

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144446/DEM/2025
Date registered valid: 5 November 2025
Proposal: Demolition of redundant stores buildings used for previous operations at Wythenshawe Labs by EDF Energy
Address: EDF Energy, Timpson Road, Manchester, M23 9LL
Ward(s): Brooklands Ward

Applicant: Mrs Laura Cherry, EDF Energy Generation
Agent (if any):
Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 4 December 2025

Application details

Type of application: Proposed demolition

Development type: Notifications

Standard consultations:

Printed: 7 November 2025 Expired: 28 November 2025

Neighbour notifications

Printed: 7 November 2025 Expired: 28 November 2025

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to the EDF Energy site which sits on the northern boundary of the Roundthorn Industrial Estate. To the north of the site, on the opposite side of Timpson Road, stands a Tesco Supermarket, while to the east and west there are commercial operations. To the south of the site, lies an active railway line, and beyond that further uses within the Roundthorn Industrial Estate.

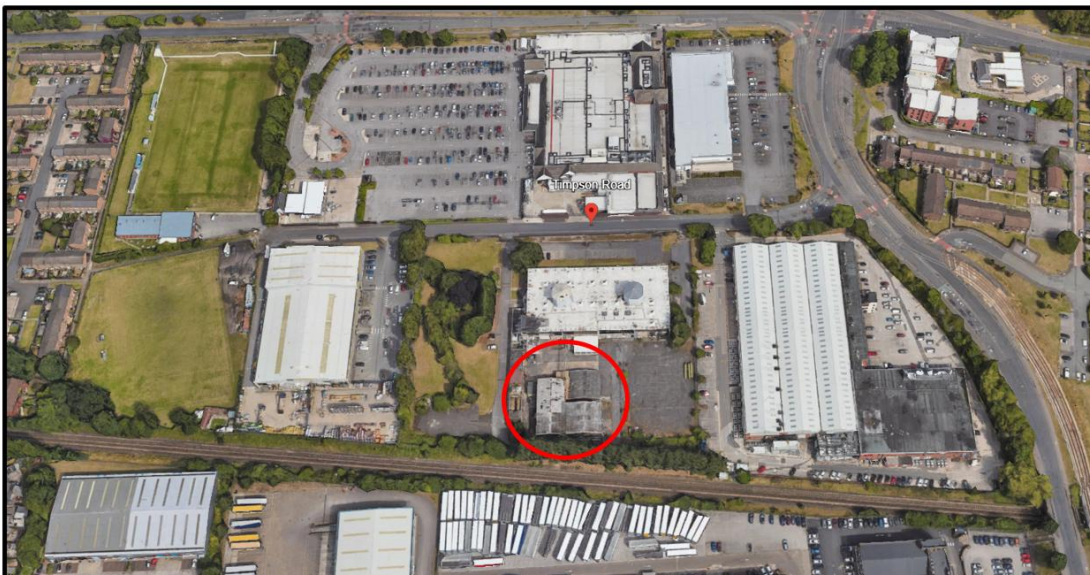


Listed building: No
Conservation area: No
Tree Preservation Order: No

Description of development

The applicant proposes to demolish a cluster of buildings located to the rear of the site, behind the existing but currently vacant office accommodation. The buildings identified for demolition include the Rig Hall, Rig Hall Heat and Fluid Building, and the NDTAC Building, along with two small ancillary structures situated adjacent to the Rig Hall Heat and Fluid Building.

The demolition is proposed on the grounds of health and safety concerns arising from the age and deterioration of these structures, as well as to reduce the risk of antisocial behaviour within the site.



Consultations & Notification Responses

Local Residents – No comments received.

Highway Services – Highways consider sufficient consideration has been given to the impact the demolition works will have on the neighbouring highways. Highways request that a dilapidation survey of the nearby public highway Timpson Road should be carried out, to ensure the highway is repaired if damaged.

Environmental Health – Suggests the imposition of a condition requiring the submission of an amended Demolition Management Plan as there is no mention that waggon covers will be used to prevent dust escaping and Saturday working is outside of the recommended MCC hours.

Greater Manchester Ecology Unit – The emergence surveys were undertaken in August 2025 in accordance with best practice guidelines. The results confirmed that no bats were emerging from any of the buildings surveyed, and consequently, no roosts were identified. As a result, no further surveys or licensing are required to proceed with the demolition of the buildings. However, bats were observed foraging and commuting near the site along the railway line to the south, which is recommended to be retained. The report provides robust bat assessments, and there is no reason to doubt the validity of its findings.

Policies

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

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. Relevant policies in the Core Strategy are detailed below:

Policy SP1, Spatial Principles – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy DM1, Development Management – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Effects on residential amenity, road safety and traffic generation.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

Saved UDP Policy DC26, "Development and Noise" – Policy DC26.1 states that the Council intends to 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 both:

- a) the effect of new development proposals which are likely to be generators of noise; and
- b) the implications of new development being exposed to existing noise sources which are effectively outside planning control.

Policy DC26.2 states that new noise-sensitive developments (including large-scale changes of use of existing land or buildings), such as housing, schools, hospitals or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the Council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

Issues

Principle – The principle of the proposed demolition is considered acceptable. Notwithstanding this, consideration must be given to the environmental impact of the demolition work.

Demolition Works – The demolition of the site will be undertaken by a specialist contractor and carried out in full compliance with the Construction (Design and Management) Regulations 2015 and BS 6187:2011 – Code of Practice for Full and Partial Demolition. On balance, the anticipated impacts are considered to be temporary, localised, and unlikely to result in any significant adverse effects on the surrounding environment. Any potential effects can be appropriately addressed through the prior notification process for demolition. Accordingly, it is concluded that the proposal would not give rise to any significant environmental impacts.

Notwithstanding this, it is still considered prudent to impose a condition requiring the applicant to submit an updated demolition management plan to overcome the concerns of Environmental Health.

Residential Amenity – The nearest residential property is located approximately 205 metres to the east of Southmoor Road and 268 metres to the west of Wythenshawe Town FC's site. Given this separation distance, it is not considered that the proposed demolition works would result in any significant adverse impact on existing levels of residential amenity.

Nevertheless, in the interests of safeguarding amenity, it is considered appropriate to impose a condition requiring the submission and approval of a detailed Demolition Management Plan. This will ensure that any potential impacts are effectively managed and minimised and the deficiencies in the managements plan, as identified by Environmental Health, are resolved.

Pedestrian and Highway Safety – With the implementation of an approved Demolition Management Plan it is not considered that the proposed demolition works would have a detrimental impact upon the existing levels of pedestrian and highway safety enjoyed within the vicinity of the site.

Ecological Impacts – An ecological survey was submitted in support of the application, which found no evidence of bat roosts or bird nesting within the site at that time. However, as the survey is now over 18 months old, its reliability is considered diminished. In line with best practice and to ensure compliance with relevant wildlife legislation, it is recommended that updated ecological surveys be undertaken prior to the commencement of any demolition works. This will allow any potential ecological impacts to be properly assessed and mitigated before works proceed.

Accordingly, a condition requiring the submission of updated bat and bird surveys is recommended in this instance.

Proximity of the Railway Line – The southern most building to be demolished is approximately 10 metres away from the railway lines that runs parallel to the site. While the applicant have acknowledged its presence in the submitted supporting material, it is considered prudent in this instance to attach an informative advising them to contact Network Rail's Asset Protection and Optimisation Unit and to follow their procedures.

Other Legislative Requirements

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

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

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

Recommendation: Approve

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

1) The City Council is satisfied that the demolition works in this case are satisfactory and will not have a significant impact on the environment. This decision is based on the following drawings and documents received on 5 November 2025:

- a) aerial map, location plan, site plan and demolition plan
- b) ecology report
- c) asbestos demolition survey report
- d) demolition plan incorporating CPP and CEMP

2) Prior to the commencement of development, a Demolition Management Plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- a) Measures to control noise and vibration;
- b) Dust suppression measures;
- c) Compound locations where relevant;
- d) A community consultation plan; and
- e) Sheeting of construction vehicles.

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

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

3) No demolition (excluding soft strip) shall commence until an updated bat survey has been submitted to and approved in writing by the City Council as Local Planning Authority.

All demolition works shall be carried out in full accordance with the approved updated bat survey. Where bat roosts are confirmed or reasonably likely to be affected, works shall not commence until any necessary licence(s) from Natural England have been obtained and complied with.

If demolition/clearance works do not commence within 24 months of the date of the approved updated bat survey, a further survey and addendum shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to works, and the development shall proceed in accordance with the updated measures.

Reason - In the interests of protected species that may be present on the site and if there is a delay in demolition works taking place, pursuant to Policy EN15 of the Manchester Core Strategy and the NPPF.

Informatives

1) Highway Services Informative - A dilapidation survey of the nearby public highway Timpson Road should be carried out to ensure the highway is repaired if damaged.

The applicant is required to discuss and agree any requirements for licensing, hoarding / scaffolding, and skips with MCC's Highways Licensing Team via Email to: highwaylicences@manchester.gov.uk

The applicant is required to discuss and agree any requirements for temporary traffic and pedestrian management with MCC's Event and Traffic Management Team via Email to highwaynetworkmanagement@manchester.gov.uk

2) Ecology Informatives - Unexpected discoveries protocol: If bats or active bird nests are found at any time during works, operations in the affected area shall cease immediately and a suitably qualified ecologist shall be consulted without delay. Works shall not recommence until written confirmation has been provided to the City Council as Local Planning Authority that appropriate protection/licensing and mitigation measures are in place.

Work that will impact on habitats where nesting birds may be present should not be undertaken in the main bird nesting season (March - August) unless suitable checks for active bird nests have been undertaken.

3) Network Rail - The applicant is advised to contact Network Rail prior to commencing demolition works, given the proximity of the site to a live railway line. Early engagement is essential to ensure compliance with Network Rail's asset protection requirements and to agree any necessary protective provisions, such as:

- Asset Protection Agreement (APA): A formal agreement may be required to safeguard railway infrastructure during demolition works.
- Risk Assessment and Method Statements (RAMS): Detailed documentation must be submitted to Network Rail for review and approval before works begin.
- Physical Safeguards: Measures such as hoardings, exclusion zones, and vibration monitoring may be necessary to prevent damage or disruption to the operational railway.
- Notification Periods: Adequate notice must be provided to Network Rail for any activities that could affect the railway.

Failure to engage with Network Rail at an early stage could result in delays or enforcement action. Contact details and guidance can be found on Network Rail's Asset Protection and Optimisation webpage:

<https://www.networkrail.co.uk/our-work/looking-after-the-railway/asset-protection-and-optimisation/>

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

Greater Manchester Ecology Unit

Unit B2, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD

Unit B, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD

Unit B1, Southmoor Industrial Estate, Southmoor Road, Manchester, M23 9XD

Roundthorn Industrial Estate, Greeba Road, Manchester, M23 4NW

Virgin Media, Timpson Road, Manchester, M23 9WX

Appendix 2 – Planning constraints

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

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

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

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 (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) -

Susceptible to Surf Water Flood (More) -

Susceptible to Surf Water Flood (More) -

Area Team Boundary - Name: SOUTH AREA