MANCHESTER CITY COUNCIL

Planning

Growth & Development

Delegated officer report for planning application

Application no.	145460/JO/2026
Date registered valid:	31 March 2026
Proposal:	Variation of Condition 2 (Specified Plans) and 4 (Materials) attached to planning permission 144410/FO/2025 for use of approved car park for ancillary education, alterations to the building and photovoltaic panels.
Address:	The Manchester College (Openshaw Campus), Ashton Old Road, Manchester, M11 2WH
Ward(s):	Clayton & Openshaw Ward
Applicant:	Mr Niall Wright, The Manchester College
Agent (if any):	Mrs Melissa Murphy, 10architect Ltd
Case officer:	Sue Wills Tel: 0161 234 4524 Email: sue.wills@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	**5th May 2026**

Application details

Type of application: Variation or Removal of Condition

Development type: Minor Other

Standard consultations:
Printed: 13 April 2026 Expired: 5 May 2026

Neighbour notifications
Printed: 13 April 2026 Expired: 5 May 2026

Site notice
No site notice has been produced

Press advert
No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Background
The Manchester College is currently based at 15 sites across Manchester: as well as several locations in the City Centre. The Openshaw Campus is to become a Centre of Excellence for Automotive, Construction, Engineering and Logistics as well as Sports, Health and Social Care. Openshaw is a well-established campus consisting of a wide variety of building sizes and types. Existing buildings such as the Whitworth and Cube buildings are accessible and have been designed with a focus on curriculum delivery. Other buildings such as the construction workshops at Welcomb Street, the Westlands Building and the Music and Engineering Buildings currently do not meet modern teaching requirements.

Description of site/building/area
This application relates to the Openshaw campus of The Manchester College. The Manchester College is located within a predominantly commercial area of Openshaw. The application site is located in an urban setting of commercial buildings on Ashton Old Road within Openshaw and Clayton ward. The application site is located in a mixed area predominantly characterised by college properties to the west, east and north, commercial premises further to the east, Bridge college further to the west, and the Manchester to Marple rail line and associated former Ashburys sidings to the south. Whitworth Street runs in a west-east direction through the Openshaw campus route. A Stopping-up Order was obtained for Whitworth Street between Oddell Street and Clayton Lane South in 1997, effectively creating a pedestrianised link between the CUBE building, the Bungalow building and the rest of the campus.

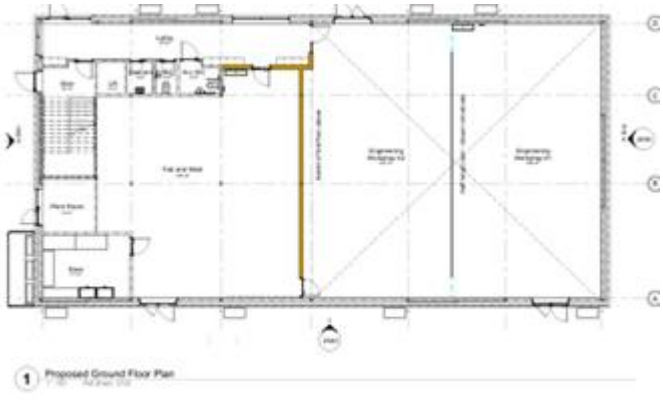
The proposed is related to a new engineering, fabrication and welding workshops on an area of the car park lying to the east of the auto electrical workshop which was granted planning consent subject to conditions on 11th February 2026 (ref: 144410/FO/2025).

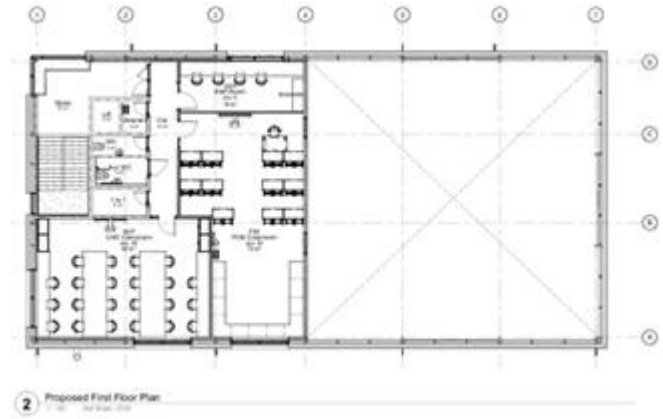
Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Previously Approved Scheme
Planning permission was granted for the erection of a two-storey Class F1 (a) (provision of education) building comprising engineering, fabrication and welding workshops with ancillary storage, toilets and plant room to the ground floor, with classrooms and ancillary space to a partial first floor, following the demolition of the existing single-storey auto electrical workshop (which is located further to the west on the College campus).
The site covered an area of 994 sq.m.





The previously approved building comprised 473.91 sqm of floor area at ground floor level, with 227.82 sq.m. above. The approved engineering workshops within the eastern part of the building were to be double height spaces. It was proposed to use polished dark coloured blockwork to a height of 2.4m with insulated metal cladding panels above. The roof was to be comprised of profiled metal cladding with in-plane polycarbonate roof lights. Modifications were also proposed to the existing bin storage area and associated fencing, within the service yard to the east of the proposed development, to facilitate 12 additional parking spaces to be accommodated, together with the reconfiguration of parking arrangements (including the site of the existing auto electrical workshop. The existing fencing to the service yard/bin store area comprises close boarded timber fencing to the car park with open mesh fencing to the service yard. The same treatment was proposed to the revised arrangements, but with the inclusion of hit and miss fencing to the proposed condenser enclosure to the western side of the proposed engineering, fabrication and welding workshops. The development would expected to result in an increase of 144 students and seven staff at the Campus.

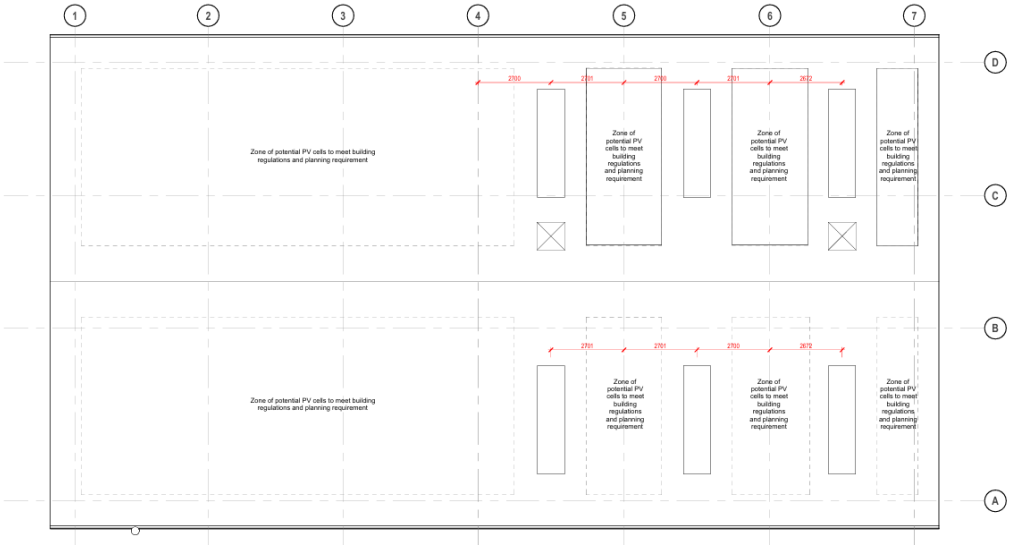
<u>Background to the amendments being sought</u>
Following a curriculum review the College have become aware of a classroom shortfall for the next academic year (2026-2027), so wish to apply for permission for the erection of a temporary teaching building in the lower car park on the site of the demolished former Auto Electrical Workshop. The building is proposed to provide 4 temporary classrooms to cover the shortfall, arranged in a double stack. This proposal is currently being considered as part of planning application ref: 145461/FO/2026. That scheme would involve the temporary loss of 12 car

parking spaces from the arrangements within the wider campus, which had formed part of the reprovision of spaces in connection with the previously approved scheme for the engineering, fabrication and welding workshops (ref: 144410)

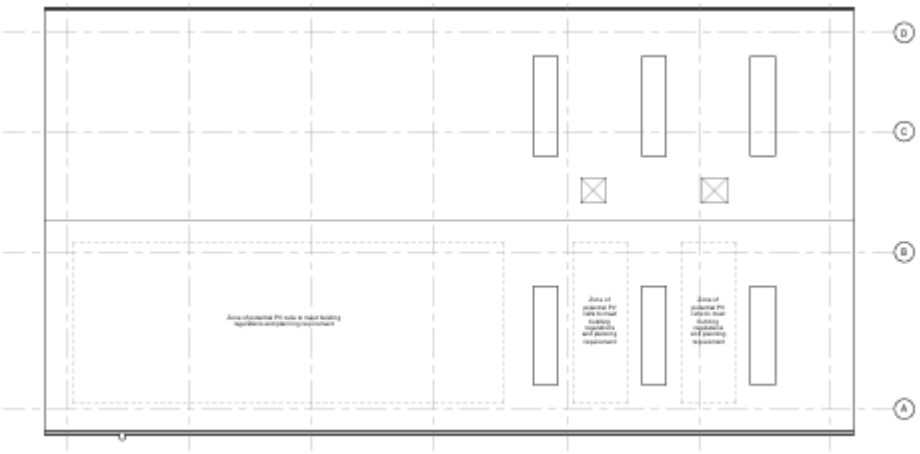
Description of development

Consent is sought for the following amendments to the previously approved scheme:

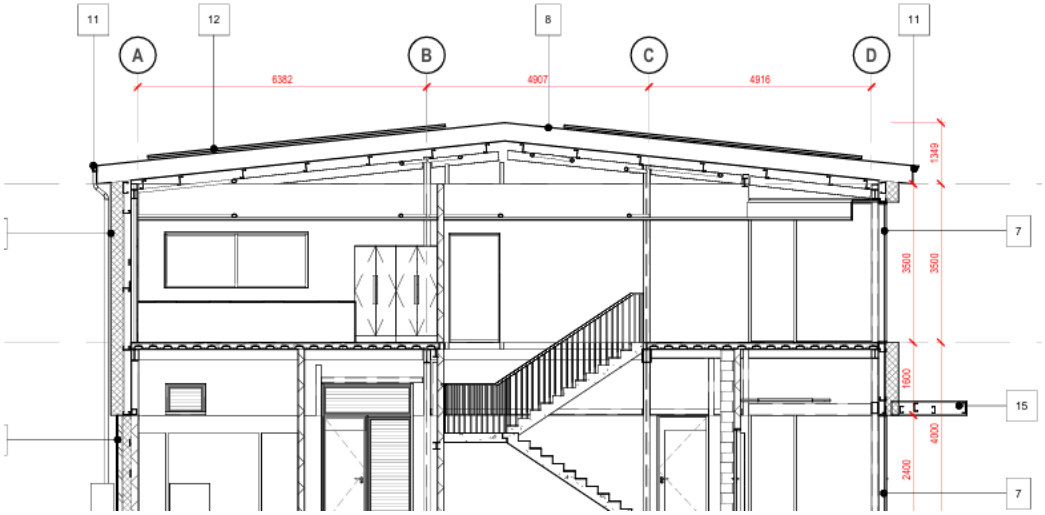
- An increase in the number of PV panels to the roof to the area outlined in light grey dashed lines



Proposed PV arrangement to roof



Previously approved PV configuration only to southern roof slope

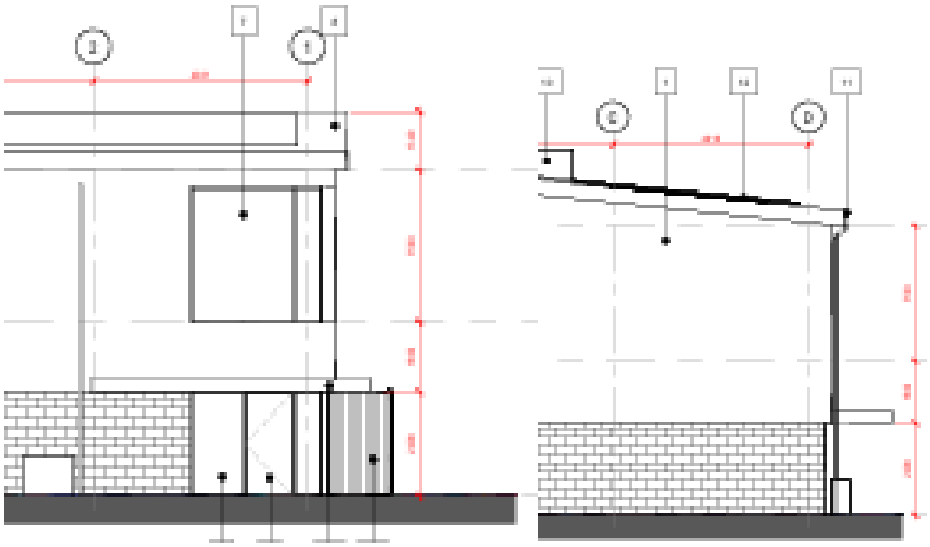


Proposed PV arrangement to roof

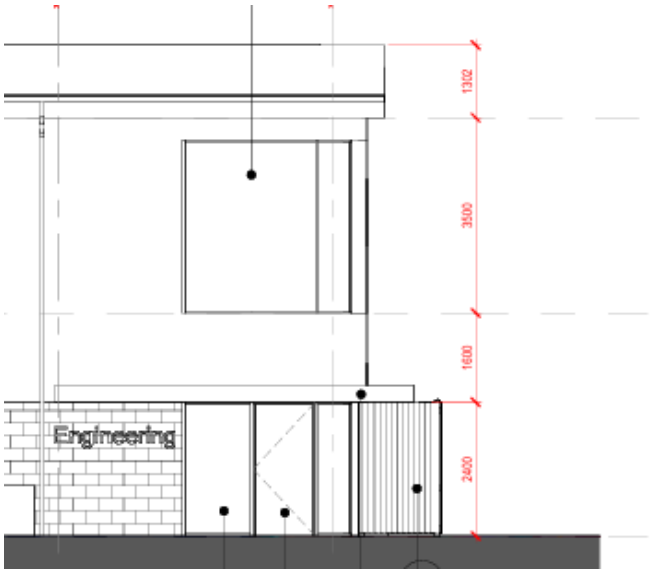
-12 of the new car parking bays shown on the previously approved Proposed External Landscape drawing accompanying application ref: 144410/FO/2025 would be unavailable for the duration of the proposed temporary classroom accommodation which being considered under planning application ref: 143461, on the site of the former Auto Electrical workshop.

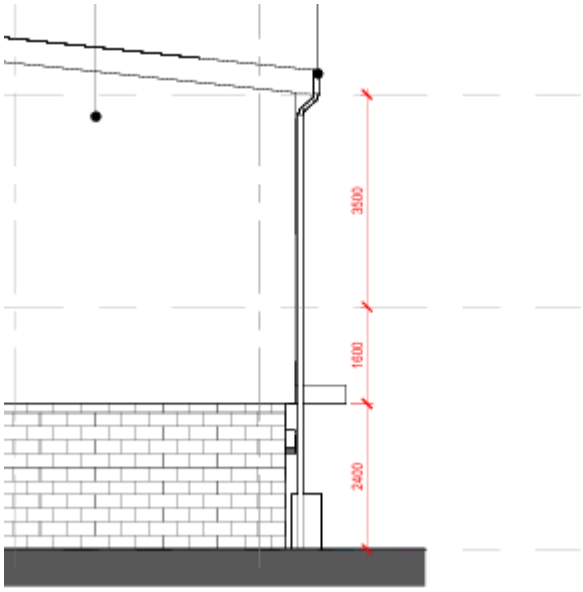
-The footprint of the building is proposed to increase in size by 42 square metres. This is due to the widening of the short section (depth) of the proposed building by 900mm on each of the floors).

- Minor change to the design of the canopy to increase the depth of the entrance canopy of the north elevation.



Proposed changes to canopy





Previously approved

Consultations & Notification Responses
Local residents and local businesses – No comments received.

Highway Services – Have made the following comments:
The proposed variation relates solely to a reduction in the previously approved level of car parking. The submitted Transport Statement confirms that the scale of development remains unchanged from that approved under application 144410/FO/2025.

The proposal involves amendments to the layout of the main car park and the Auto Centre, resulting in the loss of 25 parking spaces. This would reduce the total parking provision from 372 to 347 spaces.

In support of application 145461/FO/2026, a car parking survey was undertaken in October 2025. The survey identified midday on a Tuesday as the peak demand period, during which 315 spaces were occupied.

The transport assessment for planning application 144410/FO/2025 concluded that the new engineering building would accommodate an additional 144 students and 7 staff. Based on the TRICS assessment, this equates to a requirement for 7 additional parking spaces, resulting in a total parking demand of 322 spaces. The proposed temporary classroom will result in the loss of a further 12 parking spaces, reducing overall site capacity from 359 to 347 spaces. However, assessments submitted with both this application and application 145461/FO/2026 confirm that there will be no increase in staff or student numbers. As a result, the temporary reduction in parking provision will not give rise to capacity issues.

It is therefore concluded that parking supply will remain sufficient to meet both existing campus needs and the future demand associated with the new engineering building. On this basis, the proposal raises no parking or transport concerns from a highway perspective.

CONDITION 2 (SPECIFIED PLANS): Highways are satisfied with the proposal for variation of Condition 2 (Specified Plans) and have no objections in principle

Manchester Airport Safeguarding team- have no objection.

Policy Context

The following local and national policies and documents are considered relevant in the determination of the application proposals.

Draft National Planning Policy Framework (December 2025)
The Government has published a consultation National Planning Policy Framework. Of relevance to the application proposal, the draft NPPF makes it clear that Local Planning Authorities should amongst other things:
-Work with the applicant in a positive and proactive manner, where necessary seeking solutions to problems arising from initial proposals, to enable a timely decision.
-Take account of planning matters raised during any pre-application engagement, including any positive responses to this engagement, as well as representations on the proposals.
-Decisions on development proposals should apply a presumption in favour of sustainable development and this means that for development within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.
-In order to contribute to climate change mitigation and the transition to net zero, development proposals should, where relevant to the proposal: Be located where a genuine choice of sustainable transport modes exists, and improve opportunities for walking, wheeling, cycling and public transport; support good access to facilities to limit the need to travel, whether through the development's location, through development densities which improve catchment populations for local services, or by incorporating community facilities and premises to support local employment opportunities; Use design approaches which conserve energy and other resources; Take advantage of opportunities to re-use existing structures and materials, including by re-using non-contaminated excavated soil and hardcore within the site.
–Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users.
- Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use.
- To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible/ to facilitate easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services. -Substantial weight should be given to the benefits of providing new or improved public service infrastructure or community facilities.
-Liveability: support healthy, mixed, vibrant and integrated communities, which will function well over the lifetime of the development, by incorporating a range of uses and tenures, employing features which promote social interaction, and which are robust, durable and easy to look after.

National Planning Policy Framework (NPPF) (December 2024)
This Framework sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system `only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through `which local people and their accountable councils can produce their own distinctive

local and neighbourhood plans, which reflect the needs and priorities of their communities'. The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that `at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted. The Framework has been related to the proposed development, with particular emphasis given to the following:

Chapter 8: Promoting healthy and safe communities Paragraph 96 states that planning decisions should aim to achieve healthy, inclusive and safe places which:

a) Promote social interaction;
b) Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;

Paragraph 100 discusses the importance of sufficient choice of early years, school; and post 16 places available to meet the needs of existing and new communities. It is considered that the proposal would facilitate the expansion of facilities at an existing college. It is not considered that the development would harm residential amenity.
Chapter 8 would therefore be positively responded to.

ii. Chapter 9. Promoting sustainable transport
Paragraph 115 states that in assessing sites that may be allocated for development in plans for specific applications for development, it should be ensured that:
a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
b) Safe and suitable access to the site can be achieved for all users; and
d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

ii. Chapter 12: Achieving well-designed places
Paragraph 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 states that planning and decisions should ensure that developments:
o Function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
o Are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
o Are sympathetic to local character;
o Maintain a strong sense of place;
o Create places that are safe, inclusive and accessible and which promote health and well-being and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

In this case, the development would involve the development of building comprising engineering, fabrication and welding workshops. The proposed built form has been designed to

be sympathetic to the recently built Sport and Social Care building, incorporating the same polished blockwork up to a height of 2.4m, but takes account of the function of the proposed accommodation. On this basis, it is considered that chapter 12 would be appropriately responded to.

National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

Noise : states that 'Local planning authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other
- form - the shape of buildings
- scale - the size of buildings
- detailing - the important smaller elements of building and spaces
-materials - what a building is made from.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
-improving health outcomes and quality of life;
- improving road safety; and
-reducing the need for new development to increase existing road capacity or provide new road.

These largely relate to detailed aspects of a planning submission which are addressed in the following section of the report; the conclusions of the necessary assessments is that the proposal accords with the general principles of the NPPG.

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

Paragraph 1.43 states that the plan has adopted a ‘brownfield preference’ through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that ‘preference will be given to using previously developed land and vacant buildings to meet development needs’.

Paragraph 1.52 highlight’s that the Places for Everyone plan supports Greater Manchester’s drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP -C1 seeks to delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

<u>Relevant Local Policies</u>
The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995) The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.
The relevant policies within the Core Strategy are as follows:

Policy SP1 ‘Spatial Principles’
One of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City’s transport infrastructure, in particular promoting walking, cycling and the use of public transport. (The element of this policy related to use of natural resources and reuse of previously development land is superseded by Places for Everyone policy JP-S1).

Policy EC 1 ‘Employment and Economic Growth in Manchester’ The proposal would lead to the creation of new jobs.

Policy EC 2 – ‘Existing Employment Space’ The Manchester College is consolidating its activities at Openshaw.

Policy T1- ‘Sustainable Transport’ This policy seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1). The proposal is located in an area where there is access to public transport modes, including regular bus services on Ashton Old Road, and is in walking distance of Ashburys Station on Pottery Lane. The scheme includes the retention of cycle storage and electric charging points. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T 2 ‘Accessible areas of opportunity and need’ Policy T2 also outlines a requirement for developments to provide the appropriate level of parking that meets the realistic requirements of the users of the development. The supporting information which has been submitted indicates the level of parking that will serve the development is based on surveyed parking demand at the campus, to make sure the provision meets the operational needs of the proposal. Furthermore, the site benefits from a good level of accessibility by all transport modes. Measures are included at the Openshaw Campus to support non-car access.

Policy EC 5 ‘East Manchester’ The project will provide enhanced educational facilities for occupational courses to local residents and wider Manchester. The project is close to the arc of employment along Alan Turing Way and will help to reinforce the integration of the neighbourhood with the wider area.

Policy EN 1- ‘Design Principles and Strategic Character Areas’ Openshaw is located within the Central Arc Character Area. The character of the immediate context of the campus is a mix of long span industrial buildings clad with metal sheet cladding in a variety of colours, 2 and 3 storey red brick and render housing units, unused 2 storey red brick commercial buildings.

In terms of the character of the Manchester College Site the Whitworth building which is predominantly composed of long span industrial units clad with black composite metal cladding. The front of the building facing Ashton Old Road is two storey and clad with two shades of brown brick. The West facing façade of the building has a series of ceramic clad fins supporting a roof over and external area in front of the refectory. There is a landscaped area in front of the West elevation of the Whitworth Building containing two ponds, various stepped levels, seating areas and grass lawns. The Cube Building is a four storey building located on Ashton Old Road and clad with terracotta brick and metal cladding panels. There is a single storey brick bungalow on the north west corner of the site with terracotta roof tiles.

There are no listed buildings on the site and it is not in a Conservation Area. The proposed engineering, fabrication and welding workshops building has been designed to incorporate polished dark coloured blockwork to a height of 2.4m with insulated metal cladding panels above. The design approach is considered to be appropriate in this location .

Policy EN4 ‘Reducing CO2 Emissions by Enabling Low and Zero Carbon Development’ concerns reducing CO2 emissions and states that wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodies carbon in new development and refurbishment schemes is also sought. (Elements within policy EN4 have been superseded by Places for Everyone policy JP-S2).

Policy EN 8 ‘Adaptation to Climate Change’ states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8). The new building would be a well-insulated modern building that replaces the existing building auto electrical building at the college, thereby reducing carbon emissions.

Policy EN 14 – ‘Flood Risk’ The site is in an area identified as having a 'low' probability of flooding on the Environment Agency Flood Map and is located in Flood Zone 1.

Policy EN16 ‘Air Quality’ states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process, through a construction management plan.

Policy EN18 ‘Contaminated Land’ states that the Council will prioritise remediation of contaminated land. This matter is considered in detail elsewhere in this report. Policy EN19 ‘Waste’ states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste.

Policy DM1 – ‘Development Management’ Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:
- Appropriate siting, layout, scale, form, massing, materials and detail.

- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.

- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection. Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)
The below saved policies of the Unitary Development Plan are also considered relevant: Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Manchester Climate Change Framework (2020 – 2025)
This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

Issues

Principle
The western half of the Openshaw campus site was occupied by buildings for Openshaw Technical College In 1968. By 1985 the Whitworth Building was in place beside the Technical College, and by 2010-2014 the site was in its current layout. The principle of the site for educational purposes has therefore been established. Furthermore, the principle locating the new engineering, fabrication and welding workshops on an area of the car park lying to the east of the auto electrical workshop has also been established.
However, the loss of the parking which was to be provided on the site of the former auto workshop; the increase in number of PVs proposed; increase in the building footprint by 900mm in width increase in the depth of the entrance canopy on the main elevation (North elevation), and the potential impact of this on the neighbouring properties must be assessed.

Siting /Layout
The proposed engineering, fabrication and welding workshops building was sited to take account of the presence of a mains sewer traversing East to West across the northern section of the car park (to the rear of the main college buildings) and a 6-metre easement to either side, meaning that placement options were limited to the southern half of the car park. The Southwest corner of the car park was chosen to limit the reduction in car parking spaces as far as possible, as well as to provide a suitable route for staff and students to enter from the main campus building. The siting was considered to be acceptable, taking account of the constraints of the site. The proposed engineering, fabrication and welding workshops with ancillary storage, toilets and plant room would be located at ground floor level, with classrooms and ancillary space to a partial first floor.
Consent is sought to been increase the building footprint by 900mm in width, however there are generally no changes to the previously approved siting and layout of the approved building.

Appearance

The previously approved two storey building predominantly comprised insulated dark grey metal cladding panels (Anthracite in colour), above polished dark coloured blockwork (height of 2.4m). The roof comprised of profiled metal cladding with in-plane polycarbonate roof lights. It was considered that the proposed design solution would be acceptable in this location, subject to a condition relating to the submission of materials, to ensure a quality development.

The amendments sought include the incorporation of additional PV panels to the roof, and an increase in the depth of the canopy to the main entrance on the northern elevation. It is considered that the changes being sought would not detract from the previously approved appearance of the proposed engineering, fabrication and welding workshops building.

Massing

The previously approved development was two storeys in height. It was considered that the height and mass of the proposed development would be satisfactory in the location proposed within the wide college campus. The proposed incorporation of PV panels to the roof is not considered to have an adverse impact in terms of massing, on the basis of the submitted cross section of the proposed building.

Visual Amenity

The proposed building would be set well within the site forming the Openshaw campus, located to the rear of the Sports and Social Care building. The design of this building (as described above) was considered to be satisfactory in this location, and not adversely impact on visual amenity of the local residents on Ashton Old Road or the adjacent college or local businesses. The proposed incorporation of PV panels to the roof and increase in the depth of the canopy to the main entrance on the northern elevation is not considered to have an adverse impact in terms of visual amenity.

Residential Amenity

The proposed development lies some 222.57m from the residential properties to the north side of Ashton Old Road. The reconfigured parking arrangements would lead to the decrease in parking spaces by 13, for the duration of the proposed temporary classroom accommodation (planning application ref: 145631), but would retain the current level cycling storage provision on the site. Although the provision of the engineering, fabrication and welding workshops will give rise to an increase in activity on and around the application site, as a result of students arriving and leaving the college at the beginning and at the end of the day, it is not considered that arrival and departure of students would give rise to unacceptable impacts on residential amenity. In view of the distance of the development to the existing houses, it is not envisaged that the proposal would give rise to privacy and overlooking issues. Furthermore, as the nearest houses lie to the north of a main radial route into the City Centre is considered that the impacts of the proposed development would not give rise to a significant increase in disturbance and that the proposal would not cause any undue harm on the residential amenity currently enjoyed by the surrounding occupants, and would accord with policy DM1 of the Core Strategy.

Noise

The previously approved engineering building would be located towards the rear of the site and set behind existing college buildings. As such any noise associated the use of the proposed building was not considered to give rise to significantly adverse impact, particularly as the accommodation would be expected to be used during daytime hours. However, as no hours of use were confirmed in the accompanying information, it was recommended that a condition to require that prior to the use of the engineering, fabrication and welding workshops hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. Furthermore, that the engineering, fabrication and welding workshops shall then be used in accordance with the approved hours, was attached to any approval.

Furthermore, comments from Environmental Health in respect of noise from external plant in connection with the previously approved scheme were noted, and a condition in regard to external plant to reduce any potential impacts from noise associated with the proposed development was attached to the consent.

The proposed amendments being sought do not change the location of the proposed building within the wider campus. However, as neither of the condition referenced above has yet been discharged, it is recommended that they are attached to any further approval.

Air Quality

The proposed development is located within the Manchester College Openshaw campus, which fronts onto Ashton Old Road, which is an area identified as experiencing elevated pollutant concentrations. As such there is potential for the proposals to cause impacts at nearby sensitive receptors during the construction phase. During the construction phase of the development there is the potential for air quality impacts as a result of fugitive dust emissions from the site. It is considered that matters related to any mitigation measures required can be managed through a construction management plan condition.

Highways Impacts

The applicant has submitted a Transport Statement alongside the previously approved scheme that considered the existing transport conditions within the vicinity of the site and the proposed development's access and parking provision. The assessment suggested that the redevelopment would not cause an unacceptable impact on highway operation or road safety. Furthermore, an assessment has been made in relation to accessibility. This showed that the site was well served by public transport and walking and cycling routes offer opportunities to access by non-car modes. It was considered that the proposal accorded with NPPF and provided suitable access to the development. The development included measures that were commensurate with the scale, impact and nature of the proposal to facilitate and maximise access by sustainable modes and minimise the traffic impact of the proposal. This included the retention of the high level of cycle parking at the campus.

The applicant has submitted a Transport Statement Addendum report alongside this application that considers parking provision. The report suggests that the temporary classroom accommodation (planning ref: 145461) is required at the Campus to accommodate some of the students who will ultimately occupy the new engineering building; and that the applicant has confirmed that the temporary classroom will not result in additional staff or students above that examined in the Transport Statement which accompanied the recently approved planning application for the new engineering, fabrication and welding workshops(ref: 144410).

Access, parking and Servicing

Vehicle access to the Campus is provided via entrances on Clayton Lane South, Whitworth Street (opposite Odell Street) and Whitworth Street (E). These junctions all connect to Ashton Old Road and would be retained. The scheme would involve reconfiguring car parking arrangements within the campus. The existing parking provision across the campus is 372 spaces (of which 17 are for disabled users, four are visitor spaces and six are EV parking spaces). Following the reconfiguration of parking spaces in connection with the previously approved scheme 359 parking spaces were proposed. The proposed loss of 13 spaces was related to standard dimension spaces with no electric vehicle charging point provision. The reprovision of spaces on the site of the former engineering building was to comprise 20 spaces, including a space for disabled users. Modifications were also proposed to the existing bin storage area and associated fencing to the adjacent service yard further to the east of the proposed building, to facilitate 12 additional parking spaces to be accommodated.

A TRICs forecast was used to generate parking demand associated with the previously approved building. That Assessment showed a maximum parking demand of 7 spaces would be generated by the proposal. The assessment indicated a total campus demand of 322 vehicles. These 322 vehicles could be accommodated within the reconfigured car park (359 spaces). Therefore, the proposed parking arrangements were considered to be acceptable and not give rise to displaced on street parking in the wider locality.

The main servicing area for the site was to be the service area that serves the rest of the Campus to the rear of Whitworth House, located to the east of the site. Smaller deliveries were to be handled directly at the new building, such as metal supplies for the workshop. The applicant advised that these deliveries would be undertaken by smaller vehicles such as vans. A swept path analysis was undertaken for a long wheelbase 7.5T panel van in order to demonstrate the vehicle could access, manoeuvre and egress the proposed service area.

In regard to cycle storage the College is served by a total of 117 cycle parking spaces with 36 cycle spaces located to the north of Whitworth Street, with 60 cycle spaces located to the west of the main car park, and 21 cycle lockers across the campus. Cycle parking would remain as existing. A survey undertaken in 2023 confirms that the cycle parking areas are underutilised. A further spot occupancy survey was undertaken of the cycle parking stands on Tuesday 14 October 2025 during peak periods of demand (lunchtime). The survey shows a maximum demand for 22 cycle parking spaces, meaning that there was a total spare capacity of 74 spaces available in the parking stand areas alone. The Council's cycle parking standards are set out in Appendix B of the Core Strategy. This sets out a requirement for one space per three students and one space per five staff, equating to a requirement for 31 cycle parking spaces for the new building. The survey confirms that there is sufficient unused supply to meet this requirement. The usage of the cycle parking spaces would continue to be monitored via the Travel Plan. Highway Services have not raised any objections to these parking and cycle storage amendments. It was however proposed to attach a condition relating to the implementation of the reconfigured parking arrangements.

The proposed changes to the approved scheme would involve the temporary loss of 12 car parking spaces from the arrangements within the wider campus. The existing parking provision across the campus is 372 spaces (of which 17 are for disabled users, four are visitor spaces and six are EV parking spaces). Following the proposed reconfiguration in connection with the approved proposed engineering fabrication and welding workshops further to the east of the site on part of the rear parking area serving the Campus (planning reference: 144410/FO/2025), an overall provision of 359 parking spaces was approved.
A TRICs forecast was used in conjunction with the previously approved new engineering, fabrication and welding workshops (ref: 144410). The assessment indicated a total campus demand of 322 vehicles, with those vehicles accommodated within the reconfigured car park (359 spaces).

The proposed temporary classroom accommodation would remove 12 parking spaces, reducing the overall capacity from 359 to 347 spaces. However, survey data accompanying this application indicates that even with this reduction, parking capacity continues to exceed demand.

The retained parking spaces to the west of the proposed temporary classroom accommodation (within the college campus) would be demarcated to ensure the provision of three spaces for disabled users. It proposed that this aspect of the scheme is conditioned, and that the demarcated takes place before the temporary accommodation is occupied

The proposed parking arrangements are considered to be acceptable and not give rise to displaced on street parking in the wider locality.

Highway Services have not raised any objections to these parking and cycle storage amendments.

Accessibility
The previously approved engineering building was to be fully accessible, with level entrances throughout. The main entrance is located to the northwest corner of the building and is covered to offer protection to students when waiting for the workshop to be opened. The main entrance door will be sized to provide a minimum clear opening width of 1000mm providing adequate width for all users. An accessible WC will be provided to both floors for the use of staff and students, and a platform lift will be provided to provide access for all to the upper floor. 1 parking space has been allocated for disabled users within the reconfigured parking arrangements, in addition to 2 existing spaces for disabled users in the retained adjacent parking area. There are other spaces within the wider campus with eight spaces in close proximity to the main entrance of the Whitworth Building, 4 spaces adjacent to the Cube Building entrance, with the remaining 4 spaces in the car park adjacent to the proposed sports pitch.
As part of application ref: 145461, and this application the parking spaces adjacent to the former auto electrical workshop would be reconfigured, so of the 8 retained parking spaces in this part of the site, 3 could be used by disabled users.

Crime and Safety
The proposed development lies within an existing college campus, with secure perimeter boundary treatment and CCTV coverage. It is envisaged that the proposed accommodation would be linked into existing security measures. No changes are proposed to this aspect of the approved scheme.

Flood risk / Drainage The development is located within Flood zone 1. i.e. land assessed as having less than a 1 in 1000 annual probability of fluvial flooding (<0.1%). Clayton Lane South on the western boundary is shown as within Flood Zones 2/3, associated with the surcharging of Corn Brook. Ther are also areas within the existing rear parking area serving the college which are at a high and medium risk of surface water. In view of the observations from the Local Lead Flood Authority and United Utilities in connection with the previously approved scheme, it was proposed to attach a condition relating to surface water drainage, and a condition relating to the implementation, maintenance and management of the sustainable drainage scheme.

As neither condition has yet been discharged it is recommended that they are attached to any further approval.

Contaminated Land
No ground condition surveys were submitted for consideration in respect of the previously approved scheme. However, the Sports and Social Care building in the wider college campus to the north west of the site was the subject of a Phase 1 GeoEnvironmental Desk Study, a Phase II Geoenvironmental Investigation, and a UXO Risk Assessment in 2019.That desk top report identified that there had been previous potentially contaminative uses on or near the site include a bleach works, engineering works, railway sidings and numerous redevelopments as potential sources of Made Ground. Potential contaminants included heavy metals, hydrocarbons, inorganic compounds, asbestos have been identified. Furthermore, Council records indicate the presence of an additional historic landfill site within 250m of the development site which is a potential source of landfill gas. In view of this and the observations made by Environmental Health officers, it was recommended that a contaminated land condition be attached to any planning approval.
As this condition has yet been discharged it is recommended that it is attached to any further approval.

Sustainability

A sustainability statement accompanied the application for the previously approved development. The College have indicated that aspiration to achieve Net Zero has been at the forefront of the design development process. A fabric first approach was adopted through thermally efficient materials in the building design, and all fabric elements exceeded the building regulations stated values. Furthermore, energy efficient systems had been selected to reduce energy requirements such as heat pumps to classrooms, LED lighting throughout, PIR controls & ventilation with heat recovery to all occupied spaces. A roof mounted PV array generating a minimum of 26kwh power of renewable energy was also proposed. The SBEM modelling for the building indicated a circa 10% reduction in CO2 emissions over current building regulations and, significantly, energy generation from LƵC technologies exceeds 20-30% of consumption.

The submitted roof plans indicated rooflights positioned over the double height workshop space, along with passivents for air extraction, together with a zone on the southern facing slope of the roof where photo voltaic panels would be located. It was recommended that a condition is attached relating to this aspect of the proposed development, and that an uncertified review was required on completion of the measures to demonstrate the level of energy efficiency which had been achieved.

There are already 6 EV charging spaces at the campus in the car parking accessed off Whitworth Street near the front of the main building. On the basis of the submitted details, it was considered that the development would accord with the aspirations set out in policies EN 4, EN6 and EN8.

As this condition has yet been discharged it is recommended that it is attached to any further approval. However, the inclusion of additional PV panels on the roof as part of this application will assist in the delivery of a sustainably designed building.

Waste Storage

The College currently has a waste management and recycling strategy that sorts wastes into the following types: General Waste, Plastic and Cans, Paper and Cardboard, Food, Glass, Garden Waste, Bulky Waste. In conjunction with the previously approved development, modifications were also proposed to the existing bin storage area and associated fencing, within the service yard to the east of the proposed development. The 2.4 metre high close-boarded timber fence to the Service Yard was to be relocated to 4.5m back and new open mesh metal fencing internally which would be re-aligned the existing bin stores to allow for an additional 12 parking spaces.



View of Service Yard from vehicular entrance off the access road. Fencing to the left hand side to be altered to allow for the creation of 12 additional car parking spaces.



Whilst the site plan above showed the retention of a high level of waste storage provision at the site, in view of the comments received from Environmental Health, it was recommended that a condition be attached to any consent to require that prior to above ground works, a scheme for the storage (including segregated waste recycling) and disposal of refuse be submitted to and approved in writing by the City Council as local planning authority. Furthermore, that 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.

No changes are proposed in respect of this aspect of the previously approved scheme. However, as this condition has yet been discharged it is recommended that it is attached to any further approval.

Trees
The previously approved scheme was accompanied by an Arboricultural Impact Assessment and Preliminary Method Statement. No tree removals were required to facilitate the proposals, but Category C tree ref: T002 required a 0.6m lateral reduction of northern crown to ensure adequate clearance from the proposed parking spaces.
Furthermore, the report confirmed that the proposed development would not result in any incursions into the Root Protection Areas (RPA's) of retained trees on unsealed ground, nor would it involve changes to surface levels or the introduction of new structures within these RPAs. The retention of existing sealed hard surfaces and in-situ site features, such as retaining walls, was considered to provide adequate mitigation for the RPAs, when used in conjunction with temporary protective tree fencing. Adequate protective fencing as outlined in the Preliminary Arboricultural Method Statement was recommended to be installed around all retained trees, where practical, before any materials and machinery were brought on site. It was recommended that these aspects of the scheme are conditioned.
No changes are proposed in respect of this aspect of the previously approved scheme. However, as this condition has yet been discharged it is recommended that it is attached to any further approval.

Ecology
No changes are proposed in respect of this aspect of the previously approved scheme.

Biodiversity
On 12 February 2024, Biodiversity Net Gain became mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) for the majority of planning applications submitted after this date. This meant that most developments, listed under the Town and County Planning Act, are now required to deliver a minimum 10% biodiversity net gain as result of their proposals. As per the Biodiversity Gain Requirement (Exemptions) Regulations 2024, there are seven exemptions that would result in a development not being required to meet this statutory requirement. The site predominantly comprises developed land; sealed surface, a single building, artificial unvegetated unsealed surface and a small vegetated garden flower bed. Approximately 16.6 m2 of vegetated garden flower bed is anticipated to be lost due to development. These habitats are not classed as priority habitats. While the previously approved development saw a loss of non-priority habitat, restricted to a small area of planting, the loss was below the threshold to require mandatory biodiversity net gain, due to the De Minimis exemption. Therefore, the proposal was exempt from delivering a minimum 10% biodiversity net gain as part of the works.
No changes are proposed in respect of this aspect of the previously approved scheme.

Boundary treatment
No changes are proposed in respect of this aspect of the previously approved scheme.

Employment
No changes are proposed in respect of this aspect of the previously approved scheme.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a

legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

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

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

Recommendation: Approve

Article 35 Declaration
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 11th February 2029.

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:
Location plan ref: OPEB-10A-V1-XX-DR-A-0001 rev. L1
Proposed floor plans ref: OPEB-10A-V0-XX-DR-A-201 rev. L1
Proposed site sections plan ref: OPEB-10A-V0-XX-DR-A-720 rev. L1
Arboricultural Impact Assessment and Preliminary Method Statement ref: 82-667 dated 02 October 2025
Ecological Site Walkover and Biodiversity Net Gain Exemption Statement dated 8th October 2025
Transport Statement ref: 251020/SK22576/TS01(-02)
Received 31st October 2025

Proposed elevations plan ref: OPEB-10A-V2-XX-DR-A-2540 rev. L2
Proposed external landscape plan ref: OPEB-10A-V9-XX-DR-A-9001 rev. L2
Design and Access Statement ref: 1461-R-251027 rev.P2 dated 25.11.2025

Received 25th November 2025

Sustainability Statement ref: 25-1109 received 14th January 2026.

AS AMENDED BY:
Proposed floor plans ref: OPEB-10A-V0-XX-DR-A-0201 rev. L3
Proposed Site Sections ref: OPEB-10A-V0-XX-DR-A-0720 rev. L2
Proposed elevations plan ref: OPEB-10A-V2-XX-DR-A-2540 rev. L4
Transport Statement 260330/SK22576/TS01(-03)
Received 17th March 2026

Proposed external landscape plan ref: OPEB-10A-V9-XX-DR-A-9001 rev. L5
Received 30th April 2026

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 (2012).

3. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;
o Phasing and quantification / classification of vehicular activity.
o Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.
o Consideration of ongoing construction works and contractor parking in the locality.
o Include a detailed Traffic Management Plan.
o A dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.
o Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
o Identify measures to reduce noise emissions.

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Notwithstanding the materials annotated on plan refs: Proposed site sections plan ref: OPEB-10A-V0-XX-DR-A-720 rev. L2 and Proposed elevations plan ref: OPEB-10A-V2-XX-DR-A-2540 rev. L2, 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 to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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 Manchester Core Strategy (2012).

5. a)The development shall be implemented accordance with Sustainability Statement received 14th January 2026.

b) Within 3 months of the completion of the construction of the authorised development, a post construction review certificate/statement shall be submitted for approval for the development.

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 (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

6. The car parking for the development shall be surfaced, demarcated and made available for use before the development hereby approved by this permission is occupied or brought into use. The car parking spaces shall then be available at all times whilst the building is occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the college.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

7. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

b) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land in the relevant phase (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

c)When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation of any phase, a Completion/Verification Report for that phase shall be submitted to and approved in writing by the City Council as local planning authority.

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 before the development in each phase is occupied, then development in that phase shall cease and/or the phase shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised 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 EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

8. a) Prior to above ground works, a 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.

b)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 amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

9. a) Before the development is hereby approved is occupied or brought into use any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme, 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 equipment (relevant to that Phase). The approved scheme shall be completed before the development is occupied or brought into use.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report relating to that Phase of development, shall be detailed along with any measures required to ensure compliance with the agreed noise criteria

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10. Prior to the use of the engineering, fabrication and welding workshops building, hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The engineering, fabrication and welding workshops building shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

11. Deliveries, servicing and collections, including waste collections to the hereby approved development shall not take place outside the following hours:
Mondays to Saturdays; 07:30 to 20:00
No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby accommodation, pursuant to policy DM1 of the Manchester Core Strategy (2012).

12. 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. 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, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy (2012).

13. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme relating to that Phase of development have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

o Verification report providing photographic evidence of construction as per design drawings;
o As built construction drawings if different from design construction drawings;
o 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.

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 and policies EN08 and EN14 of the Manchester Core Strategy (2012).

14. In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained on tree constraints plan ref: 82-667 001 in the Arboricultural Impact Assessment and Preliminary Method Statement ref: 82-667 dated 02 October 2025
and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the use or occupation of the phase of development within which the retained tree is located for its 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 BS 5387:2012 `Trees in relation to design, demolition and 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 EN1 of the Manchester Core Strategy (2012).

15. a)The fencing to the service yard/ bin store and condenser enclosure shall be in accordance with the design and materials in the Design and Access Statement ref: 1461-R-251027 rev.P2 dated 25.11.2025.

b) Prior to the installation of the fencing to the condenser enclosure, finalised details of the height of the fencing shall be submitted to and approved in writing by the local planning

authority. The development shall be carried out in accordance with the approved details, prior to the use of the engineering, fabrication and welding workshops building and shall thereafter be retained.

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 , pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

16. Prior to the installation of the Photovoltaic Panels shown in the locations on Proposed floor plans ref: OPEB-10A-V0-XX-DR-A-0201 rev. L3, finalised specifications of the Photovoltaic Panels shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details, prior to the use of the engineering, fabrication and welding workshops building and shall thereafter be retained.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Manchester Airport Safeguarding Officer

Unit B6A, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit C, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
39 Clayton Lane South, Manchester, M12 5PG
Unit A7, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B6, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Mantec Engineering, Ashton Old Road, Manchester, M11 1ZZ
Unit 4, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit B5, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Whitworth Baths, Ashton Old Road, Manchester, M11 2HB
Unit 4, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 3, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 7, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 5, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 3, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
Unit 6, City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
738 Ashton Old Road, Manchester, M11 2PL
Unit 5, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 2, Medlock Court, Welcomb Street, Manchester, M11 2NB
Unit 1, Medlock Court, Welcomb Street, Manchester, M11 2NB
Rose Hand Car Wash, 745 - 753 Ashton Old Road, Manchester, M11 2HB
4 Clayton Lane South, Manchester, M11 2PN
South Street Community Centre, Ashton Old Road, Manchester, M11 2HB
727 Ashton Old Road, Manchester, M11 2HD
729 Ashton Old Road, Manchester, M11 2HD
37 Clayton Lane South, Manchester, M12 5PG
Units B2 And B3, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
Unit B1 And B4, The Dresser Centre, 16 Whitworth Street, Bradford, Manchester, M11 2NE
49 Whitworth Street, Bradford, Manchester, M11 2BZ
City Course Trading Estate, Whitworth Street, Bradford, Manchester, M11 2DW
755 Ashton Old Road, Manchester, M11 2HB
741 Ashton Old Road, Manchester, M11 2HD
735 Ashton Old Road, Manchester, M11 2HD
19 Cardew Avenue, Manchester, M22 9XX

Appendix 2 – Planning constraints

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3
Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA