with the local planning

authority (if it is agreed that infiltration is discounted by the investigations); (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD; (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and (v) Foul and surface water shall drain on separate systems. The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development. Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policy EN17 of the Manchester Core Strategy. Please note, United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as a main river). To discuss their drainage proposals the applicant should contact our Developer Services team by email at SewerAdoptions@uuplc.co.uk. Alternative ways to contact the team are detailed inthe Appendix, Section 4.0 'Contacts'.Management and maintenance of Sustainable Drainage Systems (SuDS) Without effective management and maintenance SuDS can fail or become ineffective which may have a detrimental impact on the surrounding area. There is also a risk ineffective SuDS could impact the performance of the public sewer network where the two systems interact. Therefore, when SuDS is included in a proposed development, we recommend the Local Authority include a condition relating to SuDS management and maintenance in any subsequent Decision Notice. We provide an example condition below that may be suitable in many circumstances. Please note United Utilities cannot provide comment on an asset that is owned by a third party management and maintenance company. Therefore, whilst we recommend the inclusion of a management and maintenance condition, United Utilities would not be involved in its discharge. Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum: (i) Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and (ii) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime. The development shall subsequently be completed, maintained and managed in accordance with the approved plan. Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development. UNITED UTILITIES' PROPERTY, ASSETS AND INFRASTRUCTURE It is the applicant's responsibility to investigate the existence of any pipelines that might cross or impact their proposed site and also to demonstrate the exact relationship between United Utilities' assets and the proposed development. The applicant should not rely solely on the detail contained within asset maps when considering a proposed layout. It is important that the supporting information contained in the Appendix, Section 2.0 'United Utilities' Property, Assets and Infrastructure', is read in conjunction with this letter. This provides information that might impact a proposed layout and additional guidance that an applicant or developer must consider when United Utilities assets are located in, or in the locality of, the proposed site. Where United Utilities' assets exist, it is essential that the applicant, or any subsequent developer, contacts our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition. See Appendix, Section 4.0 'Contacts'

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Strategic Development Team

**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 (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: SOUTH AREA