

Planning

Growth & Development

Delegated officer report for planning application

Application no. 144009/P14J/2025

Date registered valid: 18 September 2025

Proposal: Prior approval for the installation of Solar Panels on to the existing flat roof canopy above the forecourt area of the Service Station.

Address: Styal Road Service Station, Styal Road, Manchester, M22 5WX

Ward(s): Woodhouse Park Ward

Applicant: Mr John Roberts TG Convenience Stores Ltd

Agent (if any):

Case officer: Jake Walther
Tel: 0161 234 1632
Email: jake.walther@manchester.gov.uk

Recommendation: Refuse

Date of recommendation: 12/11/2025

Application details

Type of application: Prior approval - PV to non-dwelling

Development type: Notifications

Date of site visit: 14/10/2025

Standard consultations:

Printed: 22 September 2025 Expired: 13 October 2025

Neighbour notifications

Printed: 22 September 2025 Expired: 13 October 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

The application relates to a petrol station canopy roof on Styal Road in Wythenshawe. The area is mixed in terms of its character and is in close proximity to Manchester Airport, Trident Business Park and Manchester Airport Relief Road (A555).

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Prior approval for the installation of Solar Panels above service station roof.

Consultations & Notification Responses

Manchester Airport Safeguarding Officer – Holding objection –

Due to the location of this site and the potential to create a Glint & Glare hazard from the reflections of the solar panels we must object until an aviation perspective Glint & Glare assessment is undertaken by the applicant and submitted for approval. We will also need details of how they propose to manage the attraction of species of birds that are hazardous to aircraft to the array.

The Glint & Glare assessment will need to cover the following 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 – we request predictions of no glint and glare towards ATC

- Runway i.e. aircraft during departure/arrival on the runway. This receptor is to be assessed for the length of the runway at a height of 4.04m above ground level

Neighbours, as per appendix 1 – No comments or objections received.

Policy

Relevant Policies

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise.

The following policies are considered relevant.

- The Manchester Core Strategy Development Plan Document 2012-2027
- The National Planning Policy Framework (The NPPF) -
- Section 2 - Achieving sustainable development
- Section 4 - Decision-making
- Section 6 - Building a strong, competitive economy
- Section 12 - Achieving well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- The Town and Country Planning (General Permitted Development) (England) Order 2015
- Schedule 2
 - o Part 14 - Renewable energy
- Class J - installation or alteration etc of solar equipment on non-domestic premises
- The town and country planning (safeguarded aerodromes, technical sites and military explosives storage areas) direction 2002

Principle

The application is for prior approval where the principal of the development is set out in law. The City Council as LPA can assess the development against the conditions within the legislation as set out below.

Class J of Part 14 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 relates to the installation or alteration of solar equipment on non-domestic premises. This allows the installation, alteration or replacement of:

- a. Microgeneration solar thermal equipment on a building;
- b. Microgeneration solar photovoltaic equipment on a building; or
- c. Other solar photovoltaic equipment on the roof of a building, other than a dwellinghouse or a block of flats.

J.1 Development is not permitted by Class J if—

(a) the solar PV equipment or solar thermal equipment would be installed on a pitched roof and would protrude more than 0.2 metres beyond the plane of the roof slope when measured from the perpendicular with the external surface of the roof slope;

Complies – Flat roof.

(b) the solar PV equipment or solar thermal equipment would be installed on a flat roof, where the highest part of the solar PV equipment would be higher than 1 metre above the highest part of the roof (excluding any chimney);

Complies – The Solar PV panels sit on flat roof with no protruding sections

(c) the solar PV equipment or solar thermal equipment would be installed within 1 metre of the external edge of that roof;

Complies - The minimum offset of 1000mm from the external edge of the roof will be achieved in all locations.

(d) in the case of a building on article 2(3) land, the solar PV equipment or solar thermal equipment would be installed on a roof slope which fronts a highway;

Complies - The site is not within on article 2(3) land.

(e) the solar PV equipment or solar thermal equipment would be installed on a site designated as a scheduled monument.

Complies - The site is not designated as a scheduled monument.

(f) The equipment will not be installed on a listed building or a building within the curtilage of a listed building.

Complies - The building is not listed.

Conditions:

J.4 Class J development is permitted subject to the following conditions:

- 8) The local planning authority must, when determining an application—
- a) take into account any representations made to them as a result of any notice given under sub-paragraph (6); and
 - b) have regard to the National Planning Policy Framework issued by the Ministry of Housing, Communities and Local Government in July 2021, so far as relevant to the subject matter of the prior approval, as if the application were a planning application.

Does not comply: The site is within the Manchester Airport Safeguarding area which requires notification to the Safeguarding team for all development. They required further information and issued a HOLDING OBJECTION until they are satisfied that these developments will not adversely impact aviation safety. Further information was not provided by the applicant in time and therefore the holding objection stands.

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: Refuse

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

1. Refuse - PART 14 CLASS J 4.8 - AIRPORT SAFEGUARDING

The proposed development could pose an aviation hazard to the nearby Manchester Airport Aerodrome and no documents or information that have been provided have satisfied the Manchester Aerodrome Safeguarding officer that could remove a holding objection. The proposal must be refused pursuant to Part 14, Class J 4.8 of Schedule 2 of the GPDO 2015.

Appendix 1 – List of consultees & neighbours notified

Manchester Airport Safeguarding Officer

Smithy Farm, Tedder Drive, Manchester, M22 5UB

Appendix 2 – Planning constraints

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

Green Belt Land - Greater Manchester Green Belt Local Plan 1984

Green Belt Land - Green Belt Area (LDF)

Airport Noise Index Zone - Noise and Nuisance Index - 50-59

Area Team Boundary - Name: SOUTH AREA