

DELEGATED REPORT

Report by Jennie Townsend	Date of report: 16/06/2026	Ref: 72645/FUL
Registration: 15/12/2025	LDFC: 19/01/2026	Expiry Date: 09/02/2026
Site Visit: 09/01/2026	Site Notice: N/A	Press Date: N/A
Objections: 0	Con Area:	Adv Type: N/A
Reason for Delay: N/A		EIA: NA
		Dec Level: DEL
		Stat Class: COUS

Proposal: Change of use of land from auto service centre (Use Class B2) to a mixed use auto service centre and car sales centre (Use Class B2/Sui Generis)

Location: Parkhills Service & MOT Centre, Edward Street, Radcliffe, Manchester, M26 1JU

Description

The application relates to an existing car service and MOT centre on the corner of Edward Street and Stand Lane. The site is rectangular in form and comprises approx 2,560 sqm.

The servicing and MOT testing is carried out in a building which is located at the eastern/Stand Lane end of the site. There is an electricity sub-station in the centre of the site with an informal parking area on the western side of the site.

The site is enclosed by a paladin mesh fence along the Edward Street and Stand Lane frontages and concrete panel fencing along the western boundary. There is also a fence along the rear (north) boundary behind which are trees and vegetation outside the site. There are 2 existing access points into the site. One to the informal parking area and an access to the car service and MOT building.

The site is part of Employment Generating Area (Policy EC2/1) in the UDP although the remaining area within this allocation which was the former Radcliffe Paper Mill site has long been developed out for residential development. Whilst located close to Radcliffe Town Centre, the immediate area is predominantly residential and there are 3 dwellings directly to the west of the site which share the access off Edward Street.

The application seeks the change of use of the site to include a car sales centre which would be located in the western area of the site. The application therefore proposes a mixed use development for a service and MOT centre and car sales centre.

There would be a total of 24 cars displayed for sales purposes which includes 3 staff parking spaces who would use the sale cars as company vehicles. There would be 4 visitor spaces and 2 staff parking spaces located along the western boundary and 2 staff spaces and 2 MOT spaces located adjacent to the servicing/MOT building with an additional MOT space located to the eastern boundary. The 2 existing access points would be retained to access the car sales area and servicing/MOT building and a new access located centrally would serve the sub-station.

It is also proposed to re-instate the footway along the southern boundary to Edward Street.

The applicant states that in terms of the operation of the car sales, the vehicles would be driven to the site in small numbers and there would be no HGV/car carriers that would access the site due to the limited number of cars for sale.

The applicant states that their existing car sales business would be relocated from a site in Bury.

In terms of the servicing and MOT centre, this element would predominantly serve the car sales business and it is stated there would be limited public business which would operate on an appointment led basis.

Relevant Planning History

64847 - Construction of additional single storey garage and retention of boundary fence and gates - Approved 13/2/2020 (not implemented).

Publicity

Letters sent on 23/12/26 to 26 properties.
No responses received.

Revised plans received to amend the red edge and layout.
Neighbours re-notified 20/3/26
No response received.

Statutory/Non-Statutory Consultations

Traffic Section - Response not received. Comments previously made for applicant to address the access and layout of the proposed site.

Environmental Health - Pollution Control - No comments to make

Electricity North West Ltd - No objection

Pre-start Conditions - Applicant/Agent has agreed with pre-start conditions

Development Plan and Policies

NPPF	National Planning Policy Framework
EC2/1	Employment Generating Areas
EC4/1	Small Businesses
EN1/2	Townscape and Built Design
EN7/2	Noise Pollution
HT2/4	Car Parking and New Development
JP-C2	Digital Connectivity
JP-C5	Streets For All
JP-C6	Walking and Cycling
JP-C8	Transport Requirements of New Development
JP-J2	Employment Sites and Premises
JP-P1	Sustainable Places
JP-S1	Sustainable Development
JP-S2	Carbon and Energy
JP-S4	Flood Risk and the Water Environment
JP-S5	Clean Air
SPD11	Parking Standards in Bury

Issues and Analysis

The following report includes analysis of the merits of the application against the relevant policies of both the National Planning Policy Framework (NPPF), the adopted Places for Everyone Joint Development Plan Document (PfE) and the saved policies within the adopted Bury Unitary Development Plan (UDP), together with other relevant material planning considerations.

The policies of the UDP that have been used to assess this application are considered to be in accordance with the NPPF and as such are material planning considerations. For simplicity, just the UDP and PfE Policies will be referred to in the report, unless there is a particular matter to highlight arising from the NPPF where it would otherwise be specifically mentioned.

Equality Act 2010: All planning applications are considered in light of the Equality Act 2010 and associated Public Sector Equality Duty, where the Council is required to have due regard for:

The elimination of discrimination, harassment and victimisation;

The advancement of equality of opportunity between persons who share a relevant protected characteristic and person who do not share it;

The fostering of good relations between persons who share a relevant protected characteristic and person who do not share it; which applies to people from the protected equality groups.

Human Rights: All planning applications are considered against the provisions of the Human Rights Act 1998.

Under Article 6 the applicants (and those third parties who have made representations) have the right to a fair hearing and to this end full consideration will be given to their comments.

Article 8 and Protocol 1 of the First Article confer a right to respect private and family life and a right to the protection of property, ie peaceful enjoyment of one's possessions which could include a person's home, and other land and business assets.

In taking account of the Council policy as set out in the Bury Unitary Development Plan 1997 and all material planning considerations, it is concluded on balance that the rights conferred upon the applicant/ objectors/ residents/ other interested party by Article 8 and Article 1 of the First Protocol may be interfered with, since such interference is in accordance with the law and is justified in the public interest. Any restriction of these rights posed by refusal/ approval of the application is legitimate since it is proportionate to the wider benefits of such a decision, is based upon the merits of the proposal, and falls within the margin of discretion afforded to the Council under the Town & Country Planning Acts.

The Crime and Disorder Act 1998 imposes (without prejudice to any other obligation imposed on it) a duty upon the Council to exercise its functions and have due regard to the likely effect of the exercise of its functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area. In so doing and on making planning decisions under the Town and Country Planning Acts, the material Planning considerations shall have due regard to the provisions of the Crime and Disorder Act 1998 and its implications in the exercise of its functions.

Unitary Development Plan Policy EC4/1- Small Businesses states that new business development will be acceptable when the scale of development is appropriate to, and the use is environmentally compatible with, the surrounding area in which it is to be located, and where they do not conflict with other policies and proposals of the Plan.

EC2/1 - Employment Generating Areas allows development specifically for B1 business, general industry and warehousing.

Principle

The site is an established car servicing and MOT centre and the proposal to utilise the informal parking area in the western part of the site would be in keeping with the current use and as such considered acceptable in principle.

The proposal therefore complies with UDP Policy EC2/1.

The proposal would comply with EC4/1 in principle subject to considerations of scale, access, traffic generation, noise and impacts on residential amenity.

Visual amenity and streetscape

The proposed development for car sales would not be dissimilar in appearance to the

existing site given the site area is already used for informal parking. The application proposals would formalise this area to provide designated and demarcated parking spaces for the car sales and staff/visitor areas.

Formally marked out MOT and staff parking spaces would also be provided close to the building and the arrangement and use of the site would ensure the site operations would be better organised.

The existing boundary fencing would remain and new access gate would be a paladin mesh type to match the existing and therefore considered not to be visually intrusive.

It is therefore considered the proposed development would be acceptable and comply with policies EN4/1 and EN1/2.

Highways

Parking

SPD11 states that parking provision for car related uses will be assessed on a case by case basis. The existing site area is currently used to provide informal parking for staff, visitors and those cars being serviced and/or having an MOT.

The application states that there would be a maximum of 5 no. members of staff and it is proposed to provide 5 no staff spaces and an additional 3 staff parking spaces within the identified car sales area which would be used by staff when they are driving the sale cars.

There would be 4 visitor spaces located to the western boundary which for a development of this size and scale is considered to be acceptable.

The site is in a highly sustainable area close to Radcliffe Town Centre and transport links and as such considered an accessible location.

As such, it is considered the proposed development would be acceptable in terms of parking provision and comply with policies EC4/1, HT2/4 and SPD11.

Traffic and access

The proposed use for car sales would increase levels of traffic on Edward Street. However, the site could only accommodate a maximum of 24 cars for sale at one time. The application also states that the majority of cars being serviced or MOT'd would be those for sale. Public appointments to the servicing/MOT centre would be limited.

There is currently no footway along the northern side of Edward Street although this has not always been the case and at some point in time has been removed. The application proposes to reinstate the footway which would better pedestrian access to the site and along Edward Street.

It is also proposed to provide a new inward opening gate which would be located centrally within the southern boundary for access to the substation. The existing outward opening gates which serves the servicing/MOT centre would be changed to inward opening which would remove any obstructions of Edward Street when the gates would lube open.

Whilst the use of the site would be intensified by the introduction of an additional business, the scale of development would be restricted by the size of the site and numbers of cars which could be displayed at one time and as such it is considered that the use would not generate significant levels of traffic which would be detrimental to highway safety. The site and existing uses would also be bettered by the formalisation of the parking, access arrangements and re-instatement of a footway.

The Local Highway Authority have raised no objection subject to conditions.

The proposed development is considered to be acceptable and would comply with policies EC4/1, EN1/2, JP-C5, JP-C6 and JP-C8.

Impact on residential amenity

The nearest neighbours would be the occupiers of the three houses at the end of Edward Street which directly face the site.

There is a concrete boundary wall along the western boundary which separates the site from the houses and which screens much of the parking area from views and as such it is considered the proposal for car sales and staff/visitor parking would not be significantly detrimental to residents.

In terms of additional activities at the site, the proposed development would be a relatively small scale car sales business with a maximum of 24 cars for sale at one time. Cars would be driven to the site for sale and there would be no heavy HGV transporters. The westerly access would continue to serve this part of the site and whilst there could be more comings and goings, the scale of business would be such that movements would not significantly effect the residents access to their houses.

It is therefore considered the proposed development would be acceptable and comply with policies EC4/1, EN1/2 and EN7/2.

SP Electricity North West

There is a sub station located within the site and SP Electricity North West (SP ENW) have been consulted.

SP ENW originally objected to the application on the basis that it included operational land and property belonging to the electricity board and the proposed change of use would not be acceptable.

The red edge site plan has been revised and SP ENW have been re-notified who have confirmed that based on revised plans (location plan rev E and block plan rev E) they withdraw their objection.

SP ENW advise an informative to the applicant to follow the guidance of the Health and Safety Executive.

This would be included as an informative.

Policy JP-C2- Digital connectivity

The applicant has confirmed that the business already has operational fibre high speed broadband and digital phone lines. As such, policy JP-C2 is satisfied.

Policy JP-S2 - Carbon and energy

The development relates to an existing hardstanding area which is currently used for informal parking. The development would continue to be used for parking albeit for car sales.

The site was subject to an energy assessment in 2021 which rated the building as 'D'. The applicant, where practical and reasonable is working towards implementing the improvements.

Given the character of the proposed development and that it would utilise hardstanding land only, this approach is considered reasonable.

Statement in accordance with Article 35(2) Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015

The Local Planning Authority worked positively and proactively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were

incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirement in Paragraph 38 of the National Planning Policy Framework.

Recommendation: Approve with Conditions

Conditions and Reasons:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason. Required to be imposed by Section 91 Town & Country Planning Act 1990.
- 2 This decision relates to drawings -

Revised existing site plan 25-175-E01 rev B
Revised location plan 25-175-LP01 rev E
Revised existing block plan 25-175-BP01 rev E

and the development shall not be carried out except in accordance with the drawings hereby approved.
Reason. For the avoidance of doubt and to ensure a satisfactory standard of design pursuant to the policies of the Bury Unitary Development Plan and Places for Everyone Joint Development Plan listed.
- 3 Notwithstanding the details indicated on the approved plans, no development shall commence unless and until full details of the following have been submitted to the Local Planning Authority to a scope and specification to be agreed with the Highway Authority on a topographical based survey of the site and adjacent highways:
 1. Formation of the reinstated footway on the northerly side of Edward Street abutting the site, in a position and alignment to be agreed, incorporating the demarcation of the limits of the adopted highway, provision of dropped pedestrian crossing points at the junctions/access points to be formed/regularised and all associated accommodation works to tie into existing footway limits.
 2. Measures to prevent the discharge of surface water from the proposed accesses/car park onto the adjacent adopted highway.
 3. Signage and/or road marking details for the allocated car parking within the curtilage of the site.
 4. All associated highway and highway drainage remedial works.
The details subsequently approved shall be implemented to an agreed programme and fully completed prior to the development hereby approved being brought into use.
Reason. To secure the satisfactory development of the site in terms of highway safety, ensure good highway design, ensure adequate off street car parking arrangements for disabled users and maintain the integrity of the adopted highway, all in the interests of highway safety pursuant to policies JP-C5, JP-C8, JP-S4 and the principles of the NPPF.
- 4 The turning facilities within the curtilage of the site indicated on the approved plans shall be provided before the access/car park is brought into use and the areas used for the manoeuvring of vehicles shall subsequently be maintained free of obstruction at all times.
Reason. To minimise the standing and turning movements of vehicles on the highway in the interests of road safety pursuant to policies EN1/2 and JP-C8.
- 5 The car parking indicated on the approved plans shall incorporate inward opening gates, be surfaced, demarcated and made available for use prior to the development

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hereby approved being brought into use and thereafter maintained at all times.

Reason. To ensure adequate off street car parking provision in the interests of road safety pursuant to policies HT2/4, JP-C5 and JP-C8.

<u>Case Officer</u>	<u>Date</u>	<u>Sign off Officer</u>	<u>Date</u>
JT	16/6/26	DM	16.06.26