

Planning

Growth & Development

Delegated officer report for planning application

Application no. 143771/FO/2025

Date registered valid: 19 August 2025

Proposal: Erection of two storey Warehouse Units (Use Class B2 / B8/ Class E(g)(iii)), including ancillary offices and trade counters, with all associated works including landscaping, car parking and alterations to access arrangements

Address: Electrium Sales Ltd, Wylex Works, Sharston Road, Manchester, M22 4RA

Ward(s): Northenden Ward

Applicant: Mr Henry Martin, Kier Sharston Limited

Agent (if any): Mr Brad Wiseman, Savills (UK) Limited

Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 1 December 2025

Application details

Type of application: Full Application Consent

Development type: Major Industry

Date of site visit: 10 September 2025

Standard consultations:

Printed: 26 September 2025

Expired: 17 October 2025

Neighbour notifications

Printed: 18 September 2025

Expired: 9 October 2025

Site notice

Posted: 10 September 2025

Expired: 1 October 2025

Press advert

Published: 2 September 2025

Expired: 16 September 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is bounded by Harper Road to the south, Sharston Road to the west, Longley Lane to the north, and existing industrial premises to the east. It was previously occupied by Electrium, an electrical engineering company operating manufacturing facility (Use Classes B2/B8). The site comprises a mix of vacant single and two-storey brick buildings, including offices and warehouses, along with parking areas, loading bays, a biomass boiler house, a cylindrical biomass storage silo, and a sprinkler pump tank. The total site area is approximately 1.6 hectares, with buildings covering most of the land, leaving only limited space for parking and landscaping. The site incorporates a tree-lined perimeter with hedgerow and is also enclosed by combination of low brick wall and metal weld mesh fencing.



View from junction of Longley Lane and Sharston Road

The buildings on site are in the process of being demolished, following prior approval being granted for their demolition (Ref: 143234/DEM/2025)

There are four existing vehicular access points from Sharston Road, as well as single access points from Harper Road and Longley Lane. Pedestrian footpaths surround the site, and a bus stop is located immediately adjacent.

The site does not fall within a Conservation Area, and none of the buildings are statutorily or locally listed and lies within Flood Zone.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

EIA

The proposal type is listed in category 10 (a) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017. As the proposal falls under the relevant threshold of 5 hectares, the proposal does constitute EIA development.

Description of area

The site is situated within Sharston Industrial Estate, a key employment area in Wythenshawe that accommodates a mix of industrial, warehouses, and office uses. To the south and west, the estate contains a variety of other employment-related premises, while to the east and north, across Longley Lane there are two stoe residential properties concentrated along Longley Lane, Timber Close, and Bronington Close.

Description of development

Planning permission is sought for the erection of 9 x two-storey industrial and logistics units (Use Classes B2, B8, and/or E(g)(iii)), incorporating ancillary office space and trade counters. The proposal also includes associated works such as landscaping, car parking, and modifications to site access arrangements. The development would provide approximately 8,511 sqm (GIA) of floorspace. The flexible design is intended to accommodate a variety of industrial and logistics uses to attract a range of occupiers.

Consultations & Notification Responses

Local Residents/Occupiers – 1 response from a neighbouring resident has been received in which concerns are raised about danger parking on adjacent roads. It is queried how would many employees are proposed and how many parking spaces would be provided for staff and visitors.

Health and Safety Executive - does not advise, on safety grounds, against the granting of planning permission in this case.

United Utilities – A condition is requested in relation to the submission of a surface water and foul water drainage scheme and for its subsequent maintenance.

Flood Risk Management – Council records note the presence of a culverted watercourse along Sharston Rd. A CCTV survey is requested to establish the condition and likely capacity of the suspected watercourse to ensure it is a suitable destination for the discharge of surface water.

Conditions are requested requesting details of a surface water drainage scheme and for its subsequent management and maintenance.

Cadent – No objection. An ‘informative’ is requested in relation to their assets and infrastructure.

Works and Skills – A local labour condition is requested in relation to the construction phase of development.

Greater Manchester Ecology Unit (GMEU) – GMEU were previously consulted on a proposed demolition application of the existing buildings onsite (143234/DEM/2025). The application was accompanied by a bat Preliminary Roost Assessment (PRA) report (January 2025) and a Bat Emergence and Re-entry Surveys (BERS) report (June 2025). As per GMEU response (dated 09/07/2025), the bat assessments provided are satisfactory and there are no further comments.

In terms of biodiversity net gain, the proposal is currently resulting in a loss of 0.20 habitat units (-16.87%), and the unit deficit is 0.31 habitat units. Recommendations are provided in the report for how the applicant may achieve a minimum 10% net gain, for example, the applicant may purchase offsite credits from a third-party provider (such as a habitat bank). Confirmation should be provided.

It requested that all tree works and vegetation removal is carried out outside the peak bird nesting season (1 March – 31 August).

Highway Services – The following principal comments are made following consultation with Transport for Greater Manchester (TFGM).

Trip Generation

The trip generation utilises TRICS and applies that to both the proposed development and its former use due to a lack of suitable data at that time. This is understandable and acceptable. Overall, due to the reduction in the floor area, the number of trips decreases which would be expected and sensible. As such this does not need to be assessed further.

Trip Distribution

The trip distribution assumes that Heavy Goods Vehicles enter via Sharston Road and the M56, and light goods vehicles across the network which is a sensible approach. Modal split information is included which is welcomed. However, the changes are marginal for vehicle flows. As already stated, the level of traffic flows associated with the proposed development do not require additional analysis.

Highway Safety

Based on the results of the submitted assessment, there are no highway safety concerns.

Access

The proposed vehicular and pedestrian access arrangements are acceptable.

Parking

86no. car parking spaces are proposed including 13no. disabled parking bays, 10no. car sharing bays and 20no. EV charging bays. The proposed ratio is considered acceptable.

Further information is requested in relation to swept paths to the end parking bays to demonstrate a car entering, manoeuvring, and exiting the bay in a forward gear.

EVC

20no. EV charging bays is proposed at the site comprising of 12no. standard EV charging bays and 8no. disabled EV charging bays. This level of provision is acceptable.

Cycle Parking

5no. secure and covered cycle stores will be provided on paved areas throughout the site. A total of 54no. cycle parking spaces would be provided across the site which is considered acceptable in principle and should be monitored as part of the Travel Plan. Cycle storage should be to LTN1/20 standards with a high level of cycle security to ensure that the risk of cycle theft is minimised.

Off Site Highway Works

A series of works are requested including the refreshment of existing TROs, the resurfacing of pavement adjacent to the site, the provision of tactile pavement to junctions and crossing, the reinstatement of redundant vehicular crossovers, the relocation of the bus stop on Sharston Road. These works should be secured by a S.278 agreement.

Servicing

Clarification is sought on the waste collection point for the units and should be shown on an updated dimensioned plan.

An updated and clearly presented swept path assessments should be provided which demonstrates 16.5m Articulated HGVs (max length) accessing and egressing the service yard in a forward gear.

Travel Plan

A condition is requested which requires the agreement of detailed Travel Plan.

Construction Management

A Construction Management Plan should be provided prior to any construction works. A condition is requested.

Environmental Health – No objection. Conditions are requested in relation to the use of external equipment, noise management, acoustic insulation, electric vehicle charging, construction management, ground condition remediation, waste management and a restriction on the development being used for heavy industry.

Arboriculture – The proposed removal of the Category B trees fronting Sharston Rd is not supported. The mitigation planting does not offset their loss.

Greater Manchester Police (Design for Security) – It is requested that the development achieved 'secured by design' accreditation.

Relevant Planning History

143234/DEM/2025

Prior approval for the demolition of existing buildings (excluding existing sub-station) on site. *Approved 15 July 2025.*

133497/JO/2022

Variation of Conditions 2 (specified plans) and 4B (air quality mitigation) attached to planning permission 129564/FO/2021 to alter stack height. *Approved 31 May 2022.*

129564/FO/2021

Installation of a plant room and fuel silo for a new biomass boiler system. *Approved 9 June 2021.*

090821/FO/2009/S2

Erection of 2.4 metre perimeter paladin boundary fence bordering Harper Road, Longley Lane and Sharston Road. *Approved 9 September 2009.*

087892/FO/2008/S2

Installation of canopy to form covered loading area. *Approved 3 December 2008.*

069606/VO/2003/S2

CITY COUNCIL DEVELOPMENT Highway and environmental improvement works including hard and soft landscaping, boundary treatment and signage. *Approved 9 December 2003.*

063939/FO/SOUTH2/02

Installation of 13 no. 8-metre-high poles for CCTV cameras. *Approved 5 March 2002.*

031650

Formation of a staff car park. *Approved 21 June 1988.*

021187

Reconstruction after fire damage to stores and office building. *Approved 20 March 1984.*

F07228

Extensions to existing factory. *Approved 5 October 1977.*

Policy

The following policy and guidance is considered relevant to the consideration of this application.

-Saved policies EW12 and DC26 of the UDP;

-Policies SP1, DM1, EC1, EC2, EC10, T1, T2, C10, EN1, EN4, EN6, EN8, EN9, EN14-19 of the Manchester Core Strategy

- Policies JP-S1, JP-J1, JP-J2, JP-J4, JP-C8, JP-S5, JP-G6 JP-G8 of Places for Everyone Joint Development Plan.
- Manchester's Green and Blue Infrastructure Strategy (2022)
- Manchester City Council Climate Change Action Plan (2020-2025)
- The Guide to Development in Manchester (SPD)'
- National Planning Policy Guidance (NPPF).
- National Planning Practice Guidance (NPG)

Issues

Principle

The principle of the demolition of existing buildings has already been established via the prior approval procedure (Ref: 143234/DEM/2025).

In terms of redevelopment, the proposal is considered acceptable and would make efficient use of a previously developed site to provide employment opportunities for the local population,

The site lies within Sharston Industrial Estate, designated as an 'Economic Improvement Area' within the UDP, which safeguards its role as a key employment hub, whilst Policy EC10 of the Core Strategy identifies Wythenshawe for 55 hectares of employment land across office, research, light industrial, and logistics uses.

Policies EC1 of the Core Strategy and JP-J2 of Places for Everyone support economic growth and protect employment land, with Policy JP-J4 of Places for Everyone also setting a target of 3 million sq. m of new industrial and warehousing floorspace by 2039 to maintain Greater Manchester's competitiveness.

The existing site is not considered fit for purpose. Buildings fail to meet modern energy standards and lack the height and performance required by current operators. Upgrading would be prohibitively costly and environmentally unsustainable. Development Plan policy acknowledges that existing provision in Sharston is unsuitable for modern needs, and there is a clear requirement for a portfolio of sites to attract investment. This proposal would address that need.

The site has been vacant since the previous factory closed. Redevelopment therefore offers an opportunity to unlock economic potential, create jobs, and support regeneration.

In summary, the development would return the site to productive use, deliver sustainable economic growth, and make optimal use of brownfield land. The principle of the proposed development is therefore considered acceptable and would align with the overarching objectives of the development plan and associated planning guidance.

Specific planning issues are outlined further below.

Site Layout

The proposed layout is considered satisfactory. It comprises a large standalone unit at the southern end of the site with a dedicated access point, enabling independent operation and reducing potential conflicts with other users. To the north, two terraced blocks are positioned facing each other and served by a separate access from Sharston Road.

Vehicular access is to be consolidated into two primary points from Sharston Road and one from Harper Road. These would be widened to accommodate large servicing and delivery vehicles. The Harper Road access would remain unchanged and would serve staff parking for Unit 1, whilst the southern Sharston Road access would provide parking and servicing for Units 2 and 3. All other existing access points are to be removed, and footways reinstated. The existing bus stop on Sharston Road is also to be relocated as part of the works.

Inclusive Access

The development has been designed to ensure inclusive and accessible movement throughout the site. Circulation routes around all units are to fully comply with DDA standards. To enhance safety and visual clarity, clear markings and contrasting tarmac finishes would be applied at the front of each unit. Each unit will include Part M-compliant toilet facilities, with provisions in place for future lift installation if required. Doorways provide a minimum clear opening width of 850mm, in line with accessibility requirements. This is considered acceptable.

Design, Scale and Appearance

The immediate surroundings are defined by a mix of building forms, including single-storey structures, double-height single-storey units, and larger two- and three-storey warehouse buildings within the industrial estate to the south, east, and west, typically ranging between 5–10 metres in height. To the north, the character shifts to a more residential context with two-storey residential dwellings located to the other side of Longley Lane.

The proposed development, comprising three principal blocks, has been designed to reflect this varied context. Block 3 is positioned to the northern edge of the site opposite residential properties and steps down in scale to respond sensitively to the more domestic setting of the two-storey dwellings. Whilst this block is taller than the building it replaces, its height is comparable and considered appropriate as the scheme transitions toward the residential frontage. The separation created by the intervening road, combined with the retention and enhancement of existing tree planting and screening, further softens the visual impact and would ensure the development does not appear intrusive.

The proposed units feature horizontally laid cladding panels finished in a light grey tone, delivering a contemporary aesthetic typical of modern industrial architecture. To introduce visual depth and articulation, flat panels frame the window openings, creating a banding effect that accentuates the fenestration and adds architectural interest to the façades. The selected colour palette comprises neutral light grey, complemented by reed green accents. These colours have been chosen for its understated qualities, helping to minimise visual impact and blend in with the surrounding environment. Additionally, vertically oriented curtain wall glazing has been incorporated into the elevations to soften the industrial character and provide some visual relief.

During the application process, revisions were made to the northern elevation of Block 3, which faces residential properties across Longley Lane. The introduction of elongated vertical windows and a masonry plinth serves to mitigate the utilitarian nature of the building whilst referencing the existing masonry warehouse structures nearby, including those at the Sharston Road/Longley Lane junction. These design enhancements break up the massing, introduce activity and visual interest, and create a more sympathetic transition between the industrial estate and the residential context to the north.



Block 3 – proposed Longley Lane elevation

On balance, the proposed development is considered to a cohesive and well-considered design that respects the character of the street scene. It assimilates effectively into its surroundings, without appearing incongruous within the established context.

Residential Amenity

Use

The proposed development is situated on a site currently undergoing demolition, previously occupied by warehouses operating lawfully under Class B2/B8. Historically, these premises were permitted to function on a 24-hour basis without restrictions on traffic or HGV movements. Consequently, the site experienced levels of activity, including frequent vehicular movements and elevated background noise associated with its former operations.

The proposed scheme represents a reduction in overall floorspace and has been carefully designed to concentrate activity and vehicular access along the Sharston Road frontage, thereby directing operations away from residential properties located across Longley Lane.

Given the established environmental context within a defined industrial estate, the development is not anticipated to result in any material increase in noise or disturbance. The spatial relationship between the proposed building and nearby dwellings remains broadly comparable to the existing arrangement and is not considered untypical in terms of physical impact.

Physical Impact

The proposed development reflects the existing warehouse structures in terms of scale, positioning, and its overall relationship with adjacent residential properties and ensures that the visual and spatial impact remains consistent with the established character of the area.

The new building to the northern part of the site would be set back a sufficient distance from the nearest dwellings on the opposite side of Longley Lane. As a result, it is not expected to give rise to concerns such as an overbearing presence, undue overshadowing, or any significant loss of daylight, sunlight, or privacy for neighbouring residents.

Noise

The application is supported by a Noise Impact Assessment, accompanied by a supplementary Technical Note and a Draft Noise Management Plan. These documents evaluate and propose measures to mitigate potential noise impacts on the surrounding environment, with particular consideration given to residential properties located opposite Longley Lane.

The assessment demonstrates, to a satisfactory standard, that the proposed 24-hour operation of the units, including servicing activities and the use of external plant equipment is acceptable in principle in this location. Environmental Health agree with the finding of the submitted assessment.

This conclusion is reinforced by the historic use of the site and its location within a defined industrial estate.

Predicted noise levels fall within the thresholds set by Council standards. Accordingly, conditions are imposed to ensure compliance with the relevant noise criteria and adherence to the proposed Noise Management Plan. An additional condition restricts the introduction of heavy industrial processes within Use Class B2, thereby safeguarding the amenity of nearby sensitive receptors.

Impact to the Highway

The potential impact of the proposed development on the surrounding highway network has been subject to detailed assessment. This includes a Transport Statement alongside formal consultation responses from Manchester City Council's Highway Services and Transport for Greater Manchester (TfGM).

The Transport Statement sets out comprehensive details of the proposed development in relation to traffic and transport considerations. This includes the proposed access and servicing arrangements, enhancements to pedestrian connectivity and walking facilities, provision for both car and cycle parking, and improvements along the site frontages to support safe and efficient movement.

A comparative assessment of trip generation has been undertaken between the existing lawful use and the proposed scheme. Historic traffic flows have been derived using the same trip rates applied to the new development, acknowledging that the existing buildings could be reoccupied for B2/B8 uses without the need for further planning consent. The analysis demonstrates that the proposed development will deliver a net beneficial impact on the local highway and transport networks, primarily due to an overall reduction in vehicle trips.

In terms of parking, a total of 90 vehicle parking spaces would be provided, comprising a mix of standard car bays, dedicated motorcycle spaces, electric vehicle charging points, and accessible bays.

The proposed impact has been assessed as being acceptable. Conditions are included to ensure the proposed cycle storage is implemented.

Drainage and Flood Risk

The application site is located in flood zone 1 'low probability of flooding'.

Trees and Landscaping

The proposed development would necessitate the removal of several trees, as identified on the submitted drawings and Tree Survey. Specifically, trees referenced as T01, T02, T13, T14, and T16 cannot be retained and are therefore proposed to be felled to facilitate the proposal.

Whilst the loss of these trees is acknowledged as regrettable given their amenity value, the applicant has provided a clear and robust justification for their removal. There is no feasible means of retaining T01, T14, and T16 due to essential upgrades required to the existing vehicular access points along Sharston Road. These works are necessary to utilise the current access arrangements while ensuring compliance with modern highway standards.

In respect of T02, the applicant has explored options for retention, but with the adoption of a siphonic drainage system for Block 3, designed to avoid below-ground infrastructure in this part of the site and minimise potential root damage, its retention is not practicable. Similarly, T13 cannot be retained due to the significant excavation required to deliver the service yard for Unit 1. The Root Protection Area of T13 extends substantially into this zone, and given its location opposite the loading docks, the yard must achieve an industry-standard depth of 30 metres to accommodate HGV manoeuvring safely. Consequently, excavation within the Root Protection Area is unavoidable.

It is important to note that the trees fronting Longley Lane, which form the most visually sensitive boundary of the site would be retained and enhanced. This would provide effective screening of the development from nearby residential properties. Furthermore, the landscaping proposals include substantial mitigation measures, with the introduction of new planting comprising 9 small trees (10–12 cm girth), 12 medium native trees (14–16 cm girth), and 5 large specimens (20–25 cm girth).

Whilst the development would result in the loss of approximately 8-9 existing trees, the provision of 26 new trees would deliver a net gain in tree coverage across the site, consistent with Development Plan policy. On this basis, and in light of the significant economic and employment benefits the scheme will generate, the proposed tree loss is considered acceptable.

Boundary Treatment

Boundary treatment includes a combination of a new 2.4 metre high Paladin fence, weldmesh gates, retained hedgerow and tree planting and the retention of low level brick wall to the site perimeter. The indicative details are considered satisfactory in this context.

Ecology and Biodiversity

As part of the application, the applicant has submitted a Preliminary Ecological Assessment (PEA) to identify any key ecological features that could be affected by the proposed development. The assessment concludes that there are no significant residual impacts that would prevent the scheme from proceeding. The Greater Manchester Ecology Unit (GMEU) agrees with these findings, noting that the site offers limited suitability for several protected species and is of low ecological significance.

Bat emergence and re-entry surveys were previously undertaken as part of the prior approval for demolition, confirming that there is no evidence of roosting bats within existing structures. GMEU has reviewed and concurs with these results.

To safeguard nesting birds, avoidance measures outlined in the mitigation section of the report are required. Appropriate planning conditions have been included to secure these measures, along with further conditions to ensure ecological enhancements are delivered on site. Additionally, a Biodiversity Net Gain (BNG) Assessment has been provided. The results indicate that off-site compensation will be necessary to achieve the required 10% net gain.

Given the characteristics of the site and the type of habitat that would be lost, coupled with the nature of the proposed scheme, achieving biodiversity net gain on-site is not feasible if the development proceeds as proposed. Whilst the proposal would result in a net loss in BNG, it is important to note that the majority of the existing site currently comprises hardstanding, with trees primarily located around the perimeter. The landscaping proposal includes new tree planting and landscaping measures aimed at enhancing the site's ecological value.

Additionally, a planning condition is included which requires on-site ecological enhancements, specifically the installation of bat and bird boxes. Therefore, in this case, the proposed off-site biodiversity contribution is considered acceptable, and the statutory biodiversity net gain condition to achieve the required 10% net gain applies.

Environmental Standards and Climate Change

City Council policy places a strong emphasis on delivering low-carbon, energy-efficient developments, and all proposals are expected to clearly demonstrate how they contribute to these objectives.

The application is supported by a comprehensive Energy Statement, which assesses the projected energy demands of the scheme. The design has been carefully considered to maximise opportunities for reducing energy consumption and carbon emissions, incorporating layout and orientation strategies that enable passive energy reduction.

A renewable energy pre-feasibility study has been undertaken, identifying Solar Photovoltaics (PV) and Air Source Heat Pumps (ASHP) as the most suitable technologies for this site. The ASHP system will provide efficient heating, complementing the overall sustainability strategy. The proposed approach is expected to deliver a 31.56% reduction in site-wide energy demand and a 20.45% reduction in carbon dioxide emissions, achieved through a combination of energy efficiency measures and renewable energy generation. These figures are benchmarked against the minimum standards set out in Building Regulations Approved Document Part L, Volume 2 (2021).

A BREEAM pre-assessment report has also been submitted, targeting a score of 70% or above, which would secure a BREEAM 'Excellent' rating. Planning conditions have been included to ensure verification of energy performance standards achieved, compliance with BREEAM requirements, the implementation of a robust Travel Plan to promote sustainable travel modes, and the provision of electric vehicle charging infrastructure.

Ground Conditions

Intrusive ground investigations have been carried out on the site, confirming that the ground conditions encountered align with the published geological data and the site's historical use. The mitigation measures outlined in the Ground Investigation Report have been reviewed and are considered acceptable in principle. Planning conditions have been included to ensure full compliance with the approved remediation strategy and to secure subsequent verification

Waste Management

The proposed development incorporates dedicated waste compound, including recycling provision, with a timber surround, sited adjacent to Unit 1. This is considered acceptable in principle.

Further information is required as to the capacity and type of waste receptacles, collection means and frequency arrangements. An appropriate condition is included.

Air Quality

An Air Quality Assessment was submitted with the application to establish baseline conditions and determine whether construction or operational activities could materially affect local air quality. The assessment includes analysis of the impacts during the construction and operational phases.

In summary, the proposed development is not expected to result in significant air quality impacts and therefore does not present a constraint to planning approval. Compliance with the mitigation measures outlined in the assessment is to be secured through an attached planning condition.

Aerodrome Safeguarding

In order to ensure aircraft safety, conditions and 'informatives' have been advised by Manchester Airport Group.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management plan to details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Conclusion

The proposed development represents appropriate development within an existing industrial estate and would result in significant and sustainable investment, aligning with both local and national objectives for economic growth. The proposal would deliver high-quality, modern employment space on previously developed land and would generate substantial job opportunities.

The proposal is located within highly accessible urban location, is of a satisfactory design and environmental quality and has been demonstrated to have no significant harmful impact to the operation of the highway or residential amenity and would mitigate ecological impacts through new planting, including a net increase in tree cover. On this basis, the proposal is considered acceptable and complies with the aforementioned planning policy and guidance.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and

owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings referenced:

101/F (landscape layout), 201/E (planting plan 1 of 2) and 202/F (planting plan 2 of 2), received by the City Council as Local Planning Authority on 28 November 2025.

25006-HFR-AV-XX-DR-A-0502-P09 (site plan as proposed), 25006-HFR-AV-XX-DR-A-9001-P02 (proposed boundary treatment), 25006-HFR-AV-XX-DR-A-9004-P02 (proposed external waste enclosure), 25006-HFR-AV-XX-DR-A-9003-P02 (proposed cycle provision), 25006-HFR-V3-00-DR-A-9001_P05 (block 3 proposed ground floor plan), 25006-HFR-V3-01-DR-A-9002_P05 (block 3 proposed first floor plan), 25006-HFR-V3-R1-DR-A-9003_P04 (block 3 proposed roof plan), 25006-HFR-V3-ZZ-DR-A-9004_P07 (block 3 proposed elevations) and 25006-HFR-V3-ZZ-DR-A-9005_P04 (block 3 proposed sections), received by the City Council as Local Planning Authority on 26 November 2025.

25006-HFR-AV-XX-DR-A-0100-P04 (location plan), 25006-HFR-V3-ZZ-DR-A-9006_P01 (block 3 proposed site section), 225006-HFR-V1-00-DR-A-9001_P03 (unit 1 proposed ground floor plan), 25006-HFR-V1-01-DR-A-9002_P03 (unit 1 proposed first floor plan), 25006-HFR-V1-R1-DR-A-9003_P02 (unit 1 proposed roof plan), 25006-HFR-V1-ZZ-DR-A-9004_P06 (unit 1 proposed elevations), 25006-HFR-V1-ZZ-DR-A-9005_P02 (unit 1 proposed sections), 25006-HFR-V2-00-DR-A-9001_P03 (unit 2 proposed ground floor plan), 25006-HFR-V2-01-DR-A-9002_P03 (unit 2 proposed first floor plan), 25006-HFR-V2-R1-DR-A-9003_P02 (unit 2 proposed roof plan), 25006-HFR-V2-R1-DR-A-9003_P02 (unit 2 proposed elevations) and 25006-HFR-V2-ZZ-DR-A-9005_P02 (unit 2 proposed sections), received by the the City Council as Local Planning Authority on 19 August 2025.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

3) Prior to the commencement of above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved materials used shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

4) a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

b) Prior to first occupation of the development hereby approved, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

5) Prior to the commencement of development, a construction management plan outlining working practices during development works 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;
- 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.
- Dilapidation survey of pavement areas adjoining the site;
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

6) a) The development hereby approved shall be implemented in accordance with the submitted Phase I prepared by Nova Ambiente dated June 2024, received by the City Council as Local Planning Authority on 30 October 2025.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

7) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

8) Prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

-Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

-CCTV survey to establish the condition and capacity of the suspected culverted watercourse.

-Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.

-Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

-Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

-Details of surface water attenuation to align with the Manchester, Trafford and Salford Strategic Flood Risk Assessment. For brownfield sites a minimum of 50% betterment is required for reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates.

-A finalised drainage layout showing all components, outfalls, levels and connectivity.

-An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

-Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

-A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

-An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.

-A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). Finished floor levels illustrating the proposed raising of site levels above the maximum flood depth should be included on this plan.

-Construction details of flow control and SuDS elements.

-Construction details of the proposed flood resilience measures to be incorporated into the ground floor level of the proposed units.

-A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

9) Prior to the first occupation of the development hereby approved, details of the implementation of the surface water drainage scheme, together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per approved design drawings.
- Provide As Built construction drawings or confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies within the NPPF and NPPG , Core Strategy policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

10) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on drawing referenced 101/E (landscape layout), received by the City Council as Local Planning Authority on 13 November 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

12) The development hereby approved shall be implemented in accordance with the boundary treatment detailed on drawing referenced 25006-HFR-AV-XX-DR-A-9001-P02, received by the City Council as Local Planning Authority on 26 November 2025. The development shall only be carried out in accordance with the approved details which shall be in place prior to first occupation and shall thereafter be retained.

Reason - In the interests of security and to ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

13) Prior to first occupation of the development hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

14) The hard and soft landscaping scheme, including replacement tree planting, approved by the City Council as Local Planning Authority shown on drawings referenced 101/F (landscape layout), 201/E (planting plan 1 of 2) and 202/F (planting plan 2 of 2), received by the the City Council as Local Planning Authority on 28 November 2025. shall be implemented not later than 12 months from the date of commencement of works. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

15) The development hereby approved shall be implemented in accordance with the cycle storage details shown on drawing referenced 25006-HFR-AV-XX-DR-A-9003-P02 (proposed cycle provision), received by the City Council as Local Planning Authority on 26 November 2025. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1,T2 and DM1 of the Manchester Core strategy and policy JP-C6 of the Places for Everyone joint development plan.

16) Notwithstanding details submitted, the development hereby approved shall not be occupied, until a detailed scheme for electric vehicle charging together with details of infrastructure such as cabling to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

17) A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car;
- (2) A commitment to surveying the travel patterns during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy, The Guide to Development in Manchester (SPD) and policies JP-S1, JP-S1, JP-P1 and JP-C1 of Places for Everyone Joint Development Plan.

18) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

19) a) The development hereby approved shall be implemented in accordance with the detail contained within the following documents:

-Noise Impact Assessment prepared by AEC Ltd (Ref: : P5645/R1/AGB) dated 4 August 2026 and received by the City Council as Local Planning Authority on 22 August 2025.

-Technical Note prepared by AEC Ltd (Ref: P6545-R1-AGB) dated 28 October 2025 and received by the City Council as Local Planning Authority on 29 October 2025.

b) Prior to first occupation of the development, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason - To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

20) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first occupation of the development hereby approved a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full prior to first occupation of the development.

b) Prior to the first 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 approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

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 Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan and policy JP-P1 of the Places for Everyone Joint Development Plan.

21) Notwithstanding the Draft Noise Management Plan received, prior to the development hereby approved becoming operational, a Noise Management Plan (NMP) shall be submitted to and approved in writing by the City Council. The NMP shall include an assessment of noise from all activities associated within loading bays and service yards. Where applicable, the noise assessment should take account of multiple noise sources operating simultaneously and report

the cumulative impact. The noise impact of the development should be controlled to the criteria set out in the City Council's Planning and Noise Technical Guidance. The development shall only operate in accordance with the agreed NMP.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

22) The development hereby approved shall only operate in accordance with the Servicing Strategy contained within the submitted Transport Statement (Version 2) prepared by Sweco, received by the City Council as Local Planning Authority on 22 August 2025.

Reason - To mitigate harm to the operation of the highway and the amenity of noise sensitive occupiers, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1 and SP1 of the Manchester Core Strategy.

23) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

24) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to and approved in writing by the City Council as Local Planning Authority, before any of the new buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy, , and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

25) Prior to construction, the submission of an Aviation Perspective Glint and Glare Assessment of the proposed solar installation submitted to the City Council as Local Planning Authority in consultation with the aerodrome safeguarding authority for Manchester Airport (MAN); demonstrating no harmful impact to operations at MAN. The Glint and Glare Assessment is to assess at least the following aviation receptors:

-Runway approach paths starting at 10NM from the runway threshold at 3000ft at a 3-degree glide slope down to 15m above the runway threshold in a straight line. With a receptor located at least at every 1NM interval.;

-2 Mile Runway approach paths - expected luminance is not to exceed 20,000cd/m²;

-ATC Tower visual cab - predictions of no glint and glare towards ATC is required

Reason - To ensure no detrimental impact to aviation operations at MAN caused by glint or glare to critical aviation receptors, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

26) No development shall take place until a Bird Hazard Management Plan (BHMP) for the development has been submitted to and approved in writing by the Local Planning Authority in consultation with Manchester Airport. Thereafter the scheme shall be implemented in accordance with the approved details. The BHMP should include robust measures to prevent species of birds that are hazardous to aircraft gaining access to the space between the roof and the PV array panels, with regular maintenance inspections.

Reason - In the interests of flight safety and birdstrike avoidance to prevent the creation of a habitat for birds hazardous to aviation, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

27) a) The development hereby approved shall be implemented in accordance with the measures contained within the submitted Energy Statement (25003), prepared by CHBS dated July 2025, received by the City Council as Local Planning Authority on 22 August 2025.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

28) Notwithstanding details submitted, no above ground development shall commence until a more detailed scheme for the storage (including segregated waste recycling) and disposal of refuse, has been submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

29) Prior to occupation of the development hereby approved, full details of all necessary off-site highway work, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved works shall then be implemented in accordance within a timescale to be agreed in writing by the City Council as Local Planning Authority. Works include:

- Reconfiguration of existing access points of Sharston Road and Harper Road;
- The provision of pedestrian refuge islands to each junction on Sharston Road, including the provision of tactile paving;
- The provision of tactile paving and dropped kerbs to the site access points and reinstatement of redundant vehicle crossovers;
- A review of existing Traffic Regulation Orders (TROs) and the provision of new Traffic Regulation Orders (TROs) in the form of 'No Waiting At Any Time' restrictions (double yellow lines) to vehicular access points on Sharston Road and Harper Road. These should cover the visibility splay extents.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

30) The development hereby approved shall only be implemented and operate in accordance with the access details shown on drawing referenced 65215652-SWE-XX-XX-D-TP-0002/P01 (site access swept path analysis), received by the City Council as Local Planning Authority on 2 December 2025. The development shall only be implemented in accordance with the agreed details which shall be retained thereafter.

Reason - in the interests of highway safety, pursuant to policies DM1, T2 and SP1 of the Manchester Core Strategy.

31) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Stantec (Ref: 35838-STN-XX-ZZ-RP-AQ-0002) dated 7 August 2025, received by the City Council as Local Planning Authority on 22 August 2025.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), Units 2-9 as identified on the approved drawings, shall be used only for purposes falling within Use Class B2 (General Industrial), excluding any processes or operations that constitute 'heavy industry' as defined in the Town and Country Planning (Use Classes) Order 1987 (as amended), Use Class B8 (Storage and Distribution), and Use Class E(g)(iii) (Industrial processes that can be carried out in a residential area without detriment to its amenity), and for no other purpose, including any other purpose in Class B or Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To restrict the use of the premises to those specified, excluding heavy industrial uses, in order to protect the amenity of the surrounding area, pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester, policy JP-P1 of the Places for Everyone Joint Development Plan and the National Planning Policy Framework.

Informatives

1) MCC records highlight that a suspected culverted watercourse is located within close proximity to the site (on Sharston Road, approximately 10m to the north-west of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead

Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link: <https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

2) If groundwater is encountered during the attenuation tank installation, appropriate design measures should be considered for flotation forces. Any change within the surface water drainage strategy will be subject to further scrutiny. The developer should also note, any temporary works for dewatering operations (if required) should be in place with the relevant Risk Management Authority (RMA) before proceeding.

3) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

4) Please note, a separate application for advertisement consent may be required for any external signage.

5) 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

6) Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

7) Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking or re-enacting that Order), all exterior lighting shall be capped at the horizontal with no upward light spill. In the interests of flight safety and to prevent distraction and confusion to pilots using Manchester Airport.

8) 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/Cranenotification>

9) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,

the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Transport For Greater Manchester
Health & Safety Executive (Land Use)
Greater Manchester Ecology Unit
Northenden Civic Society
Manchester Airport Safeguarding Officer
Work & Skills Team

Unit 1, Alpha Point, Bradnor Road, Manchester, M22 4TE
Ashtead Plant Hire, Harper Road, Manchester, M22 4RG
60 Bradgate Close, Manchester, M22 4LX
Unit 5, Harper House, Harper Road, Manchester, M22 4RG
VFM Auto Service Centre, Harper Road, Manchester, M22 4RG
Wylex Works, Sharston Road, Manchester, M22 4RA
127 Longley Lane, Manchester, M22 4HX
127 Royle Green Road, Manchester, M22 4LE
125 Royle Green Road, Manchester, M22 4LE
65 Lovett Walk, Manchester, M22 4LB
Longmire Centre, 181 Longley Lane, Manchester, M22 4JG
Unit 7, Harper House, Harper Road, Manchester, M22 4RG
145 Longley Lane, Manchester, M22 4LA
2 Timber Close, Manchester, M22 4JY
Cardinal Maritime, Harling Road, Manchester, M22 4UZ
Isola Manufacturing Co Ltd, Harper Road, Manchester, M22 4SH
Beta Court, Harper Road, Manchester, M22 4RG
144 Royle Green Road, Manchester, M22 4LD
Leltex House, Longley Lane, Manchester, M22 4SY
Longley House, Longley Lane, Manchester, M22 4RE
109 Royle Green Road, Manchester, M22 4LE
119 Royle Green Road, Manchester, M22 4LE
41 Lovett Walk, Manchester, M22 4LB
49 Lovett Walk, Manchester, M22 4LB
55 Lovett Walk, Manchester, M22 4LB
137 Longley Lane, Manchester, M22 4LA
15 Bronington Close, Manchester, M22 4ZQ
7 Bronington Close, Manchester, M22 4ZQ
Unit 1, Harper House, 124A Longley Lane, Manchester, M22 4SY
147A Longley Lane, Manchester, M22 4LA
143A Longley Lane, Manchester, M22 4LA
141A Longley Lane, Manchester, M22 4LA
Unit 2, Alpha Point, Bradnor Road, Manchester, M22 4TE
Units 5 And 6, Beta Court, Harper Road, Manchester, M22 4XR
123 Longley Lane, Manchester, M22 4HX
146 Royle Green Road, Manchester, M22 4LD
117 Royle Green Road, Manchester, M22 4LE
59 Lovett Walk, Manchester, M22 4LB
133A Longley Lane, Manchester, M22 4LA

9 Bronington Close, Manchester, M22 4ZQ
Unit 2, Harper House, 124A Longley Lane, Manchester, M22 4SY
147 Longley Lane, Manchester, M22 4LA
143 Longley Lane, Manchester, M22 4LA
8 Bronington Close, Manchester, M22 4ZQ
6 Bronington Close, Manchester, M22 4ZQ
Housing Maintenance Depot, Bradnor Road, Manchester, M22 4TE
Universal Utilities, Sharston Road, Manchester, M22 4RX
Juiceworks Limited, Sonex House, Sharston Road, Manchester, M22 4RX
67 Lovett Walk, Manchester, M22 4LB
Longworth, Leltex House, Longley Lane, Manchester, M22 4SY
121 Royle Green Road, Manchester, M22 4LE
47 Lovett Walk, Manchester, M22 4LB
53 Lovett Walk, Manchester, M22 4LB
Unit 1A, Harper House, 124A Longley Lane, Manchester, M22 4SY
145A Longley Lane, Manchester, M22 4LA
137A Longley Lane, Manchester, M22 4LA
1 Timber Close, Manchester, M22 4JY
4 Bronington Close, Manchester, M22 4ZQ
The Oakfield Centre, 104 Longley Lane, Manchester, M22 4JY
Unit 3, Beta Court, Harper Road, Manchester, M22 4QE
The Old Railway Station Davidsons Skip Hire, Longley Lane, Manchester, M22 4SS
121 Longley Lane, Manchester, M22 4HX
Unit 3, Harper House, Harper Road, Manchester, M22 4RG
Unit 1, Beta Court, Harper Road, Manchester, M22 4QE
Sharston House, Sharston Road, Manchester, M22 4RX
Sonex House, Sharston Road, Manchester, M22 4RX
132 Royle Green Road, Manchester, M22 4LD
125 Longley Lane, Manchester, M22 4HX
140 Royle Green Road, Manchester, M22 4LD
63 Lovett Walk, Manchester, M22 4LB
45 Lovett Walk, Manchester, M22 4LB
124 Longley Lane, Manchester, M22 4SP
151 Longley Lane, Manchester, M22 4HY
19 Bronington Close, Manchester, M22 4ZQ
Alpha Point, Bradnor Road, Manchester, M22 4TE
Unit 2, Bradnor Road, Manchester, M22 4TE
Lancaster House, Harper Road, Manchester, M22 4RG
Unit 2, Beta Court, Harper Road, Manchester, M22 4QE
North West Community Services Ltd, 62 Bradgate Close, Manchester, M22 4LX
119 Longley Lane, Manchester, M22 4HX
Harper House, Harper Road, Manchester, M22 4RG
Unit 4, Harper House, Harper Road, Manchester, M22 4RG
131 Longley Lane, Manchester, M22 4LA
134 Royle Green Road, Manchester, M22 4LD
136 Royle Green Road, Manchester, M22 4LD
138 Royle Green Road, Manchester, M22 4LD
129 Royle Green Road, Manchester, M22 4LE
111 Royle Green Road, Manchester, M22 4LE
123 Royle Green Road, Manchester, M22 4LE
43 Lovett Walk, Manchester, M22 4LB
61 Lovett Walk, Manchester, M22 4LB
Extenso Works, Harper Road, Manchester, M22 4RG
141 Longley Lane, Manchester, M22 4LA

139 Longley Lane, Manchester, M22 4LA
 2 Bronington Close, Manchester, M22 4ZQ
 Rostrad Ltd, Harling Road, Manchester, M22 4UZ
 Message Enterprise Centre, 6 Harper Road, Manchester, M22 4RG
 Ground Floor, Harper House, Harper Road, Manchester, M22 4RG
 Unit 2, Harper House, Harper Road, Manchester, M22 4RG
 122 Longley Lane, Manchester, M22 4SY
 131A Longley Lane, Manchester, M22 4LA
 31 Sharston Road, Manchester, M22 4ZS
 142 Royle Green Road, Manchester, M22 4LD
 115 Royle Green Road, Manchester, M22 4LE
 131 Royle Green Road, Manchester, M22 4LE
 Hartbrights, Leltex House, Longley Lane, Manchester, M22 4SY
 57 Lovett Walk, Manchester, M22 4LB
 133 Longley Lane, Manchester, M22 4LA
 Unit 6A, Harper House, Harper Road, Manchester, M22 4RG
 Unit 6B, Harper House, Harper Road, Manchester, M22 4RG
 Royle Green Day Nursery, 151A Longley Lane, Manchester, M22 4HY
 24 Bronington Close, Manchester, M22 4ZQ
 Unit 4, The Oakfield Centre, Longley Lane, Manchester, M22 4UX
 Yusen Logistics, Unit 1, Bradnor Road, Manchester, M22 4TE
 Unit 1, The Oakfield Centre, Longley Lane, Manchester, M22 4UX
 Howells Railway Products Ltd, Longley Lane, Manchester, M22 4SS
 Unit 4, Beta Court, Harper Road, Manchester, M22 4RG
 129 Longley Lane, Manchester, M22 4HX
 Royal Green Filling Station, 106 Longley Lane, Manchester, M22 4SY
 NATIONAL TYRES & AUTOCARE LTD, 106 Longley Lane, Manchester, M22 4SY
 113 Royle Green Road, Manchester, M22 4LE
 51 Lovett Walk, Manchester, M22 4LB
 135 Longley Lane, Manchester, M22 4LA
 135A Longley Lane, Manchester, M22 4LA
 17 Bronington Close, Manchester, M22 4ZQ
 5 Bronington Close, Manchester, M22 4ZQ
 1 Bronington Close, Manchester, M22 4ZQ
 13 Bronington Close, Manchester, M22 4ZQ
 11 Bronington Close, Manchester, M22 4ZQ
 149 Longley Lane, Manchester, M22 4LA
 149A Longley Lane, Manchester, M22 4LA
 3 Bronington Close, Manchester, M22 4ZQ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
 Article 4 Direction - Wythenshawe PD Restriction - Class B1(a) To C3
 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 (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